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LAND SOUTH OF NEWARK ROAD, SUTTON IN ASHFIELD
REPLY TO NCC COMMENTS OF 21 FEBRUARY 2024
18 March 2024

Introduction

1. On 15 February 2024, Nottinghamshire County Council (NCC) issued to ADC Infrastructure a draft of their consultation response to outline planning application V/2022/0629. The comments were a draft while awaiting a response from Transport and Travel Services. ADC Infrastructure replied to NCC on 22 February 2024.
2. After issuing that reply, ADC received a copy of NCC's formal response, dated 21 February 2024. It was the same, with an additional section subtitled Transport and Travel Services Response 19/02/2024. This note therefore formally repeats ADC Infrastructure's reply of 22 February 2024, and addresses the additional comments by Transport and Travel Services. ADC's comments are in red text below those of NCC.

Reply

3. Coxmoor Rd/ Hamilton Rd mini rdbt (drawing ADC1580-DR-005 rev P9):

- Geometry of the mini roundabout mainly looks as before with the widening of the Hamilton Road approach so capacity should be as previously examined.
- Coxmoor Road NW approach slightly narrowed to create sufficient space for the extended shared cycle facility – this may affect the capacity of the roundabout by reducing the flare length and half width of the approach. This needs to be addressed.
This change, shown by the pink lines, is proposed in the LCWIP. If the LCWIP decides to compromise road capacity on this approach for the sake of an improved cycle provision, it does not seem reasonable for the applicant to mitigate it.
- New toucan crossing to NW of roundabout on Coxmoor Road linking the extension of the shared use path on Hamilton Road NE with the intended cycle route along Hamilton Road SW through the industrial area. The details of the crossing will need attention to achieve the required widths, however, this is detail and the principle of the crossing at this location appears acceptable.
Again, the crossing, shown in pink lines, is lifted straight from the LCWIP and it is for Via to provide that detail.

4. Newark Rd/ Hamilton Rd segregated cycle crossing (drawing ADC1580-DR-006 rev P5):

- The interactions and alignments of the separate foot and cycle ways, and how they relate to the shared facility on Hamilton Road will need very careful design.
- It is understood that the ADC layout is based on the NCC/Via sketch proposal, however, I am concerned that the alignments on the NW side of Newark Road may be difficult for cycles to negotiate. The approach to the signalled cycle element to cross Newark Road to go south should be straighter/more perpendicular to the carriageway to allow for reliable detection of cycles and, also avoid the situation where cyclists will be looking over their right shoulder to judge whether it is safe to cross. The alignment for the other direction exiting the crossing is also very tight. The design needs careful consideration to take this into account.
The concerns raised are associated with the LCWIP proposals, shown in pink.

5. Newark Rd/ Site Access signalised junction (drawing ADC1580-DR-012 rev P8):

- The layout can still be tightened up in terms of stop line locations, increasing storage space and lane lengths between junctions and reducing clearance periods between conflicting traffic and pedestrian phases.

This comment was made previously, and we have been through a process of ‘tightening’. Nevertheless, if it is thought that more can be done, we would suggest it could be done at the detailed design stage. If the ‘slacker’ arrangement works, it is clear that a ‘tighter’ arrangement would work better, and hence the principle has been established that the junction is appropriate and can be conditioned for the detailed design process and implementation prior to occupation.

- The Coxmoor Road/Newark Road signalled junction does not currently have any NMU facilities and the proposed segregated cycle path section between Coxmoor Road and the site access junction requires facilities for NMUs to travel onwards to/from Cauldwell Road, which now provides a quiet route connection to Mansfield. The drawing will need amendment to include this improvement.

This point has not been raised before, despite the arrangements having previously been deemed acceptable. Given the desire to have the application determined, the applicant is resistant to unending design iterations, especially given the many months it takes to receive any feedback. Our interpretation of the request is for measures to allow pedestrians (and cyclists?) to cross from SW (Newark Rd) to NE (Cauldwell Road). There are no facilities at the moment, and the applicant should not be making good the existing deficits on the road network. Any measures must be related to the development, and the number of the development’s residents making that crossing will be small.

- The double set of pedestrian stud lines on the drawing indicates parallel pedestrian and cycle facilities across the access road, rather than the previous staggered puffin/toucan facilities, however, the staging diagram does not reflect this as it still shows a staggered style crossing for a shared facility. If it is parallel (as per LTN1/20) then the cycle facilities need to go across the road in a single movement, separate from the pedestrians alongside. This will require a separate ‘all red to traffic’ stage, affecting the capacity modelling for the junction. The type of crossing is unclear. There are no tactile paving or junction treatment/on road markings indicating where cyclists or pedestrians are expected to be directed. This requires addressing.

The request was for LTN1/20 style provisions, and the drawing therefore shows a straight across crossing. Although tactiles are not shown at this stage, the stud lines show where pedestrians and cyclists are to be directed. We would be content to revert to a staggered crossing. One to discuss.

- As with the crossing on Coxmoor Road at the end of Hamilton Road the interaction of pedestrian and cycle paths/facilities will need careful design.
- The SW bound exit merge is far too long and should commence shortly after the junction exit rather than having 2 lanes running for some distance after leaving the junction, encouraging high speeds and overtaking manoeuvres. This will require amendment.

DMRB CD 123 para 7.10.1 says, “Where it is necessary to reduce the number of lanes on the exit arm, a single lane should be reduced over a distance of 100 metres starting at or beyond the limit of the junction intervisibility zone, as illustrated in Figure 7.10.1.” We have complied with that advice, with the southwestbound exit on Newark Road reducing from 7.0m wide to 3.4m wide over a distance of 100m. If NCC are willing to relax this standard, a shorter merge can be provided.

- The intervisibility zone still impinges on land outside the highway. It is understood that the corners will be dedicated as highway to preserve the zone, however, bringing the stop lines closer in could possibly bring the zone wholly within highway.

Agreed. And as above, this can be resolved at the detailed design stage if the arrangement is ‘tightened’.

- Forward visibility to DMRB is not quite achieved coming up the hill from Kirkby Folly Road – 86m rather than 90m to see an obstacle 260mm from the ground at the signals. Alternatively, 90m can be achieved to an obstacle height of 600mm. This is not considered to be a MfS type of road, however, this is very close to achieving DMRB and comfortably exceed both NHDG and MfS requirements, so this is not too much of a concern.

- The “single direction” footway/cycleways into the development site may not be used effectively as it is considered that users will simply travel in both directions and then experience difficulties in passing or when they reach the end.
This can be adjusted if necessary.
- The cycle facility across Searby Road is of concern as drivers may not respect that when they’re turning. This ought to possibly be full NMU priority although this may then affect capacity modelling which is a concern that will need addressing.
The design is from LTN1/20 Figure 10.13 and the concern would arise wherever a cycle track crosses a side road.

Sustainability

6. There is an existing ‘old style’ signed footway/cycleway facility on Newark Road which provides a link to the south to Kirkby Folly Road. Drawing ADC1580-DR-006 rev P5 demonstrates the proposed footway/cycleway scheme on Newark Road, however, this does not connect to the **existing** infrastructure which can be seen to the west of the proposed crossing on this drawing, opposite Hamilton Road. This connection is required as Hamilton Road connects Newark Road to the existing infrastructure at the Hamilton Road/Coxmoor Road junction.
These connections are part of the LCWIP scheme.
7. Pedestrian/cycling links have been proposed from the Newark Road site access, linking to existing and improved infrastructure. A ‘sparrow’ crossing has been shown on drawing no. ADC1580-DR-006 P5 and labelled ‘Improvements to Hamilton Road and Newark Road proposed by VIA East Midlands as part of the ATC LCWIP’. Providing transport solutions which encourage cycling and walking are key planning objectives when considering new developments, giving future residents alternatives to using a private car. To meet these objectives, enhanced infrastructure and facilities should be provided to improve accessibility to the transportation infrastructure as part of this development. Therefore, the proposed ‘sparrow’ crossing is required to be provided by the applicant as part of this development to enhance connectivity of the local routes and form a comprehensive network of high-quality walking/cycling networks to reduce car dependency and encourage active movement.
The LCWIP Works are being provided by Via/NCC.
8. There is a triangular section of unregistered land that is not in the applicant’s control shown on drawing no. ADC1580-DR-012 Rev. P8 as part of the grass verge and due to this the segregated footway/cycleway from the proposed access in a southwestern direction does not continue at the edge of carriageway. It is shown positioned at the rear of the verge to avoid this section of land. This, therefore, does not follow the desire line and the concern is that pedestrians and cyclists would continue along the grass verge instead, as this is the shortest route. This drawing also provides an alternative illustrative arrangement of the works on the unregistered land, which does show a continuous segregated footway/cycleway adjacent the carriageway. It is stated this option is not proposed but may be deliverable in the future. Can the applicant pursue this matter further to deliver this option as part of this application as the Highway Authority considers it imperative that the facilities to be provided need to be the most suitable and effective for the expected users.
The applicant is unable to deliver works on the unregistered land. Hence the alternative offered. This matter was discussed in the Access Technical Note (ADC1580-RP-P-v6, dated 6/4/2023) previously submitted to NCC. It is the applicant’s position that the works can be delivered by NCC. As explained in the technical note, to compensate for the slight divergence from the desire line, additional measures are provided to ensure cyclists are fully catered for, such as the segregated pedestrian and cycle route through to Searby Road, and the widened footway on the northern side of Newark Road.

9. The drawing does not show the existing highways assets, for example, lamp columns, gullies and trees along with any existing driveways. These need to be included to understand which assets will be affected by this proposal and to be able to consider their potential relocation.

Such matters can be resolved through the detailed design process. Nevertheless, there is only one private driveway affected by the proposals, immediately west of the unregistered land, and it is clearly shown on the drawings. It is NCC's request for segregated pedestrian and cycle provisions across the site frontage, resulting in the 5.5m wide works. That will impact all the vegetation along the frontage. Lamp columns and gullies will need to be relocated accordingly.

Transport and Travel Services Response 19/02/2024

Replied to separately

Travel Plan

10. The following response has been received in relation to the Travel Plan submitted, ref. ADC1580, report ref. ADC1580-RP-O, and outstanding matters need to be addressed:

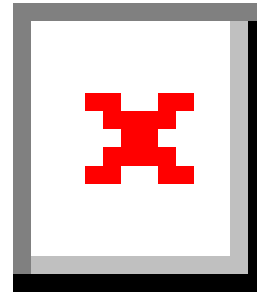
The Travel Plan is based on the 2017 version, updated in 2019, and incorporating NCC's comments. It was agreed the Travel Plan could be conditioned. Nevertheless, a revised Travel Plan has been prepared (ADC1580-RP-O-v4), picking up the following points at the paras noted below.

- Targets should not be changed or updated without the prior written approval of NCC. A statement to the effect should be included. **Para 5.3**
- Targets should match the formal monitoring period (5 years following 50% occupation of the site). A statement to the effect should be included. **Para 5.3**
- The period in post of the TPC should match the formal monitoring period (from just before site occupation to a point 5 years following 50% occupation of the site, unless extended by remedial / target miss). **Para 6.3, 6.6**
- The TPC should commit to liaising with the planning authority (Ashfield District Council) and the highway authority (NCC). **Para 6.6**

11. In addition to the measures included within the Travel Plan, the following should also be included:

- The TP should make residents aware of cycle maintenance opportunities (as well as cycle training) available within the local area. If there is sufficient demand, cycle maintenance and cycle training should be offered on-site. **Para 6.9**
- Trial public transport tickets should be provided. The provision of taster public transport tickets is now common practice amongst residential travel plans. (Alternatively, a cycle voucher of equivalent value should be offered to residents of an equivalent value on a redemption basis to provide them with the opportunity of purchasing a bicycle / cycle equipment). **This will be resolved through S106 discussions and the consultation response of the public transport officer.**
- Personal Travel Planning should be offered to any resident who requests it. This is implied in paragraph 6.8 but not explicitly stated. **Para 6.8**
- The provision of a site noticeboard in a prominent location to advertise key transport information. This could be within the sales office and could also be used to sell the green credentials of the site. **Para 6.10**
- Promotions linked to national days, such as cycle to work week etc. **Para 6.10**
- Annual newsletter / update email making residents aware of progress towards TP targets and any updated travel information. **Para 6.10**

12. Monitoring reports should be supplied to NCC within 1 month of collating data, not 3 months as stated in paragraph 7.5. **Para 7.5 amended.**



TOWN AND COUNTRY PLANNING ACT

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Ashfield	Date received	23/08/2022
OFFICER:	Sam Muir		
PROPOSAL:	Outline with reserved matters - Access - Residential development of up to 300 dwellings	D.C. No.	V/2022/0629
LOCATION:	Land at Newark Road, Coxmoor Road, Sutton in Ashfield,		
APPLICANT:			

This is an outline application with all matters reserved, except for access, for a development of up to 300 dwellings. Access is to be provided from Newark Road for which there have been previous discussions between the Highway Authority and the applicant's Transport Consultants (ADC Infrastructure), and any future internal layout would incorporate a loop road arrangement.

The following comments have been compiled from specialist NCC/Via colleagues following submission of updated drawings:

Coxmoor Rd/ Hamilton Rd mini rdbt (drawing ADC1580-DR-005 rev P9):

- Geometry of the mini roundabout mainly looks as before with the widening of the Hamilton Road approach so capacity should be as previously examined.
- Coxmoor Road NW approach slightly narrowed to create sufficient space for the extended shared cycle facility – this may affect the capacity of the roundabout by reducing the flare length and half width of the approach. Could this be clarified?
- New toucan crossing to NW of roundabout on Coxmoor Road linking the extension of the shared use path on Hamilton Road NE with the intended cycle route along Hamilton Road SW through the industrial area - the details of the crossing will need attention to achieve the required widths, however, the principle of the crossing at this location appears acceptable.

Newark Rd/ Hamilton Rd segregated cycle crossing (drawing ADC1580-DR-006 rev P5):

- The interactions and alignments of the separate foot and cycle ways, and how they relate to the shared facility on Hamilton Road will need very careful design.
- It is understood that the ADC layout is based on the NCC/Via sketch proposal, however, there is the concern that the alignments on the NW side of Newark Road may be difficult for cycles to negotiate. The approach to the signalled cycle element to cross Newark Road to go south should be straighter/more perpendicular to the carriageway to allow for reliable detection of cycles and, also avoid the situation where cyclists will be looking over their right shoulder to judge whether it is safe to cross. The alignment for the other direction exiting the crossing is also very tight. The design needs careful consideration.

Newark Rd/ Site Access signalised junction (drawing ADC1580-DR-012 rev P8):

- The layout can still be tightened up in terms of stop line locations, increasing storage space and lane lengths between junctions and reducing clearance periods between conflicting traffic and pedestrian phases.
- The Coxmoor Road/Newark Road signalled junction does not currently have any NMU facilities and the proposed segregated cycle path section between Coxmoor Road and the site access junction requires facilities for NMUs to travel onwards to/from Cauldwell Road, which now provides a quiet route connection to Mansfield, encouraging active movement in the area. The drawing will need amendment to include this improvement.
- The double set of pedestrian stud lines on the drawing indicates parallel pedestrian and cycle facilities across the access road, rather than the previous staggered puffin/toucan facilities, however, the staging diagram does not reflect this as it still shows a staggered style crossing for a shared facility. If it is parallel (as per LTN1/20) then the cycle facilities need to go across the road in a single movement, separate from the pedestrians alongside. This will require a separate 'all red to traffic' stage, affecting the capacity modelling for the junction. The type of crossing is unclear. There are no tactile paving or junction treatment/road markings indicating where cyclists or pedestrians are expected to be directed.
- As with the crossing on Coxmoor Road at the end of Hamilton Road the interaction of pedestrian and cycle paths/facilities will need careful design. The drawing shows areas of buff paving at the junction corners which implies that the facilities at the junction are shared, in which case there is no requirement for segregation across the access road.
- The SW bound exit merge is far too long and should commence shortly after the junction exit rather than having 2 lanes running for some distance after leaving the junction, encouraging high speeds and overtaking manoeuvres.
- The intervisibility zone still impinges on land outside the highway. It is understood that the corners will be dedicated as highway to preserve the zone, however, bringing the stop lines closer in could possibly bring the zone wholly within highway.
- Forward visibility to DMRB is not quite achieved coming up the hill from Kirkby Folly Road – 86m rather than 90m to see an obstacle 260mm from the ground at the signals.

- The “single direction” footway/cycleways into the development site may not be used effectively as it is considered that users will simply travel in both directions and then experience difficulties in passing or when they reach the end.
- The cycle facility across Searby Road is of concern as drivers may not respect this when they are turning. Full NMU priority should be considered along with how this would affect capacity modelling.

Sustainability

There is an existing ‘old style’ signed footway/cycleway facility on Newark Road which provides a link to the south to Kirkby Folly Road. The proposed footway/cycleway scheme on Newark Road is demonstrated on Drawing ADC1580-DR-006 rev P5, however, this does not connect to the **existing** infrastructure which can be seen to the west of the proposed crossing on this drawing, opposite Hamilton Road. This connection is required as Hamilton Road connects Newark Road to the existing infrastructure at the Hamilton Road/Coxmoor Road junction. The drawing will need amendment to address this.

Pedestrian/cycling links have been proposed from the Newark Road site access, linking to existing and improved infrastructure. A ‘sparrow’ crossing has been shown on drawing no. ADC1580-DR-006 P5 and labelled ‘Improvements to Hamilton Road and Newark Road proposed by VIA East Midlands as part of the ATC LCWIP’. Providing transport solutions which encourage cycling and walking are key planning objectives when considering new developments, giving future residents alternatives to using a private car. To meet these objectives, enhanced infrastructure and facilities should be provided to improve accessibility to the transportation infrastructure as part of this development. Therefore, the proposed ‘sparrow’ crossing must be provided by the applicant as part of this development to enhance connectivity of the local routes and form a comprehensive network of high-quality walking/cycling networks to reduce car dependency.

There is a triangular section of unregistered land that is not in the applicant’s control shown on drawing no. ADC1580-DR-012 Rev. P8 as part of the grass verge and due to this the segregated footway/cycleway from the proposed access in a southwestern direction does not continue at the edge of carriageway. It is shown positioned at the rear of the verge to avoid this section of land. This, therefore, does not follow the desire line and the concern is that pedestrians and cyclists would continue along the grass verge instead, as this is the shortest route. This drawing also provides an alternative illustrative arrangement of the works on the unregistered land, which **does** provide a continuous segregated footway/cycleway. This option is not proposed but may be deliverable in the future. Can the applicant pursue this matter further to deliver this option as part of this application as the Highway Authority considers it imperative that the facilities which are to be provided need to be the most suitable and effective for the expected users.

The existing 30mph speed limit on Newark Road, in the vicinity of the proposed site access is to be extended further to the east as shown on drawing no. ADC1580-DR-012 Rev. P8. This may require the applicant to provide additional and/or upgrade the existing street lighting along the site frontage on Newark Road as it does not currently

serve residential purposes and may not be appropriate to serve the proposed development.

The drawing does not show the existing highways assets, for example, lamp columns, gullies and trees. These need to be included to understand which assets will be affected by this proposal and to consider their potential relocation, which will be at the applicant's expense.

Transport and Travel Services Response 19/02/24

Note: This submission supersedes Transport and Travel Services comments included with the Nottinghamshire County Council Planning Policy response for the above application dated 4th November 2022.

General Observations and Accessibility

The planning application re-consultation covers an area of land to the south-east of Newark Road in Sutton-in-Ashfield and is for a residential development of up to 300 dwellings. Site access appears to be via a single new access on to Newark Road. The closest bus stops are located approximately 840 metres from the centre of the site.

Bus Service Support

In 2021 the government published its document 'Bus Back Better – A National Bus Strategy for England', as part of an initiative to build back better services post pandemic. The strategy requires Local Transport Authorities to implement ambitious bus priority schemes and Bus Service Improvement Plans (BSIPs) delivered through Enhanced Partnerships, which consider how a coherent and integrated network should serve schools, health, social care, employment and other services. This includes requiring the provision of economically necessary bus services, including those which improve people's access to employment. The requirements of the National Bus Strategy should be reflected in the public transport facilities for this site.

Nottinghamshire County Council's Highway Design Guidance (Part 3.1) states that walking distances to bus stops in urban areas should be located within a maximum of distance of 400 metres and desirably no more than 250 metres. The closest existing bus stops are located Kirkby Folly Road approximately 840 metres from the centre of the site. A summary of the current services that serve the closest stop(s) are detailed below:

<u>Service No.</u> (Operator)	<u>Route</u>	<u>Service Frequency & Operating Times</u>		
		<u>Weekday</u>	<u>Weekend</u>	
		<u>Mon - Fri</u>	<u>Sat</u>	<u>Sun</u>
3C trentbarton	Ilkeston – Heanor – Eastwood – Kirkby – Sutton-in-Ashfield - Mansfield	05:00 to 00:00 up to every 20	05:00 to 00:00 up to every 20	08:00 to 00:00 hourly

		minutes	minutes	
33 trentbarton	Origin – route - destination	06:00 – 19:00 hourly	06:00 – 19:00 hourly	No Service
90 trentbarton	Mansfield (Mon-Fri) – Sutton – Kirkby – Selston – Ripley (peak hour x90 operated by Stagecoach)	06:40 – 18:15 hourly	07:45 – 20:00 hourly	No Service

In August 2023 trentbarton withdrew their 3's (C variant) along Searby Road/ Sotheby Avenue with a revised line of route serving the Kirkby Folly Road stops, situated more than 800 metres from the centre of the site. This exceeds the guideline walk distance.

The Transport Assessment Executive Summary 8.10 states: *“to encourage public transport travel, it is proposed to provide funding contributions towards bus service enhancements and bus stop improvements. The bus service would not route through the site, but the development layout would be designed to allow this in the future.”* and...

“Section 3.16 - a bus service would not be routed through the development, and instead improvements would be made to the existing off-site bus stops and services. However, should the land to the south-west of the development be developed in the future, meaning that the road connection provided, a bus service would then be routed through the site.”

The internal roads within the proposed development would be designed to facilitate bus access (minimum 6.2m width) and provide suitable locations for bus stops within the development, should they be required in the future. The current linear spine road configuration, as submitted, appears to terminate within the site with no through access. Any through access in the future would allow for a service to be extended through the development. The current closest stops exceed the Highway Design Guidance, so any service access into the site would make the site acceptable in terms of access to sustainable transport.

A 6.75 metre highway width is required to support future bus access, and potential two-way operation. Any future bus access will be subject to appropriate funding and agreements with local bus operators in context with the prevailing local network, including the details of any future extension through adjacent sites or loop, and identified travel needs.

The Council request that a Planning Obligation be added to state:

A Bus Service contribution of £220,000 is paid to provide improvements to the local bus services to serve the site.

Justification: For this site to be sustainable for public transport access, additional public transport provision would be required to accommodate the additional demand. It is estimated that this development will generate up to 60 public transport trips per day (120 two-way trips). The requested bus service contribution would enable either an

enhancement of any of the existing services to provide capacity to meet the identified trip demands from the site and/or potentially a diversion of a service(s) into the site should access be provided as part of this or any future development. The local bus service network is subject to review and the level of contribution requested is reflective of the current anticipated cost to support the service enhancements.

Bus Stop Infrastructure

The current infrastructure observations from Transport & Travel Services photographic records are as follows:

<u>AS0324 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter
<u>AS0551 Kirkby Folly Road</u> –	Bus stop pole and flag, polycarbonate bus shelter

The Council request that a Planning Obligation be added to state the below:

A Bus Stop Infrastructure contribution of £45,600 is paid to provide improvements to the two bus stops denoted AS0324 and AS0551 Kirkby Folly Road.

Justification: The current level of facilities at the specified bus stops are not at the standard set out in the Appendix to the Council's Public Transport Planning Obligations Funding Guidance¹. The level of funding requested would provide the following improvements:

<u>AS0324 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, lowered access kerbs, enforceable bus stop clearway or other enhancements as required
<u>AS0551 Kirkby Folly Road</u> -	Real time bus stop pole & display including electrical connections, raised boarding kerbs, extended hardstands/footways enforceable bus stop clearway or other enhancements as required

The overall impact of providing real time and disruption information to customers is positive with additional patronage and increased confidence. Research conducted by Transport Focus has highlighted that at-stop real time information is seen as an important factor for non-bus users and therefore encourages modal shift to public transport. The real-time displays also provide other network information, including details of current and future disruptions, roadworks and special events, including community information which is not otherwise readily obtainable in a concise format. The displays can therefore help users with making informed decisions about their current and future journeys. Raised boarding kerbs will provide level access boarding and alighting for people with pushchair's, wheelchairs, and those with reduced mobility. The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

These Improvements are necessary to achieve an acceptable standard to promote sustainable travel and make the development acceptable for public transport access. The specified improvements are consistent with the standard set out in the Council's Public Transport Obligations Funding Guidance ² and the Developer Contributions

Strategy ³ and has included consideration of other sustainable travel options, including cycling and walking facilities serving the site.

On Site Facilities - The walk distance access to the closest bus stops is more than 800 metres from the centre of the site and exceeds the guideline walking distance for developments in urban areas. To support bus service access into the site a temporary bus turning facility should be specified.

Transport & Travel Services also require new bus stop infrastructure to be installed close to / within the development through Section 38 and Section 278 agreements where appropriate.

The Council requests that any planning consent be subject to the following Planning Conditions:

- No part of the development hereby permitted shall be brought into use unless or until plans denoting the location of new bus stops within the site have been made to the satisfaction of the Local Planning Authority and shall include any of the following: real time bus stop flags, poles & displays including low voltage power source to the real time information pole location; polycarbonate bus shelter; solar or electrical lighting in bus shelter; raised kerbs; enforceable bus stop clearway; lowered access kerbs; additional hard stand (3.5metres x 7metres if required), black top dressing (tarmacadam) and the above to be installed to an agreed timescale.
- No part of the development hereby permitted shall be brought into use unless or until plans denoting a temporary bus turning facility within the site have been made to the satisfaction of the Local Planning Authority including a sept path analysis and the above to be installed to an agreed timescale.

School Transport

The closest schools to the site include Croft Primary School and Sutton Community Academy. At this time, it is not envisaged that contributions towards school transport provision will be sought.

Sustainable Travel

Transport & Travel Services will request that any significant development includes a scheme of free introductory bus passes. These should be made available to residents upon occupation of the development, to encourage usage of public transport, which should also be set out in the Travel Plan. Ticketing incentives are a proven intervention which ensures that developers can meet their modal shift targets from the outset. The optimal time to encourage modal shift is upon occupation of the development before alternative travel patterns become embedded. The Travel Plan should include reference to a suitable target for public transport modal share to achieve an uplift in the target share for this site.

Any planning permission should be subject to the following Planning Condition:
No part of the development hereby permitted shall be brought into use unless or until the details of a scheme for provision of free bus passes to residents of the development

upon occupation, are submitted and approved by the Local Planning Authority. The scheme should include details of the bus pass(es) including period of validity or equivalent, the area of coverage, arrangements for promoting the passes, application and monitoring arrangements.

Payment Triggers – In the event that the funding requests are supported the preferred triggers for payment are as follows:

Bus Service Improvements - 50% of the total upon completion of 25% of the dwellings;
50% of the total upon completion 75% of the dwellings

Bus Stop Infrastructure improvements – Prior to Occupation

The improvements would include an enhanced public transport provision, improvements to bus stops and new bus stops within the site, so are directly related to the development, fair and reasonably related in scale and kind to the development and necessary to make the development acceptable in planning terms. The provision of bus stops within the site are relevant to the development and enforceable, precisely specified, and fairly and reasonably related in scale and kind to the development (300 dwellings).

The Council reserves the right to re-assess its contribution requirements if, after six months, a decision on any application is still awaited or the s106 agreement has not been completed.

Further information can be supplied through developer contact with Transport & Travel Services.

Transport & Travel Services
Nottinghamshire County Council
County Hall
West Bridgford
Nottingham
NG2 7QP

ptdc@nottscc.gov.uk

Tel. 0115 977 4520

¹ - <https://www.nottinghamshire.gov.uk/media/2902368/31-general-geometry-of-residential-streets.pdf>

² -

<https://www.nottinghamshire.gov.uk/media/2904603/publictransportplanningobligationsfundingguidanceforprospectivedevelopers.pdf>

³ - <https://www.nottinghamshire.gov.uk/planning-and-environment/general-planning/developer-contributions-strategy>

Travel Plan

The following response has been received in relation to the Travel Plan submitted, ref. ADC1580, report ref. ADC1580-RP-O, and outstanding matters need to be addressed:

- Targets should not be changed or updated without the prior written approval of NCC. A statement to the effect should be included.

- Targets should match the formal monitoring period (5 years following 50% occupation of the site). A statement to the effect should be included.
- The period in post of the TPC should match the formal monitoring period (from just before site occupation to a point 5 years following 50% occupation of the site, unless extended by remedial / target miss).
- The TPC should commit to liaising with the planning authority (Ashfield District Council) and the highway authority (NCC).

In addition to the measures included within the Travel Plan, the following should also be included:

- The TP should make residents aware of cycle maintenance opportunities (as well as cycle training) available within the local area. If there is sufficient demand, cycle maintenance and cycle training should be offered on-site.
- Trial public transport tickets should be provided. The provision of taster public transport tickets is now common practice amongst residential travel plans. (Alternatively, a cycle voucher of equivalent value should be offered to residents of an equivalent value on a redemption basis to provide them with the opportunity of purchasing a bicycle / cycle equipment).
- Personal Travel Planning should be offered to any resident who requests it. This is implied in paragraph 6.8 but not explicitly stated.
- The provision of a site noticeboard in a prominent location to advertise key transport information. This could be within the sales office and could also be used to sell the green credentials of the site.
- Promotions linked to national days, such as cycle to work week etc.
- Annual newsletter / update email making residents aware of progress towards TP targets and any updated travel information.

Monitoring reports should be supplied to NCC within 1 month of collating data, not 3 months as stated in paragraph 7.5.

Once the above matters have been addressed, the Highway Authority would wish to be re-consulted.

Stella Euerby
Principal Development Control Officer

21/02/24