

Proposed Residential Development

January 2024

Bildurn Properties Ltd, Former Lilley & Stone School, London  
Road, Newark

# FRAMEWORK TRAVEL PLAN

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# REPORT

**DOCUMENT:** Travel Plan

**PROJECT:** Proposed Residential Development, Former Lilley & Stone School, London Road, Newark-on-Trent

**CLIENT:** Bildurn Properties Ltd

**JOB NUMBER:** 3876

**FILE ORIGIN:** Z:\projects\3876 Former Lilley and Stone School, London Road, Newark\Docs\Reports\3876 TP.03.docx

## DOCUMENT CHECKING:

**Primary Author:** LW **Initialed:**

**Contributor** **Initialed:**

**Review By:** PW **Initialed:**

Issue	Date	Status	Checked for Issue
1	20-07-2023	First Draft	
2	12-09-2023	Revised Draft	
3	20-10-2023	Revised Draft	
4	12-01-2024	Revised Draft	

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## **PLANS**

<b>Plan 1</b>	<b>Site Location</b>
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## **APPENDICES**

<b>Appendix 1</b>	<b>Bus Times and Frequencies</b>
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## **1 INTRODUCTION**

### **1.1 Introduction**

**1.1.1** Eddisons have been commissioned by Bildurn Properties Ltd to prepare a Framework Travel Plan which accompanies a Hybrid planning application seeking full permission for the demolition of existing buildings, conversion of 3no. retained heritage buildings to provide 32no. apartments, retention of one dwelling and erection of 35no. new dwellings including access, parking and landscaping; and outline planning permission of the erection of up to 67no. new dwellings (all matters reserved except access). on the former Lilley & Stone School, London Road, Newark.

### **1.2 Structure of the Travel Plan**

**1.2.1** Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

**1.2.2** Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan. Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

**1.2.3** Section 5 discusses the initial targets for reducing trips by the private car while Section 6 details the monitoring and assessment of the Travel Plan.

### **1.3 Existing Site**

**1.3.1** The site extends to approximately 10.5-acres (4.25-hectares), situated approximately 370-metres to the south of Newark-on-Trent town centre. The site is currently occupied by the derelict former Lilley & Stone School, accessed from London Road. The site location is shown in **Plan 1**.

## **1.4 Development Proposals**

**1.4.1** The hybrid planning application seeks full permission for the demolition of existing buildings, conversion of 3 no. retained heritage buildings to provide 32no. apartments and the erection of 43no. new dwellings including access, parking and landscaping; and outline planning permission for the erection of up to 64no. new dwellings (all matters reserved except access) as shown in **Plan 2**, comprising of:

- 20no. (detailed) plus 2no. (outline) 4-bedroom dwellings
- 24no. (detailed) plus 62no. (outline) 3-bedroom dwellings, and
- 32no. 1-bedroom apartments.

**1.4.2** It should be noted that the existing caretakers house which is accessed from the lane to the bowls club, will be retained and incorporated within the application site, as shown in **Plan 2**.

## **1.5 The Travel Plan**

**1.5.1** The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car.
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

## **1.6 Residents Travel Pack**

**1.6.1** The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in **Section 3**.

## **2 TRAVEL PLANNING POLICY AND GUIDANCE**

### **2.1 Travel Planning Policy**

**2.1.1** The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

### **2.2 Travel Planning Guidance**

**2.2.1** The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

**2.2.2** The DfT's 'Making Residential Travel Plans Work' which although has been superseded by the National Planning Practice Guidance still provides relevant guidance on the preparation of Travel Plan. This document introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below.

**2.2.3** The hierarchy of 5-tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

**2.2.4** The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.



**Figure 2.1 – The Travel Plan Pyramid**

- 2.2.5 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.6 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.7 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.



## **3 MANAGEMENT MEASURES**

### **3.1 Introduction**

**3.1.1** The following Travel Plan management measures will be implemented:

- i. Travel Plan Co-ordinator
- ii. Residents Travel Survey
- iii. Residents Travel Pack
- iv. Travel Awareness and Information
- v. Promotion of Lift Share Scheme
- vi. Encouraging Walking/Cycling
- vii. Encouraging Home Working and Delivery Services

### **3.2 Appointment of Travel Co-ordinator**

**3.2.1** A Travel Plan Co-ordinator (TPC) is to be appointed prior to the properties being occupied, although until all of the properties are occupied this role is likely to be undertaken by a person employed by Bildurn Properties Ltd as this will show a commitment to the Travel Plan from an early stage. The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be as follows.

- Liaison with the local planning and highways authorities.
- Provision of a Residents Travel Pack containing information for residents.
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking, and car sharing schemes; and
- Maintenance of all necessary systems, data, and paperwork.

**3.2.2** The role of the TPC will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to the Council.

**3.2.3** Details of the nominated TPC will be submitted to the council and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

### **3.3 Residents Travel Survey**

**3.3.1** To establish the travel modes of residents a Residents Travel Survey will be undertaken during the first three months of full occupation of the site. The resident's travel survey will be provided to all the residents as part of their 'Residents Travel Pack' when they purchase or lease a property.

**3.3.2** This information will be used to determine which modes of travel will need to be promoted/encouraged the most.

### **3.4 Resident's Travel Pack**

**3.4.1** It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

**3.4.2** The proposed development can be accessed on foot or by cycle to a range of facilities. Similarly, the existence of a local bus services will encourage choice of public transport as a primary means of travel for the development.

**3.4.3** However, to build on these locational advantages, a Residents' Travel Pack will be provided for the occupants of each new dwelling.

**3.4.4** The contents of such a travel pack will include information relating to walking and cycling routes in the area and the provision of up-to-date bus timetable information, as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

**3.4.5** The Travel Packs will include:

- Information about the local area, e.g., location, distance and directions to local shops, leisure, health, education, and public transport facilities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
  - Public Transport - Links to timetable information e.g., [www.traveline.org.uk](http://www.traveline.org.uk),
  - Car Sharing - Links to websites that co-ordinate car sharing such as [www.carshare.com](http://www.carshare.com), [www.liftshare.org.uk](http://www.liftshare.org.uk), [www.nationalcarshare.co.uk](http://www.nationalcarshare.co.uk) to encourage car sharing.
  - Cycling - Link to the UK's National Cyclists Organisation website [www.ctc.org.uk](http://www.ctc.org.uk), Sustrans [www.sustrans.org.uk](http://www.sustrans.org.uk) and cycle hire at <https://bromptonhire.com/>.

**3.4.6** Local Amenities - All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet. Encouraging home working and shopping, reduces the need to travel especially during peak times.

**3.4.7** The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

**3.4.8** The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

**3.4.9** The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan.

### **3.5 Travel Awareness and Information**

**3.5.1** Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

### **3.6 Promotion of Lift Share Scheme**

**3.6.1** The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

**3.6.2** The website can be found at the following location [www.liftshare.com](http://www.liftshare.com)

### **3.7 Encouraging Walking/Cycling**

**3.7.1** Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through Newark and Sherwood Council cycle and walking schemes. Information on these schemes is available on the following websites:

**3.7.2** <https://www.newark-sherwooddc.gov.uk/walking/> and <https://www.newark-sherwooddc.gov.uk/cycling/> - which have further information about walking and cycling in and around Newark-on-Trent.

**3.7.3** As part of these schemes, the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator, this signage could provide details on the routes and distances to and from local services and amenities in the area.

### **3.8 Encouraging Travel by Public Transport**

**3.8.1** The TPC will liaise with the council to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

**3.8.2** Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

### **3.9 Marketing and Promotion**

**3.9.1** To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the marketing of the development which will include outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

**3.9.2** The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

## **4 ACCESSIBILITY BY NON-CAR MODES**

### **4.1 Introduction**

4.1.1 To accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on Foot.
- Accessibility by Cycle.
- Accessibility by Bus, and
- Accessibility by Rail.

### **4.2 Access on Foot**

4.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and help to create more active streets and a more vibrant neighbourhood.

4.2.2 The nearest footways are located along London Road and Harewood Avenue and have a width of around 3.8-metres along London Road and 2-metres along Harewood Avenue. These footways provide links to a comprehensive network of routes within the local area, supplemented by an un-controlled crossing point, with pedestrian refuge and build-out along the across London Road frontage of the site, which will facilitate access to the nearby day to day amenities within the area.

4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable, and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

**Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances**

4.2.5 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

4.2.6 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

**Table 4.2 Manual for Streets Walk Distances**

4.2.7 Further evidence that people will walk further than the suggested ‘preferred maximum’ distances in the IHT ‘Providing for Journeys on Foot’ is contained in a WYG Report entitled ‘Accessibility – How Far Do People Walk and Cycle’. This report refers to National Travel Survey (NTS) data for the UK, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930-metres.
- Commuting – 2,400-metres.
- Shopping – 1,600-metres.
- Education – 3,200 or 4,800-metres.
- Personal business – 1,600-metres.

4.2.8 Overall, in Table 5.1, the document states that 1,950-metres is the 85<sup>th</sup> percentile distance for walking as the main mode of travel. **Table 4.4** below summarises the various 85<sup>th</sup> percentile walk distances suggested as guidelines in the WYG Study.

85 <sup>th</sup> Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

**Table 4.4 WYG Report/NTS Data Walk Distances**

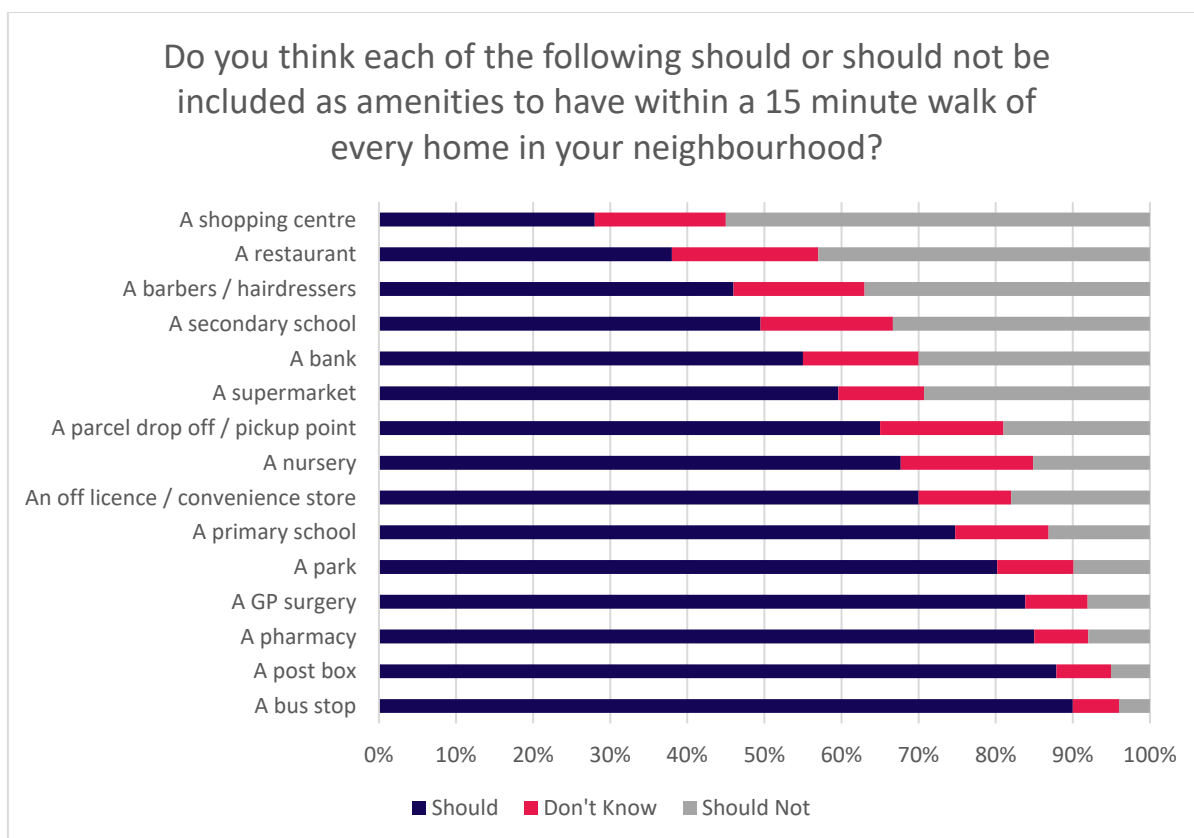
4.2.9 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.10 The CIHT guidance ‘Planning for Walking’ document from 2015 provides a useful reminder of the health benefits of walking. This states that:

*‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*



- 4.2.11 A 20-minute walk equates to a walking distance of around 1,600-metres.
- 4.2.12 Considering the above, a pedestrian catchment of 2-kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 4.2.13 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Newark-on-Trent town centre boundary, including the primary shopping area, falls within the 2km-catchment. Clearly, this represents a key destination for potential employment, retail, and leisure trips.
- 4.2.14 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.5** below:



**Figure 4.5 YouGov Poll Results (Source YouGov)**

- 4.2.15** Figure 4.5 shows that the majority of respondents, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.
- 4.2.16** **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the recent YouGov poll.
- 4.2.17** As can be seen in **Plan 3** the site is near a number of a local amenities, including bus and rail interchanges, supermarkets, a Post Office, pharmacies, GP surgeries, and leisure facilities.
- 4.2.18** **Table 4.5** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether-or-not the amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
London Road (Lime Grove) Bus Stop	180m	1,950m	YES
Beaumont Gardens	200m	1,950m	YES
London Road (Beaumont Gardens) Bus Stop	240m	1,950m	YES
Newark Library	300m	1,950m	YES
Castle & Falcon	300m	1,950m	YES
Iceland	350m	1,950m	YES
Whistlers Pharmacy	350m	1,950m	YES

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Odeon	350m	1,950m	YES
Lombard Medical Centre	400m	1,950m	YES
Lloyds Pharmacy	400m	1,950m	YES
Fountain Medical Centre	450m	1,950m	YES
St. Marks Place Shopping Centre	500m	1,950m	YES
ASDA Newark Supercentre	650m	1,950m	YES
Barclays Bank	650m	1,950m	YES
InPost Parcel Locker	650m	1,950m	YES
Sherwood Avenue Park	650m	1,950m	YES
NatWest Newark	700m	1,950m	YES
Santander	700m	1,950m	YES
Newark Bus Station	700m	1,950m	YES
Newark Royal Market	750m	1,950m	YES
Newark College (UK)	800m	1,950m	YES
Suggys Gym	800m	1,950m	YES
Newark Post Office	900m	1,950m	YES
Morrisons	1,000m	1,950m	YES
Newark Castle Railway Station	1,400m	1,950m	YES
Newark Northgate Railway Station	1,400m	1,950m	YES
Barnby Road Academy	1,400m	1,950m	YES

**Table 4.5 Distance from Site to Local Facilities**

4.2.19 As can be seen in the above table, the site is located within proximity to several local amenities including primary services and leisure facilities.

4.2.20 All day-to-day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest food stores, retailers, pharmacies and leisure facilities, are within the 800-metres 'comfortable walk' from the site as contained within MfS guidance.

4.2.21 In addition, the development site will include the required infrastructure to facilitate homework i.e., high speed broadband which will also provide the potential to reduce vehicular trips to and from the site. Measures to encourage homeworking and sustainable travel are included within the Travel Plan Framework for the site.

4.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

### **4.3 Public Rights of Way**

4.3.1 There are no Public Rights of Way (PROWs) crossing or near the site.

### **4.4 Access by Cycle**

4.4.1 An alternative mode of travel to the site could be achieved by bicycle.

4.4.2 The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.

4.4.3 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.

- 4.4.4 The Cycling England document ‘Integrating Cycling into Development Proposals’ advises that ‘For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2-miles, but many cyclists are willing to cycle much further. For work, a distance of 5-miles should be assumed.’
- 4.4.5 This 8-kilometre distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kilometres per hour and would encompass Newark-on-Trent, Coddington, Claypole, Thorpe, Farndon, Staythorpe, Averham, Little Carlton, Bathley, North Muskham and Winthorpe.
- 4.4.6 As shown in **Figure 4.1** below, National cycle route 64 is located approximately 1.1-kilometres to the east of the site, running from Melton Mowbray to Lincoln via Newark-on-Trent.



Figure 4.1 National Cycle Network

4.4.7 Brompton bike hubs are located at Newark Northgate railway station, Newark Castle railway station, Newark Bus Station and in the heart of the Middlebeck development.

4.4.8 Each dock holds eight Brompton folding bicycles. Residents can hire the bikes via the Brompton bike hire app available on the Apple and Google store. Once downloaded, residents need to create an account and have their ID at the ready. Bikes are 24-hour hire as standard. When residents are finished with the bike, they can simply drop the bike off at the docks.

4.4.9 Hire costs are just £5 for 24-hours, which can be redeemed against the purchase of their own Brompton - up to £150 for a regular cycle and £250 for an electric version. More information is available at <https://bromptonhire.com/>.

4.4.10 The site can, therefore, be considered as being accessible by cycle.

## 4.5 Access by Bus

4.5.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.

4.5.2 The nearest bus stops to the site are located along the London Road frontage of the site (Lime Grove (eastbound) and Beaumont Gardens (westbound)), approximately 180 and 240-metres to the west and east respectively.

4.5.3 Both bus stops consist of a bus stop pole with passing service and timetable information. Additional bus stops are located along London Road and Newark Bus Station is located approximately 700-metres to the west of the site. All the nearest bus stops to the site are shown on **Plan 3**.

4.5.4 A summary of the services available from these bus stops is provided in **Appendix 1**.

- 4.5.5** As can be seen from **Appendix 1**, the nearest bus stops to the site provide between five and twelve services per hour throughout the day to destinations such as Hawtonville, Balderton, Fernwood and Lowdham.
- 4.5.6** The above services operate from around 06:05 to around 19:40, making travel by public transport a real alternative to travelling by car, in particular for commuting trips.
- 4.5.7** To demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.6** below.

Destination	Duration
Newark Hospital	6 Minutes
Hawtonville	12 Minutes
Balderton	13 Minutes
Fernwood	14 Minutes
Lowdham	57 Minutes
Retford	60 Minutes
Lincoln Valentine Retail Park	79 Minutes
Mansfield	80 Minutes
Lincoln Bus Station	88 Minutes

**Table 4.6 Example Bus Journey Times from the Site**

**4.5.8** The above table demonstrates that Newark Hospital is just a 6-minute bus journey from the site, Fernwood is a 14-minute journey and Lowdham is just a 57-minute bus journey.

**4.5.9** It is therefore concluded that the proposed development site is accessible by bus.

## **4.6 Accessibility by Rail**

**4.6.1** The nearest railway stations located to the site are at Newark Castle and Newark Northgate. Newark Castle is located 1,400-metres to the north-east, accessed on foot (16-minute walking time) or an 11-minute bus journey on services 28 and 37, including 10-minute walking time. Alternatively, the station can be accessed by a 14-minute bus journey on service 3, including a 12-minute walking time.



**4.6.2** This station is managed by East Midlands Railway and has 2-platforms, providing hourly services to Leicester via Nottingham, to Crewe via Nottingham and Derby and to Lincoln of which one service every 2-hours continues to Grimsby Town. The station is also served by two trains per day to and one train per day from London St Pancras International. These services do not run on Sundays.

**4.6.3** On Sundays, there is a roughly hourly service between Lincoln and Nottingham from mid-morning onwards.

**4.6.4** Newark Northgate is located 1,400-metres to the north, accessed on foot by a 17-minute journey.

**4.6.5** This station is managed by LNER and has 3-platforms, providing two services per hour to London King's Cross, one service every 2-hours to York and to Lincoln (non-stop) and hourly services to Edinburgh Waverley via Newcastle and to Lincoln (stopping).

**4.6.6** The station is also served by limited services to Glasgow Central, Leeds and Hull as well as a limited service to Nottingham which reverses at the station and continues via the Nottingham to Lincoln Line.

**4.6.7** It is therefore concluded that the proposed development site is accessible by rail.

## **4.7 Accessibility Summary**

**4.7.1** The proposals have been considered in terms of accessibility by non-car travel modes for the proposed development.

**4.7.2** The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Newark town centre.

- it has been demonstrated that the site is accessible by cycle, with a national cycle route and cycle-hire hubs being located within close proximity of the site.
- the services from the bus stops along London Road and the Bus Station, travelling to destinations such as Hawtonville, Balderton, Fernwood and Lowdham, shows that the proposed development can be considered as accessible by bus.
- The site is accessible via rail with Newark Castle and Northgate stations, located around 1,400m northeast and north of the site respectively.

**4.7.3** Considering the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

## **5 TRAVEL PLAN MONITORING**

**5.1.1** It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice.

- A full Residents' travel survey: A travel survey will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.
- Snapshot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

### **5.1.2 Frequency of Monitoring**

**5.1.3** The full residential travel survey will be conducted once every two years for at least 5-years and the snap-shot survey will be undertaken annually, with the results reported to the council in the form of a monitoring statement. The initial survey will be undertaken within 3-months of the development reaching 75% occupancy.

**5.1.4** The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

### **5.1.5 Monitoring Reporting and Review**

**5.1.6** Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

**5.1.7** Future strategies for further delivering plan objectives can be considered in partnership with the council.

**5.1.8** The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness, and current initiatives.

**5.1.9** This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at the council.

**5.1.10** The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence following the opening of the development.

**5.1.11 Actions will include:**

**5.1.12** Seek regular feedback from bus operators to establish the perceived level of demand for local bus services.

- Monitor the take-up of the lift share scheme; and
- Record comments received from residents relating to the operation and implications of the Plan.

**5.1.13** Information gathered through the monitoring process will be recorded for the input to the Annual Review, outlined below. The information will be sent to the planning authority at regular intervals.

**5.1.14 Action Plan**

**5.1.15** **Table 5.1** below provides a Draft Action Plan to timescales for the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Residents Travel Pack	Upon Occupation	Distribution of Residents Travel Pack	Developer
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Annual Report	No later than 1 month following the anniversary of the first occupation	Submission of the annual Report	TPC

**Table 5.1 – Travel Plan Action Plan and Timescales**

**5.1.16** The table above sets out the key tasks that will be undertaken by the TPC as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

## 6 TRAVEL PLAN TARGETS

### 6.1 Introduction

6.1.1 This section of the Travel Plan deals with the post development scenario i.e., once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

6.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

6.1.3 To set the targets, further information (e.g., through the travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e., the proportion of residents who travel to their workplace by non-car mode) and will be within one month of the development being 75% occupied.

### 6.2 Travel Plan Targets

6.2.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

6.2.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include time scale.

6.2.3 To set the targets further information will have to be obtained in order to establish a baseline. The main source of baseline information would come from the Residents Travel Survey. The first residential travel survey would be undertaken when the development within one month of the development being 75% occupied.

6.2.4 Travel Plan targets include the following:

- **Car trips per household** - The initial target will be a 5% reduction in car travel over the 12 months period following the initial travel surveys being carried out.

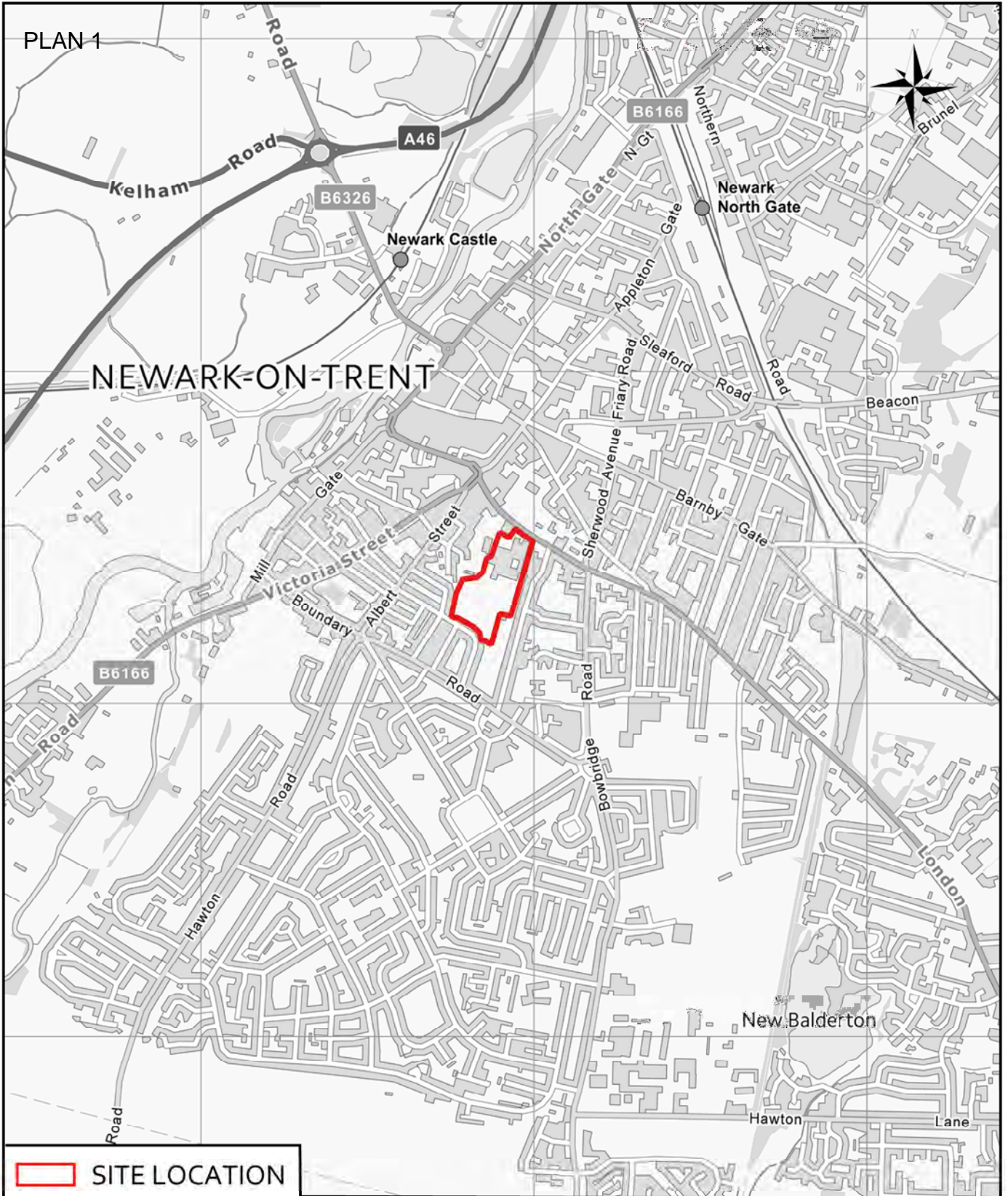
- **Uptake of alternatives** - The initial target will be a 5% increase in non-car travel over the 12 months period following the initial travel surveys being undertaken.
- **Car ownership and mode of travel** – The initial target will be to decrease car-based by 5% over the next 12 months.
- **Travel Plan awareness targets** – All residents will be made aware of the Travel Plan as a condition of sale and through the Residents travel Packs which will be issued to all new residents.

6.2.5 The Travel Plan targets will be reviewed and amended following each residential Travel Survey has been carried out and updated targets will be agreed with the council, if required.

6.2.6 Experience suggests that a Travel Plan incorporating car sharing, and cycle measures may achieve a 3% to 5% reduction in single occupancy car-based commuting.

# PLANS





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<p>CLIENT:</p> <p><b>BALDWIN DESIGN CONSULTANCY LTD</b></p>					<p>Eddisons 340 Deansgate Manchester M3 4LY</p>	
<p>DRAWING TITLE:</p> <p><b>FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK SITE LOCATION</b></p>					<p>Email: <a href="mailto:info@croffts.co.uk">info@croffts.co.uk</a> Tel: 0161 837 7380 Web: <a href="http://www.eddisons.com/services/transport-planning">www.eddisons.com/services/transport-planning</a></p>	
<p>DRAWING NUMBER:</p> <p>3876-01</p>				<p>REVISION:</p> <p>-</p>		
<p>DRAWN:</p> <p>LG</p>	<p>DATE:</p> <p>09.11.22</p>	<p>CHECKED:</p> <p>PJW</p>	<p>DATE:</p> <p>09.11.22</p>	<p>SCALES:</p> <p>NTS @ A4</p>		

PLAN 2



**Key**

- Existing Trees
- Proposed Trees

**General Notes:**

- Do not scale off this drawing unless a scale bar is provided.
- Any ambiguities, omissions and errors on this drawing should be notified immediately to the Architect before the commencement of works on site.
- Dimensions are in millimetres unless otherwise stated.
- Dimensions, unless otherwise indicated, are to the face of unfinished block walls or to the finished plaster face of stud partitions.
- Dimensions are to be checked on site. Discrepancies are to be notified immediately to the Architect before the commencement of works on site.
- All levels are in metres unless otherwise stated.
- This drawing is to be read in conjunction with all other relevant drawings and specifications for this project.

**Revision Notes:**

Rev.	Date	Notes	Issue	Checker
P8	2023-08-01	Updated red line to include junction	TOY	SHB
P9	2023-08-01	Amended Tennis Club parking	TOY	SHB
P10	2023-08-17	Increased Tennis Club parking, revising footpath. Pump station access adjusted.	MJ	JC
P11	2023-09-08	G12 trees removed. New tree planting shown. Plans 11-22 revised east. Substation moved to suit additional car parking bays allocated for tennis club.	MJ	SHB
P12	2023-09-21	Added cycle lane. Updated tree survey.	TOY	SHB
P13	2023-10-18	Pre Application issue.	MJ	SHB
P14	2023-10-26	Retained trees revised to suit Arboricultural survey.	MJ	JC
P15	2023-12-14	Updated layout post pre-application.	MJ	SHB
P16	2023-12-18	Further layout updates added.	MJ	JC
P17	2024-01-10	Planning issue.	MJ	SHB

0 25m  
1:500

**LONDON ROAD  
NEWARK**

Job Number: 23-0030  
Client Name: Bildrum Properties

Project Address: London Rd, Newark NG24 1TW

Director / Associate: Matthew Branton  
Status: A3 Planning  
Drawing Name: AOP

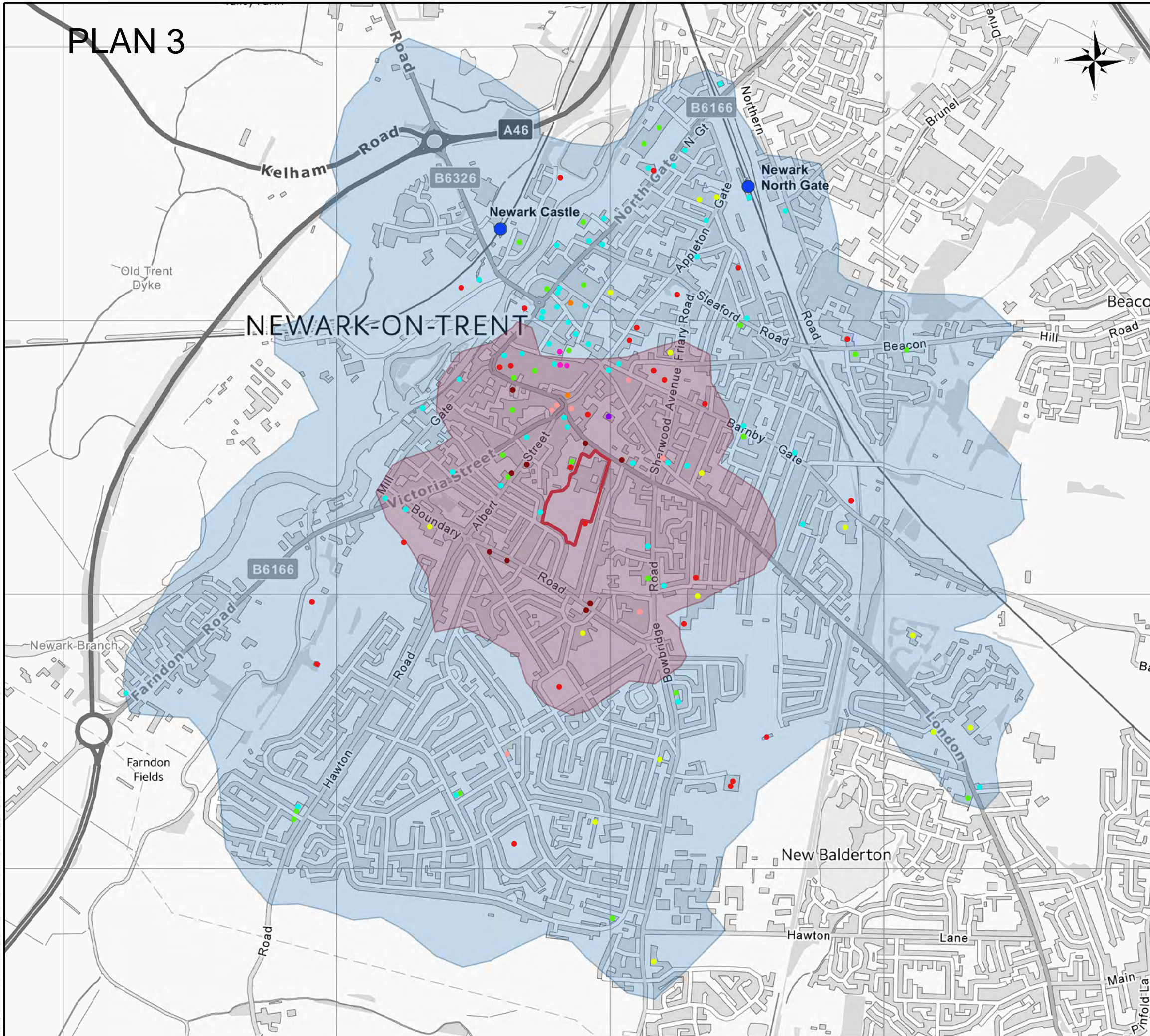
Project Lead: Sarah Boxford  
Functional Breakdown: B1  
Scale: 1:500

**Illustrative Masterplan**

Full Document Reference:  
BLR-FEA-B1-XX-DP-A-1200

Document Number: **1200**  
Current Revision: **P17**  
Revision Date: 2024-01-10

# PLAN 3



### NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Bus Stops
- Train Station
- Education
- Medical/Healthcare
- Sport/Leisure
- Library
- Cafe/Takeaway/Public House
- Post Office
- Bank
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **BALDWIN DESIGN CONSULTANCY LTD**

PROJECT: **FORMER LILLEY AND STONE SCHOOL, LONDON ROAD, NEWARK**

DRAWING TITLE: **800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES**

SCALES: **NTS @ A3**

DRAWN: LG	CHECKED: LW	DATE: JUL 23
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DRAWING NUMBER: <b>3876-03</b>	REVISION: -
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# APPENDICES

## **APPENDIX 1**

### **Bus Times and Frequencies**

Serv. No.	Route	Monday - Friday			Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>		Start	Stop	Start	Stop	Start	Stop
1B	Barnby in the Willows Long Lane - Balderton Newark Academy	-	1 service	-	-	-	-	-	08:07	08:07	-	-	-	-
	Balderton Newark Academy - Barnby in the Willows Long Lane	-	1 service	-	-	-	-	-	15:10	15:10	-	-	-	-
2	Lincoln Road Estate Quibells Lane - Balderton Glebe Park	1 service	-	-	-	-	-	-	-	-	-	-	-	-
3N	Hawtonville Beech Avenue - Balderton Pinfold Lane	1 service	30 mins	3 services	1 service	30 mins	3 services	-	07:47	18:02	07:47	18:02	-	-
	Balderton Pinfold Lane - Hawtonville Beech Avenue	-	30 mins	2 services	-	30 mins	2 services	-	08:28	18:33	08:28	18:43	-	-
24	Grantham - Newark	-	3 services	-	-	3 services	-	-	09:38	13:38	09:38	14:38	-	-
	Newark - Grantham	-	3 services	-	-	3 services	-	-	09:47	14:42	09:47	14:47	-	-
28	Mansfield Bus Station - Farndon Long Lane	2 services	5 services	3 services	1 service	5 services	3 services	-	07:00	19:40	07:28	19:40	-	-
	Farndon Grays Court - Mansfield Bus Station	2 services	6 services	2 services	2 services	5 services	2 services	-	06:05	18:10	06:05	18:10	-	-
29	Mansfield Bus Station - Newark Bus Station	-	3 services	1 service	-	3 services	1 service	-	10:10	18:48	10:10	18:48	-	-
	Newark Bus Station - Mansfield Bus Station	-	3 services	-	-	3 services	-	-	09:20	13:20	09:20	13:20	-	-
37	Newark - Retford	1 service	7 services	1 service	1 service	7 services	1 service	-	07:55	17:15	07:55	17:15	-	-
	Retford - Newark	-	60 mins	1 service	-	60 mins	1 service	-	09:05	18:20	09:05	18:20	-	-
37A	Retford - Newark	-	1 service	-	-	1 service	-	-	08:20	08:20	08:20	08:20	-	-
	Newark - Retford	-	1 service	-	-	1 service	-	-	15:55	15:55	15:55	15:55	-	-
47	Lincoln - Newark	-	4 services	-	-	2 services	-	-	10:09	13:20	10:09	13:14	-	-
	Newark - Lincoln	-	4 services	-	-	2 services	-	-	10:15	13:17	10:17	13:17	-	-
77	Newark - Hawtonville (Circular)	-	60 mins	1 service	-	60 mins	1 service	-	08:25	17:25	08:25	17:25	-	-
90C	Nottingham to Newark	3 services	-	2 services	3 services	-	2 services	-	06:18	19:19	06:18	19:14	-	-
	Newark to Nottingham	3 services	-	-	2 services	-	-	-	06:39	07:34	06:39	07:39	-	-
300	Lowdham - Newark	-	2 services	-	-	-	-	-	-	13:39	-	-	-	-
	Newark - Lowdham	-	2 services	-	-	-	-	-	-	13:43	-	-	-	-
341	Fernwood - Newark	-	4 services	-	-	1 service	-	-	10:43	13:58	10:13	10:43	-	-
	Newark - Fernwood	-	4 services	-	-	1 service	-	-	11:01	14:16	13:31	13:31	-	-
T2	Fernwood - Toot Hill School	1 service	-	-	-	-	-	-	07:46	07:46	-	-	-	-
	Toot Hill School - Fernwood	-	1 service	-	-	-	-	-	15:42	15:42	-	-	-	-
X22	Sutton on Trent - Grantham	1 service	-	-	-	-	-	-	07:40	07:40	-	-	-	-
	Grantham - Sutton on Trent	-	1 service	-	-	-	-	-	16:40	16:40	-	-	-	-
X37	Newark - Tuxford	1 service	-	-	-	-	-	-	07:50	07:50	-	-	-	-
	Tuxford - Newark	-	1 service	-	-	-	-	-	16:00	16:00	-	-	-	-

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