TRAVEL PLAN

PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT DRAYCOTT ROAD, BREASTON

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1.0 INTRODUCTION

1.1 This Travel Plan has been prepared on behalf of Peveril Homes in support of their planning application for a residential development on land at Draycott Road, Breaston. The site in question sits to the north of the A6005 Draycott Road, on the site of the former Western Mere Secondary School, which was demolished in the early 1990s. Erewash Borough Council (EBC) are the local planning authority, and Derbyshire County Council (DCC) are the local highway authority.

1.2 The National Planning Policy Framework (NPPF, December 2024) defines a travel plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed"

1.3 The NPPF also states (paragraph 118) that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

1.4 A Travel Plan is therefore a living document that sets out ways to reduce the number of vehicle trips generated by a development It involves the setting of agreed targets and outcomes which are linked to an appropriate package of measures aimed at encouraging the use of more sustainable travel modes, whilst also reducing both the need to travel, and single occupancy car use, for all trips to and from the development The Travel Plan process also includes continuous monitoring, review, and refinement over time, as travel survey data is used to determine trends in travel patterns.

1.5 Derbyshire County Council's guidance states that:

"It is recognised that there is no national standard format or content for travel plans. As such and given the range of developments which could be subject to a travel plan, each submitted plan is likely to be different. However, there are 7 core components which should be in every travel plan. These are:

- *An overall transport vision, which should link to the vision articulated in the transport assessment or transport statement.*
- *A commitment from the developer (in the form of an overarching aim) to either:*
  - *minimise single occupancy vehicle use by promoting and supporting alternative modes (suitable for most development locations), or*
  - *minimise the use of private cars by promoting and supporting alternative modes (city centre locations)*
- *The identification of a travel plan co-ordinator to lead the implementation of the travel plan.*
- *The setting of targets aligned with the objectives of the travel plan.*
- *The implementation of a range of measures to meet the objectives of the travel plan.*
- *The adoption of a monitoring regime (potentially part of a wider 'monitor and manage' strategy) to report progress against targets which will be submitted to the planning authority and highway authority.*
- *The commitment to review and update the travel plan in response to monitoring against targets, which may include for the provision of further measures and initiatives that may be required to meet the targets."*

1.6 DCC's guidance goes on to determine the type of Travel Plan required for any given development. It differentiates between Full, Interim and Framework Travel Plans, stating that:

'A full travel plan should normally be submitted to support a full planning application. This will include clear targets, measures to achieve those targets, and a monitoring and review framework. Where the end user is known (for example employment unit occupier, or housing developer), then a full travel plan should always be submitted.'

1.7 This Travel Plan has been prepared with the above guidance in mind and focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to empower residents and visitors alike to take ownership and make informed decisions about their travel choices. It is a sister document to the Transport Assessment[1] that also supports the planning application.

[1] ADC report ref: ADC3594-RP-B-v3

2.0 BACKGROUND TO THE DEVELOPMENT

2.1 The proposed development would accommodate up to 100 residential dwellings with a single point of access taken from the A6005 Draycott Road. The planning application would be in outline, with all matters reserved except for access. A copy of the illustrative site masterplan is at **Appendix A**. The general site location can be seen in **Figure 1.**

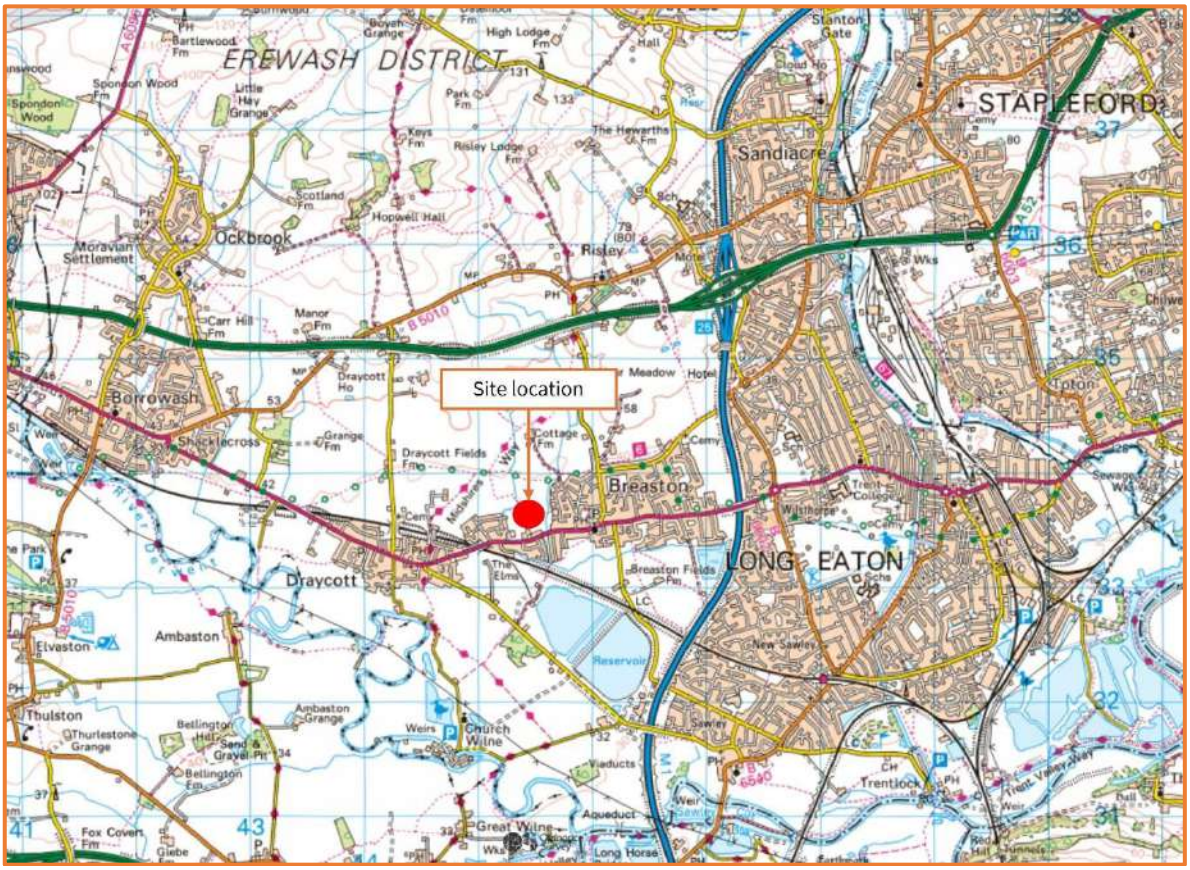

Figure 1: General site location

2.2 The site comprises approximately 7ha of undeveloped land on the western edge of the village of Breaston. Between the 1950's and early 1990s, a part of the site was occupied by the Western mere secondary school, which was accessed from Gregory Avenue on the site's western boundary. The school buildings are long demolished, however the foundations, hard standings and some of the internal roads remain. A detailed view of the site's location is shown in the aerial photograph presented below. Breaston is located approximately 11km east of Derby City Centre, and 13km southwest of Nottingham City Centre. Long Eaton is approximately 4km to the east of the village. **Figure 2** shows the location of the proposed development in more detail.

Figure 2: detailed site location

2.3 The site is bound by agricultural land to the north, residential dwellings to the east and west, and the A6005 Draycott Road to the south. There is a medical establishment and some residential dwellings between the site and the A6005, leaving a frontage of approximately 80m with the public highway at the south-western edge of the site.

3.0 ACTIVE TRAVEL OPPORTUNITIES

3.1 Typically, pedestrians are prepared to walk up to 2km for non-leisure journeys such as travelling to work or school[2]. The National Design Guide[3] defines a 'walkable' neighbourhood as having local facilities and amenities within 800m, or a 10-minute walk. Accordingly, a 2km pedestrian catchment along with 800m catchment measured from the centre of the site is presented at **Figure 3** below.

[2] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000
[3] National Design Guide, Ministry of Housing, Communities and Local Government 2021, p20

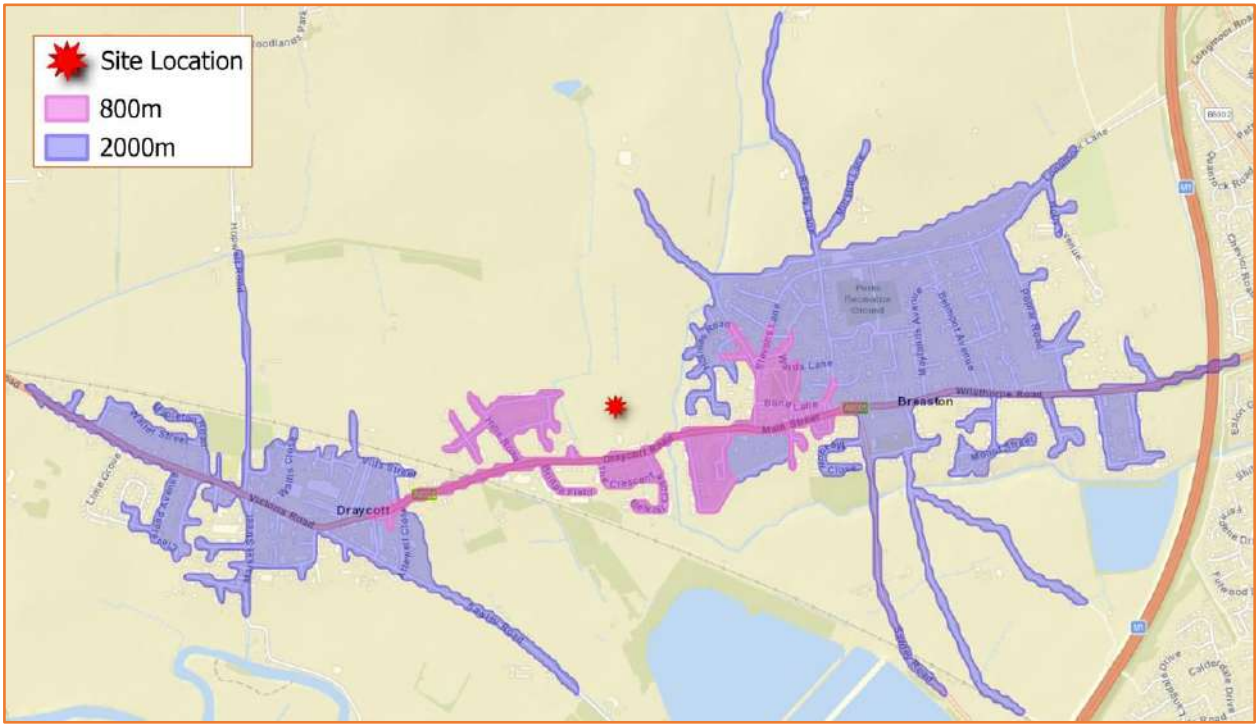

Figure 3: pedestrian catchment

Walking route audit

3.2 Several key amenities and local services are within a 2km walking distance of the site. The majority of these are in the centre of Breaston, between 650m and 1km walk east of the proposed site access, they include

- Breaston Co-Op – approx. 650m walk
- Breaston Post Office – approx. 650m walk
- Chequers Inn pub, - approx. 650m walk
- Bulls Head pub, - approx. 700m Walk
- Breaston pre-school – approx. 700m walk
- Breaston Pharmacy – Approx 750m walk
- Firfield Primary School – Approx 1km walk
- Perks Park, and play area – Approx 1km walk

3.3 Route choice to and from Breaston for pedestrians is limited. The village is essentially a linear development centred along the A6005, which forms the high street. Most of the local pubs, shops and other facilities either front onto the main road or are located a short distance away on one of the many side streets. The local primary school is located off Firfield Road, with a separate pedestrian entrance off Sawley Road, approximately 100m south of the A6005.

3.4 To access the village centre, a prospective resident would need to walk along the main road, along the route shown in **Figure 4** below, which is between the site and the local Co-op. As shown, the village centre is approximately 600m away from the site, with a walking time of approximately 8 minutes for someone without mobility issues. A full audit of the route was conducted in July 2025 and analysed using Active Travel England's Walking Route Audit Tool (WRAT). The completed WRAT is at **Appendix B**.

Figure 4: Walking route to the village centre

3.5 There are street-lit footways along both sides of the A6005 between the site and the centre of Breaston. Along the northern side of the carriageway the footway is between 2m and 3m wide, and during a site visit on 11 July 2025, was observed to be in good condition. A photo of the footway provision looking east from the site access towards the village centre is in **Figure 5** below.

Figure 5: footway provision looking east from the site access towards the village centre

3.6 The footway provision continues into the village centre, narrowing to a more uniform width of 2m on the northern side of the carriageway. There is no separation or verge between the footway

and the carriageway, however mean average vehicle speeds are slightly lower than the posted 30mph limit. **6** shows the footway as it enters the village centre. There are two short sections where the footway narrows below 2m to navigate around the frontage of buildings, however in these areas, it is still wide enough to walk single file, or for a wheelchair or pushchair to pass unimpeded.

Figure 6: footway provision looking east along the A6005 into the centre of Breaston

3.7 The only side road crossing on route to the centre of Breaston is Stevens Lane. The crossing point is shown in **Figure 7**. The crossing point is set back from the bell mouth to reduce the distance, and there are dropped kerbs, but tactile paving units are only present on one side, as shown in **Figure 7**.

Figure 7: Crossing on Stevens Lane

3.8 The footway along the front of the Co-Op can be seen in **Figure 8,** along with the crossing points with dropped kerbs and tactile paving on The Green, which provide access to the two local pubs and the pharmacy, which are a short distance further along the main road.

Figure 8: The Co-Op, and the crossing at The Green

There is a signal-controlled puffin crossing on the A6005, in front of the Chequers Inn, allowing pedestrians to access the local Church, and providing a safe crossing point for pedestrians walking to and from the Firfield Primary School.

Opportunities for travel by bicycle

3.9 Data from the national travel survey 2023 reveals that nationally, the mean average length for cycle trips is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.

3.10 LTN 1/20 states *"Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school".*

3.11 **Figure 9** shows an 8km cycling distance (5 miles in line with LTN 1/20 guidance) along with mean cycling distance of 4km centred at the development site and **Figure 10** shows local cycle routes.

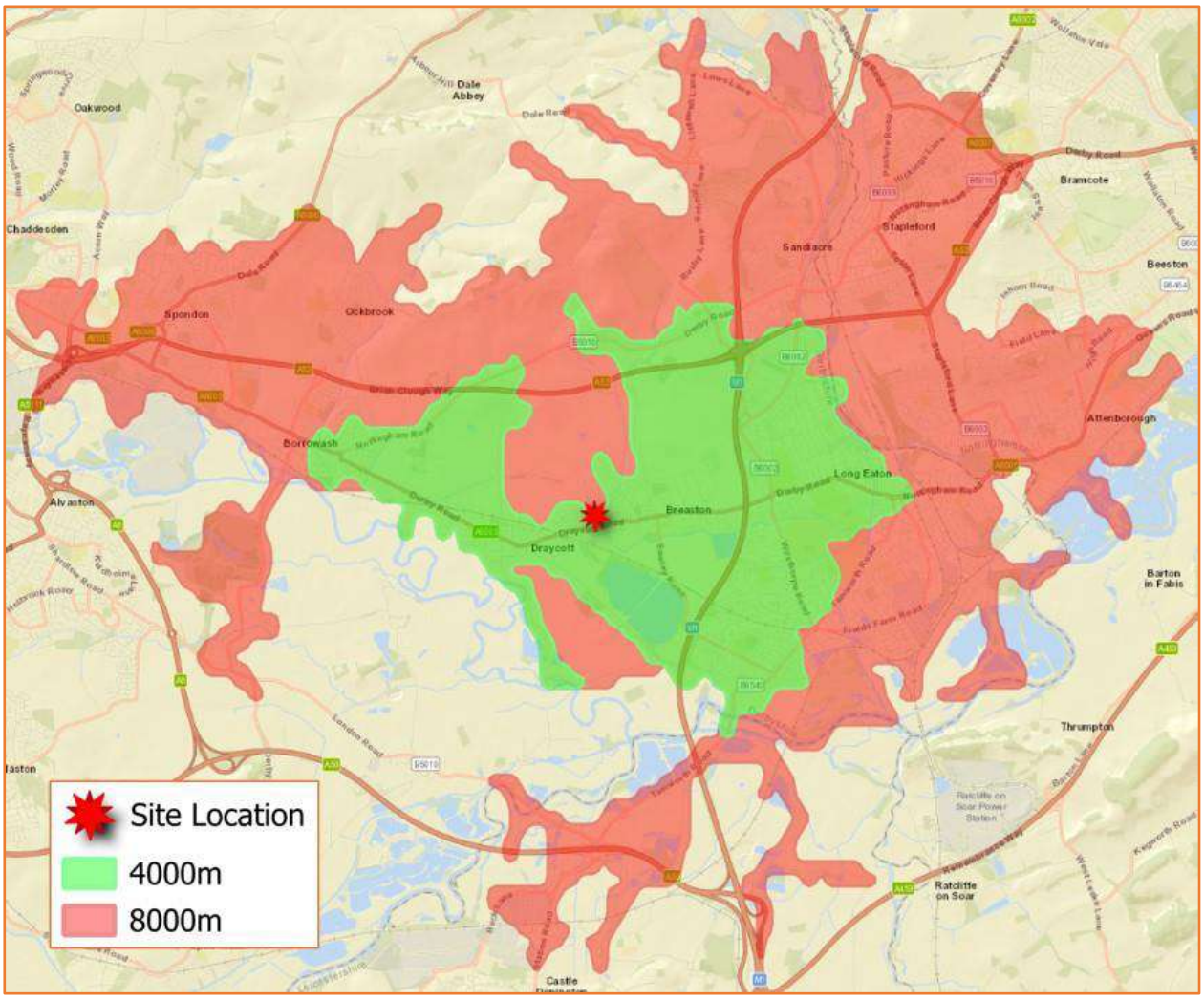

Figure 9: cycle catchment

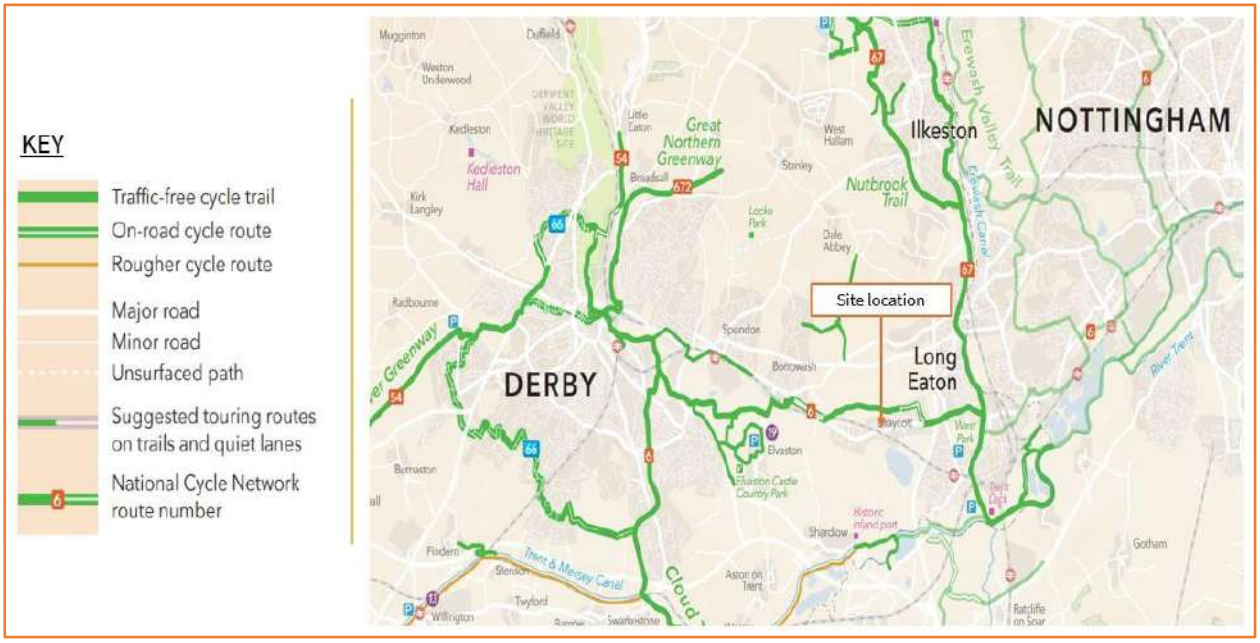

Figure 10: extract from DCC cycle map

3.12 Dedicated cycle infrastructure on, or alongside the local highway network is limited between the site and the centre of Breaston, however National Cycle Network Route 6 runs along a bound gravel track to the north of the site, before routing along Longmoor Lane and Poplar Road into the centre of the village. East of the junction between the A6005 and Poplar Road, NCN 6 routes along a segregated off-carriageway cycle track along the A6005 into the centre of Long Eaton, as shown in **Figure 11** below, which is circa 1500m to the east of the site.

Figure 11: Cycle track alongside the A6005 looking east towards the M1 bridge.

Opportunities for travel by public transport

Bus

3.13 As shown in **Figure 12**, the nearest bus stops to the site are located on the A6005 Draycott Road along the site frontage, and within 400m of all parts of the site. The stops are marked by a flag and pole arrangement, provide timetable information and the stop with eastbound services also has a shelter. The stops are served by the Trent Barton 'Indigo', and the less frequent, Central Connect 9C local service.

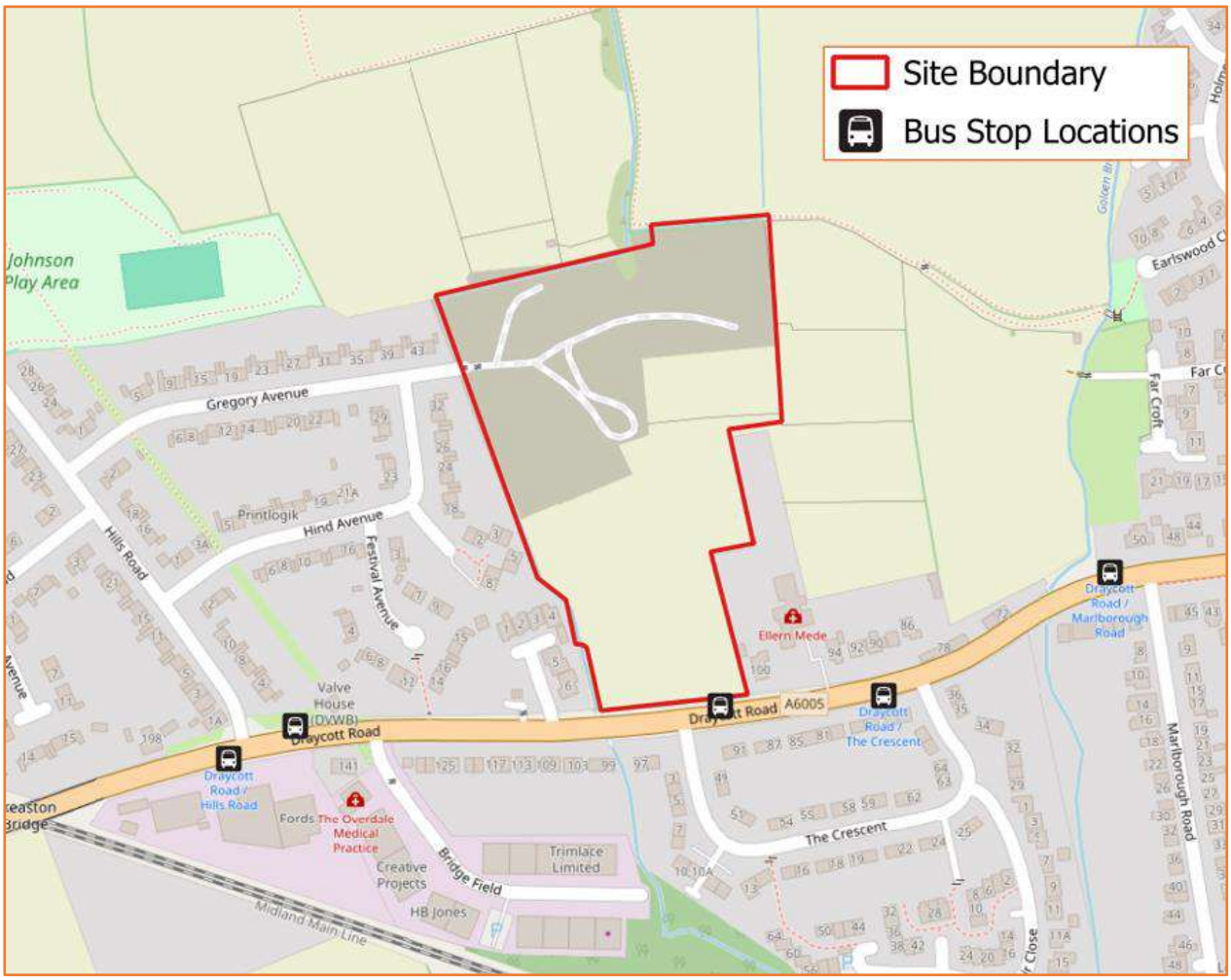

Figure 12: bus stop locations

3.14 The Trent Barton 'Indigo' runs every 20 minutes throughout the day between Derby and Nottingham via Long Eaton and Beeston. The services to Nottingham begin at 06:11 with last service leaving the stop at 00:07 on weekdays and Saturdays with hourly services on Sundays. The services to Derby begin at 06:01 with last service at 00:33 on weekdays and Saturdays with hourly services on Sundays. Additionally, the bus calls half hourly between 10:00 and 18:00 on Sundays in both directions. Journey times from the site are approximately 40minutes into Nottingham, and 20 minutes into Derby.

3.15 The 9C runs a return service between Long Eaton and Derby on weekdays and Saturdays with the service at the nearest bus stop leaving for Derby at 05:59 and Long Eaton at 18:50. It only passes through the village at these times.

Rail

3.16 Long Eaton railway station is located 4km from the site and is on the Midland Main Line. The station comprises of two platforms and provides the following services on weekdays and Saturdays:

- 3 trains per hour to Nottingham
- 1 train per hour to London St Pancras
- 1 train per hour to Cardiff Central, Sheffield, Matlock, Crewe via Derby
- 1 train per hour to Newark Castle.

3.18 The station has a car park with 94 parking spaces and sheltered cycle storage with 36 spaces in the form of stands. The station is suitable for multimodal travel, and is accessible by bike from the site, using the infrastructure described above.

4.0 TRIP GENERATION AND TARGETS

Trip generation and modal split

4.1 The vehicle trip generation is in the table below, taken from the TA.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per dwelling)	AM peak hour	0.113	0.500	0.613
	PM peak hour	0.432	0.180	0.612
vehicle trips (100 dwellings)	AM peak hour	11	50	61
	PM peak hour	43	18	61

4.2 The Transport Assessment identified that the proposed development would generate the trips shown in the table below, across each mode, over a day.

mode of travel	daily trips		
	arrivals	departures	two-way
vehicle driver	206	205	411
vehicle passengers	89	90	179
pedestrians	48	49	96
cyclists	5	5	10
public transport users	10	10	20
total person trips	**357**	**359**	**716**

4.3 The above table indicates that the proposed development would generate in the region of 716 person trips during the typical weekday of which 96 (13%) would be walking trips, 10 (1%) would be cycle trips and 20 trips (3%) would be by public transport. The vehicle driver modal split is approximately 57%, whilst vehicle passengers (e.g. car share) make up approximately 25% of the total trips.

Targets

4.4 DCC's guidance states that:

- *The primary target within a travel plan should usually be based around the (multi-modal) trip generation values set out in the development's transport assessment or transport statement (i.e. on which the local highway authority is judging the acceptability of the development's traffic impact).*
- *The (vehicular) trip generation values given in the transport assessment should be considered as maximum values and the target (vehicular) trip generation values in the travel plan should be lower than that which would be expected from a development without a travel plan. This is best presented as 2 tables, so that the difference can be clearly shown. A target reduction of 10% (percentage points) of vehicular trips will typically be required (note: where a development includes off-site infrastructure to support sustainable transport modes, then the TP should be clear as to the degree that this infrastructure will facilitate modal choice, and how the TP will then maximise these choices).*

Therefore, this Travel Plan sets the following targets.

- **Target 1** – All residents and potential purchasers will be aware of the Travel Plan prior to occupation or within two weeks of occupation.
- **Target 2** – The opportunities and benefits of sustainable modes of travel will be promoted, with the aim to achieve a 47% car driver modal share, by the end of the monitoring period.

4.5 With regards to Target One, every resident over the age of 16 years is to be made aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving into the development.

4.6 With regards to Target Two, a 47% car driver modal split will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and a reduction in overall travel.

4.7 A 47% car driver modal share will reduce the number of car driver trips generated by the proposed development by 74 trips a day, as indicated in the table below. Specific targets for walk/cycle/public transport/car share modal splits are not considered to be necessary, nor relevant, as the aim of the Travel Plan target is simply to reduce car driver trips.

	daily
Number of car driver trips at 57% modal split	411
Number of car driver trips assuming 47% modal split	337
Reduction in daily car driver trips	74

4.8 The Travel Plan targets would not be changed or updated without the prior written approval of DCC.

5.0 MEASURES AND INCENTIVES

5.1 Once the development is occupied, there will be opportunities to travel by all modes of transport. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets focus on promoting all modes. The measures focus on providing residents with the appropriate information to allow them to take ownership and make informed decisions about their travel choices. This promotion will be undertaken in a sensitive manner, so that it is not viewed as oppressive by residents, but rather as a helpful, informative, process that allows them to make informed decisions based on the benefits of each mode.

5.2 DCC state that:

Measures should be identified to align with the vision articulated in the transport assessment / travel plan, and within the context of development occupation. They should be specific to the development type (and end-user, if known), consider the development location, and relevant to the particular 'audiences' of the travel plan. Where there is more than one audience (for example staff, visitors) then measures should be presented separately so that the proposals for each audience are clear.

All travel plans should include consideration and actions in relation to all the following topic areas:

- information and marketing
- infrastructure measures (intrinsic to the development, considered jointly with the transport assessment)
- promotion of walking
- promotion of cycling
- promotion of public transport use
- measures to reduce single occupancy vehicle car use, for example:
- car park management strategy
- car share

Core measures

5.3 The guidance states that for framework / outline travel plans, it should be made clear which measures are 'core' that will be delivered and which measures will be determined within full or unit travel plans. Similarly, framework travel plans should identify whether the site-wide or unit travel plan co-ordinator will be responsible for delivering the identified measures.

5.4 The following measures are considered to be 'core' across all development types and sizes:

- Infrastructure that enables access to the wider transport network (for example accessible by foot, cycle, public transport etc).
- Provision of a travel information pack (printed or digital) to all residents on first occupation, or on first appointment for staff as they are recruited during the travel plan lifetime. As well as providing contact details for the travel plan co-ordinator and information on available sustainable transport modes, the travel information pack should be used to promote the measures within the travel plan.
- Personalised journey planning for residents / staff via the travel plan co-ordinator.
- Provision of shower, changing facilities and lockers (employment sites).
- Provision of secure covered cycle parking.
- Provide dedicated and well positioned car share spaces on opening (employment sites), alongside a car share matching service.

- Provision of bus 'taster' tickets, or an equivalent value for staff / residents to purchase cycle equipment. The length of each bus taster ticket should normally be one month, but the type and length of ticket will be bespoke to the size, location and service provision at the site. (Opt-outs for providing public transport taster tickets will only be considered where there are no viable bus services, or where the developer has agreed a separate contribution to improving local bus services).
- Promotion of national sustainable transport days and events.

House builder's commitments prior to occupation

5.5 The following measures will be funded and implemented by the developer during the construction process and until the end of five-year monitoring period unless agreed with DCC:

- Appointment of a Travel Plan Co-ordinator, to co-ordinate the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator role will be undertaken by a Sales Advisor for the housebuilder, with senior management support until such a time when the dwellings become occupied. At that point, a full-time Travel Plan Co-ordinator will be appointed, and details will be supplied to DCC (The interim Travel Plan Co-ordinator details will be provided until the permanent person is appointed). The role will commence when the construction of the first residential dwelling begins until one year following final occupation. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes.
- The interim Travel Plan Co-ordinator will give a Travel Plan briefing to all other sales/marketing staff associated with the development. This will involve the Travel Plan Co-ordinator explaining the Travel Plan and the travel opportunities at the site to their other sales/marketing staff so that they can also inform all potential residents about the Travel Plan process and answer any questions that they may have. This will help to ensure that the residents are fully aware of the Travel Plan process when they buy/rent the dwellings.
- The Travel Plan will be promoted in the marketing and promotion of the development, on both the website and through sales literature. Alternative means of travel will be sold as an attractive benefit for new residents.
- Provide funding for travel welcome packs for each household, containing walking, cycling and public transport information to promote the use of these modes, and where possible, reduce the need to travel. The travel welcome packs will be compiled by the Travel Plan Co-ordinator prior to the first occupation and issued by the Travel Plan Co-ordinator to residents on occupation.

Travel Plan Co-ordinator's commitments post-occupation.

5.6 The Travel Plan Co-ordinator will be responsible for introducing the Travel Plan to the prospective/confirmed residents. Full contact details of the Travel Plan Co-ordinator, including their name, addresses (postal and email) and telephone number, will be supplied to DCC as soon as they are appointed. DCC will be informed of any changes to the Travel Plan Co-ordinator contact details.

5.7 The role of the Travel Plan Co-ordinator will begin from the date construction first begins until a point one year following final occupation of the development. The Travel Plan Co-ordinator will therefore be involved throughout the construction, marketing, sale/rent, and occupation processes. Their role will be to:

- secure and manage a budget for the implementation of the Travel Plan measures and monitoring of the Travel Plan.
- promote the Travel Plan to potential and confirmed residents.
- act as a point of contact for all residents and visitors requiring information.
- represent the 'human face' of the Travel Plan – explaining the purpose and the opportunities on offer, including the travel welcome packs and the induction sessions.
- take a key role in the monitoring and review of the Travel Plan.

5.8 The Travel Plan Co-ordinator will also:

- liaise with sales and marketing staff regarding the Travel Plan, so that they can also promote it as a positive extra benefit for new residents; and
- liaise with sales and marketing staff so that they are fully informed each time a dwelling is sold/rented, and when the new household will move in, to allow them to arrange the induction session and delivery of the travel welcome pack.

5.9 With the aim of raising and maintaining awareness of the Travel Plan, each newly occupied home will receive a voluntary induction visit, at which the Travel Plan Co-ordinator will take the householders through the travel opportunities and explain the Travel Plan process.

5.10 In addition, the Travel Plan Co-ordinator will provide Travel Packs to residents upon occupation. These will be funded by the housebuilders, be produced by the Travel Plan Co-ordinator, and could typically contain the following:

- Promotional information on the benefits of walking, cycling, public transport use, and car sharing, and the social, environmental, and economic costs of each mode.
- A pedestrian route map to key destinations, such as local shops and schools etc., with distances and journey times.
- A cycle route map to key destinations, with distances and journey times. The map will also show the location of any public cycle parking facilities.
- Public transport information, including a bus route map, and the latest bus timetables. The Travel Pack will also include details of the range of tickets available and the costs of these tickets. Contact details where further information can be obtained, including website addresses, will also be included.
- Bus taster tickets would be made available to households. (Details to be agreed with DCC but would suggest a maximum budget of £100 per dwelling).
- Contact details and a location map showing local car hire firms, and taxi companies, based on postcode information.
- Information about the benefits of car sharing, and details of relevant car share schemes, including Kinto in Derbyshire.
- Contact details of local supermarkets and retail outlets that provide a home delivery service. This would result in a reduction in the need to travel.
- Information about home working and home shopping.
- Contact details of the Travel Plan Co-ordinator, and DCC's Travel Plan Officer.

5.11 To facilitate continued promotion and awareness raising, the Travel Plan Co-ordinator will also act as a point of contact for all residents and visitors requiring information. The Travel Plan Co-ordinator will promote national events, such as National Bike to Work Week and Walk to Work Day.

6.0 IMPLEMENTATION AND MONITORING

Monitoring timetable

6.1 The Travel Plan should not be a static document but is intended to be updated throughout its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator, who will undertake ongoing monitoring and evaluation of site travel patterns, to review and develop the Travel Plan, and report back to DCC.

6.2 DCC state that for residential developments, the normal starting point would be 50% occupation, but this would vary for large developments and align with the proposed phasing. Beyond 50% occupation, the monitoring strategy would operate as follows, over a five-year period.

- year 1: travel survey and count
- year 2: travel survey
- year 3: travel survey and count
- year 4: travel survey
- year 5: travel survey and count
- Developers must fund the cost of gathering formal monitoring data.

Reporting

6.3 The results of the surveys undertaken will be disseminated to all residents.

6.4 DCC require that reporting should be aligned to the vision-led approach of the monitor and manage strategy for the site. As a minimum, a commitment to produce an annual monitoring report for the planning authority and Local highway authority should be included within the travel plan. This is to assist in monitoring compliance to Section 106 agreements and planning conditions. Annual monitoring reports should be issued within one month of collecting data.

6.5 The monitoring reports will therefore include:

- the planning application number
- how the travel plan has been implemented; and
- how the travel plan is performing in line with the agreed targets (with these targets included in the monitoring report as set out in the agreed travel plan)

6.6 Each monitoring report should clearly set out:

- progress with respect to the delivery of the development (for example for housing sites, how many dwellings are built, how many are occupied)
- confirmation of travel plan co-ordinator contact details
- progress with respect to implementation of agreed measures (for example information about the delivery of taster tickets including numbers and feedback from survey responses including qualitative comments about the bus service to help inform areas for development)
- results of monitoring (travel surveys and travel counts)
- comparison and analysis of monitoring results with agreed targets
- updated action plan

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6.7 The reports will include any relevant information on changes of personnel, partnerships with other organisations and detail brief plans for the forthcoming year.

6.8 Derbyshire County Council prefers developers to use the ModeShift system for capturing travel plan implementation activity and monitoring data

6.9 The Travel Plan will be monitored for a period of five years following first occupation of the development. DCC use Modeshift STARS (Sustainable Travel Accreditation and Recognition Scheme) (https://modeshift.org.uk/modeshift-stars/stars-residential/) to monitor travel plans, and therefore this Travel Plan adopts the Modeshift STARS monitoring methodology.

6.10 To monitor the targets, the opportunity to complete an occupier travel survey will be offered to each household in line with the timetable above, commencing at 50% occupation of the development. The surveys will be produced and issued by the Travel Plan Co-ordinator using the Modeshift STARS system and will be undertaken as part of a wider post-occupation survey process carried out by the housebuilders in which they gather feedback on the development from the new occupants.

6.11 The surveys would determine the baseline modal split and travel patterns of each household, and thus at the site as a whole, the uptake of any measures and incentives proposed in this Travel Plan (including the uptake of the voluntary induction visits) and help identify any further measures that need to be investigated and proposed. The Modeshift STARS monitoring surveys will therefore allow appropriate monitoring of the Travel Plan targets.

6.12 The Modeshift STARS surveys and monitoring report will then be completed again in a neutral month the following year and on an annual basis for five years after initial occupation. The Travel Plan Co-ordinator would seek to gain a 100% response rate. The results will be summarised and issued to DCC in a monitoring report within two months of completion of the travel surveys.

6.13 The Monitoring Report will include:

- an introduction
- the annual survey results including an analysis of trends against previous years
- details of measures implemented throughout the year
- an action plan of what is to happen the following year, including a marketing plan of how the initiatives will be promoted e.g. leaflets, newsletters, etc. with examples
- up to date contact details for the TPC
- appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information, etc.

6.14 The Monitoring Reports and hence details of the survey results will be made available to the residents by the Travel Plan Co-ordinator to ensure they are aware of the progress being made. This will also help to ensure that residents are engaged in the plan and encouraged to take on increasing responsibility for its delivery

APPENDIX A

ILLLUSTRATIVE MASTERPLAN

Planning Issue

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P01	Planning Issue	17.11.2025	PC AC AC

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TETRA TECH

Client

Peveril Homes

Project Name

Breaston

Sheet Title

Illustrative Masterplan

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A0	Suitability
784-B075234	PC	Nov '25	AC	Nov '25	AC	Nov '25	1:500	S0

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
PRJ01	- TTE	- 00	- XX	- DR	- UD	- 60000	P01

TTE_MT_v1

APPENDIX B

WALKING ROUTE ASSESSMENTS

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Good overall quality footway provision along the A6005. Well surfaced route through a mainly residential precinct, coming into a partly commercial village centre. Slight deterioration of the footway at some sections, but overall of a high standard.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vanadlism visible along the route.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2	Very quiet during site visit, minimal traffic noise and acceptable speeds throug the residential precinct along the A6005. A 30mph vehicle activated sign (VAS) was present along the A6005, in the direction of the village centre.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along the entire 650m route. No refuse sacks or other rubbish visible along the route. No excessive us of guardrails or bollards.	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Footways observed to be in relatively good condiiton. Some slight defects along the route, creating uneven surfaces. Overall, footways along the route from the site to the village centre are of a good standard.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footways along the route were of a generally good standard, with the majority of the route being of a 2m+ footway width. However, at some points heading into the village centre, the footway reduced to below 1m width, where buildings were positioned close to the kerbline of the carriageway. This may cause a struggle for wheelchair-users or pushchairs to navigate these sections of the footway easily. On the route back to the site, the footways were of a good standard, with no narrowing.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	No crossings present along the route.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Very few instances of footway parking along the A6005 on the return back to the site location from the village centre.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on the footway.	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Bus shelter present at the site frontage. However, there is no major impact to the footway clearance width as the footway exceeds 2m at this point.	
COMFORT				8		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are provided to cater for pedestrian desire lines.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossing across Stevens Lane follows the desire line.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing of Stevens Lane was easy, direct and comfrotable. No delay.	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	No controlled crossings present along the route.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No signalised crossings along the route	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No steps, layout straight-forward.	
DIRECTNESS				12		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Low traffic volumes, pedestrians, for the most part, are not within close proxmity. However this distance reduces where the footway widths decrease in some places.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Traffic speeds are low, and VAS present in the direction of the village centre, along the A6005. Where footway width decreases, pedestrians are in closer proximity to vehicles.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Good visibility overall along the route. Slightly reduced where road bends and buildings are positioned closer to the carriageway.	
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Adequate dropped kerbs present at crossing points and driveways. Tactile paving provided at the crossing at Stevens Lane.	
COHERENCE				2		
			Total Score	32		

ROUTE SUMMARY

Route Name	Site to Breaston village centre
Length	650m (from approximate centre of the development)
Name of Assessor(s)	Dave Hobday
Date of Assessment	18 July 2025

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	12
Safety	3
Coherence	2
Total	32

Comments	Route is generally of a good standard.
Actions