

**Appendix 6: Draft Ratcliffe on Soar Local Development
Order Site Wide Travel Plan Framework (July
2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



SITE WIDE TRAVEL PLAN FRAMEWORK

July 2023



Rushcliffe Borough Council

Ratcliffe on Soar Local Development Order

Site Wide Travel Plan Framework

Reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004

July 2023



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 283253-00

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Abbreviations

Abbreviation	Meaning
BUG	Bicycle User Group
D2N2 LEP	Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership
DCC	Derbyshire County Council
EM DevCo	East Midlands Development Company
EMERGE Centre	East Midlands Energy Re-Generation Centre
EMGM	East Midlands Gateway Model
GFA	Gross Floor Area
HGV	Heavy Goods Vehicle
HS2	High Speed Two
IT	Information Technology
LCC	Leicestershire County Council
LDO	Local Development Order
LGV	Light Goods Vehicle
LPA	Local Planning Authority
MML	Midland Main Line
NCC	Nottinghamshire County Council
NCityC	Nottingham City Council
NET	Nottingham Express Transit
PAS	Planning Advisory Service
PRoW	Public Rights of Way
PSTP	Plot Specific Travel Plan
R&D	Research and Development
SEP	Strategic Economic Plan
SMART	Specific, Measurable, Achievable, Realistic and Time-Bound
SWTP	Site Wide Travel Plan
SWTPF	Site Wide Travel Plan Framework
TPC	Travel Plan Coordinator

1. Introduction

1.1 Purpose of this document

This Site Wide Travel Plan Framework (SWTPF) sets out site wide measures that will be implemented to promote sustainable travel for the proposals by Rushcliffe Borough Council (the Council) (the Promoter) to bring forward a Local Development Order (LDO) for the Redevelopment of the Ratcliffe-on-Soar Power Station Site (the Proposed Development).

This document has been prepared by Ove Arup and Partners Ltd. (Arup) on behalf of the Council.

The LDO grants planning permission for new development comprising up to 810,000 m² gross floor area (GFA) of new accommodation and 10 hectares of ground-mounted solar power generation.

Permitted uses on the Site are Energy Generation & Storage, Advanced Manufacturing & Industrial (Class B2 & E(g) (iii)), Data Centre, Logistics (Class B8), Research & Development and Offices (Class E (g) (i) and (ii)), Education (Skills and Training) (Class F1 (a)) and complementary services. Logistics uses shall be limited to a maximum of 180,000 m² GFA and shall only be located on areas to the north of the A453.

1.2 Site location

The site of the Proposed Development (the Site) is located adjacent to Ratcliffe-on-Soar in Nottinghamshire, as shown on Figure 1.

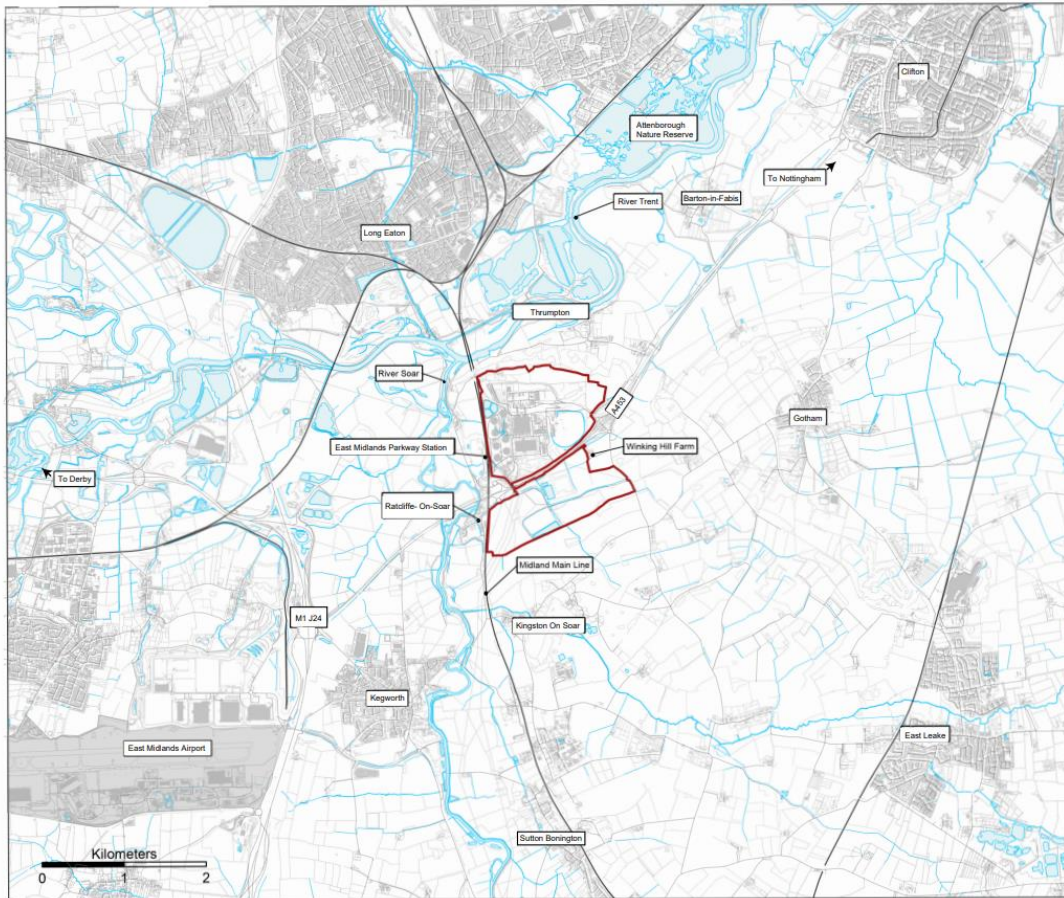


Figure 1 – Site Location Plan

It is a strategically significant site given its size (265 ha); its location alongside the A453 and adjacent to the East Midlands Parkway Station on the Midland Main Line (MML) railway; and its close proximity to the M1 and East Midlands Airport.

It is bisected into two areas by the A453. The land north of the A453 (the Northern Area) includes the operational premises of the existing power station. The land south of the A453 (the Southern Area) is partially occupied by the Winking Hill Ash Disposal Site, a permitted management site for inert fly ash – a by-product of the coal combustion process.

The site address is: Ratcliffe-on-Soar Power Station, Ratcliffe-on-Soar, Nottingham, NG11 0EE.

1.3 The Promoter

The Council is the promoter of the LDO. Government guidance on Freeports (HM Government and HM Treasury, 2020) identifies LDOs as a recommended route to secure planning consent for Freeport Sites. Accordingly, the Council has prepared an LDO as the planning route to bring forward the Proposed Development.

The Planning Advisory Service (PAS) has provided guidance (Planning Advisory Service, 2019) on the use of LDOs to bring forward development. As part of this, the PAS Guidance recommends collaboration between Local Planning Authorities (LPAs) and landowners in developing an LDO as this provides increased certainty that development on a site will still come forward.

1.4 The Landowner

Uniper is the landowner of the Site and key collaborator to the LDO process. Uniper owns and operates the Power Station.

Uniper, as landowner, is collaborating with the Council to bring forward the Proposed Development.

1.5 Background context of the Proposed Development

As part of the UK government’s strategy to phase out power generation from coal, the Ratcliffe-on-Soar Power Station (the Power Station), which sits within the Site, will close at the end of September 2024 in line with government policy.

Given its size, connectivity to road and rail infrastructure, and connectivity with the national electrical grid, the potential of the Site for redevelopment has long been recognised. The recent Greater Nottingham Growth Options (Greater Nottingham Planning Partnership, 2020) and the Employment Land Needs Study (Lichfields, 2021) both identified the Site as a potential major employment site, and the latter recommends it for energy-intensive and low-carbon technology uses, advanced manufacturing, and research and development uses.

A significant proportion of the Site (200 ha) is also included within the East Midlands Freeport. Freeports are a government initiative to accelerate delivery of new employment, encouraging businesses to be operational by the end of September 2026.

Redevelopment of the Site is also supported in the Strategic Economic Plan (SEP) (D2N2, 2020) for the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP), and forms part of the East Midlands Development Company’s (EM DevCo) ambitions to drive economic growth in the region.

The preparation of an LDO for the Site was approved by the Council’s Cabinet in November 2021 (Rushcliffe Borough Council, 2021). The report to Cabinet states that the LDO is considered the best route to secure the reuse of those parts of the Site that will be redundant after decommissioning of the Power Station and, concurrently, to provide planning certainty in time to enable new businesses in the Freeport area within the Site to be operational by the end of September 2026. This is currently the final date by which businesses must be operational in order to qualify for full Freeport benefits. The Freeport area is shown on the Freeport Plan drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0003) submitted with the LDO.

In developing the LDO, the Council (in its role as the Promoter) has worked collaboratively with Uniper, the owner of the Site. This has enabled the preparation of an LDO which meets shared objectives for the Site, and which delivers on the transformational opportunity it represents for the economy of Rushcliffe, the region, and the UK as a whole. The parties propose to transform the Site into a diverse, multi-occupant, low-carbon and green energy, and advanced manufacturing hub, facilitating the transition of the current employment activity to new business uses. This would likely deliver:

- Low-carbon energy production, storage and distribution;
- Advanced manufacturing businesses, including opportunities for ‘gigafactories’ for battery and electric vehicle manufacture;
- Modern industrial and business uses, particularly those with high energy demands and where co-location of business can result in more efficient use of energy;
- Highly skilled jobs; and
- A hub for research, development and innovation, through links with universities, business support organisations and established industry.

A full description of the Proposed Development is provided in Section 2.

1.6 Approach

This framework document covers the proposed land uses on the Site and informs a Site Wide Travel Plan (SWTP), which will be prepared by the management team for the Site prior to its occupation.

This document covers the planning phase of the Proposed Development. During occupation, responsibility for the SWTP will lie with the management team for the Site and the appointed Travel Plan Co-ordinator. Individual occupiers will be responsible for preparing a Plot Specific Travel Plan (PSTP) which will be set within the framework and principles set out in the SWTP.

This Site Wide Travel Plan Framework (SWTPF) should be read in conjunction with the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

1.7 Report structure

Following this introductory section, this document contains the following chapters:

- Chapter 2 provides a description of the Proposed Development;
- Chapter 3 provides a description of the surrounding local transport networks;
- Chapter 4 sets out proposed improvements to sustainable transport;
- Chapter 5 sets out the aims and objectives of the Travel Plan;
- Chapter 6 outlines how the Travel Plan will be managed;
- Chapter 7 sets out the baseline mode splits and target mode splits;
- Chapter 8 sets out the proposed Travel Plan measures;
- Chapter 9 sets out how the Travel Plan will be monitored and reviewed;
- Chapter 10 outlines proposed actions that will be undertaken to deliver the Travel Plan targets; and
- Chapter 11 outlines how the Travel Plan will be monitored and enforced.

2. Proposed Development

2.1 Development land use

The Proposed Development comprises the following types of land uses, and associated quantum of development consented by the LDO:

“New development comprising

i) the erection of buildings up to a maximum gross floor area (GFA) of 810,000 m² to accommodate the following uses:

- *Energy Generation & Storage;*
- *Advanced Manufacturing & Industrial (Class E(g)(iii) & B2);*
- *Data Centre;*
- *Logistics (Class B8) up to a maximum of 180,000 m² (GFA) on the Northern Area only;*
- *Research & Development and Offices (Class E(g) (i) & (ii));*
- *Education (Skills and Training) (Class F1(a)), and;*
- *Community hub providing complementary services and uses primarily for the occupiers of the Site, including an active travel mobility centre, small scale retail (Class F2(a)), one café/bar (Class E(b)), one hot food takeaway (sui generis), one creche or children’s nursery (Class E (f)), one gym or fitness facility (Class E (d)) and one hotel not exceeding 150 beds (Class C1).*

ii) up to 10 ha of ground-mounted solar power generation within Plot B only.

Together with associated infrastructure including energy distribution and management infrastructure, utilities and associated buildings and infrastructure, digital infrastructure, car parking, recycling facilities, a site-wide sustainable water management system and associated green infrastructure, access roads and landscaping.

The development permitted by the LDO also includes any operations or engineering works necessary to enable the development of the Site, including:

- *excavation and earthworks,*
- *the formation of compounds for the stockpiling, sorting and treatment of excavated materials,*
- *import of material to create development platforms,*
- *piling, and any other operations or engineering necessary for site mobilisation,*
- *temporary office and worker accommodation, and*
- *associated environmental, construction and traffic management.”*

The indicative masterplan for the Site is shown on the Illustrative Masterplan drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0030) submitted with the LDO.

The Proposed Development comprises solar, energy, advanced manufacturing, logistics, data centre, offices, research and development (R&D), skills and training, hotel and community uses on the Northern Area, and advanced manufacturing on the Southern Area. The majority of the proposed uses will be 24/7 operations with shift working. However, the offices, R&D and skills and training uses in particular will be daytime operations.

To accommodate the new land uses, the Power Station will be removed.

The National Grid substations will be retained on the Site; whilst the Technology Centre would remain a component of site activities, its workforce was downsized at the end of 2022.

A proposal for the 'East Midlands Energy Re-Generation Centre' (EMERGE Centre), which comprises a multifuel energy recovery facility and associated infrastructure, was granted planning permission on 24 March 2022. While the EMERGE Centre proposal is located within the Site, it is not part of the LDO.

The Proposed Development will be delivered over three phases. Phases 1 and 2 are due to be open by the end of September 2026, in order to meet the Freeport delivery targets, with Phase 3 to follow a few years later following decommissioning and demolition of the Power Station.

2.2 Access and circulation

The access and circulation plan for the Proposed Development is shown on the Access and Circulation drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0012) submitted with the LDO.

2.2.1 Walking and cycling

The out-of-town location and large size of the Site means that the catchment for travelling to the Site on foot is very limited. Walking is therefore a trip end mode for travel to the Site by other means.

Cycling will be appropriate for movements within the Site and for commuter trips from local residential areas including Clifton, from which there is an existing identified cycle route, and Kegworth.

The Northern Area will include a new pedestrian link to the eastern side of East Midlands Parkway railway station, significantly reducing the existing walk distance between the station and the Site. The new link will mean that the proposed office, R&D and training uses, which typically generate trips in the AM and PM peak hours, will be located within a reasonable walk distance of the station. This new pedestrian link will be an attractive and secure route and will connect into a network of pedestrian and cycle routes around the Site.

On the Northern Area, there will be an off-road shared footway/cycleway that runs parallel to the primary vehicular route and alongside the secondary vehicular route to the north. The off-road shared footway/cycleway will connect into the existing shared pedestrian/cycleway that runs alongside the A453, at the western and eastern access to the Northern Area, therefore providing a connection to the route to Clifton.

There will also be other pedestrian routes within the Northern Area shown indicatively on the Access and Circulation drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0012, submitted with the LDO), as well as facilities within each individual plot, connecting into the primary pedestrian network.

On the Southern Area, there would be a cycle route connecting the eastern access with the western access and, via the existing private road beneath the A453, the Northern Area. The road beneath the A453 would provide a connection between the Northern and Southern Areas for both pedestrians and cyclists.

If a road was provided between the accesses on the Southern Area, then the intention would be for this to include an off-road footway/cycleway.

The pedestrian network within the Site will include the diversion of existing Public Rights of Way (PRoW).

2.2.2 Cycle parking

The Nottinghamshire County Council (NCC) cycle parking standards would require a total of 739 short stay and 1,640 long stay cycle parking spaces across the whole Site, which would exceed the demand from the proposed mode share of 3.2%. The proposed cycle parking has therefore been based on the forecast peak weekday cycle parking demand, allowing for 5% of trips to the Site being made by cycle. This allows for some growth in cycling. Demand for cycle parking would be monitored by occupiers as part of travel planning, and if demand exceeded supply, then the cycle parking would be increased to meet demand.

A total of 118 short stay and 302 long stay cycle parking spaces would be provided on the Site to meet demand based on a 5% mode share. Cycle parking would be provided on plot and there would be further hubs for shared bikes/micromobility at convenient locations for access to other plots. These would be in addition to the main mobility hubs. The precise location of the shared bikes/micromobility hubs would be determined at a later stage.

2.2.3 Mobility hubs and private shuttle bus

The Site will include mobility hubs at key locations. This will include hubs at:

- Near East Midlands Parkway station;
- The eastern access to the Northern Area for a potential commercial bus interchange; and
- At least one location on the Southern Area.

The precise facilities provided at a mobility hub would be defined at a later stage but, as a minimum, it is anticipated that these would include:

- Bus stop(s)/interchange including fully enclosed accommodation;
- Public transport information/Real Time Information if applicable;
- Shared bike/micromobility hub; and
- Seating and lighting.

The mobility hubs will facilitate access to a private shuttle bus and potentially commercial bus services.

The private shuttle bus will operate within the Site, running around a circuit which provides access to the Northern and Southern Areas. It would provide a frequent convenient service during the daytime and at shift changeover times and would pick up/drop off at mobility hubs and additional locations around the Site to deliver passengers to within a reasonable walk distance of their final destination.

Shared bike/micromobility hubs would be provided at the mobility hubs as well as at additional locations convenient to plot destinations.

The aspiration for the Cycle Expressway along the A453 includes e-bike charging facilities and enhanced cycle parking facilities at key 'Cycle Hub' locations along the route. As part of this aspiration, there may be an opportunity to provide e-bike facilities at the Proposed Development, which could assist with encouraging cycle use for travel from Nottingham to the Site.

2.2.4 Vehicular access arrangements

Vehicular access to the Site would be at the existing access points off:

- the A453/Kegworth Road/East Midlands Parkway junction (western access to Northern and Southern Area);
- the A453/West Leake Lane dumbbell roundabout (eastern access to Northern Area); and
- West Leake Lane (eastern access to Southern Area).

Access improvements would be made to the western access to the Northern Area and the eastern access to the Southern Area.

2.2.5 Car parking

Due to the bespoke nature of some of the proposed land uses on the Site (i.e. new technologies), car parking has been based on demand rather than the NCC car parking standards, which would require in the region of 12,500 spaces across the whole Site.

A total of 6,780 car parking spaces are proposed and spaces would generally be provided on plot with the occupier unit (allocated). Where car parking is provided in a central location, spaces would be allocated to each occupier. An overspill/visitor car park would be located near to a mobility hub to enable onward travel by private shuttle bus or shared bike/micromobility to the final destination. Parking in the overspill car park would need to be pre-booked through the site management team.

The disabled parking, motorcycle parking and electric vehicle parking would be provided in line with the NCC parking standards. Five per cent of the total parking would be provided for disabled use where the total on-plot parking is less than 200 spaces. Where the total on-plot parking exceeds 200 spaces, six bays plus 2% of the total would be provided for disabled use.

2.2.6 Operational parking

Parking requirements for operational heavy goods vehicles (HGVs) and light goods vehicles (LGVs) for relevant land uses would be specified as operators came forward to develop plots. In the indicative masterplan, plots have been sized to allow space for operational parking.

3. Transport Networks

3.1 Highway network

The Site has excellent road links with access off the A453 Remembrance Way, which connects with the M1 and the A50 via M1 junction 24 approximately 3 km to the south-west, and the A42/M42 a further 3 km to the south via M1 junction 23A. Between M1 junction 23A and junction 24, the A453 connects with the Kegworth Bypass and the A6 at the East Midlands Gateway freight terminal. The A453 continues west of M1 junction 23A providing access to East Midlands Airport, Castle Donington and other rural areas.

To the north-east, the A453 passes through Clifton, providing access to the Nottingham Express Transit (NET) tram at Clifton South Park and Ride and connects with the A52 Clifton Boulevard which forms the southern part of the Nottingham ring road. The A52 connects Derby and Nottingham and intersects with the M1 at junction 25.

To the south of the Site there are a network of rural roads including Kegworth Road facilitating access to Ratcliffe-on-Soar, Kegworth and Sutton Bonington, and West Leake Lane enabling access to West Leake, Gotham and East Leake. The rural roads generally have weight restrictions imposed.

3.2 Local bus network and services

The closest bus stop to the Site is located at East Midlands Parkway rail station, some 800 m from the existing western site access to the Northern Area. The bus stop is formed by a layby with a signpost at the front end with timetable display boards attached. The condition of the bus stop appears good.

The bus stop is served by the 865 route which is a limited service connecting villages in Nottinghamshire and North West Leicestershire to the rail network at East Midlands Parkway, and the NET tram at the Clifton South Park and Ride site.

Also passing close to the Site is the Skylink Express, which travels along the A453. The Skylink Express connects Nottingham City Centre with East Midlands Airport and includes stops at the Clifton South Park and Ride site and East Midlands Gateway. The route provides a 30-minute service frequency, 7 days a week and operates over approximately 19 hours. The long operating hours are suited to 24/7 operations with shift working, which reflects activities at East Midlands Airport and East Midlands Gateway.

Table 1 provides a summary of the bus services that are nearest to the Site, with frequencies and operating hours based on the first and last services at the nearest stops to the Site.

Table 1 – Local bus services close to the Site

Route	Route Description	Weekday Frequency	Saturday Frequency	Sunday Frequency	Operating Hours
865 ¹	Normanton on Soar – Kegworth – Clifton	Every 2 hours	Every 2 hours	No service	07:00–19:00
Skylink Express ²	Nottingham – Clifton – East Midlands Airport	Every 30 min	Every 30 min	Every 30 min	04:30–23:00

- The 865 service has 4 services per day towards Clifton, arriving between 07:20 and 14:20, and 5 services per day from Clifton departing between 10:25 and 18:15, so offer a limited service in terms of hours of operation.
- The frequency shown for the Skylink Express applies to both directions.

The East Midlands Gateway bus interchange is located approximately 4.5 km to the south-west of the Site, and this serves the bus routes shown in Table 2.

Table 2 – Local bus services at East Midlands Gateway bus interchange

Route	Route Description	Weekday Frequency ²	Saturday Frequency ²	Sunday Frequency ²	Operating Hours
Skylink Express	Nottingham – Clifton – East Midlands Airport	Every 30 mins	Every 30 min	Every 30 min	04:30–23:00
Skylink Nottingham ¹	Nottingham – Long Eaton – East Midlands Airport – Loughborough	Every 20 min	Every 20 min	Every 30 min	24 hours
Skylink Derby	Leicester – Loughborough – East Midlands Airport – Derby	Every 20 min	Every 20 min	Every 30 min	24 hours
Airway 9	Burton – Swadlincote – Ashby – East Midlands Airport – East Midlands Gateway	Every hour at East Midlands Gateway	Every hour at East Midlands Gateway	Every hour at East Midlands Gateway ³	04:00–22:30

1. Skylink Nottingham has a less frequent service every hour on parts of the route and operates over 12 hours.
2. Frequencies apply to both directions.
3. Airway 9 only operates at the East Midlands Gateway bus interchange before 09:00 and after 17:00 on a Sunday.

The Skylink Derby provides a service between Leicester and Derby, and includes stops at Loughborough, Diseworth, Kegworth, East Midlands Gateway, East Midlands Airport and Castle Donington. The service operates 24 hours a day and has a 20-minute frequency 6 days a week and a 30-minute frequency on a Sunday. The long operating hours are again aligned with the 24 hour operations at East Midlands Airport and East Midlands Gateway.

The Skylink Nottingham operates a 24 hour service generally on a 20/30-minute frequency between Nottingham and East Midlands Gateway with stops at Beeston, Long Eaton, Castle Donington and East Midlands Airport. Beyond East Midlands Gateway, there are two variations to the route, one continuing to Coalville, via Diseworth and the other to Loughborough via Kegworth. These services are generally hourly and across c.12 hours a day.

The Airway 9 provides a service between Burton and East Midlands Gateway, and includes stops at Swadlincote, Ashby and East Midlands Airport. The service has an hourly frequency and operates over c.18 hour a day.

The Clifton South Park and Ride site offering a connection to the NET tram is located c.5 km from the Site and is served by the Skylink Express and the 865 bus route.

3.3 A map showing the location of the nearest bus stop and bus routes would be included in the full Site Wide Travel Plan. **Rail network and services**

3.3.1 Passenger

3.3.1.1 National Rail

The closest railway station to the Site is East Midlands Parkway located on the western boundary of the Northern Area. The station is on the MML railway and is served by approximately 6 trains per hour in each direction, with direct services to Nottingham, Leicester, Derby, Lincoln, Sheffield, Loughborough and London.

Frequencies and journey times to destinations in Nottinghamshire, Leicestershire and Derbyshire are shown in Table 3.

Table 3 – Rail services from East Midlands Parkway Station (one way)

Destination	Weekday Trains per Hour	Saturday Trains per Hour	Sunday Trains per Hour	Journey Time (minutes)
Nottingham	2	2	1	12–18
Leicester	3	3	2	16–34
Derby	1	1	1	12–14
Loughborough	3	3	2	6–7
Attenborough	1	1	0	6–8
Beeston	2	2	1	5–11
Market Harborough	1	1	2	26–32
Long Eaton	1	1	1	3–4
Chesterfield	1	1	1	35–41

East Midlands Parkway station, whilst being located on the western boundary of the Northern Area, is only accessible via the existing roads and footways that link the station to the A453/Kegworth Road junction. This means that the station is 800 m away from the western access to the Northern Area, and c.1 km from the Technology Centre and Engineering Academy which are located in the western corner of the Northern Area. The remainder of the Northern Area and the entirety of the Southern Area is not within a reasonable walk distance of the station.

3.3.1.2 HS2

The Department for Transport’s Integrated Rail Plan for the North and Midlands (November 2021) sets out plans for HS2 East to connect into East Midlands Parkway station, providing a high speed rail connection to Birmingham. From East Midlands Parkway, HS2 trains will continue directly to Nottingham, Derby, Chesterfield and Sheffield on the upgraded and electrified MML railway. The HS2 East link to Birmingham will also provide high speed links from the East Midlands to London and Manchester.

3.3.2 Freight

The Site has an existing privately owned branch line off the MML railway for deliveries of coal to the Power Station. The branch line enters the Northern Area from the north-west, passes north of the main Power Station buildings and loops around the coal yard, where there are sidings.

The Power Station has existing slots in the MML railway timetable to facilitate the supply of coal to the Site.

3.4 Tram network and services

The NET tram terminates at the Clifton South Park and Ride site, c.5 km to the north-east of the Site. The Clifton South Park and Ride site is part of the Clifton Zone, which connects through Wilford to the city centre, where there is a stop at Nottingham rail station. The route continues to the north-west of Nottingham, passing through Hyson, Basford and Cinderhill to terminate at the Phoenix Park and Ride site off the A610 to the east of M1 Junction 26. The total journey time from Clifton South Park and Ride to Nottingham rail station is 21 minutes, and from Clifton South Park and Ride to the Phoenix Park and Ride site is 46 minutes. The NET tram can also provide access from Clifton to Toton, Bulwell and Hucknall via a change in the city centre, with journey times from Nottingham rail station of 31 minutes, 24 minutes and 32 minutes respectively.

NET provides a regular tram service with a service frequency of up to 7 minutes at peak periods. The service frequency at Clifton is shown in Table 4.

Table 4 – NET service frequencies from Clifton South Park and Ride

Period	Weekday Frequency	Saturday Frequency	Sunday Frequency
06:00–07:00	Every 15 mins	Every 15 mins	Every 15 mins
07:00–10:00	Every 7 mins	Every 10 mins	Every 10 mins
10:00–15:00	Every 10 mins	Every 7 mins	Every 10 mins
15:00–19:00	Every 7 mins	Every 7 mins	Every 10 mins
19:00–21:00	Every 10 mins	Every 10 mins	Every 15 mins
21:00–00:00	Every 15 mins	Every 15 mins	Every 15 mins (until 23:08)

3.5 Pedestrian and cycle network

3.5.1 General

The Site has the following active travel links:

- A shared pedestrian/cycleway between the Western access to the Northern Area and:
 - East Midlands Parkway station;
 - Clifton via a signed pedestrian/cycle route parallel to the A453; and
 - Ratcliffe Lane via a shared pedestrian/cycle path alongside the A453.
- A footway between the western access to the Northern Area and Ratcliffe-on-Soar.

There are no footways on Barton Lane or West Leake Lane in the vicinity of the eastern accesses to the Northern and Southern Areas respectively.

The existing pedestrian and cycle network is shown on Figure 2. Travel time isochrones for active travel modes will be added to this figure and included in the full Site Wide Travel Plan when active travel linkages within the Site are confirmed.

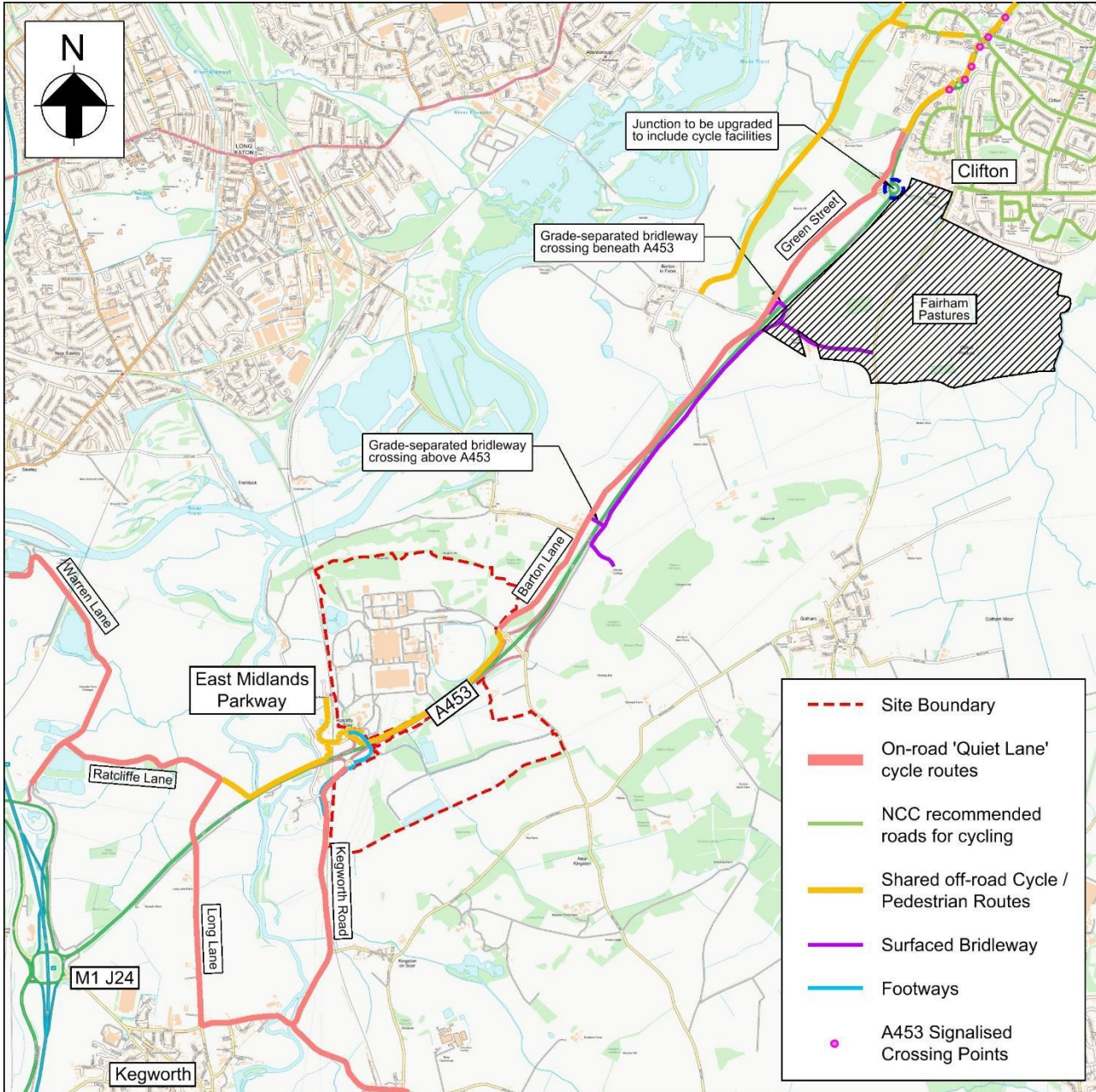


Figure 2 – Pedestrian and cycle network

3.5.2 Public Rights of Way

There are Public Rights of Way (PRoW) which cross both the Northern and the Southern Areas of the Site. On the Northern Area, Ratcliffe-on-Soar Footpaths 1, 8 and 9 cross the eastern corner of the Site, connecting between the existing shared pedestrian/cycle path and Thrumpton Footpath 1 to the north-east.

On the Southern Area, Ratcliffe-on-Soar Footpath 3 runs east-west between West Leake Lane and Kegworth Road. Ratcliffe-on-Soar Footpath 5 branches off Footpath 3, joining Kegworth Road further north. Ratcliffe-on-Soar Footpath 2 runs south from the western end of Footpath 3 leading to Kingston-on-Soar.

3.6 Air transport

East Midlands Airport is located 6 km south-west of the Site and is accessible via the A453. The airport serves over 4 million passengers per annum to over 90 destinations and is the second busiest UK airport for freight traffic after London Heathrow. The airport has the UK's largest dedicated air cargo operation, handling over 440,000 tonnes of goods each year.

4. Proposed sustainable travel improvements

4.1 Introduction

The Proposed Development includes improvements to bus, rail and cycle accessibility along with highway improvements. The highway improvements comprise a package of measures at M1 junction 24 and an improvement at the western access to the Northern Area. The sustainable transport improvements include opportunities for off-site cycle route improvements, which are not within the control of the Proposed Development, but it is recommended that the development should make a contribution towards the cost of the strategic interventions. The proposed sustainable transport improvements are set out below.

4.1.1 Rail

4.1.1.1 Passenger

East Midlands Parkway railway station provides excellent access to Leicester, Derby and Nottingham, as well as other local destinations including Syston, Sileby, Barrow upon Soar, Loughborough, Long Eaton, Attenborough and Beeston, and wider national destinations.

On a weekday there are typically two trains per hour in each direction between East Midlands Parkway station and Nottingham with a journey time of between 12 and 18 minutes. There are three trains per hour in each direction to Leicester and one in each direction to Derby. Journey times to Leicester are between 16 and 34 minutes, and journey times to Derby are less than 15 minutes.

The improved connection between the Site and the station provides the opportunity to increase rail passenger demand and make better use of existing rail infrastructure, whilst reducing impacts on the road network.

4.1.1.2 Freight

The existing rail freight line that serves the coal supplies to the power station will be reconfigured and retained with sidings within the Northern Area. This will offer the potential for rail freight transport as an alternative to road haulage for plots located immediately adjacent to the rail line, which includes a logistics facility.

4.1.2 Bus

It is proposed that:

- The Skylink Express which passes the Site on the A453 would be diverted into the Site. The bus currently operates between Nottingham Friar Lane and East Midlands Airport and includes stops at West Bridgford, Clifton South Park and Ride and East Midlands Gateway. The Skylink Express has a 30-minute frequency and operates between 04:30 and 23:00. In addition to serving a potential employee catchment in Nottingham, this service would provide links to key local transport hubs including the NET tram at Clifton South Park and Ride, the Skylink Derby and Skylink Nottingham bus services at East Midlands Gateway, and other services in Nottingham. As the Skylink Express already serves the airport and East Midlands Gateway (which both have 24/7 operations), the operating hours of the bus service is suited to the Proposed Development uses. The Skylink Derby which could be accessed by interchanging at East Midlands Gateway operates over 24 hours and provides a 20-minute frequency between Leicester, Loughborough, East Midlands Airport and Derby.
- The Airway 9 bus route which terminates at East Midlands Gateway would be extended to the Site. The Airway 9 service currently operates between Burton and East Midlands Gateway and includes stops at Melbourne, Ashby, Swadlincote and East Midlands Airport. The Airway 9 service would connect the Site to towns that cannot easily access the Site by rail. The Airway 9 generally has a 30-minute frequency and operates between 03:00 and 23:30, which means the operational hours are suited to the 24/7 working patterns that will feature in the Proposed Development.

- The MY15 bus service which terminates at East Midlands Airport would be extended to the Site. The MY15 service currently operates between Ilkeston and East Midlands Airport, and includes stops at Sandiacre, Long Eaton and Castle Donington. The extension would offer opportunities for public transport access to the Site from areas that do not have convenient sustainable transport alternatives, although the journey time from the route origin in Ilkeston would exceed an hour, which may not be an attractive option. The existing service has an hourly frequency and has long operating hours between 04:00 and 01:00, which would align with 24/7 working patterns at the Site.

4.1.2.1 Other options

In discussions with NCC, it has been suggested that an alternative to diverting the Skylink Express into the Site would be to retain the route of the Skylink Express as existing, and operate a shuttle bus to pick up passengers from East Midlands Gateway. This would benefit bus users interchanging at East Midlands Gateway, as the shuttle bus could take them to their final destination within the Site, which would make bus use more attractive. The East Midlands Gateway bus interchange is not, however, owned by the highway authority and an agreement with the owner would be required to operate a private shuttle bus in this way. A variation to this option would be to operate a shared shuttle bus serving East Midlands Gateway and the Proposed Development, but again this would need agreement with the East Midlands Gateway owner.

NCC is planning to pilot a demand responsive bus service which would serve south-west Rushcliffe and Kegworth. The pilot is due to start in late Autumn 2022 and would last 3 years until 2025. If the pilot proved successful, then this could offer a public transport link to less populated areas to the south of the Site, where passenger demand is not sufficient to support a commercial bus service.

4.1.3 NET tram

The Skylink Express which stops at Clifton South Park and Ride would provide a connection between the NET tram and the Site. NET passengers would be dropped off at the bus/mobility hub at the eastern access to the Site.

The Site will have a reserved land corridor for the NET tram to pass through the Site, should an extension to East Midlands Parkway or the airport be proposed in the future. If NET was extended through the Site, this would have the potential to reduce traffic impacts.

4.1.4 Phasing of public transport

As the decommissioning and demolition of the power station will take time, the western side of the Northern Area will not be developed until after Phases 1 and 2. As a consequence, the Phase 3 development, pedestrian connection to the station, proposed road, pedestrian and cycle route corridor connecting between the western and eastern access of the Northern Area will not be delivered until the power station demolition has been completed.

For Phases 1 and 2, the private shuttle bus will pick up rail passengers from East Midlands Parkway station and deliver them to their final destination on the Site. Trent Barton and Midland Classic have indicated that they would be interested in providing bus services to the Site from day one of occupation. Buses would therefore either stop at the bus/mobility hub at the eastern access to the Northern Area, or they could stop at East Midlands Parkway station, where passengers would be taken to their final destination by the private shuttle bus.

For Phase 3, the pedestrian link to the station would be delivered along with the road, pedestrian and cycle route corridor connecting the western and eastern access of the Northern Area.

4.1.5 Cycle

NCC has identified two strategic routes in the vicinity of the Site, and these are:

- A strengthening of the route along the former A453 from Clifton to East Midlands Parkway station, which the Nottingham City Council (NCC) has secured Transforming Cities Funding to create. Subject to approval and funding, the intention is for this route to be delivered in 2022; and

- A route between East Midlands Parkway station and Kegworth, which requires third-party land to deliver and is therefore a long-term proposal. NCC is seeking funding to purchase/dedicate land and construct a suitable cycle facility.

A further potential cycle route, not included in the strategic network, is between the Site and Gotham, which could connect with a proposed route to East Leake. The deliverability of the route has not been established and NCC would therefore wish to secure long-term funding for the proposal.

Whilst beyond the scope of the LDO, NCC also has an aspiration for a link to the north across the River Trent to Long Eaton, which would open up access to Chilwell, Toton, Stapleford and Beeston.

4.1.6 HS2

In addition to the above interventions, the proposal for HS2 to stop at East Midlands Parkway station has the potential to increase rail use for access to the Site, improve bus access to the station and attract a potential future NET tram link to the station.

4.2 Organisations impacted by the Travel Plan

The following local authorities and stakeholders were consulted to discuss sustainable transport opportunities.

- NCC;
- NCityC;
- Leicestershire County Council (LCC);
- Derbyshire County Council (DCC); and
- Local bus operators (Trent Barton, Midland Classic).

5. Aims and Objectives

5.1 Overarching aims

This SWTPF mainly focuses on staff related to the Proposed Development. The measures suggested within this document are intended to reduce the use of single-occupancy vehicles and encourage travel by sustainable and active modes of transport.

The overarching aims of the SWTPF for the development seek to:

- Reduce car-based/single-occupancy trips generated by the Proposed Development;
- Influence the travel behaviour of staff and visitors;
- Encourage travel by cycle/micromobility, on foot and by public transport by highlighting their accessibility and availability; and
- Promote healthy lifestyles, sustainable and active travel, and vibrant communities.

5.2 Objectives

The objectives of the SWTPF respond to these aims through:

- Promoting the existing and proposed public transport connections in the area including National Rail, bus services and the NET tram, and the availability of the shuttle bus and shared bikes/micromobility for onward travel within the Site;
- Promoting cycling for journeys to and from work, and walking and cycling during the day in order to improve health and to minimise the impact of the Proposed Development on the local transport networks;
- Positively promoting, whilst not aspiring to dictate, the lifestyles of the staff of the Proposed Development; and
- Linking the Proposed Development to the surrounding communities by the strong promotion of public transport and cycling, thus minimising the impact of the Proposed Development on the highway infrastructure in its vicinity.

5.3 Site-specific

In line with guiding policy, the following preliminary objectives have been prepared for the Proposed Development. As the SWTPF is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of people to undertake their journeys to work by public transport and by cycle; and
- To facilitate the opportunities to achieve a healthy lifestyle for all those travelling to the Site (staff).

The SWTPF is about assisting people in finding ways to travel differently. It is a cogent strategy for providing and promoting realistic, high-quality travel options and improving the travel environment for the community as a whole.

The SWTPF focuses on the long-term strategy for the Proposed Development and focuses on getting site users to travel on foot and by cycle. The measures embedded within the design intend to highlight the availability of these modes as well as ensuring that they are accessible for all users.

6. Management

6.1 Introduction

The success of any travel plan can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

The most successful travel plans have management support and dedicated staff resource to manage and oversee them. The decision to develop and implement a travel plan is a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local council.

6.2 Travel Plan Co-ordinators

A Site Wide Travel Plan Coordinator (TPC) will be appointed prior to first occupation of the Site, to deliver the actions set out in the Site Wide Travel Plan (SWTP). The Site Wide TPC will be responsible for the Site as a whole. The name, address, telephone number and email address of the Travel Plan Co-ordinator will be provided to the local highway authority once they have been appointed.

For each plot, the occupier will be required to appoint a TPC to prepare and implement a Plot Specific Travel Plan (PSTP).

The Site Wide TPC and Occupier TPCs would be in post from first occupation of the first development until a point 5 years after first occupation of the final development.

6.3 Role of the Travel Plan Co-ordinators

6.3.1 Site Wide TPC

The role of the Site Wide TPC will include:

- Implementation and promotion of the SWTP;
- Act as the first point of contact for staff members regarding any travel and transport queries;
- Liaison with the Occupier TPCs to gain support and commitment to the SWTP;
- Providing the Occupier TPCs with the necessary resources, advice and support to make sure that the framework and principles of the SWTP are successfully incorporated into their PSTP and implemented for their businesses;
- Liaison with public transport operators and other stakeholders, including negotiation of promotions. It is recommended that the Site Wide TPC should work closely with any local transport forums (e.g. the East Midlands Airport Transport Forum) to maximise shared learning and sustainable transport investment opportunities;
- Establishing, chairing and co-ordinating a Travel Plan Steering Group (see Section 6.4) with meetings as required;
- Reporting on progress against SWTP targets, setting the monitoring regime to enable evaluation of the effectiveness of SWTP measures, and a reshaping of the strategy if required;
- Reviewing the targets in co-ordination with the Travel Plan Steering Group on a yearly basis, including once the travel survey data has been collected and the site-specific travel patterns are fully appreciated;
- Organisation of promotional events for the whole Site; and

- Update NCC on the name and contact details should the person undertaking the role of Site Wide TPC or Occupier TPC change or their contact details are amended.

6.3.2 Occupier TPC

The Occupier TPC will be responsible for preparing, implementing and promoting the PSTP which will reflect the specific operational characteristics of the employer and will be set within the framework and principles set out in the SWTP. The Occupier TPC will also act as the first point of contact for staff members regarding any travel and transport queries and will be responsible for monitoring progress within their organisation as well as liaising with the Site Wide TPC. The PSTP will be submitted to the Site Wide TPC to check that it is in line with the SWTP. PSTPs will be submitted to the Council's Travel Plan officer for review and approval.

The Occupier TPCs would aim to make all staff members based at the site aware of the Travel Plan.

6.4 Travel Plan Steering Group

A Travel Plan Steering Group will be set up to provide support to the Site Wide TPC and to allow Occupier TPCs to become involved in the development and revision, if and when required, of the SWTP. As part of the membership of the Travel Plan Steering Group, it will be required that staff from the Site management attend, to ensure high-level buy-in for the SWTP.

The Travel Plan Steering Group will be used to discuss the feedback of the implemented measures and to raise awareness of the SWTP. The Travel Plan Steering Group allows for momentum to be maintained, since the development of the SWTP is a dynamic process and not simply the one-off production of a document.

Membership of the Travel Plan Steering Group will be open to all Occupier TPCs, and it will be the responsibility of the Occupier TPC to gather the views of their staff to flag opportunities and issues. The Occupier TPCs could set up a Travel Plan Steering Group within their own organisation to gather staff views to feedback to the site wide Travel Plan Steering Group.

7. Baseline Mode Split and Targets

7.1 Introduction

This section considers the baseline modal split and targets for increasing sustainable travel mode shares for the future staff and visitors of the Proposed Development.

In order for the SWTP to succeed, and to enable a measurement of its success, indicative targets have been set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART), ensuring that targets for modal split can be achieved.

Monitoring of the SWTP will be undertaken throughout its duration and, if necessary, changes to the implementation of the SWTP or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

The targets outlined herein are preliminary targets as details about occupiers and their staff mode shares cannot be determined at this stage.

A baseline travel survey will take place within one year of first occupation. This will comprise a multi-modal survey of staff and visitor movements to and from the Site on a weekday, and a staff travel survey via an online questionnaire (or paper-based questionnaire if they so request). Each employer would be responsible for administering the travel surveys of their own staff. Data collected as part of the baseline travel survey will be shared with the Site Wide TPC who will use the data to set refined, specific SWTP targets.

Multi-modal surveys of staff and visitor movements to and from the Site and travel surveys will subsequently be undertaken, as set out in Section 9, following occupation of the Proposed Development to monitor the modal share against the predicted targets and update these where necessary (for example, when additional development plots are occupied).

As the SWTP is an evolving document, these initial targets will be continually reviewed should it be evident that the set targets are not wholly relevant to the Site.

7.2 Baseline modal shares

The baseline mode shares for staff and visitors of the proposed land uses have been developed using the East Midlands Gateway Model (EMGM) forecast mode share, as described in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

The baseline modal share for staff of the Proposed Development is presented in Table 5 (see Section 7.5).

7.3 Targets

Targets are measurable goals by which the progress of the SWTP will be assessed and are essential for monitoring its progress and success. These targets will be SMART.

Two types of targets would be considered. ‘Action’ type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst ‘Aim’ type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both ‘Action’ and ‘Aim’ type targets.

7.4 Action target

The following Action target is proposed:

- Raise employee and visitor awareness of sustainable travel opportunities and their benefits and, in particular, the measures included within the SWTP, including but not limited to:
 - How to contact the Travel Plan Co-ordinator;
 - The bus services which are available;
 - The rail services which are available;
 - The availability of on-site onward travel facilities (i.e. the private shuttle bus and shared bikes/micromobility);
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
 - Car share schemes which are available; and
 - The cycle parking facilities provided and the health benefits of cycling.

Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures.

7.5 Aim Target

In the full SWTP, once occupiers are known, primary targets would be based on the trip generation with secondary targets for mode share.

Table 5 sets out the Aim target for the Proposed Development based on mode share. The opening year target has been derived from the EMGM which has been used to assess the impact of the Proposed Development in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO. The 5-year target has been set at a level which is felt to be challenging but achievable.

Table 5 – Indicative staff mode share and targets

Mode	Mode share targets	
	Opening year	5-year target
Car driver	76%	71%
Car share	6%	9%
Public transport	15%	16%
Cycle and walking	3%	4%

The mode split and the associated trip generation will be agreed as being realistic and achievable through the planning process and as being acceptable in the context of any necessary mitigation secured with adoption of the LDO. This is therefore an appropriate target for the SWTP in the context of planning policy and practice.

This mode split target will be refined once the results of the initial Travel Survey have been reviewed. The agreed targets will have an initial 5-year timeframe but will continue on a rolling basis until targets are met (provided that agreed targets are no more onerous than those agreed and assessed through planning). This will continue until no later than 5 years from the date of the first occupation of the final development of the Site, at

which point the requirements to report to NCC would expire. The SWTP will continue for the lifetime of the Proposed Development to ensure sustainable travel remains embedded in employee behaviour.

Achieving this specific and timed target will be measured through monitoring travel surveys and multi-modal counts, and any changes to targets would be agreed with NCC.

8. Measures

8.1 Common design measures to encourage sustainable transport

There are various measures embedded within the design of the Proposed Development to influence travel patterns of staff. These are described in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001) and the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

8.1.1 Public transport access

The Proposed Development will significantly improve rail access with a new direct pedestrian link between the East Midlands Parkway station and the Site. There will also be an opportunity to access the Site by bus with new connections offering a wider catchment and higher frequency services with bus stops within the Site. In addition, given the large size of the Site, there will be a private shuttle bus and shared bikes/micromobility at mobility hubs to enable onward travel to the final on-site destination. The buses also provide links to other bus services at East Midlands Gateway and the NET tram at Clifton South Park and Ride. The proposed improvements will make public transport a more appealing option.

8.1.2 Cycle access and parking

The Proposed Development will include off-road pedestrian and cycle routes around the Site, including a dedicated link between the Northern and Southern Areas and links into the existing shared pedestrian/cycle route along the A453 corridor. The Proposed Development includes a total of:

- 302 long-stay cycle parking spaces; and
- 118 short-stay cycle parking spaces.

Long-stay cycle parking will be secure, covered and close to the staff entrance to occupier units. Short-stay cycle parking will be located close to the visitor/appropriate building entrance.

Each individual occupier unit on-site will include supporting facilities including showers, changing rooms and lockers.

There will also be shared bikes/micromobility located at the mobility hubs and at additional locations for convenient access to all developments on-site.

8.1.3 Pedestrian access

Due to the out-of-town location, pedestrian movements are essentially limited to movements within the Site, and the trip end for travel to the Site by another mode. To this end, the Proposed Development will improve pedestrian routes within the Site, including the direct link to East Midlands Parkway station and connections to mobility hubs within the Site.

8.2 Travel plan initiatives

The following measures will be investigated to encourage the use of alternative means of transport and would be promoted by the future occupiers of the Site.

8.2.1 Employee welcome packs

Employees of each occupier will be provided with sustainable travel information before starting work at the Site, including travel options and information on the health and environmental benefits of utilising sustainable modes of transport, particularly cycling (as walking is only a trip end option). The welcome pack will contain the TPC contact details.

8.2.2 Digital notice board and site-wide newsletter

Additional transport information would be provided on digital notice boards. These would be displayed in prominent locations that are accessible to employees. Similar information would be provided by a site-wide newsletter.

8.2.3 Measures to facilitate public transport use

With the proposed improvements to public transport access, the Proposed Development will have good accessibility to rail and bus. The availability of public transport services would be highlighted through publication on the management and occupier site.

The following initiatives would also be considered:

- Providing up-to-date public transport information, timetables and maps as part of the employee induction process;
- Provision of personalised travel planning;
- Provision of real time bus information at mobility hubs;
- Provision of interest-free season ticket loans to enable staff to spread season ticket payments over a period of time; and
- Provision of taster bus tickets on a redemption basis as an incentive to travel more sustainably.

8.2.4 Car sharing

Car sharing involves two or more people sharing a car for their journey to/from work, education or other regular trip. It promotes sustainable travel patterns by increasing car occupancy, with a consequential reduction in car trips. It also provides an opportunity for social interaction. This would be a viable way to decrease single-occupancy vehicles accessing the Site, particularly over night when sustainable modes may be less appealing. Car sharing would be encouraged by:

- Holding periodic car share tea/coffee mornings which could allow employees to match up with people who undertake a similar journey. This will also demonstrate the social benefits of car sharing and can improve engagement among employees;
- Publicising car sharing websites such as Liftshare.com and NottinghamShare where users can match up with local drivers or passengers in the area undertaking similar journeys;
- There is also potential to introduce reserved car sharing spaces to encourage staff to avoid single occupancy car journeys; and
- Advertising the cost savings of car sharing on notice boards in addition to the positive environmental impacts in order to raise awareness of the benefits.

8.2.5 Measures to facilitate cycling

The following initiatives would be considered to encourage employees to cycle to work:

- Consider employing locally, so that employees' route to work is sufficiently short to be undertaken by cycling;
- Interest-free cycle loans to enable staff to purchase cycles and spread the payments out over a period of time. This could be in the form of participation in the government's Cycle to Work scheme, administered through a private sector provider;
- Negotiation of discounts with local cycle shops for staff purchases and maintenance;

- Payment of a cycle mileage allowance for employees using their own cycles for business trips;
- Provision of showers and changing facilities;
- Provision of reflective clothing and cycle vouchers;
- Organise on-site cycle training for employees, either through the Council or an appropriate private-sector provider;
- Organise an on-site cycle servicing/repair scheme;
- Participate and co-operate in national active travel promotional events; and
- Setting up a Bicycle User Group (BUG); these enable cycle users to meet to discuss problems and issues that may arise and offer staff that may not be confident enough to cycle on their own to join a 'Buddy Scheme' where people can pair up with fellow cyclists who cycle along similar routes.

8.2.6 Measures to facilitate walking

Walking is only really a viable mode for trip end movements and inter-site movements and the following initiatives would be considered to further encourage walking amongst employees and visitors:

- Provide a map showing walking routes and indicating distances and times to the most common destinations within the Site (e.g. community facilities);
- Make a pool of umbrellas available;
- Make personal alarms available to employees who may have concerns about issues of personal safety;
- Participate and co-operate in national active travel promotional events; and
- Raise and promote awareness of the health benefits of walking through promotional material.

8.2.7 Measures to reduce the need to travel

Businesses would be encouraged to implement IT initiatives which reduce the need to travel, including teleworking and teleconferencing.

8.2.8 Fleet management measures

Occupiers with a fleet of vehicles would be encouraged to:

- Use the rail sidings for haulage where feasible;
- Manage vehicle kilometres and minimise road-based travel; and
- Replace vehicles with lower emission alternatives where feasible.

9. Monitoring

9.1 Introduction

An important part of any Travel Plan is the ongoing monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the SWTP to be refined and adapted in order to improve it.

To enable the success of the SWTP, the Site Wide Travel Plan Coordinator will carry out monitoring of travel patterns and will review and update the SWTP where necessary. This will ensure that the SWTP remains relevant and effective.

9.2 Monitoring surveys

The first SWTP monitoring surveys, or initial baseline surveys, will be carried out within three months of first occupation of each individual development. Subsequently, surveys will be undertaken as set out in Table 6.

Table 6 – Monitoring survey frequency

Year	Monitoring surveys	
	Multi-modal survey *	5-year target
Baseline (3 months)	No	Yes
1	Yes	Yes
2	No	Yes
3	Yes	Yes
4	No	Yes
5	Yes	Yes

* Based on Standard Assessment Methodology for TRICS

The monitoring surveys will be analysed against a number of indicators in order to establish how well the measures are achieving the aims of the SWTP and if any modifications are required to meet these objectives more effectively.

9.2.1 Travel Survey methodology

The monitoring will be the responsibility of the Site Wide TPC and would comprise multi-modal counts of all trips undertaken to and from the Site (Northern and Southern Areas) based on the Standard Assessment Methodology for TRICS, and travel surveys of staff.

The multi-modal surveys will be carried out by an independent field company and will be fully funded by the LDO.

The travel surveys would be undertaken by employers (organised by the Occupier TPC) to monitor the travel behaviour of staff and would be shared with NCC for approval before commencing surveys. This will ask questions about how staff 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 toward sustainable travel.

Results will be fed back to the Site Wide TPC who will issue a site-wide monitoring report to NCC. The Site Wide TPC would aim to submit the monitoring report (one report for the whole Site) to NCC within one month

of receipt of all survey data. The Occupier TPC will be in regular communication with staff and the Site Wide TPC will periodically issue newsletters containing travel survey results and/or reports.

9.2.2 Secondary monitoring

Alongside the travel surveys, there would also be monitoring of the uptake of initiatives such as car-sharing schemes and public transport incentives in order to understand the effectiveness and success of implemented measures.

10. Action Plan

Table 7 summarises the actions which could be undertaken during occupation to deliver the SWTP objectives and to update it to reflect the actual travel behaviour of staff.

This indicative action plan will be reviewed with stakeholders and updated in subsequent SWTP document revisions. The SWTP is an ongoing, adaptable document and, as such, will be reviewed over time and adapted where necessary to accommodate changing demands and guidance on encouraging sustainable travel.

Table 7 – Action Plan

Theme	Objectives	Measure	Action/status	Responsibility	Timing
SWTP Management	To encourage travel by sustainable transport modes	Site Wide TPC	To be appointed	Site management	Prior to occupation
		Occupier TPCs	To be appointed	Occupier	Prior to occupation
		PSTPs	Prepare PSTP	Occupier TPC	Prior to occupation
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	Site Wide TPC	Upon appointment
		Travel Plan Steering Group	Set up a Travel Plan Steering Group	Site Wide TPC	Within three months of appointment
		Initial baseline travel surveys	Undertake the surveys and analyse their results	Site Wide TPC/Occupier TPC	Within one year of first occupation
		Revised modal split targets	Revise modal split targets based on the results of the initial baseline travel surveys	Site Wide TPC/Occupier TPC	Upon completion of the initial travel surveys
		Subsequent monitoring surveys	Undertake the subsequent travel surveys and analyse their results	Site Wide TPC/Occupier TPC	Each year up to year 5 after first occupation
		Monitoring reports	Produce monitoring reports following travel surveys in years one to five	Site Wide TPC	Upon completion of the travel surveys
		Update of SWTP	Update the SWTP to reflect the results of the travel surveys, revised measures, updated action plans and remedial measures	Site Wide TPC/Travel Plan Steering Group / NCC Travel Plan officers	Within six months of completion of the travel surveys
Promotion/ Marketing	To raise awareness of sustainable transport modes	Staff SWTP / PSTP Induction	Organise induction sessions	Occupier TPC	Ongoing
		Staff Notice boards	Set up digital notice boards displaying travel and community information to staff in each building atrium	Occupier TPC	Prior to occupation and ongoing
		Website/intranet information	Design and maintain a web page for the SWTP if the operational development has a website and/or on the	Site Wide TPC/Occupier TPC	Within one month of first occupation and ongoing

Theme	Objectives	Measure	Action/status	Responsibility	Timing
			occupiers' intranet or websites		
		Promotion of walking resources (websites, tools and events)	Promote walking resources within Staff Welcome Packs, on digital notice boards and online	Occupier TPC	Ongoing
		Promotion of cycling resources (websites, tools and events)	Promote cycling resources within Staff Welcome Packs, on digital notice boards and online	Occupier TPC	Ongoing
Walking	To encourage travel by walking	Issuing of Personal Alarms	Make personal alarms available to staff	Occupier TPC	Ongoing
		Provision of umbrellas	Make umbrellas available to staff	Occupier TPC	Ongoing
Cycling	To encourage travel by cycling and increase mode share	On-site cycle parking	Install before first occupation	Occupier	Prior to occupation
		Cycle training and skills courses	Promote attendance by providing marketing information to staff	Site Wide TPC/Occupier TPC	Ongoing
		Cycling events (e.g. Bike Week, Cycle to Work Day, Let's Ride)	Promote/organise participation and provide marketing information to staff	Site Wide TPC/Occupier TPC	Ongoing
		Bike2Work Scheme	Encourage/support occupiers to provide Bike2Work scheme to employees	Site Wide TPC/Occupier TPC	Ongoing
		Local cycling guides and journey planners	Promote/distribute	Site Wide TPC/Occupier TPC	Ongoing
		Safety courses for cyclists	Promote/facilitate attendance by making staff aware of local schemes through noticeboards or email and help to arrange events	Site Wide TPC/Occupier TPC	Ongoing
		On-site cycling service/repair schemes	Organise on-site cycling servicing/repair scheme	Site Wide TPC/Occupier TPC	Ongoing
		Showers and Changing Facilities	Provide showers and changing facilities	Occupier	Prior to occupation
Public Transport	To encourage travel by public transport and increase mode	Timetables, bus spider maps and information on night services	Promote use by providing marketing information to staff	Occupier TPC	Ongoing

Theme	Objectives	Measure	Action/status	Responsibility	Timing
	share resources	Season Ticket Loans	Encourage employers to provide season ticket loans	Site Wide TPC	Within one year of occupation and ongoing
Vehicle trips	To reduce private car use	Car sharing scheme	Promote car sharing if vehicles are the only viable option for a trip	Occupier TPC	Within one year of occupation and ongoing
Reducing the overall need to travel	To encourage reduced travel	IT Initiatives	Encourage employers to implement IT initiatives which reduce the overall need to travel (for example tele-working and teleconferencing)	Site Wide TPC/Occupier	Within one year of occupation and ongoing

11. Securing and enforcing the SWTP and PSTPs

11.1 Securing the SWTP and PSTPs

The implementation of the SWTP will be secured through adoption of the LDO. The implementation of PSTPs is secured through Condition 10 of the LDO, which requires all applications for a Certificate of Compliance in respect of a traffic generating use of a specific plot to include a PSTP.

The travel survey results and SWTP reviews will be submitted to NCC.

The SWTP and PSTPs, including physical measures associated with the Proposed Development, will ensure that sustainable travel patterns are secured as part of the Proposed Development.

The action plan will be monitored by the Site Wide TPC to ensure that targets are being reached and to advise on any corrective actions as necessary. If the SWTP fails to achieve its targets at the end of the monitoring period, remedial measures would be considered, including an extension to the monitoring period (as well as an extension to the Site Wide TPCs period-in-post) and a full review of measures.

11.2 Enforcing the SWTP and PSTPs

The Site Wide TPC will seek support and guidance as necessary from NCC Travel Plan officers, in addition to reporting on SWTP reviews to ensure that it is effective in meeting its objectives.

12. Referencing

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