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Bloor Homes
Taylor Wimpey

Land at New House Farm

Mickleover

Derby

Detail Travel Plan

(Phase 3)

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Lawrence Walker Limited Registered Office as above
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Section 1 Introduction

1.1 Background

This report has been prepared to help discharge Condition 21 of Planning Permission DMPA/2020/0543. It relates specifically to development of *Land at New House Farm*, Mickleover. The Planning Authority for the submission is *South Derbyshire District Council* (SDDC), while *Derbyshire County Council* (DCC) is the Local Highways Authority. *National Highways* (NH) looks after the nearby A38.

The New House Farm Travel Plan (NHFTP) as it is to be known has been developed by Bloor Homes and Taylor Wimpey (the Developers) in support of their Phase 3 development of 710 units within the 1,100 unit New House Farm site (see **Figure 1**).

For the purposes of identification, SDDC and DCC are collectively referred to as *The Councils* within this report.

The New House Farm Travel Plan is based on sustainable transport principles which are aimed at reducing dependency on private car use across the whole of Phase 3. For travellers, *The Plan* promotes walking, cycling and public transport as the main initiatives in order to reduce traffic congestion resulting from the site. Additionally, it intentionally provides the opportunity for residents to *Work-from-Home* to avoid the need to travel altogether, through the provision of *High Speed Full-Fibre Broadband* (FTTP) connections to each dwelling. Home working proved very popular during the Covid-19 Lockdowns and its deployment as a valid alternative to external car travel is thus included as a legitimate part of the NHFTP. The Masterplans covering the site are provided at **Appendix A**.

1.2 Existing Transport Infrastructure

An appraisal of the existing transport infrastructure was provided at Section 3 of the Framework TP for the site and is outlined below for ease of reference.

The overall development comprises a large parcel of land, east of New House Farm, which sits on the western side of Mickleover. The location of the Phase 3 site in the regional context is provided at **Figure 1** and in the context of the surrounding *Local Road Network* (LRN) in **Figure 2**.

Mickleover is situated some 5km west of Derby and is a sustainable town/suburb of some 20,000 residents with a good range of services and amenities available within the urban envelope. The development however includes its own new Local Centre, comprising a modest Supermarket; a Local Shop; a Café; a Pub; a Primary School with Sports Facilities; a Community Centre and a Doctors Surgery.

The site is well located with respect to the existing *Strategic Highway Network* (SRN), being close to the A38. It provides an important arterial link which passes some 3km to the west of Derby and connects with Birmingham to the south and Sheffield to the north. Other key local routes in the area are shown in **Figure 2**.

Local provider Trent Barton currently operates twin services that connect Mickleover with Derby via the Uttoxeter Road ("The Mickleover" Blue/Green Route) and Barton via Etwall Road (The Villager) which run close to the eastern and southern boundaries of the development respectively. Combined, the former form what is effectively a town circular service passing through the residential areas and connecting them with the centre of Derby at a highly desirable 7/8 minute frequency (**Figure 3**). The latter operates along the nearby Etwall Road at a convenient half-hourly frequency over an extended day. There is also a S106 obligation to divert and fund at least one of these services through the site after 500 units have been occupied. An associated provision is included to fund good pedestrian routes through the development itself connecting with the bus network and other external links. As a result, the centre of the site will ultimately lie within 400m of a bus stop, representing an attractive offer.

The nearest Railway Station today is Derby, which is located just over 7km from the centre of the site and opened in 1839. The Station is operated by East Midlands Railway but is also served by frequent Cross Country trains running long-distance inter-regional services to Newcastle and Edinburgh Waverley northbound and to Plymouth via Bristol Temple Meads and Reading (both via Birmingham New Street) southbound. The Edinburgh to Plymouth route runs via Leeds, whilst Newcastle to Reading trains operate via Doncaster and the Thames Valley line through Oxford.

The Railway Station lies around 1km to the east of Derby Bus Station which is accessible via bus using the Blue/Green services. It is therefore reasonable to assume that for longer distance trips residents could include rail in their mode of travel. The Station has excellent facilities to aid this process, including good car & cycle parking.

Guidance on preferred maximum walking distances is given in the *Chartered Institution of Highways and Transportation* (CIHT) document, "Providing for Journeys on Foot" (2000). The Guidelines indicate that a walking distance of 400m is ideal to access local shops, whilst for trips to work and school distances of 1000m are acceptable. The preferred general maximum walking distance is 2000m.

To assist in assessing the sites' potential accessibility, a plan showing the main walking routes in the vicinity of the proposed development is provided at **Figure 4**, together with a 1000m Walking Isochrone. The 2000m Isochrone is also included; given the location of the *District Centre* at approximately the latter distance. Key destinations and their respective distance from the centre of the site are tabulated.

Local facilities and amenities within the CIHT walking distance of 1000m include:-

- Mickleover Medical Centre;
- Several Primary & Junior Schools;
- The Devonshire Post Office.

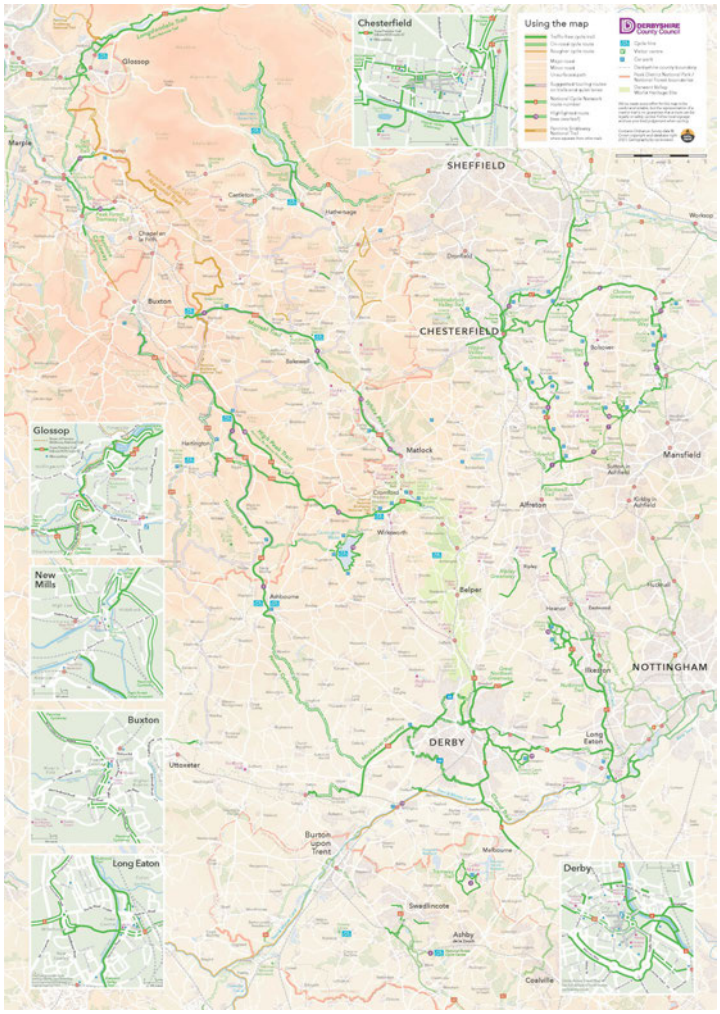
Those within the 2000m limit include:-

- Sainsbury's Convenience Store;
- Tesco, and;
- Mickleover District Centre.

To aid journeys on foot, there is an extensive network of *Public Rights of Way* (PRoW's) within the vicinity of the site which offers good traffic-free routes for pedestrian in and around the area. Some of these routes on the eastern side connect to off-road cycleways through to Mackworth Park via the high quality Route 54 of the *National Cycle Network* (NCN). It provides off-road connections to nearby districts including New Zealand to the north as well as Etwall and Tutbury & Hatton Station to the south via Route 66. Additionally, New House Farm provides continuous twin footways that connect the site directly to the District Centre. Thereafter, there is a good network of footways which offer pedestrian access throughout the urban area and down to the Kipling Drive Green Space. Most benefit from street lighting.

The previous PPG13 guidance provides advice on cycling journey lengths. Although PPG13 has since been superseded it is still commonly accepted that cycling offers strong potential to substitute for car trips for those journeys under 5km, or those made as part of a multi-modal trip that includes cycling and public transport (especially rail). A 5km distance is equivalent to a typical cycling time of 15 minutes on the flat.

Figure 5 shows indicative 2km, 5km & 8km cycle catchment radii centred on the site. The topography of the surrounding area is generally flat and conducive to cycling, particularly within Mickleover. A range of on and off-road cycle routes are available around the local area and a number of key routes are identified on the County Cycle Map below. These provide quieter routes to and from the surrounding areas.



Additionally, and as can be seen from **Figure 4**, nearly all of the developed area of Mickleover lies within or just beyond the 2km catchment distance. It provides a wide range of amenities that would be attractive to cyclists, including multiple employment opportunities and multiple sports facilities.

NCN Route 54 passes through Mickleover itself. Due to the quiet nature of many of the roads within the town that either form part of it or are otherwise connected to it, much of the urban area is eminently suitable for cycling.

Based on the above analysis and the available and proposed local infrastructure, it is considered that there are significant opportunities for trips generated by the development to be made by cycle. These include the potential for longer distance multi-modal journeys and in particular use of the Local Rail Network via Derby Railway Station.

1.3 Nature of the Development

Under the auspices of an amended *Section 73 Planning Consent* (SPC) for the site obtained in July 2020 (Ref DMPA/2020/0543), Bloor Homes in partnership with Taylor Wimpey wish jointly to develop their Phase 3 residential development of 710 units within the larger 1,100 unit New House Farm site. To this end the layout of the full development is provided at **Appendix A**, together with an overview of the site as a whole and the surrounding residential enclaves at **Figure 3**. Although not a specific Travel Plan measure, all dwellings will be provided with *Electric Vehicle* (EV) charging points in line with Part 5 of the June 2022 Building Regulations.

1.4 The Travel Plan Proposals

The main reason for introducing a *Travel Plan* arises from the planning priorities for the site and the parking and travel demands emanating from it. The NHFTP therefore identifies a range of alternative transport means to the site and also other ways of reducing car usage in overall terms. Proposals include:-

- Measures to provide more travel choice;
- An implementation strategy for the proposals;
- Targets for travel by various modes;
- Proposals for monitoring The Plan.

Section 2 Planning Context

2.1 Current Position

The site benefits from an amended *Section 73 Planning Consent* (DMPA/2020/0543) and Condition 21 relates to Travel Plan requirements. This NHFTP has been developed specifically to help discharge Condition 21.

For reference, Condition 21 states that:-

A detailed Travel Plan, to accord with the updated Framework Travel Plan dated April 2019, as approved pursuant to Condition 29 of outline permission ref. 9/2017/0349, shall be submitted with each application for approval of reserved matters for each phase or sub-phase, approved in writing and implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets.

In addition, the S106 Agreement provides funding for a number of sustainable transport measures including the provision of a diverted bus service [redacted] and support for various local transport related improvements [redacted] These will be enacted in accordance with Schedule 10 of the Section 106 Agreement for the site and have been include as part of the NHFTP proposals.

Section 3 Travel Plan Limits

3.1 Limits of Application

The New House Farm Travel Plan is intended to cover all 710 residential units that embody the combined Bloor Homes and Taylor Wimpey Phase 3 *Reserved Matter Application* (RMA) as defined by the Masterplan at **Appendix A**. It does not relate to any other residential developments in the area.

3.2 Lifespan

The New House Farm Travel Plan will run from the first occupation of 25 units within Phase 3 for either 13 years or for a period of 5 year after the last occupation; whichever is the shorter. This period will however be extended for a further year should the targets stated at **Section 4.3** below not be met by the end of that period and additional remedial actions in accordance with **Section 5.2.9** be required.

Section 4 Overall Development Transport Policy

4.1 Point of Contact

The New House Farm Travel Plan and the policies contained within it have been developed by Lawrence Walker Limited (LWL) in conjunction with the Developers. They are intended for implementation as part of the development of the site.

All responsibilities for the NHFTP, its policies and ultimate implementation rest with LWL, who's nominated **Travel Plan Co-ordinator** for the site is:-

Mr. Steven Johnstone
Lawrence Walker Limited
Church Farm
Leamington Hastings
Warwickshire CV23 8DZ

[redacted]

4.2 Travel Patterns & Surveys

Bloor's comparable Melton Road site at Edwalton is now complete and travel surveys relating to it have demonstrated the effectiveness of both the TP and its monitoring over the last three years. Once 25 units have been occupied at New House Farm, LWL will undertake a similar survey so that measures provided by the Developers as part of the NHFTP can be further refined. The Edwalton survey is appended at **Appendix B** and is put forward for approval by The Councils for use at Mickleover.

Since travel surveys are accurate for only a relatively short period of time following their instigation, it is LWL's intention that the survey process be repeated annually. The results of each survey will then be used to review progress against current day and targeted modal splits, as well as a means of testing the effectiveness of any new measures as required. Each travel survey will include a conventional traffic count to enable accurate modal split percentages to be calculated and will take place in a neutral month, outside of normal school holidays.

4.3 Targets & Objectives

In keeping broadly with the aspirations of the *Framework Travel Plan* (FTP) but noting that no mode-split targets were set within that document, the primary objective of the NHFTP will be to ultimately deliver a 10% reduction in *Single Occupancy Vehicle* (SOV) peak hour vehicle trips to and from the site when measured against the gross figures. This will then in turn limit the two-way combined peak hour figure to 110 trips total car trips per 100 dwellings. It will be achieved through the establishment of 40% non-car driver usage once the site has been in operation for at least a 12 month period, including an overall reduction in two-way external travel through home working. Targets will be confirmed with The Councils after the results from the first survey are known, and reviewed again five years hence from that date.

With this in mind, initial guide targets and overall trip rates per 100 dwellings have been established by LWL and centre round achieving the proposed non-car based trips. They will apply from the occupation of 25 dwellings and are split as defined in rounded terms below.

Table 1: Reference Person Trips (per 100 Dwellings)

Mode	Person Trips (as used in TA)			
	AM (Out)	AM (In)	PM (Out)	PM (In)
Total Movements (Including Virtual)	75	35	35	70
Car (All Movements)	55	25	25	50
Car Share (Passenger)	4	2	2	4
Public Transport (Bus & Rail)	8	4	4	8
Walk/Cycle/Other	8	4	4	8
Home Working	-	-	-	-

Table 2: Target Person Trips (per 100 Dwellings @ 70 Two-Way Total Car)

Mode		Proposed Person Trips			
		AM (Out)	AM (In)	PM (Out)	PM (In)
Total Movements (Including Virtual)		75	35	35	70
Car (All Movements)	< 60%	45	20	20	40
Car Share (Passenger)	~10%	7	4	4	7
Public Transport (Bus & Rail)	10%	7	4	4	7
Walk/Cycle	15%	12	5	5	12
Home Working	~5%	4	2	2	4

4.4 Actions

In addition to the above numerical targets for the various travel modes considered, five key "*Headline*" initiatives will also be enacted as the development progresses to assist in their delivery.

These "Action" type targets take the form of specific commitments that have been tailored to aid their delivery and allow for easy monitoring. They are specific, measurable, achievable and time-bound in the context of the site's delivery programme, and comprise the following five key measures listed below:-

- Provision of up-to-date cycle and walking maps and associated health advice, together with new on-site signage by the end of 2025;

- The use of similar "Welcome Packs" to those used at Edwalton (**Appendix D**) and the publication thereof by the autumn of 2025, once approved in detail by DCC. It should be noted that these have already been re-purposed and deployed at numerous Bloor sites in Leicestershire, Nottinghamshire and Staffordshire. Bespoke Bloor Homes and Taylor Wimpey versions will be deployed at New House Farm, as appropriate to each house builders enclave;

- Use the Edwalton Travel Survey pro-forma and Monitoring Report format by the end of 2025 so as to enable the first surveys to be undertaken, provide always that 25 dwellings have been occupied by that point in time (**Appendix B**);

- Joining of the Liftshare.com web-based car-share scheme before the end of 2025;

- Provision of a Travel Webpage for the development by first occupation, including detailed of all available travel options.

4.5 Objectives

The five main transportation policy objectives which apply to the development will be as follows:-

- To ultimately achieve a *10% Reduction* in overall car usage associated with the development through the achievement of 40% non-car driver usage;

- To improve *Car Sharing* take-up to at least 10%;

- To encourage *Home Working* as an alternative to commuting and thereby achieve an overall reduction of at least 5% in total journeys made to and from the site;

- To promote *Walking & Cycling* as the primary means of transport for 15% of all journeys;

- To portray *Public Transport* as a good and safe option for journeys to and from Derby City and thus deliver 10% take-up as a result.

4.6 Management Support

Travel Plans can fail to operate properly if there is inadequate consultation between the participants or if the TP in question fails to enjoy management support. An additional measure has therefore been agreed with the Developers which will be given their continuing and full support through an undertaking to provide:-

- Support and funding for their nominated Travel Plan Co-ordinator, who will be charged with liaising with The Councils as part of his duties on a regular basis, with formal meetings being arranged periodically.

Section 5 Specific Travel Plan Proposals

5.1 Principles

Whilst the targets noted above for modal share have been established for the entire Phase 3 development, they are in part subject to influence by each enclave and street as the development progress. A successful *Travel Plan* will involve changing established or desired travel modes across every part, so to do this the NHFTP will include both physical "Hard" measures - such as the upgrading of footway & crossing provisions - and other "Soft" measures aimed at improving awareness, or encouraging the use, of more sustainable travel options. Both types of measure are now outlined below.

5.2 Mechanisms

5.2.1 Travel Surveys

Travel and traffic surveys will be undertaken within a neutral month (i.e. outside of school holidays) once 25 units have been occupied. They will then be updated annually to determine the reasons for car dependency locally and the possibilities for reducing it in favour of more sustainable transport modes. The best options for reducing car usage can then be determined so that sufficient alternatives are provided.

- Travel surveys will be carried out by LWL. Surveys will be repeated during the life of the development on an annual basis for five years. An example travel survey from Bloor's Melton Road site at Edwalton is included as **Appendix C**, which itself includes information on the levels of car ownership to ensure that appropriate provisions are maintained across the site for new residents. Re-use of the survey format has already been agreed with the The Councils.

5.2.2 Travel Plan Co-ordination

The New House Farm Travel Plan will be monitored to ensure that it meets targets. This will be carried out by the nominated Travel Plan Co-ordinator who will be responsible for the initiation and publicising of the various NHFTP initiatives. The post will remain supported for the lifespan of the Plan as per **Section 3.2**.

The primary duties of the Travel Plan Co-ordinator will be to introduce and control the following "Soft" measures:-

- To review, develop and oversee the implementation of initiatives outlined in the NHFTP and the achievement of the modal shift targets specified therein;

- To promote, market and monitor progress of the NHFTP and detect trends in change against targets and report to the The Councils;

- To provide "Welcome Packs" and associated personalised travel-planning for all residents as they move in (**Appendix D**). Full details of non-car options are provided towards the front of the document to ensure their prominence.

5.2.3 Public Transport Services (Bus)

Local provider Trent Barton currently operates twin services that connect Mickleover with Derby via the Uttoxeter Road ("The Mickleover" Blue/Green Route) and Barton via Etwall Road (The Villager) which run close to the eastern and southern boundaries of the development respectively. Combined, the former form what is effectively a town circular service passing through the residential areas and connecting them with the centre of Derby at a highly desirable 7/8 minute frequency (**Appendix C**). The latter operates along the nearby Etwall Road at a convenient half-hourly frequency over an extended day. There is also a S106 obligation to divert and fund at least one of these services through the site prior to occupation of the 500th unit. An associated provision is included to fund good pedestrian routes through the development itself connecting with the bus network and other external links. As a result, the centre of the site will ultimately lie within 400m of a bus stop, representing an attractive offer

As can be seen on **Figure 3**, the nearest bus stops to the site are along Ladybank Road, which is around 500m from the centre of the site. It can be reached via new pedestrian links provided as part of the development which follow closely the required desire line. Although slightly outside of the recommended 400m, this distance is not considered to be significantly detrimental to encouraging residents to use public transport on a daily basis given the directness of the route and high frequency of the service. The stops are served by the Blue/Green Route. Journey times into Derby from these stop is around 25 minutes.

The Covid-19 legacy continues to influence the use of *Public Transport* (PT) even today, and it is unlikely that it will fully recover to pre-lockdown levels for many years. For this reason, PT has been targeted with only a modest increase over the prevalent local pre-Covid combined Bus & Rail figure to **10%** (currently 9% including Rail). Since the S106 does however specifically refer to the diversion of at least one of the existing bus services through the site on an hourly bases prior to the occupation of the 500th unit, this figure will be monitored over time. The diversion is not relied upon to deliver the required reduction in SOCD usage noted herein.

The New House Farm "Travel by Bus" Strategy

There is a requirement within the S106 Agreement to provide around [redacted] of funding to support non-car transport. This funding will be looked after by SDDC in accordance with Appendix 3 and not the Developers, so it is important that the Travel Plan Co-ordinator works closely with The Councils to help deliver the best possible upgrades and ensure compliance with the current good practise guidance. In terms of public transport, this is should include two specific pre-occupation "Hard" measures:-

"Hard" Measures:-

- The provision of the new high-quality pedestrian routes and crossing facilities close to the site, with an associated high quality good pedestrian route through the development itself connecting with the external links and the Ladybank bus stops;

- New RTI equipped bus shelters along Ladybank Road and Etwall Road where none exist today. These stops currently comprise 'Flag' type poles only and whilst the bus frequencies serving them are good, both routes would benefit from covered shelter. Lighting in and around each stop should also be upgraded.

In addition to these physical measures, good public transport take-up relies upon a number of other initiatives to help both promote and facilitate usage. These so called "Soft" measures typically include the provision of free "Taster" Travel Passes for use on existing bus routes, which are normally administered by the Travel Plan Co-ordinator on behalf of the Developer. Funding provided through the S106 Agreement could be used to provide this enticement, with perhaps [redacted] being made available. The Travel Plan Co-ordinator will work closely with SDDC to help secure this provision. Additionally, he will intervene in the context of remedial measures in accordance with **Section 5.2.9** herein, should it be required.

Although public transport in the area is good and particularly so to and from Derby, residents may not be readily familiar with the logistics of how to get to the various stops and then which one to use when there. Circular bus services can be counter-intuitive and it is important for travellers to understand which is the quickest option for them at any point in time and whether it is better for example to wait to catch the next (quicker) eastbound service or hop straight on a (slower) westbound one that they can physically already see. This kind of decision needs information and can be frustrating if it is not easily available. A simple hand-out as part of the "Welcome Packs" can help, offering a map of how to physically get to the stops and more importantly, a couple of "if this, then that" rules to help determine which bus to catch. *Real-Time Information* (RTI) is a great aid too in this respect, which will be provided via a Travel App in accordance with per **Section 5.2.5** below. Finally, the personal touch is also important. Bus users, or more importantly potential bus users, have historically been made to feel like second class citizens and this can easily be countered though good contact, clear advice and strong publicity. The Travel Plan Co-ordinator will therefore meet with residents groups on a regular basis to help them "feel-good" about bus travel, as well as offering personal advice and encouragement where appropriate. Overall, the following "Soft" measures are proposed:-

"Soft" Measures:-

- Two free six monthly "Taster" Travel Passes per household via the S106 funding;

- The provision of a DCC approved "Travel by Bus" Flier as part of the "Welcome Packs", encompassing a simple map of routes, key destinations and stops together with a small number of "if this, then that" rules to aid route and stop selection;

- The provision of "Derbybus" timetable information for all residents from their initial occupation via the "Welcome Packs";

- Promotion of bus travel as a quick and viable alternative to the private car, including regular meetings with residents and the offer of individual personal advice where appropriate through the Travel Plan Co-ordinator.

5.2.4 Rail Services

The nearest Railway Station today is Derby, which is located just over 7km from the centre of the site and opened in 1839. The Station is operated by East Midlands Railway but is also served by frequent Cross Country trains running long-distance inter-regional services to Newcastle and Edinburgh Waverley northbound and to Plymouth via Bristol Temple Meads and Reading (both via Birmingham New Street) southbound. The Edinburgh to Plymouth route runs via Leeds, whilst Newcastle to Reading trains operate via Doncaster and the Thames Valley line through Oxford.

The Railway Station lies around 1km to the east of Derby Bus Station which is accessible via bus using the Blue/Green services. It is therefore reasonable to assume that for longer distance trips residents could include rail in their mode of travel. The Station has excellent facilities to aid this process, including good car & cycle parking.

Transport links between the Railway Station and the site will be promoted by the following "Soft" measures. Rail is not targeted with achieving any specific usage level, but a modest patronage over the lifetime of the development would be beneficial, aided by:-

- The provision of bus and rail timetable information for all residents from the initial occupation of any new dwelling via the "Welcome Packs". This will include a map showing the best walking and cycling routes to the Station.

5.2.5 Passenger Information

For Rail and Bus travel, the continuing provision of passenger information is important to ensure that residents will view public transport as a viable alternative to the car. A major task of the Travel Plan Co-ordinator will thus be to disseminate information effectively. This will be made available both physically and electronically to all.

The following "Soft" measures are proposed:-

- "Welcome Packs" will be provided throughout the development and to individual residents as appropriate to ensure that information relating to travel options is available in both a quick and convenient manner. Information provided will be based on **Appendix D** and will be up-dated through "Fliers" on a regular basis;

- The Travel Plan Co-ordinator will instigate a Travel Webpage for the development which will provide information on travel and the use of non-car modes via the internet, on an RTI basis. It will provide direct links to both Rail and Bus RTI travel information Websites to enable users to download the most appropriate Travel App onto their mobile devices.

5.2.6 Car Sharing

Car sharing historically has proven to be an effective means of reducing the number of cars driven to and from a development. Due to historic Covid-19 issues however, it forms only a limited component of non-car usage today but is still targeted with increasing the existing locally prevalent level of take-up of 9% to around **10%** for peak hour journeys in the medium term.

With this in mind, the following "Soft" proposals for car sharing are included as part of the overall NHFTP, which will be instigated by the Travel Plan Co-ordinator:-

- Joining of the Liftshare.com web-based car-share scheme (SDDC version) and the instigation of a separate and informal site-based journey-matching service;

- The Travel Plan Co-ordinator will additionally be responsible for maximising car sharing take-up amongst residents in the longer term. To achieve this, he will contact individuals on a regular basis to maximise the numbers sharing daily journeys. He will also raise awareness with residents of existing Car Share services, which include the existing City and County Councils websites (Derby Carshare).

5.2.7 Cycling & Walking

The site is situated in a sustainable area with good local facilities within easy walking and cycling distance of it, as is shown on **Figures 4 & 5**. Improved pedestrian access, crossings and walking routes are proposed as "Hard" measures associated with the New House Farm S106, which will form part of the commitment to deliver improved sustainability. Each dwelling will be provided with secure cycle storage. As a result, **15%** of all journeys are expected to be made on foot or by cycle, despite the increased distances involved to the new site. The combined figure is 12% today.

In addition and as a "Soft" measure:-

- As part of NHFTP, the Travel Plan Co-ordinator will promote walking and cycling as suitable means of travelling, highlighting the health benefits thereof.

Important aspects of cycling are security, maintenance and marketing. This is particularly true where the maintenance of lighting is concerned, which should be provided and repaired immediately in order to ensure that cycle routes enjoy the maximum patronage. One of the roles of the Travel Plan Co-ordinator will therefore be to ensure that cycleways both in and around the site are maintained and the vulnerability of those using them minimised as a consequence.

Another key part of cycling is knowledge, encompassing both routes and the use of cycles themselves. This is particularly true where cyclists may be unfamiliar with routes around the site that have been newly added, or simply where would-be cyclists need a bit of encouragement to make the leap from car to cycle.

With this and the previous context in mind, the Travel Plan Co-ordinator will deliver the following "Soft" measures:-

- Provide up-to-date *Cycle Maps* (encompassing both NHFTP productions and existing SDDC/DCC publications) and improved signage in and around the site to encourage the use of cycles as a means of travel;

- Actively promote use of existing *PRoW's* as a convenient and safe means of accessing higher-order services within Derby by cycle;

- Incorporate *Journey Planning Information* into all publicity material, through raising awareness of the DCC service operated by their sustainable travel team;

- Establish a *Cycle Group* within New House Farm occupants to allow users to share common thoughts and worries about cycling, including a cycle "*Buddy*" scheme. This will be promoted as part of the "Welcome Packs" to allow residents to sign-up on the day of induction onto the site;

- Ensure that lighting to cycleways in and around the site is maintained to a high standard. This will be publicised as a key benefit of the cycle network and released as part of an overall marketing campaign aimed at cyclists. There will additionally be a *New House Farm Cycling Scheme* booklet, which will include all of the above mentioned initiatives, for inclusion in the "Welcome Packs".

Walking to the site will be encouraged and there are currently numerous routes linking the surrounding service areas to it by both recreational and more direct means (**Figure D**). To maximise their potential, site access works include upgrades along New House Farm. Additionally, the Travel Plan Co-ordinator will:-

"Hard" Measures:-

- Work with The Councils to provide new crossing, footway upgrades and linkages through use of the S106 funding.

"Soft" Measures:-

- Provide all residents with local walking maps indicating Public Footpaths, *PRoW's* and safe walking routes throughout the area, including condition of surfacing, widths, distances and times to local facilities, amenities and popular locations, lighting provisions and major road crossing locations. These will be included in the "Welcome Packs" for the site;

- Raise awareness of Local and National sustainable days such as *"Walk to Work"* day and encourage residents to take part.

5.2.8 Timescales

Specific timescales attached to the five key major initiatives contained within this NHFTP are identified in **Section 4.4** as part of the "Action" target strategy.

To achieve this, it is proposed to implement the following basic programme, independent of the occupation of each dwelling. Timeframes are relative to the figurative discharge of Condition 21 in this respect, which is assumed to be by the Spring of 2025. It is assumed that whilst SDDC will formally need to approve TP related items as the LPA, in so doing they will consult with DCC.

Confirmation of Travel Plan Co-ordinator with SDDC	1 month
Confirm re-use of Edwalton "Welcome Packs" with SDDC	3 months
Provide draft Travel Webpage to SDDC	6 months
Confirm re-use of Edwalton Travel Survey with SDDC	6 months
Confirm re-use of Edwalton Monitoring Report with SDDC	6 months

5.2.9 Monitoring & Review

Monitoring of NHFTP will be the responsibility of the Travel Plan Co-ordinator, who will hold regular meetings with all interested parties in the pursuance of this responsibility. Apart from receiving regular updates from residents on the site and liaising with The Councils on transport related matters, the main monitoring process will involve travel surveys as described earlier in this NHFTP.

Since travel surveys are accurate for only a relatively short period of time following their instigation, the survey process will be repeated annually. This will ensure that the information held by the Travel Plan Co-ordinator is up-to-date. The results of each survey will then be used to review progress against targeted modal splits and also as a means of testing the effectiveness of new measures as required.

To do this, the Travel Plan Co-ordinator will calculate the actual number of journeys and percentage share of all travel modes to the site, based on all available information. This will then be presented on a rolling annual basis to The Councils for review. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

The figures calculated will additionally take account of known parameters (such as car movements) which will be counted independently to ensure the robustness of the information provided.

- *An Annual Performance Report* for the site will be presented to The Councils (at no cost to The Councils) providing a comparison of achievements against targets. Should the car use targets for the period not be met, then the report will contain a spread of possible remedial measures for consideration such as the provision of free "Taster" Travel Passes for use on existing bus routes;

- The report will also include a summary of changes to personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results will be circulated to all residents, Bloor and Taylor Wimpey employees and visitors alike upon the completion of each survey;

- The format of the reporting will be based on that used and issued at Edwalton.

5.2.10 Reducing Travel Demand – Home Working

Home working proved very popular during the Covid-19 Lockdowns and its deployment as a valid alternative to external car travel is thus included as a legitimate part of the NHFTP.

To encourage reductions in the overall travel demand associated with the site, a number of measures will be promoted to achieve at least the equivalent of a **5%** take-up in usage. These will include "Soft" initiatives to work from home on a regular basis and "Hard" help, comprising:-

- All new dwellings will have access to High Speed Broadband as part of the development's construction. This will be available from day-one of occupation and houses will be individually designed to allow easy working.

In order to encourage residents to work from home, the benefits of so-doing will be expounded in the "Welcome Packs" as a series of "Soft" measures. The Travel Plan Co-ordinator will additionally work with the Sales Staff to ensure that all new potential residents are aware of the advantages and possibilities for a life-style change that home working can offer before they buy. Once in occupation, help with setting-up businesses from home or simply advice on how to arrange time or provide order within the home environment will follow, along with regular visits and encouragement as part of an on-going liaison process. Home working in the modern world is relatively new, but the benefits are substantial and the Travel Plan Co-ordinator will seek to promote these with both residents and their employers. By so doing, it is hoped that some of the better parts of the Covid-19 Lockdowns can be retained and built into a more sustainable future.

5.2.11 Marketing

The *NHFTP Travel Webpage* will cover all aspects of travel and offer advice to all in an easy to follow manner. Its existence will itself be promoted by the "Welcome Packs", "Fliers" and "News Bulletins"; all of which are made freely available to residents of the site on a regular basis.

In addition, a *Community Travel Notice Board* will be provided in a prominent location within the development to allow information to be disseminated in a more conventional manner. Both it, and the NHFTP Travel Webpage, will include links to third-party travel Websites of interest such as www.traveline.info and www.sustrans.org.uk to allow dissemination of locally relevant travel information.

- The *New House Farm Travel Webpage* will serve as the main marketing tool for the NHFTP and will provide free travel information to all users. Its existence will be made known by a series of "Fliers" on a regular basis and by the "Welcome Packs". Additionally, a *Community Travel Notice Board* will be provided and sited in a prominent location within the development for the lifetime of the TP.

Section 6 Summary & Proposals

6.1 Summary

The New House Farm Travel Plan (NHFTP) aims to promote sustainable transport through a number of initiatives. It is the framework by which each resident will actively commit himself or herself, both in the short term and long term, to meeting the objectives of a more sustainable transport policy. *The New House Farm Travel Plan* sets out targets for realising a tangible modal shift from car to other more sustainable modes, including buses, cycling, walking and car sharing. It also defines the means by which the targets can be met and establishes a response to various factors including:-

- Recognition of the fact that a partnership approach between users, transport operators and the Local Authorities to transport issues is important, and;

- The need to take a pro-active approach to the development and implementation of a sustainable travel strategy for the management of travel demand in line with local and national policies.

6.2 Proposals

The future involvement of all residents is regarded as an important component to the overall success of the TP. Nevertheless, Bloor Homes in joint partnership with Taylor Wimpey target the reduction of total car traffic to no more than 65% of all travel modes upon full occupancy of their 710 unit Phase 3 development as the principal objective of their sustainable travel strategy.

Essential to the formulation and successful implementation of this plan is a thorough understanding of the travel patterns of all future commuters. This knowledge will allow the NHFTP to be tailored and reviewed to achieve the optimum results. The achievement of the traffic reduction target will then depend on the following headline measures, which Bloor Homes and Taylor Wimpey undertake to implement in conjunction with the residents and The Councils.

Bloor Homes and Taylor Wimpey will therefore:-

- Appoint and retain a *Travel Plan Co-ordinator* in accordance with **Section 4.1** to oversee all travel policies and implement the NHFTP as defined in **Section 5.2.2**. The timeframe will accord with **Section 3.2**;

- Encourage use of the existing *Green/Blue "The Mickleover"and The Villager Routes Bus Services* through the implementation of *The New House Farm "Travel by Bus" Strategy* and the issuing of free "Taster" six-monthly Travel Passes. The existing services conveniently run close to development at a good combined frequency in accordance with **Section 5.2.3** above; noting always the requirement the S106 obligation to enhance them prior to the occupation of the 500th dwelling on the site;

- Encourage use of *Derby Railway Station*. The Station provides multiple services between Birmingham, Sheffield and numerous other destinations as outlined in **Section 5.2.4**;

- Provide DCC approved *"Welcome Packs"* to each new dwelling upon occupation to ensure that information relating to travel options is available in both a quick and convenient format, as defined in **Section 5.2.5** and **Appendix D** of this NHFTP;

- Prior to first occupation, establish a *New House Farm Travel Webpage* in accordance with **Section 5.2.5**, which will provide information on travel and the use of non-car modes on an RTI basis;

- Join available *Car-Share Schemes* as defined in **Section 5.2.6** of this NHFTP, including the instigation of a separate and informal site-based journey-matching service;

- Deliver a *Walking & Cycling Initiative* as described in **Section 5.2.7** of this NHFTP,

- Seek to reduce the need to travel though a *Travel Reduction Policy (Home Working),* comprising a number of initiatives as outlined within **Section 5.2.10** of this NHFTP;

- Actively market *The New House Farm Travel Plan* in accordance with the methodologies described therein and outlined in particular within **Section 5.2.11**;

- Provide all secondary and complementary measures described in the NHFTP to help deliver the total reduction in single occupancy car use. They shall be delivered in accordance with the timescales defined within this NHFTP, or as otherwise agreed with the Local Authorities.

The above forms the basis of *The New House Farm Travel Plan* proposed for the development; the details of which remain to be agreed with the officers of The Councils. It is submitted for approval on this basis.

Figures



NOTES

1. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED/ VERIFIED ON SITE. IF IN DOUBT ASK.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.

3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.

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KEY

Rev	Date	Description	Drawn
A	16.03.22	ISSUED FOR USE	SPJ

AMENDMENTS

LAWRENCE WALKER
LIMITED
CHURCH FARM
LEAMINGTON
HASTINGS
WARKS
CV23 8DZ

Client

BLOOR HOMES
TAYLOR WIMPEY

Project Title

LAND AT
NEW HOUSE FARM
MICKLEOVER

Drawing Title

SITE LOCATION PLAN

Scale	Date	Drawn by
As Noted	16.03.22	SPJ

Drawing Status

Planning

Drawing No:	Revision
Figure 1	A



NOTES

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KEY

Rev	Date	Description	Drawn
A	16.03.22	ISSUED FOR USE	SPJ

AMENDMENTS

LAWRENCE WALKER LIMITED
CHURCH FARM
LEAMINGTON HASTINGS
WARKS
CV23 8DZ

Client

BLOOR HOMES
TAYLOR WIMPEY

Project Title

LAND AT
NEW HOUSE FARM
MICKLEOVER

Drawing Title

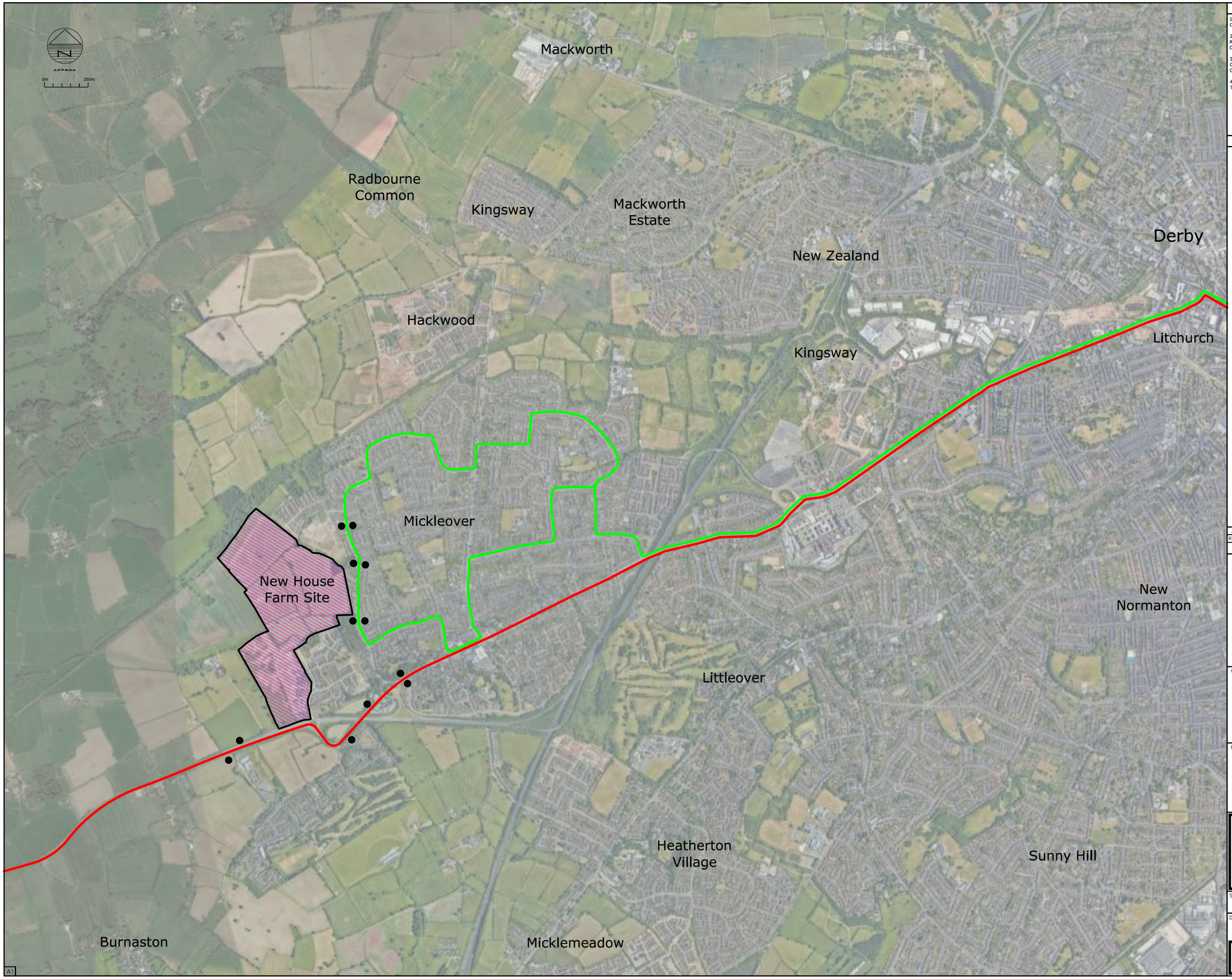
LOCAL HIGHWAY NETWORK

Scale	Date	Drawn by
As Noted	16.03.22	SPJ

Drawing Status

Planning

Drawing No:	Revision
Figure 2	A



NOTES

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4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

KEY

- Existing Route Blue/Green Service (Trent Barton)
- Existing "The Villager" Service (Trent Barton)
- Nearest Existing Bus Stops

Rev	Date	Description	Drawn
A	16.03.22	ISSUED FOR USE	SPJ

AMENDMENTS

LAWRENCE WALKER
LIMITED
CHURCH FARM
LEAMINGTON
HASTINGS
WARKS
CV23 8DZ

Client

BLOOR HOMES
TAYLOR WIMPEY

Project Title

LAND AT
NEW HOUSE FARM
MICKLEOVER

Drawing Title

LOCAL BUS
NETWORK

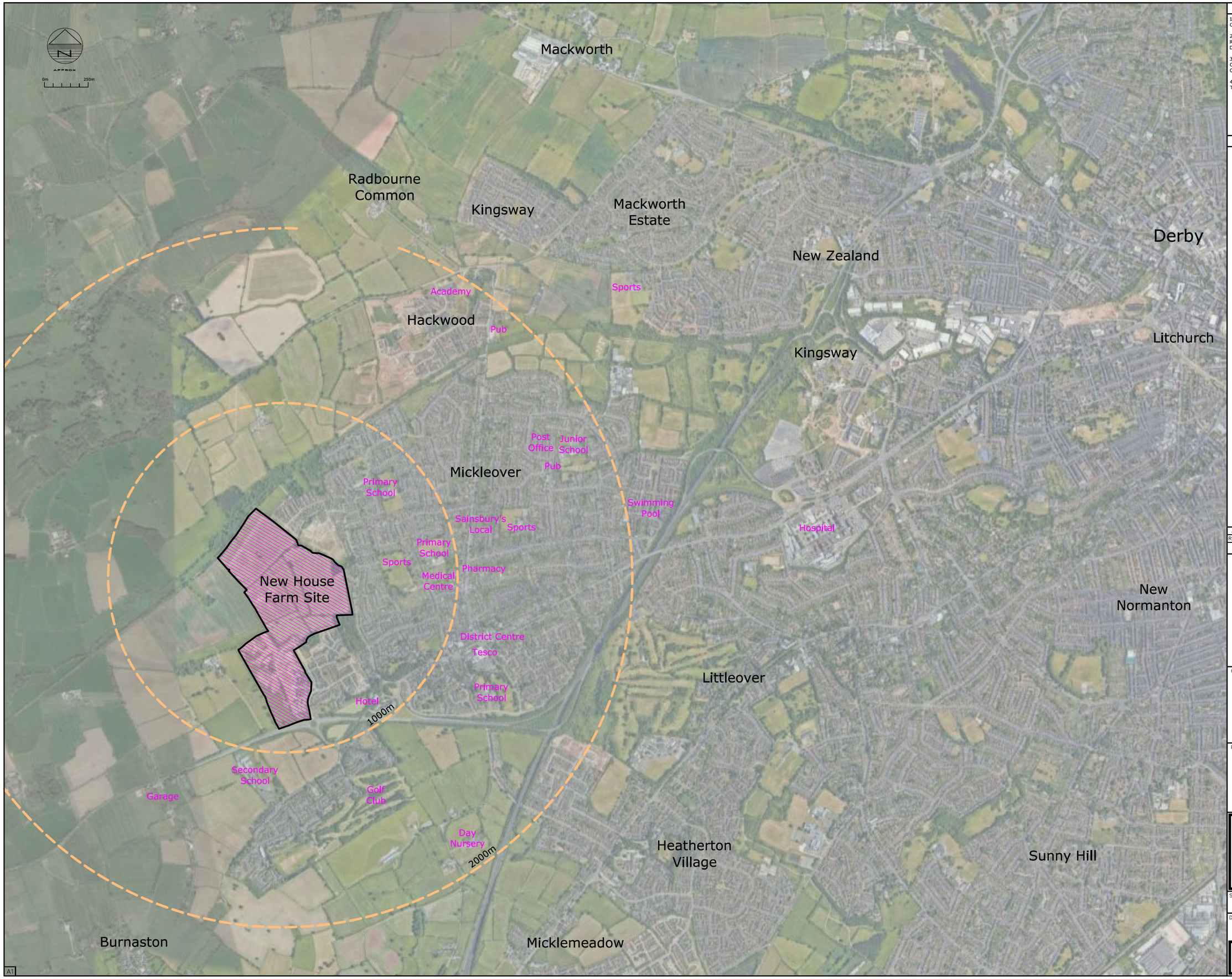
Scale	Date	Drawn by
As Noted	16.03.22	SPJ

Drawing Status

Planning

Drawing No:	Revision
Figure 3	A

A1



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KEY

Rev	Date	Description	Drawn
A	16.03.22	ISSUED FOR USE	SPJ

AMENDMENTS

LAWRENCE WALKER
LIMITED
CHURCH FARM
LEAMINGTON
HASTINGS
WARKS
CV23 8DZ

Client

BLOOR HOMES
TAYLOR WIMPEY

Project Title

LAND AT
NEW HOUSE FARM
MICKLEOVER

Drawing Title

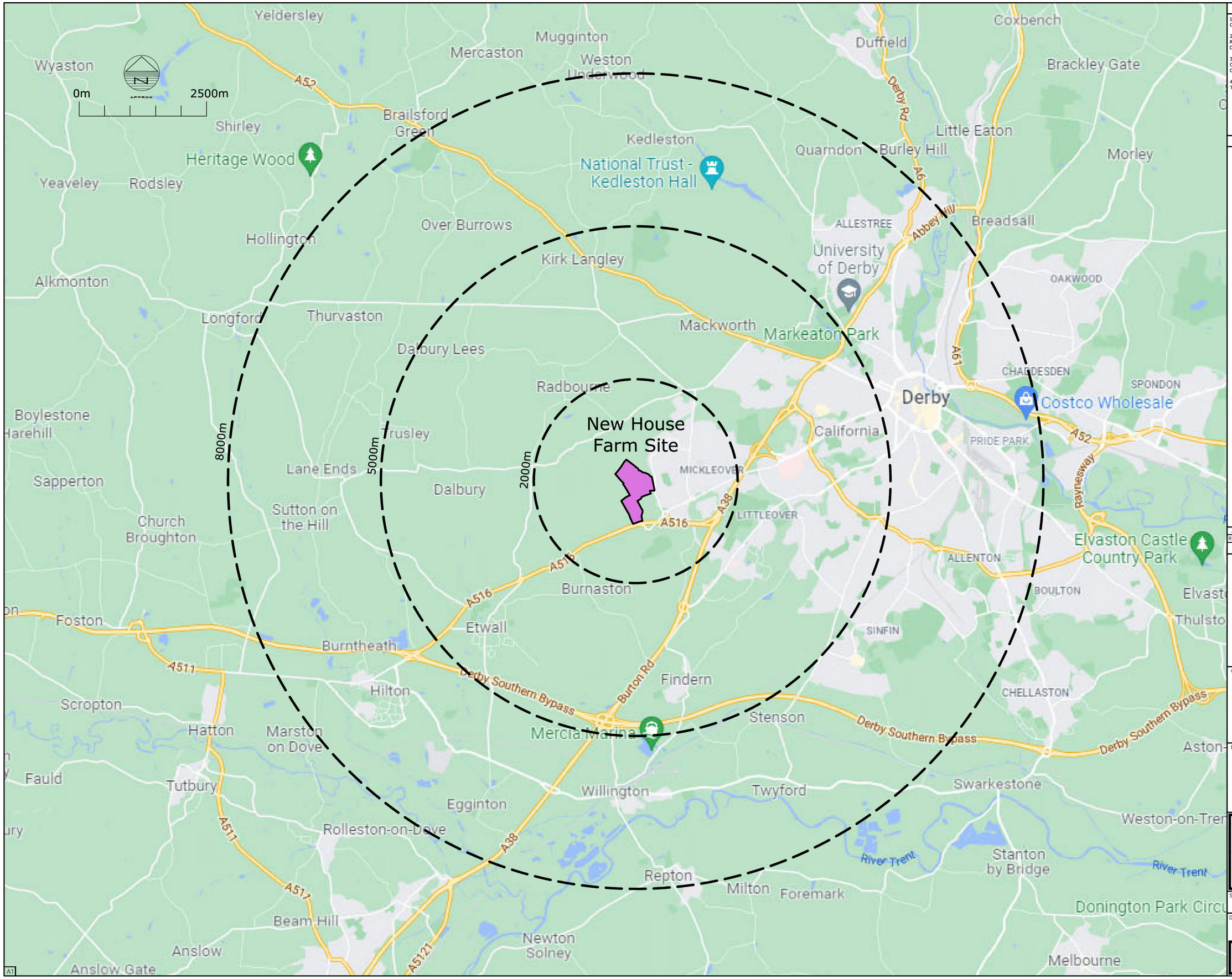
WALKING ROUTES &
LOCAL FACILITIES

Scale	Date	Drawn by
As Noted	16.03.22	SPJ

Drawing Status

Planning

Drawing No:	Revision
Figure 4	A



NOTES

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KEY

Cycling Ischrone

Rev	Date	Description	Drawn
A	16.03.22	ISSUED FOR USE	SPJ

AMENDMENTS

LAWRENCE WALKER LIMITED
CHURCH FARM
LEAMINGTON
HASTINGS
WARKS
CV23 8DZ

Client

BLOOR HOMES
TAYLOR WIMPEY

Project Title

LAND AT
NEW HOUSE FARM
MICKLEOVER

Drawing Title

CYCLING
ISOCHRONES

Scale	Date	Drawn by
As Noted	16.03.22	SPJ

Drawing Status

Planning

Drawing No:	Revision
Figure 5	A

Appendix A

Development Masterplan

A0 SHEET SIZE
841 x 1189 mm



1:1250 - 0 10m 20m 30m 40m 50m 60m 70m 80m
1:100 - 0 1m 2m 3m 4m 5m 6m 7m
1:50 - 0 1m 2m 3m
1:500 - 0 10m 20m 30m

Proposed residential development at;

MICKLEOVER, DERBY

A1036_02 D - PLANNING LAYOUT SCALE: 1:1000

PRODUCED BY GEOFF PERRY ASSOCIATES LTD.

Taylor Wimpey

BLOOR HOMES

Appendix B

Model Travel Survey

NEW HOUSE FARM – MICKLEOVER

RESIDENTIAL TRAVEL SURVEY

(Confidential)

Please **TICK** relevant boxes

1 Are you currently employed? .....

2 How many hours a week do you normally work? .....

3 What hours do you normally work?

..... am/pm till ..... am/pm

4 How do you mostly travel to work? Tick one of the following:

☐ bus ☐ rail ☐ cycle
☐ walk ☐ motorbike ☐ car, on your own
☐ car, with other(s)
☐ other (specify) .....

5 Which one of the following do you occasionally use instead of your usual form of transport?

☐ bus ☐ rail ☐ cycle
☐ walk ☐ motorbike ☐ car, on your own
☐ car, with other(s)
☐ other (specify) .....
☐ don't use an alternative

6 Do you have a disability that affects your travel?

☐ Yes ☐ No

7 How far do you travel to work?

☐ up to 1 mile ☐ 1 – 2 miles ☐ 2 – 4 miles
☐ 4 - 10 miles ☐ 10 - 20 miles ☐ over 20 miles

8 How long does it usually take you to travel to work?

☐ up to 15 minutes ☐ 16 – 30 minutes ☐ 31 – 60 minutes
☐ 61 – 90 minutes ☐ over 90 minutes

9 If you do not cycle now, which of the following changes would encourage you to cycle to work or for other purposes? Please tick no more than three.

☐ improved cycle paths on the journey to work
☐ general improvements in road safety (e.g. more traffic calming)
☐ improved cycle parking at work
☐ showers and changing facilities (should you need to change clothes)
☐ lockers for clobber (e.g. helmet, clothes)
☐ cycle training to improve confidence when cycling to work
☐ arrangements to buy a bike at a discount
☐ free taxi home in emergencies
☐ other (please specify) .....

10 If you already cycle, what improvements would you most like to see?

.....

.....

.....

11 Which of the following changes would encourage you to use public transport for your daily travel needs? (If you already use public transport which would you most like to see). Please tick no more than four.

☐ more direct bus routes
☐ more frequent bus service
☐ more frequent train service
☐ earlier/later buses/trains to fit in with my shift hours
☐ better lighting at bus stops
☐ provision of bus shelters
☐ provision of seating at bus stops
☐ new bus link from station (which? .....)
☐ provision of better public transport information at work
☐ interest-free season ticket/travelcard loan
☐ discount fares
☐ free bus travel at lunchtimes for shopping
☐ other (please specify) .....

12 Which of the following changes would encourage you to walk to local destinations? (If you already walk, which would you most like to see?). Please tick no more than two.

☐ better maintained pavements
☐ safer road crossings
☐ more street lighting
☐ free taxi home in emergencies
☐ other (please specify) .....

13 Do you own a company car?

☐ Yes ☐ No

14 If yes, do you use it to get to work?

☐ Yes ☐ No

15 Could you work from home occasionally if you had the necessary IT equipment?

☐ all the time ☐ most of the time ☐ occasionally ☐ never

16 How interested would you be in exploring home-working?

☐ very interested ☐ fairly interested ☐ not interested

PLEASE COMPLETE QUESTIONS 17 – 20 IF YOU OWN AND INTEND TO USE A CAR TO WORK

17 What are your main reasons for using a car to work?

☐ need to use it during the day on business
☐ need to use it during lunchtimes for shopping
☐ drop/collect children
☐ you get or give a lift
☐ for personal security
☐ lack of an alternative
☐ other, please specify .....

If you ticked the first box, how many days a week on average do you need it for business?

.....

and, how many hours are you normally away from the office at a time? .....

18 Where do you usually park?

☐ on site, SITE NAME / CAR PARK NAME
☐ OTHER NAMED LOCATION RELEVANT TO YOU
☐ free parking in nearby streets
☐ other, please specify .....

19 Would you be prepared to car share?

☐ yes ☐ no ☐ I already car share

20 Which of the following would most encourage you to car share? (If you already car share which would you most like to see?). Please tick no more than two.

☐ help in finding car share partners with similar work patterns
☐ free taxi home if let down by car driver or in an emergency
☐ reserved parking, closest to entrance for car sharers
☐ other, please specify .....
☐ none of these

PERSONAL DETAILS

21 Full home postcode .....

22 Gender ☐ male ☐ female

23 Age ☐ under 25 ☐ 25 – 34 ☐ 35 – 44
☐ 45 – 54 ☐ 55 & over

24 Do you have any comments about your travel to work?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

(continue overleaf if necessary)

Thank you for your co-operation. Please be assured that all your answers are **confidential**. Please return this form to _____ by _____ 2024.

The first ____ questionnaires opened will be awarded [BOTTLE OF CHAMPAGNE / FREE BUS TICKET / M&S VOUCHERS]. If you wish to be included, please write your name here. This will be separated from the completed questionnaire and used only for the purposes of the draw.

Name (please print).....

Appendix C

Sustainable Transport Information

derby > mickleover

monday to friday

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
Derby Bus Station, Bay 20-21	5.40	5.48	5.55	6.03	6.10	6.18	6.25
Royal Derby Hospital	5.50	5.58	6.05	6.13	6.20	6.28	6.35
East Avenue	|	6.02	|	6.17	|	6.32	|
Mickleover Vicarage Road	5.56	|	6.11	|	6.26	|	6.41
Ladybank Road/Silverhill Shops	6.01	6.05	6.16	6.20	6.31	6.35	6.46
Mickleover Tesco	|	6.10	|	6.25	|	6.40	|
Bonsall Drive	6.05	-	6.20	-	6.35	-	6.50

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
Derby Bus Station, Bay 20-21	6.33	6.37	6.40	6.48	6.55	7.03	7.08
Royal Derby Hospital	6.43	6.48	6.53	7.01	7.08	7.16	7.18
East Avenue	6.47	|	7.02	|	7.17	|	7.27
Mickleover Vicarage Road	|	6.56	|	7.11	|	7.26	|
Ladybank Road/Silverhill Shops	6.50	7.01	7.05	7.16	7.20	7.31	7.30
Mickleover Tesco	6.55	|	7.10	|	7.25	|	7.35
Bonsall Drive	-	7.05	-	7.20	-	7.35	-

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
Derby Bus Station, Bay 20-21	7.13	7.25	7.33	7.40	7.48	7.55	8.03
Royal Derby Hospital	7.26	7.38	7.46	7.53	8.01	8.08	8.16
East Avenue	|	7.47	|	8.02	|	8.17	|
Mickleover Vicarage Road	7.36	|	7.56	|	8.11	|	8.26
Ladybank Road/Silverhill Shops	7.41	7.50	8.01	8.05	8.16	8.20	8.31
Mickleover Tesco	|	7.55	|	8.10	|	8.25	|
Bonsall Drive	7.45	-	8.05	-	8.20	-	8.35

	am	am	am	am	am	am	am
Derby Bus Station, Bay 20-21	8.10	8.18	8.30	8.38	8.45	8.53	9.00
Royal Derby Hospital	8.23	8.31	8.43	8.51	8.58	9.06	9.13
East Avenue	8.32	|	8.52	|	9.07	|	9.22
Mickleover Vicarage Road	|	8.41	|	9.01	|	9.16	|
Ladybank Road/Silverhill Shops	8.35	8.46	8.55	9.06	9.10	9.21	9.25
Mickleover Tesco	8.40	|	9.00	|	9.15	|	9.30
Bonsall Drive	-	8.50	-	9.10	-	9.25	-

	am	am	am	am	am	am	am
Derby Bus Station, Bay 20-21	9.08	9.15	9.23	9.30	9.38	9.45	9.53
Royal Derby Hospital	9.21	9.28	9.36	9.43	9.51	9.58	10.06
East Avenue	|	9.37	|	9.52	|	10.07	|
Mickleover Vicarage Road	9.31	|	9.46	|	10.01	|	10.16
Ladybank Road/Silverhill Shops	9.36	9.40	9.51	9.55	10.06	10.10	10.21
Mickleover Tesco	|	9.45	|	10.00	|	10.15	|
Bonsall Drive	9.40	-	9.55	-	10.10	-	10.25

Derby Bus Station, Bay 20-21	then	00	08	15	23	30	38
Royal Derby Hospital	at	13	21	28	36	43	51
East Avenue	these	22	|	37	|	52	|
Mickleover Vicarage Road	mins	|	31	|	46	|	01
Ladybank Road/Silverhill Shops	past	25	36	40	51	55	06
Mickleover Tesco	each	30	|	45	|	00	|
Bonsall Drive	hour	-	40	-	55	-	10

				pm	pm	pm	pm
Derby Bus Station, Bay 20-21	45	53		2.45	2.53	3.00	3.10
Royal Derby Hospital	58	06	until	2.58	3.06	3.18	3.28
East Avenue	07	|		3.07	|	3.29	|
Mickleover Vicarage Road	|	16		|	3.16	|	3.40
Ladybank Road/Silverhill Shops	10	21		3.10	3.21	3.32	3.45
Mickleover Tesco	15	|		3.15	|	3.37	|
Bonsall Drive	-	25		-	3.25	-	3.49

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 20-21	3.20	3.30	3.40	3.50	4.00	4.10	4.20
Royal Derby Hospital	3.38	3.48	3.58	4.08	4.18	4.28	4.38
East Avenue	3.49	|	4.09	|	4.29	|	4.49
Mickleover Vicarage Road	|	4.00	|	4.20	|	4.40	|
Ladybank Road/Silverhill Shops	3.52	4.05	4.12	4.25	4.32	4.45	4.52
Mickleover Tesco	3.57	|	4.17	|	4.37	|	4.57
Bonsall Drive	-	4.09	-	4.29	-	4.49	-

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 20-21	4.30	4.40	4.50	5.00	5.10	5.20	5.30
Royal Derby Hospital	4.48	4.58	5.08	5.18	5.28	5.38	5.48
East Avenue	|	5.09	|	5.29	|	5.49	|
Mickleover Vicarage Road	5.00	|	5.20	|	5.40	|	6.00
Ladybank Road/Silverhill Shops	5.05	5.12	5.25	5.32	5.45	5.52	6.05
Mickleover Tesco	|	5.17	|	5.37	|	5.57	|
Bonsall Drive	5.09	-	5.29	-	5.49	-	6.09

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 20-21	5.40	5.50	6.00	6.15	6.30	6.45	7.00
Royal Derby Hospital	5.58	6.08	6.13	6.28	6.43	6.58	7.10
East Avenue	6.09	|	6.22	|	6.52	|	7.17
Mickleover Vicarage Road	|	6.20	|	6.38	|	7.08	|
Ladybank Road/Silverhill Shops	6.12	6.25	6.25	6.43	6.55	7.13	7.20
Mickleover Tesco	6.17	|	6.30	|	7.00	|	7.24
Bonsall Drive	-	6.29	-	6.47	-	7.17	-

							pm
Derby Bus Station, Bay 20-21	then	15	30	45	00		8.45
Royal Derby Hospital	at	25	40	55	10	until	8.55
East Avenue	these	|	47	|	17		|
Mickleover Vicarage Road	mins	33	|	03	|		9.03
Ladybank Road/Silverhill Shops	past	37	50	07	20		9.07
Mickleover Tesco	each	|	54	|	24		|
Bonsall Drive	hour	40	-	10	-		9.10

	pm	pm	pm	pm	pm
Derby Bus Station, Bay 20-21	9.00	9.30	10.00	10.30	11.00
Royal Derby Hospital	9.10	9.40	10.10	10.40	11.10
East Avenue	9.17	|	10.17	|	11.17
Mickleover Vicarage Road	|	9.48	|	10.48	|
Ladybank Road/Silverhill Shops	9.20	9.52	10.20	10.52	11.20
Mickleover Tesco	9.24	|	10.24	|	11.24
Bonsall Drive	-	9.55	-	10.55	-

mickleover > derby

monday to friday

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
East Avenue	-	6.02	-	6.17	-	6.32	-
Mickleover Vicarage Road	5.56	|	6.11	|	6.26	|	6.41
Ladybank Road/Silverhill Shops	6.01	6.05	6.16	6.20	6.31	6.35	6.46
Mickleover Tesco	|	6.10	|	6.25	|	6.40	|
Bonsall Drive	6.05	|	6.20	|	6.35	|	6.50
Royal Derby Hospital	6.12	6.19	6.27	6.34	6.42	6.49	6.57
Derby Bus Station, Bay 20-21	6.25	6.32	6.40	6.47	6.55	7.02	7.10

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
East Avenue	6.47	-	7.02	-	7.17	-	7.27
Mickleover Vicarage Road	|	6.56	|	7.11	|	7.26	|
Ladybank Road/Silverhill Shops	6.50	7.01	7.05	7.16	7.20	7.31	7.30
Mickleover Tesco	6.55	|	7.10	|	7.25	|	7.35
Bonsall Drive	|	7.05	|	7.20	|	7.35	|
Royal Derby Hospital	7.06	7.14	7.21	7.29	7.36	7.44	7.46
Derby Bus Station, Bay 20-21	7.19	7.27	7.34	7.42	7.49	7.57	8.04

	■	■	■	■	■	■	■
	am	am	am	am	am	am	am
East Avenue	-	7.47	-	8.02	-	8.17	-
Mickleover Vicarage Road	7.36	|	7.56	|	8.11	|	8.26
Ladybank Road/Silverhill Shops	7.41	7.50	8.01	8.05	8.16	8.20	8.31
Mickleover Tesco	|	7.55	|	8.10	|	8.25	|
Bonsall Drive	7.45	|	8.05	|	8.20	|	8.35
Royal Derby Hospital	7.54	8.06	8.14	8.21	8.29	8.36	8.44
Derby Bus Station, Bay 20-21	8.12	8.24	8.32	8.39	8.47	8.54	9.02

	am	am	am	am	am	am	am
East Avenue	8.32	-	8.52	-	9.07	-	9.22
Mickleover Vicarage Road	|	8.41	|	9.01	|	9.16	|
Ladybank Road/Silverhill Shops	8.35	8.46	8.55	9.06	9.10	9.21	9.25
Mickleover Tesco	8.40	|	9.00	|	9.15	|	9.30
Bonsall Drive	|	8.50	|	9.10	|	9.25	|
Royal Derby Hospital	8.51	8.59	9.11	9.19	9.26	9.34	9.41
Derby Bus Station, Bay 20-21	9.09	9.17	9.24	9.32	9.39	9.47	9.54

	am	am	am	am	am	am	am
East Avenue	-	9.37	-	9.52	-	10.07	-
Mickleover Vicarage Road	9.31	|	9.46	|	10.01	|	10.16
Ladybank Road/Silverhill Shops	9.36	9.40	9.51	9.55	10.06	10.10	10.21
Mickleover Tesco	|	9.45	|	10.00	|	10.15	|
Bonsall Drive	9.40	|	9.55	|	10.10	|	10.25
Royal Derby Hospital	9.49	9.56	10.04	10.11	10.19	10.26	10.34
Derby Bus Station, Bay 20-21	10.02	10.09	10.17	10.24	10.32	10.39	10.47

East Avenue	then	22	-	37	-	52	-
Mickleover Vicarage Road	at	|	31	|	46	|	01
Ladybank Road/Silverhill Shops	these	25	36	40	51	55	06
Mickleover Tesco	mins	30	|	45	|	00	|
Bonsall Drive	past	|	40	|	55	|	10
Royal Derby Hospital	each	41	49	56	04	11	19
Derby Bus Station, Bay 20-21	hour	54	02	09	17	24	32

				pm	pm	pm	pm
East Avenue	07	-		3.07	-	3.29	-
Mickleover Vicarage Road	|	16	until	|	3.16	|	3.40
Ladybank Road/Silverhill Shops	10	21		3.10	3.21	3.32	3.45
Mickleover Tesco	15	|		3.15	|	3.37	|
Bonsall Drive	|	25		|	3.25	|	3.49
Royal Derby Hospital	26	34		3.26	3.34	3.48	3.58
Derby Bus Station, Bay 20-21	39	47		3.39	3.47	4.04	4.14

	pm	pm	pm	pm	pm	pm	pm
East Avenue	3.49	-	4.09	-	4.29	-	4.49
Mickleover Vicarage Road	|	4.00	|	4.20	|	4.40	|
Ladybank Road/Silverhill Shops	3.52	4.05	4.12	4.25	4.32	4.45	4.52
Mickleover Tesco	3.57	|	4.17	|	4.37	|	4.57
Bonsall Drive	|	4.09	|	4.29	|	4.49	|
Royal Derby Hospital	4.08	4.18	4.28	4.38	4.48	4.58	5.08
Derby Bus Station, Bay 20-21	4.24	4.34	4.44	4.54	5.04	5.14	5.24

	pm	pm	pm	pm	pm	pm	pm
East Avenue	-	5.09	-	5.29	-	5.49	-
Mickleover Vicarage Road	5.00	|	5.20	|	5.40	|	6.00
Ladybank Road/Silverhill Shops	5.05	5.12	5.25	5.32	5.45	5.52	6.05
Mickleover Tesco	|	5.17	|	5.37	|	5.57	|
Bonsall Drive	5.09	|	5.29	|	5.49	|	6.09
Royal Derby Hospital	5.18	5.28	5.38	5.48	5.58	6.08	6.18
Derby Bus Station, Bay 20-21	5.34	5.44	5.54	6.04	6.14	6.21	6.31

	pm	pm	pm	pm	pm	pm	pm
East Avenue	6.09	-	6.22	-	6.52	-	7.17
Mickleover Vicarage Road	|	6.20	|	6.38	|	7.08	|
Ladybank Road/Silverhill Shops	6.12	6.25	6.25	6.43	6.55	7.13	7.20
Mickleover Tesco	6.17	|	6.30	|	7.00	-	7.24
Bonsall Drive	|	6.29	|	6.47	|	7.17	|
Royal Derby Hospital	6.28	6.38	6.41	6.56	7.11	7.26	7.32
Derby Bus Station, Bay 20-21	6.41	6.51	6.54	7.09	7.24	7.39	7.41

							pm
East Avenue	then	-	47	-	17		-
Mickleover Vicarage Road	at	33	|	03	|	until	9.03
Ladybank Road/Silverhill Shops	these	37	50	07	20		9.07
Mickleover Tesco	mins	|	54	|	24		|
Bonsall Drive	past	40	|	10	|		9.10
Royal Derby Hospital	each	47	02	17	32		9.17
Derby Bus Station, Bay 20-21	hour	56	11	26	41		9.26

	pm	pm	pm	pm	pm
East Avenue	9.17	-	10.17	-	11.17
Mickleover Vicarage Road	|	9.48	|	10.48	|
Ladybank Road/Silverhill Shops	9.20	9.52	10.20	10.52	11.20
Mickleover Tesco	9.24	|	10.24	|	11.24
Bonsall Drive	|	9.55	|	10.55	|
Royal Derby Hospital	9.32	10.02	10.32	11.02	11.32
Derby Bus Station, Bay 20-21	9.41	10.11	10.41	11.11	11.41

derby > hilton > stretton > burton

monday to friday

	am	am	am	am	am	am	am
Derby Bus Station, Bay 4	4.45 AS	-	5.35	6.00	6.25	6.55	7.15
Royal Derby Hospital	4.54	-	5.45	6.12	6.37	7.09	7.27
Mickleover, Square	4.57	-	5.50	6.17	6.42	7.14	7.32
Etwall, Spread Eagle	5.02	-	5.56	6.23	6.48	7.20	7.38
Hilton, Foss Road	5.08	-	6.03	6.30	6.55	7.27	7.45
Hatton, Scropton Road	5.16	-	6.11	6.40	7.05	7.37	7.55
Tutbury, High Street	5.18	-	6.13	6.42	7.07	7.39	7.57
Rolleston, Spread Eagle	5.23	-	6.19	6.48	7.13	7.45	8.03
Stretton, Britannia Drive	5.30	N	6.27	6.56	7.21	7.53	8.11
Burton, Bargates	5.35	5.58	6.32	7.01	7.26	7.58	8.21
Burton, High Street arr	5.37	6.00	6.35	7.04	7.29	8.01	8.24
Burton, High Street dep	5.40	6.00	6.40	7.10	7.35	8.15	8.24
Burton Train Station	5.44	6.04	6.44	7.14	7.38	8.19	8.28

	am	am	am	am	am	am	am
Derby Bus Station, Bay 4	-	8.00	8.35	9.05	9.35	10.05	10.35
Royal Derby Hospital	-	8.14	8.47	9.17	9.47	10.17	10.47
Mickleover, Square	-	8.19	8.52	9.22	9.52	10.22	10.52
Etwall, Spread Eagle	-	8.25	8.58	9.28	9.58	10.28	10.58
Hilton, Foss Road	-	8.32	9.05	9.35	10.05	10.35	11.05
Hatton, Scropton Road	-	8.42	9.15	9.45	10.15	10.45	11.15
Tutbury, High Street	-	8.44	9.17	9.47	10.17	10.47	11.17
Rolleston, Spread Eagle	-	8.50	9.23	9.53	10.23	10.53	11.23
Stretton, Britannia Drive	N	8.58	9.31	10.01	10.31	11.01	11.31
Burton, Bargates	8.42	9.06	9.36	10.06	10.36	11.06	11.36
Burton, High Street arr	8.45	9.10	9.40	10.10	10.40	11.10	11.40
Burton, High Street dep	8.45	9.15	9.45	10.15	10.45	11.15	11.45
Burton Train Station	8.49	9.19	9.49	10.19	10.49	11.19	11.49

	am	am	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	11.05	11.35	12.05	12.35	1.05	1.35	2.05
Royal Derby Hospital	11.17	11.47	12.17	12.47	1.17	1.47	2.17
Mickleover, Square	11.22	11.52	12.22	12.52	1.22	1.52	2.22
Etwall, Spread Eagle	11.28	11.58	12.28	12.58	1.28	1.58	2.28
Hilton, Foss Road	11.35	12.05	12.35	1.05	1.35	2.05	2.35
Hatton, Scropton Road	11.45	12.15	12.45	1.15	1.45	2.15	2.45
Tutbury, High Street	11.47	12.17	12.47	1.17	1.47	2.17	2.47
Rolleston, Spread Eagle	11.53	12.23	12.53	1.23	1.53	2.23	2.53
Stretton, Britannia Drive	12.01	12.31	1.01	1.31	2.01	2.31	3.01
Burton, Bargates	12.06	12.36	1.06	1.36	2.06	2.36	3.06
Burton, High Street arr	12.10	12.40	1.10	1.40	2.10	2.40	3.10
Burton, High Street dep	12.15	12.45	1.15	1.45	2.15	2.45	3.20
Burton Train Station	12.19	12.49	1.19	1.49	2.19	2.49	3.24

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	2.35	3.05	3.45	4.15	4.45	5.20	6.00
Royal Derby Hospital	2.47	3.20	4.00	4.30	5.00	5.35	6.12
Mickleover, Square	2.52	3.26	4.06	4.36	5.06	5.41	6.16
Etwall, Spread Eagle	2.58	3.34	4.12	4.42	5.12	5.47	6.22
Hilton, Foss Road	3.05	3.49	4.19	4.49	5.19	5.54	6.29
Hatton, Scropton Road	3.15	3.59	4.29	4.59	5.29	6.04	6.39
Tutbury, High Street	3.17	4.01	4.31	5.01	5.31	6.06	6.41
Rolleston, Spread Eagle	3.23	4.07	4.39	5.07	5.37	6.12	6.47
Stretton, Britannia Drive	3.31	4.15	4.47	5.15	5.45	6.20	6.55
Burton, Bargates	3.36	4.20	4.52	5.22	5.52	6.25	7.00
Burton, High Street arr	3.40	4.24	4.56	5.27	5.57	6.28	7.03
Burton, High Street dep	3.50	4.35	5.05	5.35	6.05	6.33	7.10
Burton Train Station	3.54	4.41	5.11	5.41	6.09	6.37	7.14

	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	6.30	7.00	8.15	9.15	10.15	11.15
Royal Derby Hospital	6.42	7.12	8.25	9.25	10.25	11.25
Mickleover, Square	6.46	7.16	8.29	9.29	10.29	11.29
Etwall, Spread Eagle	6.52	7.22	8.35	9.35	10.35	11.35
Hilton, Foss Road	6.59	7.29	8.41	9.41	10.41	11.40
Hatton, Scropton Road	7.09	7.39	8.49	9.49	10.49	11.47
Tutbury, High Street	7.11	7.41	8.51	9.51	10.51	11.49
Rolleston, Spread Eagle	7.17	7.47	8.56	9.56	10.56	11.54
Stretton, Britannia Drive	7.25	7.55	9.03	10.03	11.03	12.00
Burton, Bargates	7.30	8.00	9.08	10.08	11.08	12.05
Burton, High Street arr	7.33	8.03	9.10	10.10	11.10	12.07
Burton, High Street dep	7.40	8.13	9.13	10.13	11.13	12.07
Burton Train Station	7.44	8.16	9.16	10.16	11.16	12.09

AS = this journey starts from Albert Street, not Derby bus station, N = starts from Wetmore, Northside Business Park 3 mins before Burton, Bargates time

burton > stretton > hilton > derby

monday to friday

	am	am	am	am	am	am	am
Burton, High Street arr	5.37	6.00	6.35	7.04	7.29	8.01	8.24
Burton, High Street dep	5.40	6.00	6.40	7.10	7.35	8.15	8.24
Burton Train Station	5.44	6.04	6.44	7.14	7.38	8.19	8.28
Stretton, Britannia Drive	5.50	6.12	6.52	7.21	7.45	8.27	W
Rolleston, Spread Eagle	5.57	6.21	7.01	7.31	7.55	8.36	-
Tutbury, High Street	6.02	6.27	7.07	7.39	8.02	8.42	-
Hatton, Scropton Road	6.04	6.29	7.09	7.41	8.04	8.44	-
Hilton, Foss Road	6.13	6.38	7.18	7.51	8.16	8.53	-
Etwall, Spread Eagle	6.18	6.45	7.25	7.58	8.28	9.00	
Mickleover, Square	6.23	6.51	7.31	8.05	8.35	9.07	-
Royal Derby Hospital	6.27	6.56	7.36	8.10	8.40	9.12	-
Derby Bus Station, Bay 4	6.36	7.10	7.50	8.26	8.56	9.27	-

	am	am	am	am	am	am	am
Burton, High Street arr	8.45	9.10	9.40	10.10	10.40	11.10	11.40
Burton, High Street dep	8.45	9.15	9.45	10.15	10.45	11.15	11.45
Burton Train Station	8.49	9.19	9.49	10.19	10.49	11.19	11.49
Stretton, Britannia Drive	8.57	9.27	9.57	10.27	10.57	11.27	11.57
Rolleston, Spread Eagle	9.06	9.36	10.06	10.36	11.06	11.36	12.06
Tutbury, High Street	9.12	9.42	10.12	10.42	11.12	11.42	12.12
Hatton, Scropton Road	9.14	9.44	10.14	10.44	11.14	11.44	12.14
Hilton, Foss Road	9.23	9.53	10.23	10.53	11.23	11.53	12.23
Etwall, Spread Eagle	9.30	10.00	10.30	11.00	11.30	12.00	12.30
Mickleover, Square	9.37	10.07	10.37	11.07	11.37	12.07	12.37
Royal Derby Hospital	9.44	10.12	10.42	11.12	11.42	12.12	12.42
Derby Bus Station, Bay 4	9.57	10.27	10.57	11.27	11.57	12.27	12.57

	am	am	pm	pm	pm	pm	pm
Burton, High Street arr	12.10	12.40	1.10	1.40	2.10	2.40	3.10
Burton, High Street dep	12.15	12.45	1.15	1.45	2.15	2.45	3.20
Burton Train Station	12.19	12.49	1.19	1.49	2.19	2.49	3.24
Stretton, Britannia Drive	12.27	12.57	1.27	1.57	2.27	2.57	3.32
Rolleston, Spread Eagle	12.36	1.06	1.36	2.06	2.36	3.06	3.41
Tutbury, High Street	12.42	1.12	1.42	2.12	2.42	3.12	3.47
Hatton, Scropton Road	12.44	1.14	1.44	2.14	2.44	3.14	3.49
Hilton, Foss Road	12.53	1.23	1.53	2.23	2.53	3.23	3.58
Etwall, Spread Eagle	1.00	1.30	2.00	2.30	3.00	3.30	4.05
Mickleover, Square	1.07	1.37	2.07	2.37	3.07	3.37	4.12
Royal Derby Hospital	1.12	1.42	2.12	2.42	3.12	3.42	4.17
Derby Bus Station, Bay 4	1.27	1.57	2.27	2.57	3.31	4.01	4.36

	pm	pm	pm	pm	pm	pm	pm
Burton, High Street arr	3.40	4.24	4.56	5.27	5.57	6.28	7.03
Burton, High Street dep	3.50	4.35	5.05	5.35	6.05	6.33	7.10
Burton Train Station	3.54	4.41	5.11	5.41	6.09	6.37	7.14
Stretton, Britannia Drive	4.02	4.52	5.22	5.52	6.17	6.45	7.21
Rolleston, Spread Eagle	4.11	5.01	5.31	6.01	6.26	6.54	7.29
Tutbury, High Street	4.17	5.07	5.37	6.07	6.32	7.00	7.33
Hatton, Scropton Road	4.19	5.09	5.39	6.09	6.34	7.02	7.35
Hilton, Foss Road	4.28	5.18	5.48	6.18	6.43	7.11	7.42
Etwall, Spread Eagle	4.35	5.25	5.55	6.25	6.50	7.17	7.48
Mickleover, Square	4.42	5.32	6.02	6.32	6.57	7.23	7.53
Royal Derby Hospital	4.47	5.37	6.07	6.37	7.02	7.29	7.57
Derby Bus Station, Bay 4	5.06	5.55	6.25	6.55	7.20	7.43	8.06

	pm	pm	pm	pm	pm	pm
Burton, High Street arr	7.33	8.03	9.10	10.10	11.10	12.07
Burton, High Street dep	7.40	8.13	9.13	10.13	11.13	12.07
Burton Train Station	7.44	8.16	9.16	10.16	11.16	12.09
Stretton, Britannia Drive	7.51	8.22	9.22	10.22	11.22	-
Rolleston, Spread Eagle	7.59	8.29	9.29	10.29	11.29	-
Tutbury, High Street	8.03	8.33	9.33	10.33	11.33	-
Hatton, Scropton Road	8.05	8.35	9.35	10.35	11.35	-
Hilton, Foss Road	8.12	8.42	9.42	10.42	11.42	-
Etwall, Spread Eagle	8.18	8.48	9.48	10.48	11.48	-
Mickleover, Square	8.23	8.53	9.53	10.53	11.53	-
Royal Derby Hospital	8.27	8.57	9.57	10.57	11.57	-
Derby Bus Station, Bay 4	8.36	9.06	10.06	11.06	12.06 M	-

M = finishes at The Morledge

derby > hilton > stretton > burton

saturdays

	am	am	am	am	am	am	am
Derby Bus Station, Bay 4	4.45 AS	5.40	6.05	7.05	7.35	8.05	8.35
Royal Derby Hospital	4.54	5.50	6.17	7.17	7.47	8.17	8.47
Mickleover, Square	4.57	5.55	6.22	7.22	7.52	8.22	8.52
Etwall, Spread Eagle	5.02	6.01	6.28	7.28	7.58	8.28	8.58
Hilton, Foss Road	5.08	6.08	6.35	7.35	8.05	8.35	9.05
Hatton, Scropton Road	5.16	6.16	6.45	7.45	8.15	8.45	9.15
Tutbury, High Street	5.18	6.18	6.47	7.47	8.17	8.47	9.17
Rolleston, Spread Eagle	5.23	6.24	6.53	7.53	8.23	8.53	9.23
Stretton, Britannia Drive	5.30	6.32	7.01	8.01	8.31	9.01	9.31
Burton, Bargates	5.35	6.37	7.06	8.06	8.36	9.06	9.36
Burton, High Street arr	5.37	6.40	7.10	8.10	8.40	9.10	9.40
Burton, High Street dep	5.40	6.45	7.15	8.15	8.45	9.15	9.45
Burton Train Station	5.44	6.49	7.19	8.19	8.49	9.19	9.49

	am	am	am	am	am	am	pm
Derby Bus Station, Bay 4	9.05	9.35	10.05	10.35	11.05	11.35	12.05
Royal Derby Hospital	9.17	9.47	10.17	10.47	11.17	11.47	12.17
Mickleover, Square	9.22	9.52	10.22	10.52	11.22	11.52	12.22
Etwall, Spread Eagle	9.28	9.58	10.28	10.58	11.28	11.58	12.28
Hilton, Foss Road	9.35	10.05	10.35	11.05	11.35	12.05	12.35
Hatton, Scropton Road	9.45	10.15	10.45	11.15	11.45	12.15	12.45
Tutbury, High Street	9.47	10.17	10.47	11.17	11.47	12.17	12.47
Rolleston, Spread Eagle	9.53	10.23	10.53	11.23	11.53	12.23	12.53
Stretton, Britannia Drive	10.01	10.31	11.01	11.31	12.01	12.31	1.01
Burton, Bargates	10.06	10.36	11.06	11.36	12.06	12.36	1.06
Burton, High Street arr	10.10	10.40	11.10	11.40	12.10	12.40	1.10
Burton, High Street dep	10.15	10.45	11.15	11.45	12.15	12.45	1.15
Burton Train Station	10.19	10.49	11.19	11.49	12.19	12.49	1.19

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	12.35	1.05	1.35	2.05	2.35	3.05	3.35
Royal Derby Hospital	12.47	1.17	1.47	2.17	2.47	3.17	3.47
Mickleover, Square	12.52	1.22	1.52	2.22	2.52	3.22	3.52
Etwall, Spread Eagle	12.58	1.28	1.58	2.28	2.58	3.28	3.58
Hilton, Foss Road	1.05	1.35	2.05	2.35	3.05	3.35	4.05
Hatton, Scropton Road	1.15	1.45	2.15	2.45	3.15	3.45	4.15
Tutbury, High Street	1.17	1.47	2.17	2.47	3.17	3.47	4.17
Rolleston, Spread Eagle	1.23	1.53	2.23	2.53	3.23	3.53	4.23
Stretton, Britannia Drive	1.31	2.01	2.31	3.01	3.31	4.01	4.31
Burton, Bargates	1.36	2.06	2.36	3.06	3.36	4.06	4.36
Burton, High Street arr	1.40	2.10	2.40	3.10	3.40	4.10	4.40
Burton, High Street dep	1.45	2.15	2.45	3.15	3.45	4.15	4.45
Burton Train Station	1.49	2.19	2.49	3.19	3.49	4.19	4.49

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	4.05	4.35	5.05	5.35	6.05	6.30	7.00
Royal Derby Hospital	4.17	4.47	5.17	5.47	6.17	6.42	7.12
Mickleover, Square	4.22	4.52	5.22	5.52	6.22	6.46	7.16
Etwall, Spread Eagle	4.28	4.58	5.28	5.58	6.28	6.52	7.22
Hilton, Foss Road	4.35	5.05	5.35	6.05	6.35	6.59	7.29
Hatton, Scropton Road	4.45	5.15	5.45	6.15	6.45	7.09	7.39
Tutbury, High Street	4.47	5.17	5.47	6.17	6.47	7.11	7.41
Rolleston, Spread Eagle	4.53	5.23	5.53	6.23	6.53	7.17	7.47
Stretton, Britannia Drive	5.01	5.31	6.01	6.31	7.01	7.25	7.55
Burton, Bargates	5.06	5.36	6.06	6.36	7.06	7.30	8.00
Burton, High Street arr	5.10	5.40	6.10	6.39	7.09	7.33	8.03
Burton, High Street dep	5.15	5.45	6.15	6.45	7.10	7.40	8.13
Burton Train Station	5.19	5.49	6.19	6.49	7.14	7.44	8.16

	pm	pm	pm	pm
Derby Bus Station, Bay 4	8.15	9.15	10.15	11.15
Royal Derby Hospital	8.25	9.25	10.25	11.25
Mickleover, Square	8.29	9.29	10.29	11.29
Etwall, Spread Eagle	8.35	9.35	10.35	11.35
Hilton, Foss Road	8.41	9.41	10.41	11.40
Hatton, Scropton Road	8.49	9.49	10.49	11.47
Tutbury, High Street	8.51	9.51	10.51	11.49
Rolleston, Spread Eagle	8.56	9.56	10.56	11.54
Stretton, Britannia Drive	9.03	10.03	11.03	12.00
Burton, Bargates	9.08	10.08	11.08	12.05
Burton, High Street arr	9.10	10.10	11.10	12.07
Burton, High Street dep	9.13	10.13	11.13	12.07
Burton Train Station	9.16	10.16	11.16	12.09

AS = this journey starts from Albert Street, not Derby bus station

the villager

burton > stretton > hilton > derby

saturdays

	am	am	am	am	am	am	am
Burton, High Street arr	5.37	6.40	7.10	8.10	8.40	9.10	9.40
Burton, High Street dep	5.40	6.45	7.15	8.15	8.45	9.15	9.45
Burton Train Station	5.44	6.49	7.19	8.19	8.49	9.19	9.49
Stretton, Britannia Drive	5.51	6.57	7.27	8.27	8.57	9.27	9.57
Rolleston, Spread Eagle	5.59	7.06	7.36	8.36	9.06	9.36	10.06
Tutbury, High Street	6.03	7.12	7.42	8.42	9.12	9.42	10.12
Hatton, Scropton Road	6.05	7.14	7.44	8.44	9.14	9.44	10.14
Hilton, Foss Road	6.12	7.23	7.53	8.53	9.23	9.53	10.23
Etwall, Spread Eagle	6.18	7.30	8.00	9.00	9.30	10.00	10.30
Mickleover, Square	6.23	7.36	8.07	9.07	9.37	10.07	10.37
Royal Derby Hospital	6.27	7.41	8.12	9.12	9.42	10.12	10.42
Derby Bus Station, Bay 4	6.36	7.50	8.27	9.27	9.57	10.27	10.57

	am	am	am	am	am	am	pm
Burton, High Street arr	10.10	10.40	11.10	11.40	12.10	12.40	1.10
Burton, High Street dep	10.15	10.45	11.15	11.45	12.15	12.45	1.15
Burton Train Station	10.19	10.49	11.19	11.49	12.19	12.49	1.19
Stretton, Britannia Drive	10.27	10.57	11.27	11.57	12.27	12.57	1.27
Rolleston, Spread Eagle	10.36	11.06	11.36	12.06	12.36	1.06	1.36
Tutbury, High Street	10.42	11.12	11.42	12.12	12.42	1.12	1.42
Hatton, Scropton Road	10.44	11.14	11.44	12.14	12.44	1.14	1.44
Hilton, Foss Road	10.53	11.23	11.53	12.23	12.53	1.23	1.53
Etwall, Spread Eagle	11.00	11.30	12.00	12.30	1.00	1.30	2.00
Mickleover, Square	11.07	11.37	12.07	12.37	1.07	1.37	2.07
Royal Derby Hospital	11.12	11.42	12.12	12.42	1.12	1.42	2.12
Derby Bus Station, Bay 4	11.27	11.57	12.27	12.57	1.27	1.57	2.27

	pm	pm	pm	pm	pm	pm	pm
Burton, High Street arr	1.40	2.10	2.40	3.10	3.40	4.10	4.40
Burton, High Street dep	1.45	2.15	2.45	3.15	3.45	4.15	4.45
Burton Train Station	1.49	2.19	2.49	3.19	3.49	4.19	4.49
Stretton, Britannia Drive	1.57	2.27	2.57	3.27	3.57	4.27	4.57
Rolleston, Spread Eagle	2.06	2.36	3.06	3.36	4.06	4.36	5.06
Tutbury, High Street	2.12	2.42	3.12	3.42	4.12	4.42	5.12
Hatton, Scropton Road	2.14	2.44	3.14	3.44	4.14	4.44	5.14
Hilton, Foss Road	2.23	2.53	3.23	3.53	4.23	4.53	5.23
Etwall, Spread Eagle	2.30	3.00	3.30	4.00	4.30	5.00	5.30
Mickleover, Square	2.37	3.07	3.37	4.07	4.37	5.07	5.37
Royal Derby Hospital	2.42	3.12	3.42	4.12	4.42	5.12	5.42
Derby Bus Station, Bay 4	2.57	3.27	3.57	4.27	4.57	5.27	5.57

	pm	pm	pm	pm	pm	pm	pm
Burton, High Street arr	5.10	5.40	6.10	6.39	7.09	7.33	8.03
Burton, High Street dep	5.15	5.45	6.15	6.45	7.10	7.40	8.13
Burton Train Station	5.19	5.49	6.19	6.49	7.14	7.44	8.16
Stretton, Britannia Drive	5.27	5.57	6.27	6.56	7.21	7.51	8.22
Rolleston, Spread Eagle	5.36	6.06	6.36	7.04	7.29	7.59	8.29
Tutbury, High Street	5.42	6.12	6.42	7.08	7.33	8.03	8.33
Hatton, Scropton Road	5.44	6.14	6.44	7.10	7.35	8.05	8.35
Hilton, Foss Road	5.53	6.23	6.53	7.17	7.42	8.12	8.42
Etwall, Spread Eagle	6.00	6.30	7.00	7.23	7.48	8.18	8.48
Mickleover, Square	6.07	6.37	7.07	7.28	7.53	8.23	8.53
Royal Derby Hospital	6.12	6.42	7.12	7.32	7.57	8.27	8.57
Derby Bus Station, Bay 4	6.27	6.57	7.27	7.41	8.06	8.36	9.06

	pm	pm	pm	pm
Burton, High Street arr	9.10	10.10	11.10	12.07
Burton, High Street dep	9.13	10.13	11.13	12.07
Burton Train Station	9.16	10.16	11.16	12.09
Stretton, Britannia Drive	9.22	10.22	11.22	-
Rolleston, Spread Eagle	9.29	10.29	11.29	-
Tutbury, High Street	9.33	10.33	11.33	-
Hatton, Scropton Road	9.35	10.35	11.35	-
Hilton, Foss Road	9.42	10.42	11.42	-
Etwall, Spread Eagle	9.48	10.48	11.48	-
Mickleover, Square	9.53	10.53	11.53	-
Royal Derby Hospital	9.57	10.57	11.57	-
Derby Bus Station, Bay 4	10.06	11.06	12.06 M	-

M = finishes at The Morledge

the villager

derby > hilton > stretton > burton

sundays & bank holiday mondays

	am	am	am	am	pm	pm	pm
Derby Bus Station, Bay 4	7.55	8.55	10.05	11.05	12.05	1.05	2.05
Royal Derby Hospital	8.04	9.04	10.14	11.14	12.14	1.14	2.14
Mickleover, Square	8.08	9.08	10.18	11.18	12.18	1.18	2.18
Etwall, Spread Eagle	8.13	9.13	10.23	11.23	12.23	1.23	2.23
Hilton, Foss Road	8.20	9.20	10.30	11.30	12.30	1.30	2.30
Hatton, Scropton Road	8.28	9.28	10.38	11.38	12.38	1.38	2.38
Tutbury, High Street	8.30	9.30	10.40	11.40	12.40	1.40	2.40
Rolleston, Spread Eagle	8.36	9.36	10.46	11.46	12.46	1.46	2.46
Stretton, Britannia Drive	8.44	9.44	10.54	11.54	12.54	1.54	2.54
Burton, Bargates	8.49	9.49	10.59	11.59	12.59	1.59	2.59
Burton, High Street arr	8.51	9.51	11.01	12.01	1.01	2.01	3.01
Burton, High Street dep	8.55	10.05	11.05	12.05	1.05	2.05	3.05
Burton Train Station	8.59	10.09	11.09	12.09	1.09	2.09	3.09

	pm	pm	pm	pm	pm	pm
Derby Bus Station, Bay 4	3.05	4.05	5.05	7.15	9.15	11.15
Royal Derby Hospital	3.14	4.14	5.14	7.25	9.25	11.25
Mickleover, Square	3.18	4.18	5.18	7.29	9.29	11.29
Etwall, Spread Eagle	3.23	4.23	5.23	7.35	9.35	11.35
Hilton, Foss Road	3.30	4.30	5.30	7.41	9.41	11.40
Hatton, Scropton Road	3.38	4.38	5.38	7.49	9.49	11.47
Tutbury, High Street	3.40	4.40	5.40	7.51	9.51	11.49
Rolleston, Spread Eagle	3.46	4.46	5.46	7.56	9.56	11.54
Stretton, Britannia Drive	3.54	4.54	5.54	8.03	10.03	12.00
Burton, Bargates	3.59	4.59	5.59	8.08	10.08	12.05
Burton, High Street arr	4.01	5.01	6.01	8.10	10.10	12.07
Burton, High Street dep	4.05	5.05	6.05	8.13	10.13	12.07
Burton Train Station	4.09	5.09	6.09	8.16	10.16	12.09

burton > stretton > hilton > derby

sundays & bank holiday mondays

	am	am	am	am	pm	pm	pm
Burton, High Street arr	8.51	9.51	11.01	12.01	1.01	2.01	3.01
Burton, High Street dep	8.55	10.05	11.05	12.05	1.05	2.05	3.05
Burton Train Station	8.59	10.09	11.09	12.09	1.09	2.09	3.09
Stretton, Britannia Drive	9.06	10.16	11.16	12.16	1.16	2.16	3.16
Rolleston, Spread Eagle	9.15	10.25	11.25	12.25	1.25	2.25	3.25
Tutbury, High Street	9.20	10.30	11.30	12.30	1.30	2.30	3.30
Hatton, Scropton Road	9.22	10.32	11.32	12.32	1.32	2.32	3.32
Hilton, Foss Road	9.30	10.40	11.40	12.40	1.40	2.40	3.40
Etwall, Spread Eagle	9.37	10.47	11.47	12.47	1.47	2.47	3.47
Mickleover, Square	9.42	10.52	11.52	12.52	1.52	2.52	3.52
Royal Derby Hospital	9.47	10.57	11.57	12.57	1.57	2.57	3.57
Derby Bus Station, Bay 4	9.56	11.06	12.06	1.06	2.06	3.06	4.06

	pm	pm	pm	pm	pm	pm
Burton, High Street arr	4.01	5.01	6.01	8.10	10.10	12.07
Burton, High Street dep	4.05	5.05	6.05	8.13	10.13	12.07
Burton Train Station	4.09	5.09	6.09	8.16	10.16	12.09
Stretton, Britannia Drive	4.16	5.16	6.16	8.22	10.22	-
Rolleston, Spread Eagle	4.25	5.25	6.24	8.29	10.29	-
Tutbury, High Street	4.30	5.30	6.28	8.33	10.33	-
Hatton, Scropton Road	4.32	5.32	6.30	8.35	10.35	-
Hilton, Foss Road	4.40	5.40	6.37	8.42	10.42	-
Etwall, Spread Eagle	4.47	5.47	6.43	8.48	10.48	-
Mickleover, Square	4.52	5.52	6.48	8.53	10.53	-
Royal Derby Hospital	4.57	5.57	6.52	8.57	10.57	-
Derby Bus Station, Bay 4	5.06	6.06	7.01	9.06	11.06	-

Appendix D

Proposals for "Welcome Packs"



bloorhomes.com

introducing

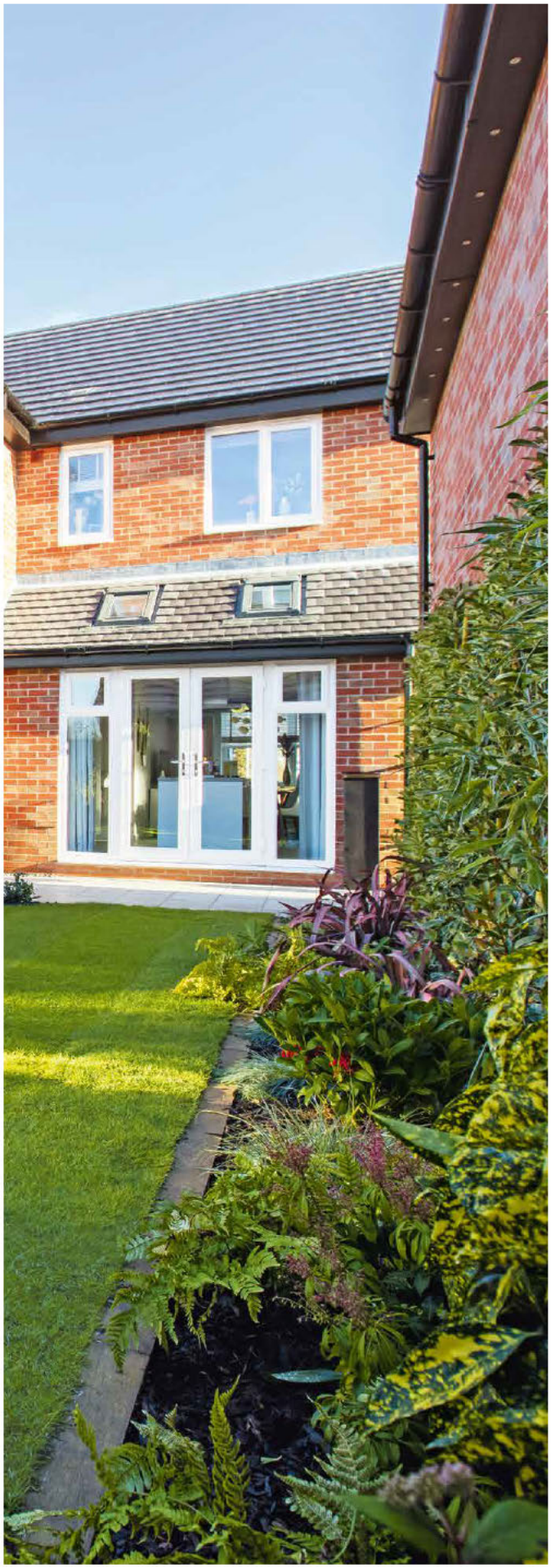
Your Travel Plan

Edwalton Park, Edwalton

The Travel Guide looks at ways you can reduce the need to use your car and provides information on alternative travel options.

BLOOR HOMES





Contents

4 / Welcome

5 / Sustainable Travel information

6 / Local amenities

8 / Walking

9 / Cycling

10 / Taking the bus

12 / Bus information

13 / Catching the train

14 / Car sharing

Local Amenities
Edwalton



Welcome to your new Bloor home. We have provided this Travel Guide to help you settle into your new home and surroundings. It has been prepared as part of a strategy to manage the travel demands at Melton Road. The Travel Guide looks at ways you can reduce the need to use your car and provides information on alternative travel options.

We are keen to promote sustainable travel at Melton Road and we hope that this guide will help you make the most of the local sustainable travel options available.

Melton Road is part of a significant new residential community at Melton Road, which will eventually provide over 1000 new homes and a local Centre.



Why do I need a Travel Guide?

The Travel Guide shows you the nearest amenities to your new home and how you can reach them using a range of travel modes, often without the car. It aims to help you look at the way you travel and how you could reduce the number of journeys you make in your car.

A Travel Coordinator has been appointed for new residents and is happy to discuss any queries. Please contact:

Mr Steven Johnstone, Lawrence Walker Limited,
Church Farm, Leamington Hastings, Warwickshire. CV23 8DZ

Contact: 01926 632111 or lwltd@btopenworld.com

Sustainable travel benefits

The Melton Road Travel Plan

Bloor Homes are committed to encouraging sustainable travel at the Melton Road development. This Travel Guide is provided as part of the wider Melton Road Travel Plan which has the following key objectives:

1. To raise the awareness of the availability of sustainable travel modes in the vicinity of the site.
2. To promote walking and cycling as the primary means of transport.
3. To promote car-sharing as secondary means of reducing use of the private car.
4. To make all residents aware of the Travel Plan's objectives and incentives, and to encourage a sense of "ownership" of Travel Plan within the local community.
5. To ultimately achieve a 5% reduction in single occupancy vehicles (SOVs) associated with the development through the achievement of 25% non-car usage.

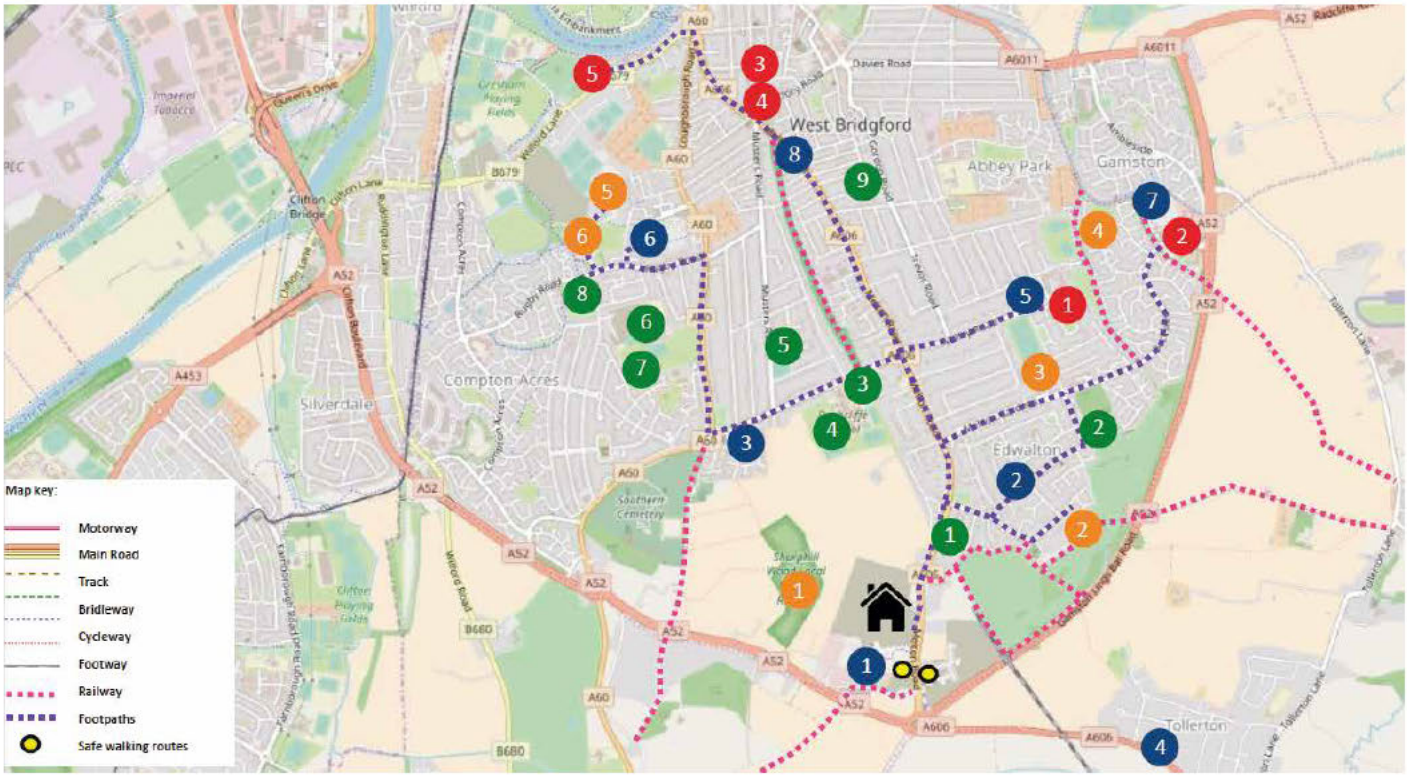
We will be undertaking annual surveys of all households at Melton Road to monitor progress towards these objectives.

Other benefits

- Saving you money
- Helping the environment
- Improving your health



Local Amenities
Edwalton



This is a plan showing some of the facilities closest to you. To give you an idea, they have been marked according to the approximate walking times, as follows:

* is within a 5 minute walk
** is within a 12 ½ minute walk
*** is a 25 minute walk or over

Health

1. Hilton Dental Clinic ***
2. Gamston Medical Centre ***
3. St Georges Medcial Practice ***
4. West Bridgford Medical Practice ***
5. Castle Heath Care Practice ***

Shopping

1. Wheatcroft Garden Centre **
2. Local shops inc.***
   - Londis convenience store
   - Post Office
   - Tea Cosy café
   - Hairdressers
3. Valecycles bike shop ***
4. Post Office ***
5. Local shops inc. ***
   - Harringtons Fine Food Butchers
   - Co-op Food Store
   - Hairdressers
6. Asda superstore ***



7. Morrisons superstore ***
8. Melton Road local centre inc. ***
   · Sainsburys local
   · Post office
   · Butchers
   · Fast food outlets
   · Cafes

Recreation

1. Sharphill Wood ***
2. Edwalton Golf Centre ***
3. Alford Road Park with sports pitches and play areas ***
4. West Bridgford Sports Club inc. ***
   · West Bridgford Cricket Club
   · West Bridgford Rugby Club
5. David Lloyd Leisure Centre ***
6. Rushcliffe Arena Leisure Centre ***

Education

1. Edwalton Day Nursery and Preschool **
2. Edwalton Primary School ***
3. Grovsvenor House Day Nursery & Pre-School ***
4. Rushcliffe School ***
5. Jesse Gray Primary School ***
6. The West Bridgford School ***
7. Heymann Primary School ***
8. Greythorne Primary School ***
9. West Bridgford Junior School ***

Walking
Edwalton



Walking is a healthy and enjoyable way to get around that can be part of a daily routine for many people, and of course, it's completely free!

Convenient pedestrian routes

Footways and footpaths in the immediate area are well-lit, providing safe and convenient access to your nearest facilities at all times of day.

Nottinghamshire County Council provides further information on walking in the local area, including, information on guided walks, country parks, nature reserves, green spaces and much more.

Quick Facts

According to the Health Education Authority, 'walking briskly for half an hour a day can halve the risk of heart disease'.

You could do this simply by walking 1200m (¾ of a mile) a day to and from your destination instead of taking the car.

For more information visit their website using the link provided below:

www.nottinghamshire.gov.uk

- From the home page select **'Browse our website'**, choose **'planning and environment'** and then **'Walking, cycling and rights of way'.**

Convenient pedestrian routes

Did you know that a walk of just 15 minutes provides children with half of their recommended daily exercise and can help them to be more alert in the classroom?

If you want to avoid the school run parking nightmares, check with your local school to see if they have a Walking Bus, Park and Stride or a WOW scheme all of which are supported by Nottinghamshire County Council.

A Walking Bus is a group of children walking to school with one or more adults. It can be as informal as two families walking together, or a larger organised group.

Park and Stride schemes make use of a parking area 5 or 10 minutes away from school. Parents and pupils who can't walk the whole distance to school can park and complete the journey on foot.

The Walk Once a Week (WOW) programme, available in participating schools, encourages and rewards students that walk to school at least once a week! Contact your local school to see if they participate in any of these programmes.

For more information on walking to school schemes please visit the link below and find active groups near you.

www.nottinghamshire.gov.uk/education/travel-to-schools

Further information on personalised walking route planners and how you can get involved in your local walking community can be found at:

www.walkingforhealth.org.uk

https://walkit.com

www.ramblers.org.uk

www.healthyliving.org.uk

Cycling
Edwalton

Whether you want to improve your fitness, do your bit for the environment or have a little fun with your family, pedal power is the way forward. It could also save you time and money. Cycle maps and information on trails across Nottingham City are available from The Big Wheel website (see below), as well as numerous leisure routes and connections to the National Cycle Network (NCN).

To encourage cycling for journeys to work and leisure, Nottingham City Council also provides information about CityCard cycle hire, cycle safety, links to route planning websites, such as The Big Wheel and SkyRides and details of future cycling facilities.

A wealth of advice and information is available from Sustrans, a UK cycling charity that looks after the National Cycle Network. Topics range from bike maintenance to cycle training and even scootering tips. Access to the NCN map is also available from their website.

www.sustrans.org.uk

www.thebigwheel.org.uk

Cycle Training

Nottinghamshire County Council supports cyclists through training, advice, information and events. Professionally trained Instructors visit schools across Nottinghamshire to teach children as young as 8 years old how to safely ride a bike. This type of cycle training offers children an opportunity to learn or update skills and confidence following the National Standard scheme.

Further information about cycle training can be found on Nottinghamshire County Council's website or by telephone.
Tel: 0115 9774373

Cycle to work schemes

You can get help to buy a new bicycle or accessories using the 'Cycle to Work Scheme' Ask your employer to sign up or for more details, visit *www.bike2workscheme.co.uk*



Quick Facts

According to the British Medical Association, 'Cycling just 20 miles per week halves the risk of heart attack' This would be equivalent to cycling to and from your workplace two miles away, five days a week.

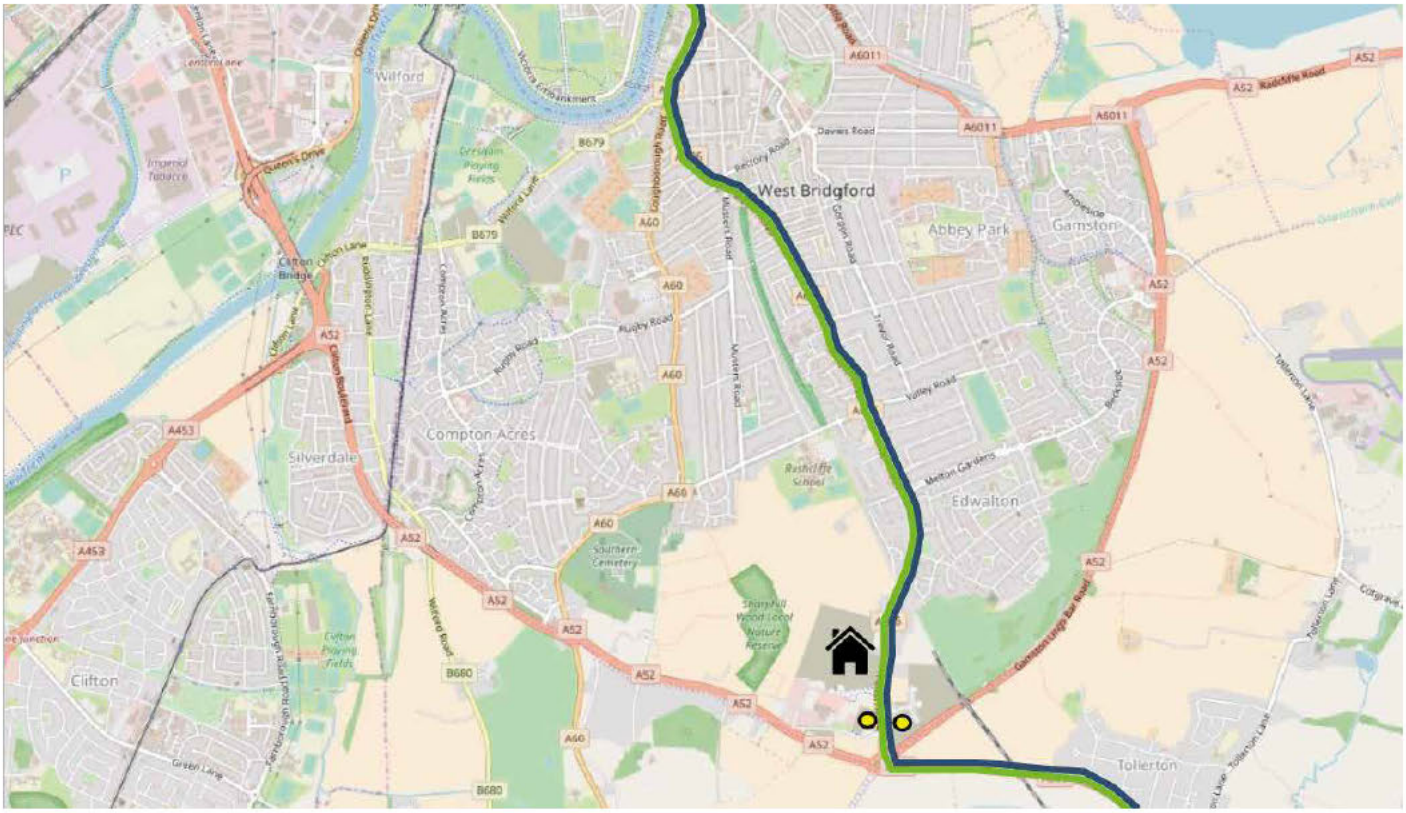
Local Cycle Stores

Vale Cycles
75 Boundary House
West Bridgford
Nottingham. NG2 7DB
Tel: 0115 8373443

Radcliffe Road Cycles
152B Radcliffe Road, West Bridgford,
Nottingham. NG2 5HF
Tel: 0115 9822459

West Bridgford Bicycle Workshop
2 Exchange Road,
West Bridgford. NG2 6BZ
Tel: 0115 998 6046

Take the Bus
Edwalton



Service No	Operator	Nearest Shop	Key Destination
19	Centrebus	Melton Road (Under 5 minute walk)	Nottingham City Centre - West Bridgford - Normanton on the wolds - Upper Broughton - Ab Kettleby - Melton Mobray
Keyworth Connection	Trent Barton	Melton Road (Under 5 minute walk)	Nottingham City Centre - Trent Bridge - West Bridgford - Edwalton - Plumbtree - Keyworth



Within easy reach of your home are 2 bus services, providing access to West Bridgford and Nottingham city centre.

The closest bus stop is on Melton Road, located just outside of the development (around a 5 minute walk) and is served by both the 19 and the Keyworth Connection. Buses run at a frequency of 4 to 5 per hour.

Journeys from Edwalton to Nottingham city centre usually take around 15 minutes. Nottingham offers a wide range of employment opportunities. From Nottingham city centre, you can access frequent connections to Derby and other parts of Nottinghamshire.

For longer distance journeys, both bus services run directly past Nottingham railway station where regular trains to Birmingham, London and Manchester operate. The NET tram system can also be accessed at this location.

Bus fares

Taking the bus is an affordable way to travel, with many ways to make savings on a day trip or regular journeys. Here are some of the local bus fares for Trent Barton's multi - journey tickets:

Trent Barton Multi-Journey Saver tickets
(tickets valid for zone A area)

	Adult	Student
Single	£2.20	£1.00
2 Trip	£3.70	-
Zigzag dayrider	£6.00	-
7 day saver	£16.00	-
28 day saver	£52.00	-
Annual saver	£500.00	£343.00

(Fares current from November 2017)

Trent Barton zone maps and further ticketing information can be found on the Trent Barton website: ***www.trentbarton.co.uk***

Catch the Train
Edwalton



Nottingham is the nearest railway station from your home and can be easily reached by public transport. Nottingham lies on the Midland Mainline and is managed by East Midlands Trains. Regular trains to Birmingham, Sheffield, Manchester and London are available.

Nottingham railway station and NET station can be reached in a short cycle ride of 25 minutes. The most direct route to the station is via Melton Road, Victoria Embankment and the traffic-free Queens Walk. Nottingham railway station has PlusBike facilities with 240 secure cycle storage spaces that are sheltered and covered by CCTV. PlusBus tickets are also available from the Station allowing you to get unlimited bus and tram travel throughout Nottingham.

Tickets and pricing
To save money, you can buy a range of national and regional rail cards. All for just £30.00 per year.

For more information on how you can get discounts on all of your train tickets, check out:
www.railcard.co.uk or call 0345 3000 250

NET - The Tram
The Nottingham Express Transit (NET) system makes travelling throughout greater Nottingham comfortable and convenient.

With 7 park and ride sites and over 5000 free parking spaces, the NET offers a clean and quick way for you to get around Nottingham.

Low floors, dedicated wheelchair spaces, electronic signs and audible announcements makes tram travel easy and accessible for everyone. Concessionary passes for elderly or disable people can also be used on the NET alongside all bus operators throughout Nottingham, or you can use your Robin Hood Card.

For more information visit:
www.thetram.net

Plusbike is a free information service for rail travelers planning a journey with a bike.

Have a disability?
Don't worry - National Rail can help! They provide assistance to passengers with disabilities wherever possible, including wheelchairs and luggage carrying.

If you need extra help at the station, its best to book at least 24 hours in advance.

To find out more, call:
0800 092 4260 or textphone 0344811 0134

Nottingham PLUSBUS
A Nottingham PLUSBUS ticket can be used as part of your train journey and allows unlimited travel on bus services run by participating operators around the urban area of Nottingham city. Day tickets cost £4.50 for adults and are available online or from the railway station. For more information visit:
www.plusbus.info/nottingham

Take the Bus
Edwalton



Mango Card
A mango card is the easy, quick and change free way of travel. Top your mango card up online and save yourself at least 15% off of every single cash fare journey you make on either a Trent Barton bus or the NET tram.

Want more bus information?
Nottinghamshire County Council has a web page dedicated to bus travel.
Visit: *www.nottinghamshire.gov.uk/transport/public-transport*

where you can find additional information on:
¨ Planning your bus journey
¨ The Link Bus network
¨ Bus Service Changes
¨ Bus, Tram and Train Operator details

Journey planning
Want to know when your next bus is? If you have a computer or smart phone, traveline can help. You can access bus information via the website or smartphone app.
www.traveline.info

Robin Hood Card
Unlimited travel across Nottingham's wide public transport network is now easier and cheaper than ever. Whether you use the train, tram or bus, a Robin Hood Card can offer you set monthly prices or the ability to effortlessly top up your card, whenever it suits you. To See more, visit:
www.robinhoodnetwork.co.uk

Do I qualify for a free bus pass?
Free off-peak bus travel across England is available if you are eligible to apply.

What categories of disability qualify for a disabled pass?
You may be eligible for a free bus pass if your disability is included in one of the following categories;

· Blind or partially sighted
· Severely or profoundly deaf
· Without speech
· Walking disability
· Refused a driving licence
· Loss of the use of both arms
· Learning disability – significant impairment of intelligence and social functioning

Nottinghamshire County Council also provides free bus passes for the elderly. Visit the County Council's website to check if you qualify for an older person's pass or use the state pension calculator.

Website:
www.nottinghamshire.gov.uk

From the Nottinghamshire County Council home page, select "Browse our website" in the top left of your screen, select "Transport", then "public transport" where you will be able to find details of how you can apply or renew for a concessionary travel pass.

Telephone: 0300 500 8080

Car Sharing
Edwalton

What is car sharing?
Car sharing is when two or more people arrange to share a car and travel together instead of driving alone.

Share - a - Lift
Share a lift is a free database that aims to connect potential car share partners who want to make similar journeys at the same time of day.

It's as flexible as you need – share as often or as little as you want!

Its simple and free to join and there's no obligation once registered.

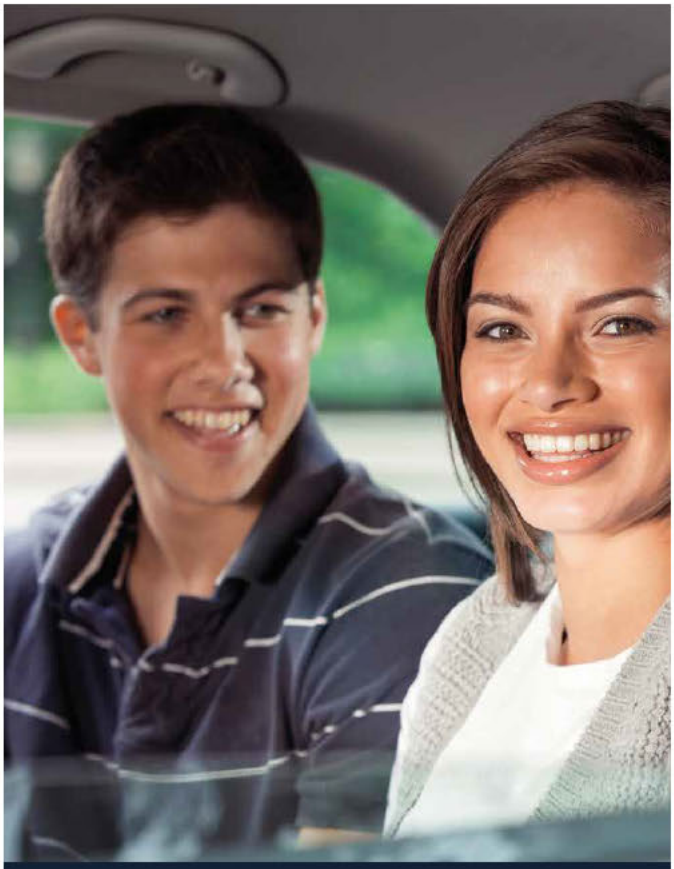
For more information or to find out just how much you could save use the web link provided , or search:
" Nottinghamshire car share". *https://nottingham.liftshare.com*

Shared Mobility / Car Clubs
Shared mobility means using car club cars, 2+ car sharing, shared bikes and public transport. It can be a viable alternative to owning a car.

Many people do not make a regular trip by car, and the costs of owning and maintaining a vehicle can be increasingly expensive. By replacing one or more of your family cars with a Car Club membership you could make significant savings while still having access to a vehicle when you need one.

Organisations such as carplus promote car clubs and shared transport. If you want to find a car club near you visit:
www.carplus.org.uk or call 0113 410 5260.

The nearest Enterprise car club to your home is located in Nottingham City Centre, near the NET and railway station. For more information on car clubs near you, visit:
www.enterprisecarclub.co.uk or call: 0345 266 9290



Quick Facts

The use of car sharing schemes by commuters reduces the number of single - occupancy cars on the road. This helps to reduce congestion, air pollution and parking problems. It also saves you time and money, and even the need to own a car at all.

According to the Health Education Authority, 'walking briskly for half an hour a day can halve the risk of heart disease'. You could do this simply by walking 1200m (¾ of a mile) a day to and from your destination instead of taking the car.