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Fackley Road, Teversal

784-B030221

Residential Travel Plan

Persimmon Homes Nottingham

August 2025



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1.0 INTRODUCTION

- 1.1 Tetra Tech (TT) have been engaged by Persimmon Homes Nottingham to produce this Residential Travel Plan (TP) for 124 residential homes on land off the B6014 Fackley Road. The development has now received planning permission following a Hearing held in December 2024 to appeal the refusal of planning permission for 124 homes. The decision notice includes Condition 15 (set out below), which will need to be discharged:

“No dwelling shall be first occupied unless and until a site-specific Residential Travel Plan has been submitted to and agreed in writing by the LPA. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes and shall include arrangements for monitoring the progress of the proposals. The approved Travel Plan shall be implemented upon first occupation of the development and subject to review as per details to be set out within the approved Travel Plan”

- 1.2 This TA has been produced having due regard for the advice contained in:
- National Planning Policy Framework (NPPF) published by Ministry of Housing, Communities & Local Government (MHCLG, December 2024 latest version).
 - Making Residential Travel Plans Work published by Department for Transport (DfT, 2007).
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009).
 - Nottinghamshire County Council (NCC) Guidance for the Preparation of Travel Plans In Support of Planning Applications (September 2010).
- 1.3 Persimmon Homes are committed to the principles of sustainable development, and seek to influence the travel choices of residents on site with the implementation of a Residential Travel Plan.
- 1.4 NCC’s Guidance identifies 6 core components of a TP:
1. Commitment from the developer to reduce single occupancy car trips.
 2. Identification of a TP Co-ordinator.
 3. Setting of targets with respect to the number of cars to and from a site.
 4. Measures to reduce single occupancy car trips.
 5. Monitoring regime to report achievement against targets.
 6. Review and update the TP in response to monitoring against targets.
- 1.5 In accordance with local and national policies to protect and enhance the environment, and to encourage sustainable development and travel patterns, this report reviews the current situation in the vicinity of the development site and proposes measures to encourage accessibility via a choice of transport modes.

- 1.6 The key elements of the TP Pyramid established in DfT’s Guidance are set out below, along with a brief summary of how the Framework TP at Fackley Road accords with each. The most important factors are those at the base of the pyramid and are described first:

The travel plan pyramid



Source: Making Residential Travel Plans Work, Department for Transport, 2007

- Promotional Strategy.
 - The FTP proposes a Welcome Pack to promote journeys on foot, by bike or by public transport.
- Services and Facilities.
 - There are bus stops on Fackley Road which are in an accessible walk of the development site, which provide public transport opportunities to Stanton Hill and Sutton-in-Ashfield.
 - A pedestrian refuge is to be provided on Fackley Road to facilitate safe pedestrian movement from the development site to the play park.
 - Funding is to be provided to support an enhanced bus service along Fackley Road adjacent to the site.
- Co-ordinator.
 - Persimmon Homes will procure the services of a Co-ordinator to implement, develop and administer the TP, to be in situ prior to first occupation of the development.
- Built Environment.
 - Footways will be provided along all internal roads, other than those arranged as shared surface areas. The internal layout will be designed in accordance with Manual for Streets,

such that it promotes reduced vehicle speed, and therefore offers an attractive environment for journeys on foot or by bike.

- Footpath links are to provided onto Fackley Road, Compton Street and Copsywood Close.
- Location.
 - Residents at the proposed development can access a primary and secondary school within an accessible walk.
 - Stanton Hill village centre can also be reached within an accessible walk from the development site.
 - There are a large number of employment sites which can be reached within can accessible bike ride from the site.

2.0 ACCESSIBILITY

- 2.1 NPPF was updated and revised in December 2024. Paragraph 109 e) identifies “*identifying and pursuing opportunities to promote walking, cycling and public transport use*” for development proposals and paragraph 109 indicates “*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*”. The accessibility of the proposed development has, therefore, been considered based on the guidance outlined in NPPF.

Walking

- 2.2 Figure 2 in Appendix A shows the Public Rights of Way surrounding the development site. There are a number of Public Rights of Way in the vicinity of the development site including a footpath link between Fackley Road and Healdswood Infant and Nursery School.
- 2.3 CIHT’s Planning for Walking (2016) provides limited guidance on walking catchments. In paragraph 6.4 it refers to DfT’s Building Sustainable Transport into New Developments (2008), which advises that for traditional compact town layouts “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking.” The proposed development in Benton is not a traditional compact town centre and so the recommended walking distance is not considered to be appropriate. There is no specific reference in either Planning for Walking or the earlier DfT document which suggests alternative walking catchment distances for comparable residential developments.
- 2.4 MfS advises a walkable neighbourhood has a range of facilities within a 10-minute (800m) walk of residential areas, but this is not an upper limit and walking offers the greatest potential to replace car trips for distances less than 2km. A 2km catchment is supported by data published in Local Transport Today in October 2017 which advised, based on National Travel Survey (NTS) information, the average distance people walk is 1.15km and the 85th percentile distance is 1.95km.
- 2.5 For this review 1.95km has been adopted as an acceptable upper threshold walk distance which is a 24 minute walk (at a typical walking speed of 1.3m per second) from the proposed development. Figure 3 in Appendix A shows a 500m walk and the 1.95km catchment.
- 2.6 Healdswood Infant and Nursery School and New Woods Children’s Centre can be reached within an 11-12 minute walk from the centre of the development site via continuous footway on Fackley Road, and the PRoW to Barker Avenue. Skegby Junior Academy can be reached in a 15 minute walk via the same route as Healdswood Junior and Infant School and then on continuous footways on Beech Street, Cedar Court and Ash Grove. For residents that may not want to use the PRoW route in winter months, there is an alternative street-lit route via the footway on the B6014 Fackley Road and B6014 Mansfield Road and there are dropped kerbs and a pedestrian refuge on the Thoresby Crescent arm of the B6014/ B6028 roundabout.
- 2.7 Quarrydale Academy includes a sixth form for further education opportunities and can be reached within a 23 to 24 minute walk from the centre of the development via continuous footway along the B6014. There are dropped kerbs and a pedestrian refuge island on both the Thoresby Crescent and B6014 Fackley Road (east) arms of the B6014/ B6028 roundabout which facilitate pedestrian journeys to Quarrydale Academy. There are also dropped kerbs on the Longden Terrace arm of the

B6028/ Longden Terrace traffic signals junction/ B6028/ Marshall Terrace priority junction and the B6028/ Cochrane Terrace junction which facilitate pedestrian movement towards the school. The side arms off the B6028 have a narrow carriageway width and are lightly trafficked and the level of provision is deemed adequate as it is for other school aged children who use this existing route to reach Quarrydale Academy.

- 2.8 A Coop foodstore on Fackley Road can be reached within a 9 to 10 minute walk from the development site and there are a number of shops and cafes/ restaurants along the High Street which can be reached within a 15 minute walk of the proposed development. The walking route is south-east along Fackley Road footway to the roundabout junction with the B6028. The roundabout has crossing points on each of the B6014 approaches with wide splitter islands with dropped kerbs.
- 2.9 The employment opportunities located off Brierley Park Close can be reached within a 15 minute walk from the development site via footway along the B6014 on the route towards Quarrydale Academy and a pedestrian crossing on Stoneyford Road, north of Marshall Terrace, which facilitates pedestrian movement to Brierley Park Close.
- 2.10 Skegby Family Medical Centre and a pharmacy can be reached within a 15 min walk of the development site. The medical centre can be reached via footway along Fackley Road and the PRoW that connects the B6014 Fackley Road and the B6014 Mansfield Road via Barker Avenue and then footway on the B6014 Fackley Road. For residents that may not want to use the PRoW route in winter months, there is an alternative street-lit route via the footway on the B6014 Fackley Road and B6014 Mansfield Road and there are dropped kerbs and a pedestrian refuge on the Thoresby Crescent arm of the B6014/ B6028 roundabout.
- 2.11 Riverbank Golf driving range can be reached within a 5 minute walk from the centre of the proposed development via the site access and footway on Fackley Road. Teversal Football Club can also be reached within a 5 minute walk from the development site via Copsywood Close.
- 2.12 The Carnarvon Pub is a 10 minute walk from the centre of the development site and can be reached via continuous footway on Fackley Road.
- 2.13 Meden Bank Park can be reached within a 5 minute walk from the centre of the development site. A pedestrian refuge is to be provided to the west of the proposed site access junction which will facilitate safe pedestrian movement to the play park.
- 2.14 Overall, the level of accessibility from the proposed development to a range of useful destinations on foot is good.

Cycling

- 2.15 Figure 4 in Appendix A shows the cycle routes surrounding the development site. The site is located close to Teversal Visitor Centre at Carnarvon Road which provides a gateway to a network of traffic free paths comprising the Silverhill Trail, Teversal Trail, Link Trail and Skegby Trail, all on former railways. These routes provide largely traffic free routes to a range of useful destinations.
- 2.16 Figure 5 at Appendix A shows some of the destinations which can be reached via the traffic-free paths. The routes provide connections to Tibshelf, Pleasley and Sutton-in-Ashfield and they can

partly be used towards employment opportunities in Mansfield, Oakham Business Park and the business parks to the south of Hilcote.

- 2.17 TT have analysed cycling for all purposes as the main mode of travel (from home), by interrogating data collected through the 2010, 2011 and 2012 NTSs, to calculate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.
- 2.18 For this review an acceptable maximum cycle distance of 7.25km has been adopted which is a 36 minute ride (at a typical cycling speed of 200m per minute) from the proposed development. Figure 6 in Appendix A refers.
- 2.19 All the places which are accessible within a 25 minute walk can be reached by up to a 10 minute cycle ride.
- 2.20 Quarrydale Academy can be reached within a 20 minute cycle ride from the development site on a traffic-free route via the Link Trail and Skegby Trail.
- 2.21 The majority of Sutton-in-Ashfield can be reached within a 20 minute accessible cycle ride of the development site and parts of Mansfield can be reached within a 35 minute accessible cycle ride. Figure 4 at Appendix A shows connections to Sutton-in-Ashfield and Mansfield.
- 2.22 There are a number of employment opportunities which can be reached within an accessible cycle ride of the development site and are outlined below:
- Kings Mill Hospital - 25 minute cycle.
 - Maun Valley Industrial Estate – 25-30 minute cycle ride.
 - Lowmoor Business Park – 30 minute cycle ride.
 - Oakham Business Park - 30 to 35 minute cycle.
 - South Fulwood Industrial Estate – 35 minute cycle ride.
 - Millennium Business Park – 35 minute cycle ride.
- 2.23 Overall, the level of accessibility from the proposed development to a range of useful destinations by bike is good.

Public Transport

- 2.24 CIHT's Planning for Public Transport in Developments (March 1999) states, "*the maximum walking distance to a bus stop should not exceed 400m*", however, it also makes it clear that these walking distances are not fixed, stating "*These distances are quoted for guidance, and should not be followed slavishly.....it is important to provide services that are easy for passengers to understand and attractive to use rather than to achieve slavish adherence to some arbitrary criteria for walking distance*", and "*bus stops should, ideally, be located to minimise walking distances, yet maximise the potential catchment areas*".
- 2.25 CIHT's Planning for Walking (2016) states in paragraph 6.4 that "*For bus stops in residential areas, 400 metres has traditionally been regarded as a cut-off point and in town centres, 200 metres (DOENI, 2000). People will walk up to 800 metres to get to a railway station.*" It should be noted that Planning

for Walking states that 400m (a 5-minute walk) is a traditional value, that is, one without objective supporting evidence, and it is a cut-off distance, implying that people will not walk further than 400m to access bus services at a bus stop. This guidance is not consistent with CIHT’s (March 1999) publication. In addition, an analysis of walking distances published in Logistics and Transport Focus (March 2018), showed that people walk further than 400m. In relation to railway stations, data from NTC shows that people will locally walk 1.4km to a metro station, whereas Planning for Walking advises no further than 800m.

- 2.26 The nearest pair of bus stops are on Fackley Road and can be reached with an approximate 420m walk from the centre of the proposed development. Figure 7 in Appendix A shows the bus options near the development site. The eastbound bus stop has a shelter and timetable information and the westbound stop is a flag/ pole arrangement with timetable information.
- 2.27 There is no formal crossing facility on the B6014 to the north-west bound bus stop. However, the 417 bus service, which serves this stop turns around at the Silverhill Junction and residents can choose to alight at the bus stop on the site side of Fackley Road.
- 2.28 Table 2.1 lists the bus routes which call at the stops on Fackley Road.

Table 2.1: Accessible Bus Routes – Fackley Road Stops

Route No.	Route Description	Monday to Friday	Weekend
Nottsbus Connect 417	Sutton Bus Station, Carsic Estate, Ashland Road West, Sutton, Stanton Hill, Fackley Road, Stanton Hill, Carsic Estate, Sutton Bus Station	3 a day Mon to Fri	No Service

- 2.29 Table 2.1 shows that the 417 service provides a direct service to Stanton Hill and Sutton-in Ashfield but there are only 3 bus services a day and no services at weekends.
- 2.30 The nearest regular and frequent bus service to the residents of Fackley and the proposed development is adjacent to the Co-op on the B6028 High Street, which can be reached within an approximate 750m walk from the centre of the proposed development. The bus stops on the B6028 High Street are flag/ pole arrangements and include timetable information. Table 4.2 below lists the bus routes which call at the stops.

Table 2.2: Accessible Bus Routes – B6028 High Street Stops

Route No.	Route Description	Monday to Saturday	Sunday
Stagecoach 141	Sutton-in-Ashfield, Stanton Hill, Mansfield, Rainworth, Blidworth, Hucknall, Nottingham	Hourly	No Service

- 2.31 Table 2.2 shows that the 141 service provides an hourly service to a range of useful destinations including Sutton-in-Ashfield, Mansfield and Nottingham.

Conclusion

- 2.32 The proposed development has good levels of accessibility on foot or by bike to a range of local destinations and facilities and bus services are available to a range of useful destinations including Sutton-in-Ashfield, Mansfield and Nottingham.

3.0 TRAVEL PLAN ADMINISTRATION

- 3.1 Experience has shown there are certain key elements to the successful implementation of a Travel Plan:
- Commitment and involvement of Persimmon Homes.
 - Regular audit of travel patterns to monitor travel behaviours.
 - Active promotion of the TP from the outset.
- 3.2 David Groves will be appointed TP Co-ordinator for the proposed development and his contact details are set out below.
- 3.3 David Groves, Principal Transport Planner, Tetra Tech, 2nd Floor, Cathedral Buildings, Dean Street, Newcastle upon Tyne, NE1 1PJ
- 3.4 T: 07966298053; email: david.groves@tetratech.com
- 3.5 The Co-ordinator will:
- Support, oversee and implement the requirements of the residential Travel Plan upon first occupation of the development and through the life of the plan including for new residents following resale;
 - Provide travel advice and guidance to residents in the early stages of occupation and throughout the development process;
 - Organise the distribution of the residential welcome pack to all households upon first occupation;
 - Ensure the travel information made available is always current and up to date;
 - Organise Travel Surveys, analyse these and submit regular Monitoring Report summarising the results to NCC's transport planning officers, together with an assessment of the success of the Travel Plan in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the Travel Plan.
 - Liaise with Ashfield District Council as and when necessary.
- 3.6 Persimmon Homes are committed to providing a budget for the Travel Plan Co-ordinator to implement measures and initiatives to encourage sustainable travel at the site.
- 3.7 If David Groves were to leave his post, then NCC will be informed and a new TPC will be appointed asap.

4.0 MEASURES TO REDUCE CAR USE

- 4.1 The prime objective of the TP is to reduce the number of single occupancy car trips generated by the development. A series of measures to be funded by Persimmon Homes are proposed below to address this objective by encouraging greater use of public transport, car share, walking or cycling.

Plan Management

- 4.2 Effective management is essential if the car travel reduction measures are to be successfully implemented. Day-to-day operation and management of the plan will be carried out by the TP Co-ordinator, who will promote, maintain, monitor and review it.
- 4.3 The developers will procure the services of a TP Co-ordinator for the site. The TP Co-ordinator is to be in-situ prior to first occupation of the homes.

Publicity and Promotion

- 4.4 The accessibility of the site is to be actively promoted to prospective residents alongside suggestions to encourage walking, cycling or use of public transport. The promotion of these elements is included within the general marketing of the residential development by sales staff.
- 4.5 So that residents are fully aware of the transport options available to them a Welcome Pack will be provided to the purchaser of each new home on first occupation.
- 4.6 The Welcome Pack will comprise the following:
- Information on public transport about the nearest bus stops and the services that use them.
 - Information on surrounding cycle routes and available cycle maps.
 - Information on travel to schools.
 - Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctors Surgeries, Banks, Libraries, Parks and other local amenities.
 - Details on how to gain access to local car share websites/ databases.
 - Name of the TP Co-ordinator, along with contact details by telephone, email or in person.
- 4.7 Further copies of the Welcome Pack would enable residents to pass information to family, friends and colleagues.
- 4.8 Any major changes to travels services, such as bus routes/services, rail routes will be circulated by the TP Co-ordinator via e-mail or a mail drop.
- 4.9 The TP will be marketed from site Sales Offices from the outset of the development.
- 4.10 Personalised journey planning will be offered to residents on request.

Measures to Improve Walking

- 4.11 Walking is to be encouraged by the information within the Welcome Pack advising of recommended routes to the primary schools on site, local primary schools in the surrounding area and other attractors such as the local centre proposed on site. The health benefits associated with walking will be promoted by the Co-ordinator.

- 4.12 The co-ordinator will link with the local schools to identify whether there are initiatives such as walking-buses which could be promoted at the site.
- 4.13 In line with Manual for Streets, the internal layout will be designed to encourage safe routes within the development to provide clear, coherent and attractive routes for pedestrians to encourage walking to destinations within a short walk which may replace short car journeys.

Measures to Improve Cycling

- 4.14 In addition to the proposed shared foot/ cycleways within the site, cycling is to be encouraged by the information within the Welcome Pack including local cycle maps showing recommended routes.
- 4.15 In line with Manual for Streets, the internal layout will be designed to encourage safe routes within the development to provide clear, coherent and attractive routes for cyclists to encourage cycling.
- 4.16 Each home will include a suitably sized garage or a shed to safely store a bike.
- 4.17 The TPC will make residents aware of cycle maintenance and cycle training opportunities that are available within the local area. If demand is sufficient then cycle maintenance and cycle training will be offered on site.
- 4.18 The TPC will promote and arrange promotional events such as cycle-to-work day.

Measures to Improve PT

- 4.19 A Bus Service Contribution of £160,000 is being provided by the developer to enhance a local bus service to serve the site Monday to Saturday.
- 4.20 A contribution is also being provided by the developer to improve two bus stops on Fackley Road adjacent to the development site, supplying them with a shelter and real time passenger information.
- 4.21 The Welcome Packs will inform residents of public transport available to them.
- 4.22 Any service changes will be circulated by the TP Co-ordinator via e-mail or mail drop. Awareness is to be raised amongst residents by making easy-to-understand timetables and maps supplied by the TP Co-ordinator.
- 4.23 Distributing a map supplied by the Co-ordinator showing the nearest bus stops, walk distances to each, and times by bus to the most common destinations near to the workplace.
- 4.24 One month free public transport taster tickets will be offered to all households.

Car Sharing

- 4.25 Residents who live close to one another can potentially share cars for their journey to work and other purposes.
- 4.26 Car sharing will be encouraged with information provided by the TP Co-ordinator on how to gain access to local car share websites/databases, e.g. www.liftshare.com.
- 4.27 The financial and social benefits associated with car sharing are to be promoted by the Co-ordinator in the Welcome Pack.

Electric Vehicle Charging Points

4.28 Each home is to include an electrical vehicle charging point.

Broadband and Home Working

4.29 All houses at the proposed development will include Fibre to the Premises (FTTP). It will be possible for one of the rooms in the house to be used as a home-office at the homeowners discretion. The houses therefore allow residents to effectively work from home.

5.0 TARGETS

- 5.1 Targets are measurable goals which are set in order to assess whether the objectives of the TP are being achieved. They need to be realistic and take into account the particular circumstances and location of the development.
- 5.2 The prime objective of the TP is to reduce the numbers of single occupancy car trips by residents for their journeys from the site.
- 5.3 NCC's TP Guidance sets out the following:

"The Primary Target within a Travel Plan should be based around the (multi-modal) trip generation values set out in the development's Transport Assessment. The (vehicular) trip generation values given in the TA should be considered as maximum values and the target (vehicular) trip generations in the Travel Plan should be lower than that which would be expected from a development without a Travel Plan."

- 5.4 The primary objective of this travel plan is to reduce the number of single occupancy car trips during the AM and PM peak hours, to ensure on full occupation the numbers of vehicles tested in the Transport Assessment (TA) produced for planning are not exceeded. The peak hours being the time periods during which the local road network operates under most strain. The car driver trips have been extracted from the TA and are shown in Table 5.1 below. A 10% reduction in car driver mode share is proposed and the resulting car driver trips are shown in Table 5.1 below.

Table 5.1: Car Driver Trips Extracted from TA and Car Driver Trips with 10% Reduction Target

Time Period	Arrivals		Departures	
	TRICS Rate	Trips	TRICS Rate	Trips
Vehicle Trips				
Weekday AM Peak Hour 08:00 to 09:00	0.141	17	0.363	45
Weekday PM Peak Hour 17:00 to 18:00	0.332	41	0.158	20
Vehicle Trips With Travel Plan in Place				
Weekday AM Peak Hour 08:00 to 09:00	15		41	
Weekday PM Peak Hour 17:00 to 18:00	37		18	

Trip rates are per dwelling

- 5.5 As the TP develops over time and more survey information becomes available, focus in modal shift should be directed on particular mode(s). It will be at the discretion of the TP Co-ordinator to identify where measures should be focussed year on year and amend the table accordingly. However, the focus must always be to reduce single occupancy private car use which must always have a Target which represents year on year reduction.
- 5.6 The travel plan also aims for 100% TP awareness as a secondary target.
- 5.7 Targets will not be changed or updated without discussion with, and agreement of, NCC.

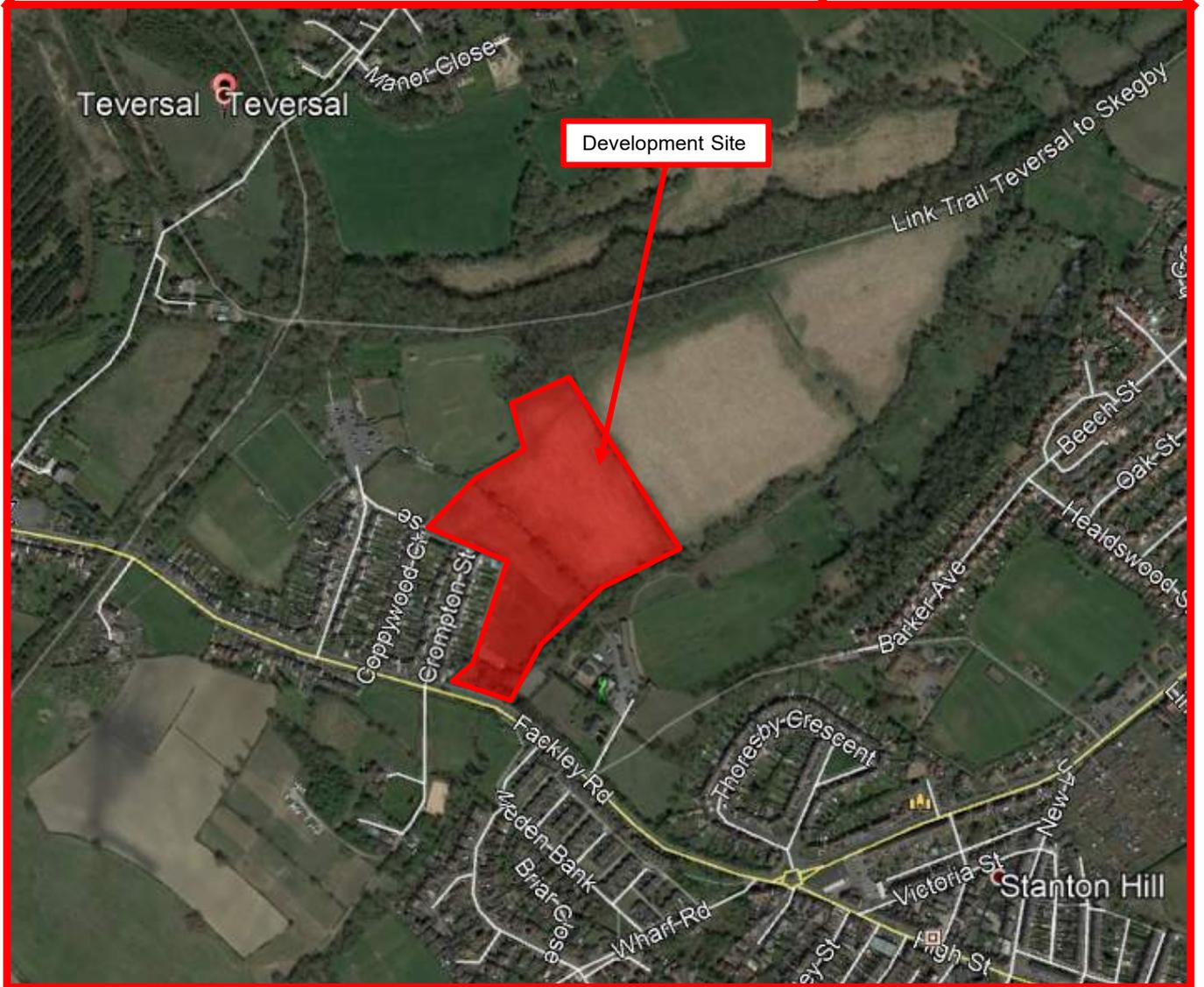
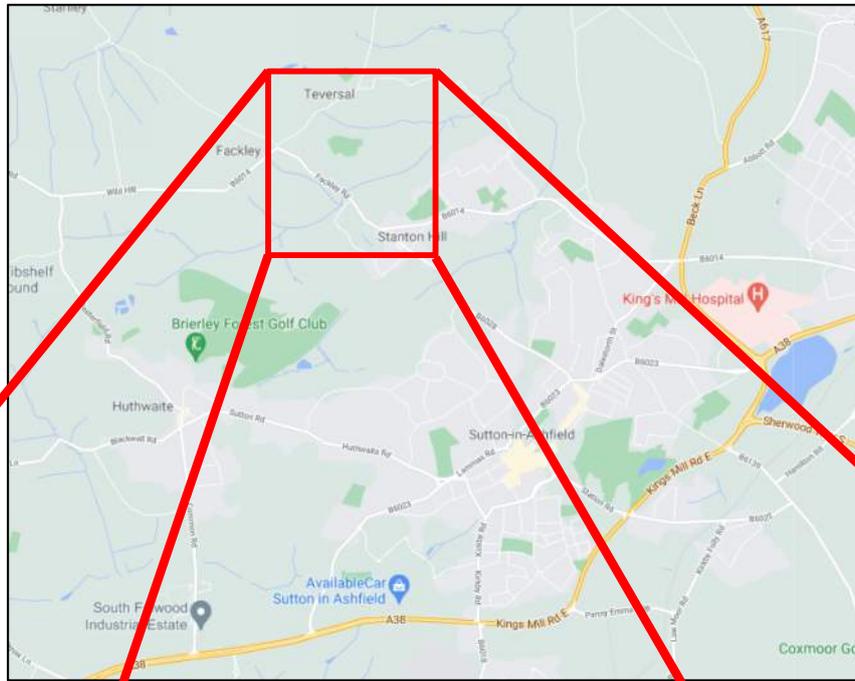
6.0 MONITORING OF SUCCESS

- 6.1 Persimmon Homes would commission a vehicle count survey at the site access to record vehicle movements into and out of the site.
- 6.2 The first survey would be carried out following 50% occupation of the site and follow on surveys would then be undertaken annually for five years.
- 6.3 The count survey would be supplemented by a questionnaire survey among all residents to reaffirm actual travel patterns and better understand the factors which could influence behaviours. The questionnaire will be sent to NCC for approval prior to its distribution to residents.
- 6.4 The first survey would be carried out following 50% occupation of the site to coincide with the vehicle count surveys and would also be undertaken annually for five years.
- 6.5 The surveys seek to identify changes in travel behaviours and also are a means of flagging areas in which the TP Co-ordinator's efforts should be directed across the following year. The results and TP outcomes would be shared with NCC within 1 month of the data from the surveys being received by the Co-ordinator.
- 6.6 The results and TP outcomes would be shared with NCC within 1 month of the data from the surveys being received by the Co-ordinator.
- 6.7 The monitoring reports will include information regarding uptake of public transport taster tickets and resident feedback.
- 6.8 The monitoring results will be disseminated to all residents via a newsletter or email to ensure residents are kept informed of TP success.
- 6.9 If targets are not met then the TP Co-ordinator will consult with NCC highways to discuss remedial options to be implemented. Any remedial measures discussed will need to be agreed with Persimmon Homes to implement those extra measures deemed necessary by NCC.

7.0 ACTION PLAN

Measure	Objective	Responsibility	Deadline
Provide on-site pedestrian and cyclist facilities	Promote walking and cycling	Persimmon Homes	During construction
Improve local bus shelter infrastructure	Promote public transport use	Persimmon Homes	Prior to first occupation
Provide Bus Service Contribution	Promote public transport use	Persimmon Homes	Prior to 25% occupation
Appoint Travel Plan Co-ordinator	Provide person responsible for TP	Persimmon Homes	Prior to first occupation
Issue each new household with Welcome Pack	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Provide personalised journey planning to all residents on request	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Make residents aware of cycle maintenance and cycle training opportunities	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Promote and arrange sustainable travel events such as cycle-to-work day	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Provide public transport taster tickets	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Investigate establishing walking buses with local schools	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Promote car sharing	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation and ongoing
Carry out Baseline Survey	Determine baseline travel patterns	Travel Plan Co-ordinator	Occupation of 50th home
Commission Follow Up Surveys	Monitor TP progress towards objective	Travel Plan Co-ordinator	12 months after first survey and annually for five years
Produce Progress Report for NCC	Monitor TP progress towards objective	Travel Plan Co-ordinator	1 month after each Monitoring Survey data received
Hand over Travel Plan to residents	Following review of TP against objective	Travel Plan Co-ordinator	After final monitoring survey

APPENDIX A: FIGURES

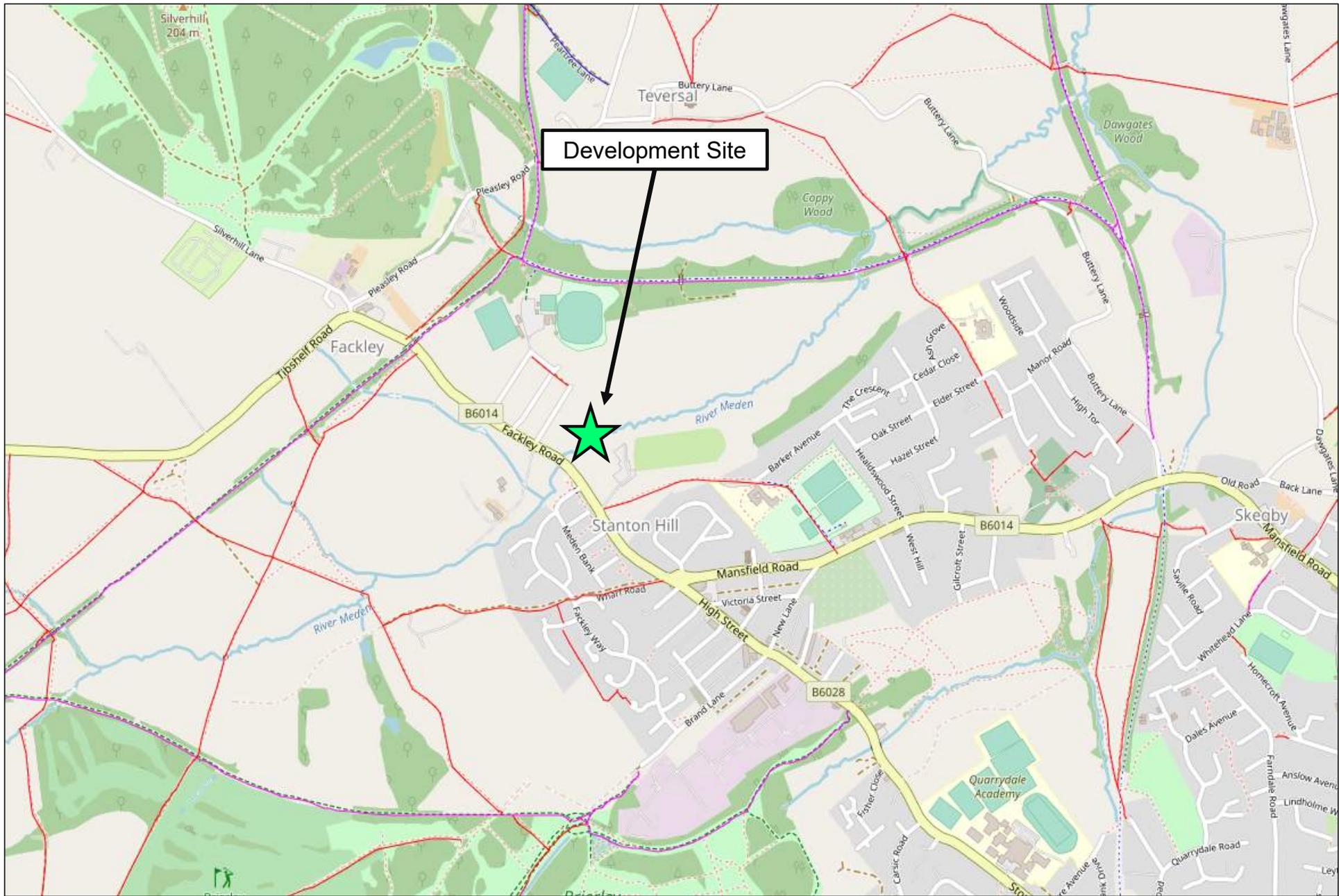


Fackley Road, Teversal

Site Location Plan

Figure 1





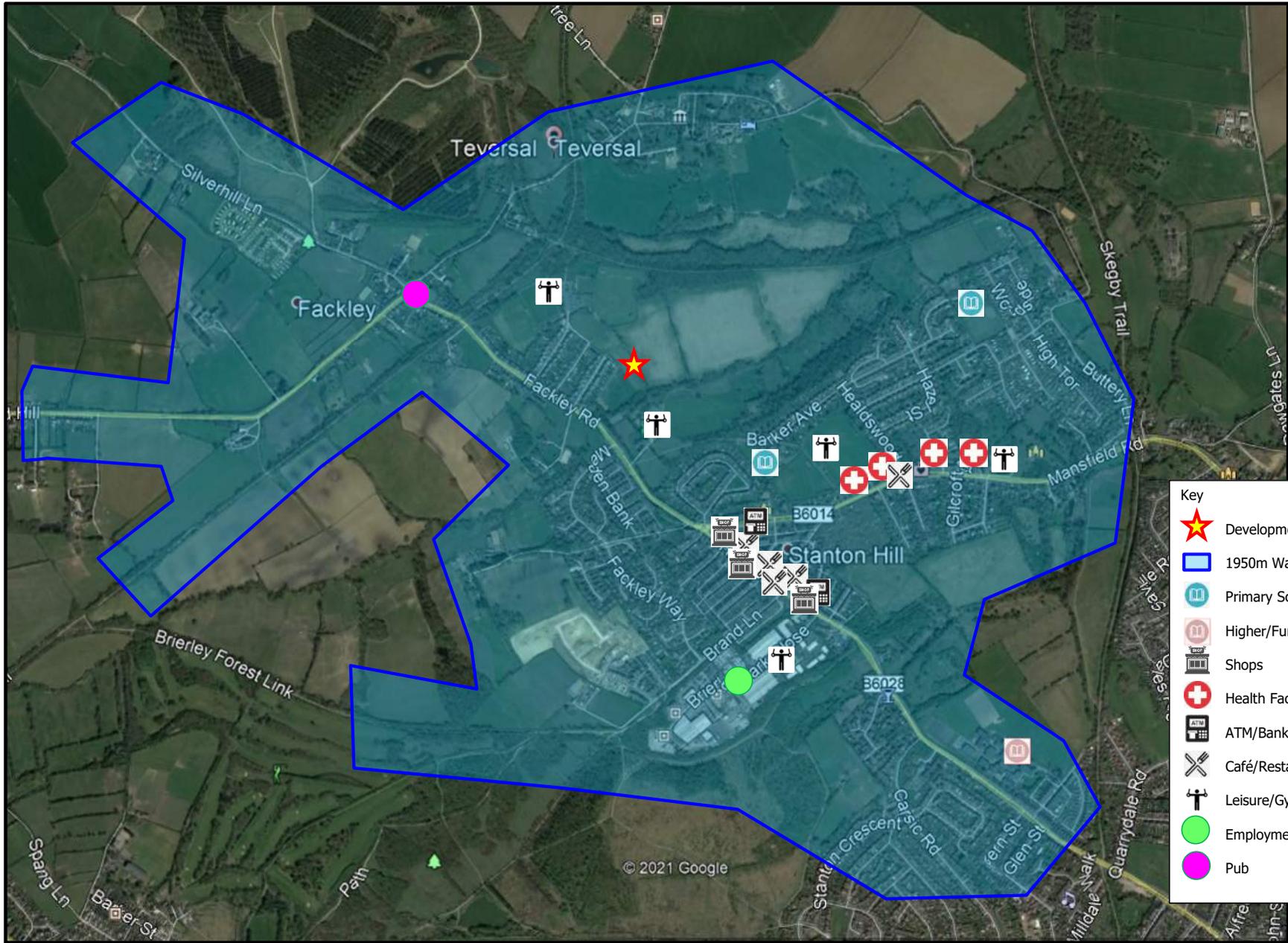
Source: NCC Footpath Map

Fackley Road, Teversal

Public Rights of Way Plan

Figure 2





Key

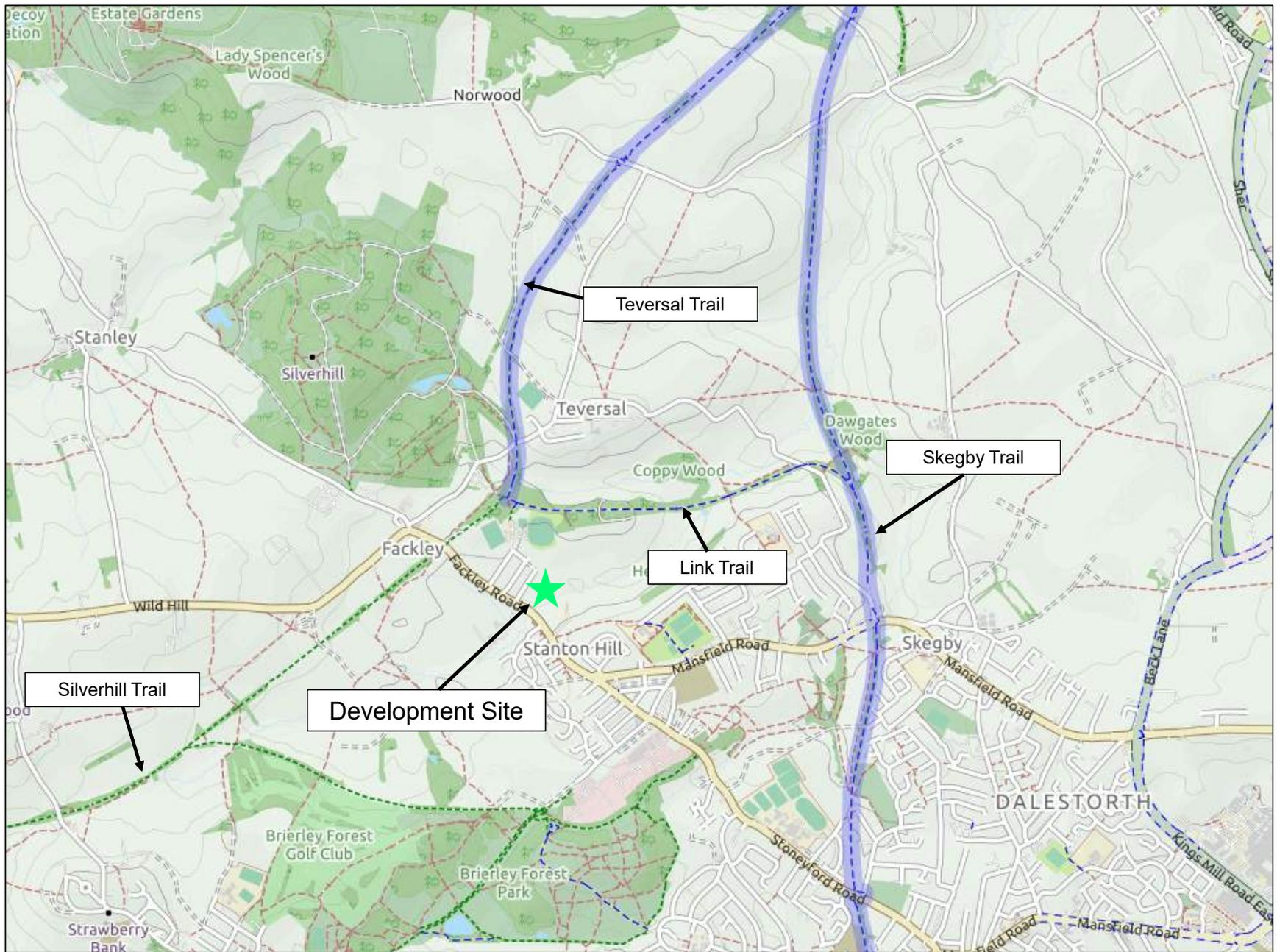
- Development Site
- 1950m Walk Catchment Area
- Primary School
- Higher/Further Education
- Shops
- Health Facilities
- ATM/Bank
- Café/Restaurant
- Leisure/Gym/Sport
- Employment
- Pub

Source: Google Earth

Fackley Road, Teversal
Walk Accessibility Plan

Figure 3





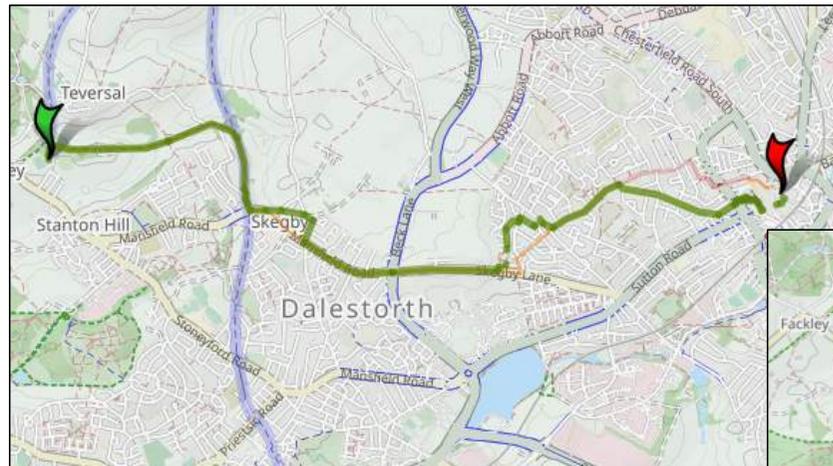
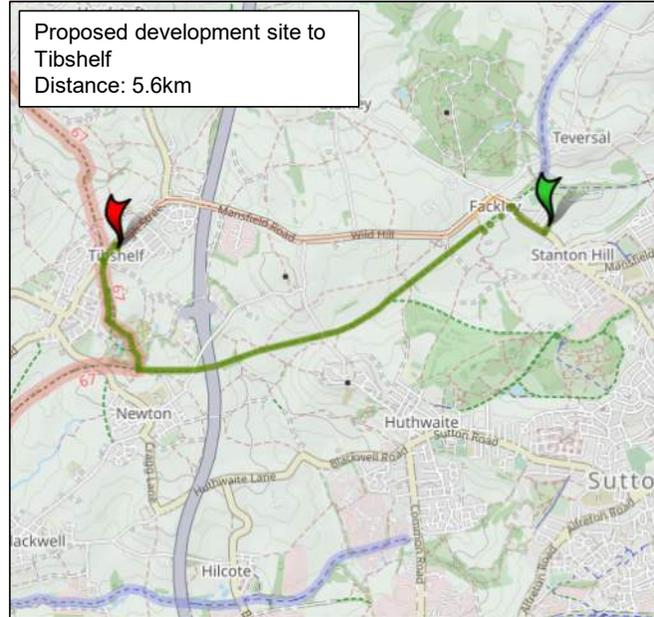
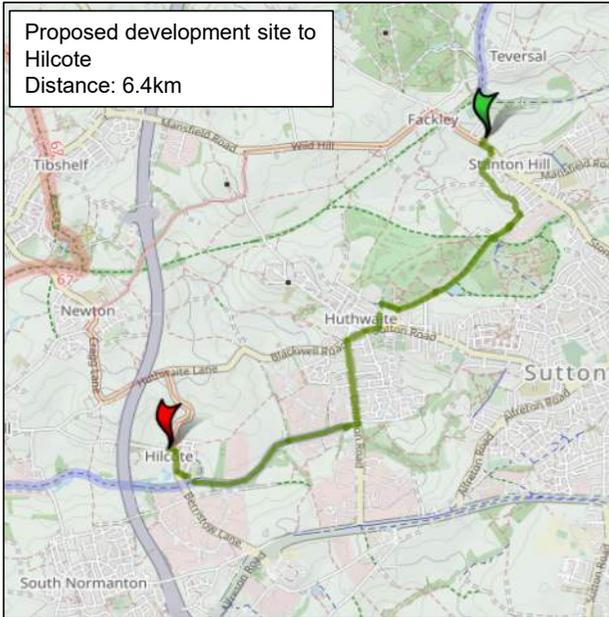
Source: Open Cycle Map

Fackley Road, Teversal

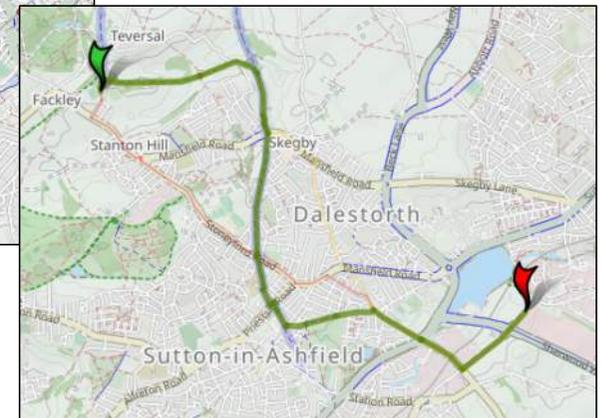
Local Cycle Routes

Figure 4





Proposed development site to Mansfield
Distance: 7.6km



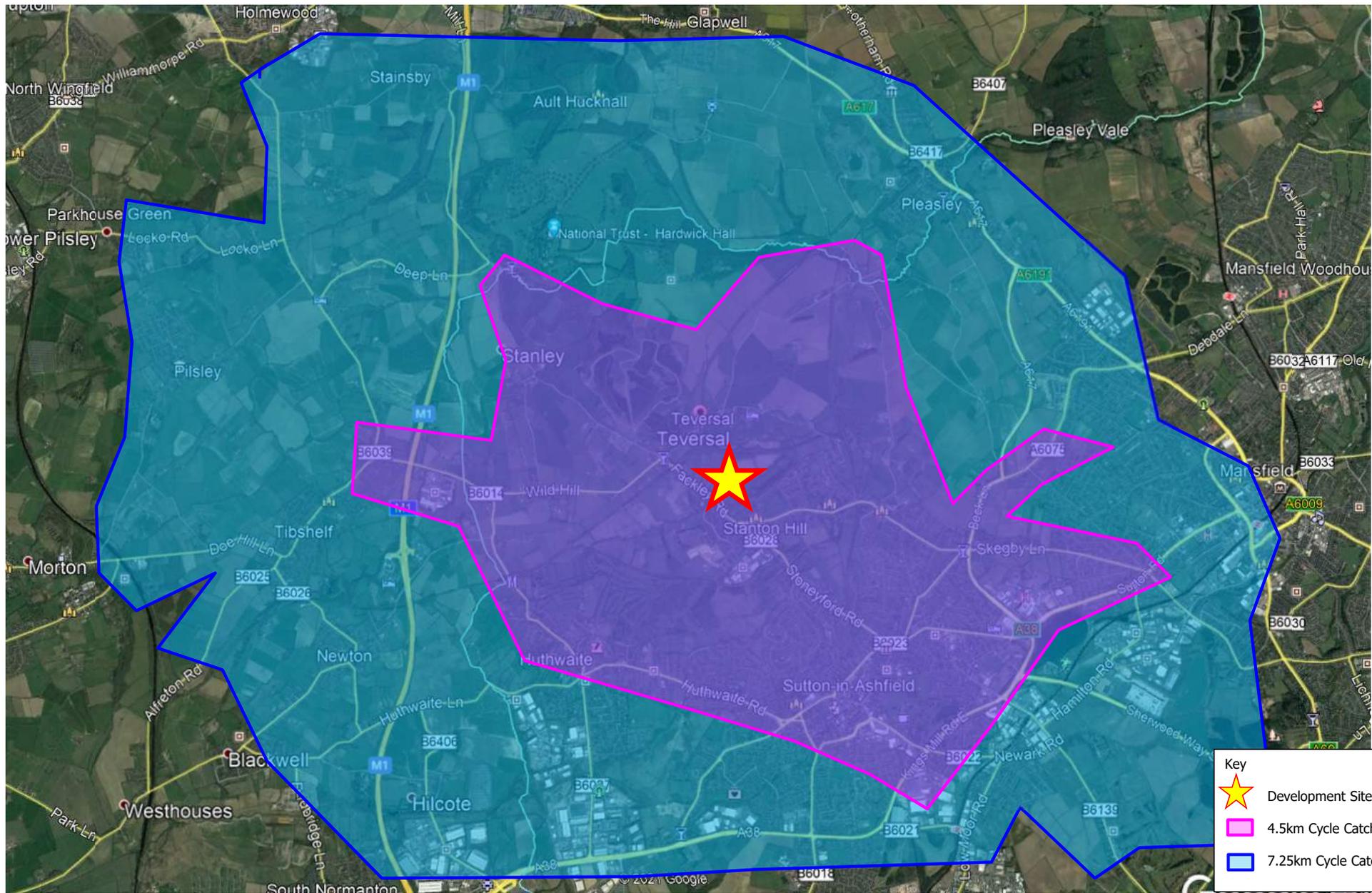
Source: CycleStreets.Net

Fackley Road, Teversal

Routes to Useful Destinations Using Trail Paths

Figure 5





- Key
-  Development Site
 -  4.5km Cycle Catchment Area
 -  7.25km Cycle Catchment Area

Source: Google Earth

Fackley Road, Teversal Cycling Accessibility Plan

Figure 6





Key

- Development Site
- B** Bus Stop
- Walk Route

Source: Google Maps

Fackley Road, Teversal

Local Bus Stops

Figure 7

