



TRAVEL PLAN  
LAND AT HALLSTEADS, DOVEHOLES, DERBYSHIRE  
-  
JALO ENTERPRISES CO. LTD

**JALO ENTERPRISES CO LTD.**

PROPOSED RESIDENTIAL DEVELOPMENT  
LAND EAST OF HALLSTEADS, DOVEHOLES, DERBYSHIRE

**RESIDENTIAL TRAVEL PLAN**

MT/NWK/BS/1366

DECEMBER 2012

Version	Detail	Prepared by	Checked by	Issued by
FINAL	CLIENT ISSUE 4	V ROSS- GILMORE	B SMART	V ROSS- GILMORE
	SIGNATURE			
	DATE	DECEMBER 2012	DECEMBER 2012	DECEMBER 2012

**Morgan Tucker Ltd**  
**65 Northgate**  
**Newark**  
**Nottinghamshire**  
**NG24 1HD**

**Tel 01636 610766**  
<http://www.morgantucker.co.uk>

## CONTENTS

Chapter		Page
1	Introduction	3
2	Background	4
3	Scope of the Plan	13
4	Aims & Objectives	14
5	Targets	15
6	Measures/Actions	18
7	Promotion	20
8	Monitoring	22

## FIGURES

1. Location of Development Site

## APPENDICES

- A Architect's Site Layout Plan

## 1 INTRODUCTION

- 1.1 Morgan Tucker has been commissioned by Jalo Enterprises Co Ltd to prepare an interim residential travel plan for an outline planning application for residential development on land to the east of Hallsteads in Dove Holes, Derbyshire. The proposed development is to be situated on vacant land totalling some 4.05 hectares on the northern edge of the village of Dove Holes and it will comprise the construction of approximately 58 dwellings on the site with the provision of a suitable access arrangement to the A6 Hallsteads. To ensure a comprehensive assessment, a development of up to 120 dwellings has been used for the assessment work.
- 1.2 This interim residential travel plan accompanies a transport assessment for the development proposal as recommended in paragraph 1.59 of Section TAG6 of the 6C's Design Guide. In developing the interim plan, consideration has been given to the advice and information provided in the 6C's Guide and the Department for Transport's '*making residential travel plans work: guidelines for new development*'. The submission of the transport assessment and the travel plan reports is required by High Peak Borough Council in order to validate planning application Ref: HPK/2012/0542 as submitted to the Council in September 2012.
- 1.3 A Residential Travel Plan (RTP) is a package of measures that can assist in managing the transport needs of a residential development; they provide sustainable access strategies by offering realistic transport choices from home to destinations such as work, school and shopping. The main focus of a RTP is to seek to achieve the lowest practical level of single occupancy trips to and from the site, by increasing the number of trips undertaken by alternative, sustainable modes of transport.
- 1.4 The main benefits of a Residential Travel Plan are a reduction in congestion and pollution levels in and around a development site, as well as a number of secondary ones which can include:
- Enabling better pedestrian and cycle movement and access within and around the development site;
  - Reduction in car associated expenditure; and
  - Improvements in health and wellbeing.

## 2 BACKGROUND

### 2.1 Site Location

- 2.1.1 The development site is located on the northern edge of the village of Dove Holes on undeveloped Greenfield land to the east of the A6 Hallsteads road. **Figure 1** refers:



**Figure 1 – Location of Development Site**

(Source: Google, 2012)

- 2.1.2 Dove Holes itself is a medium sized village comprising some 1,200 inhabitants, situated in the High Peak district of Derbyshire. It straddles the A6 strategic route and lies approximately 3 miles north of the town of Buxton and 3 miles to the south of Chapel-en-le-Frith. The village has a railway station with regular train services running to and from Manchester. A large limestone quarry dominates the land to the east of the village.



## 2.2 Development Proposal

2.2.1 The planning application is outline with all matters reserved for housing, approximately 58 dwellings. The site area is 4.05 hectares. To ensure a comprehensive assessment, a development of up to 120 dwellings has been used for the assessment work. Attached in **Appendix A** is a site layout plan.

2.2.2 Car parking provision will be in accordance with the parking standards contained in Part 3 'Design Guidance' in the 6Cs Design Guide. For residential developments over 5 dwellings reference should be made to the Department for Communities and Local Government (DCLG) research paper on residential car parking. This research paper sets out a method for calculating total demand for parking for a proposed housing development based on a number of factors including:

- car ownership levels;
- size and type of housing (that is owner-occupied, rented and so on); and
- whether the parking spaces are to be allocated to particular houses or unallocated.

2.2.3 Cycle parking provision will be in accordance with the minimum cycle parking standards contained in Part 3 'Design Guidance' in the 6Cs Design Guidance.

## 2.3 Existing Travel Methods – Walking & Cycling

2.3.1 Walking and cycling have significant roles to play in delivering a more sustainable transport system. Nearly a quarter of all car driver trips are less than 2 miles and 56 per cent are less than 5 miles (DfT, 2008). For some of these journeys, walking and cycling can be a real alternative. Not only does this help reduce congestion and pollution, but it can also improve our health and wellbeing and reduce obesity.

2.3.2 The Institution of Highways and Transportation (IHT) publication 'Guidelines for providing for journeys on foot' (2000) provides guidance on how to encourage pedestrian travel. Within paragraph 3.3.1 it identifies the following factors as being the main influence on acceptable walking distances: -

- An individual's fitness and physical ability;

- Encumbrances, e.g. shopping, pushchair;
- Availability, cost and convenience;
- Time savings;
- Journey purpose;
- Personal motivation; and
- General deterrents to walking.

2.3.3 The Guidelines also note that walking accounts for over a quarter of all journeys and four-fifths of journeys are less than one mile (1.6 kilometres). Furthermore, walking is also an essential part of much car and almost all public transport travel, as bus stops are usually on foot. The promotion of sustainable, integrated transport therefore involves proving good pedestrian links to public transport facilities.

2.3.4 A number of services can be accessed within the village of Dove Holes (less than 2 kilometre walk distance) including the railway station, a primary school, two public houses/hotels, a place of worship, and industrial estate.

2.3.5 Footways are provided along both sides of the A6 Hallsteads and The Meadows with tactile paving and dropped kerbs at the majority of crossing points. This helps to encourage pedestrian activity in the local area, this reducing the need to use the car for short journeys. The Meadows which will provide the main access to the development site has 1.8 metre footways. Street lighting is provided on The Meadows and throughout the urban section of the A6 Hallsteads route through Dove Holes with columns positioned at regular intervals on the western edge of the carriageway. **Plates 1 and 2** refer:



**Plate 1 – Example of tactile paving and dropped kerbs on A6 Hallsteads**



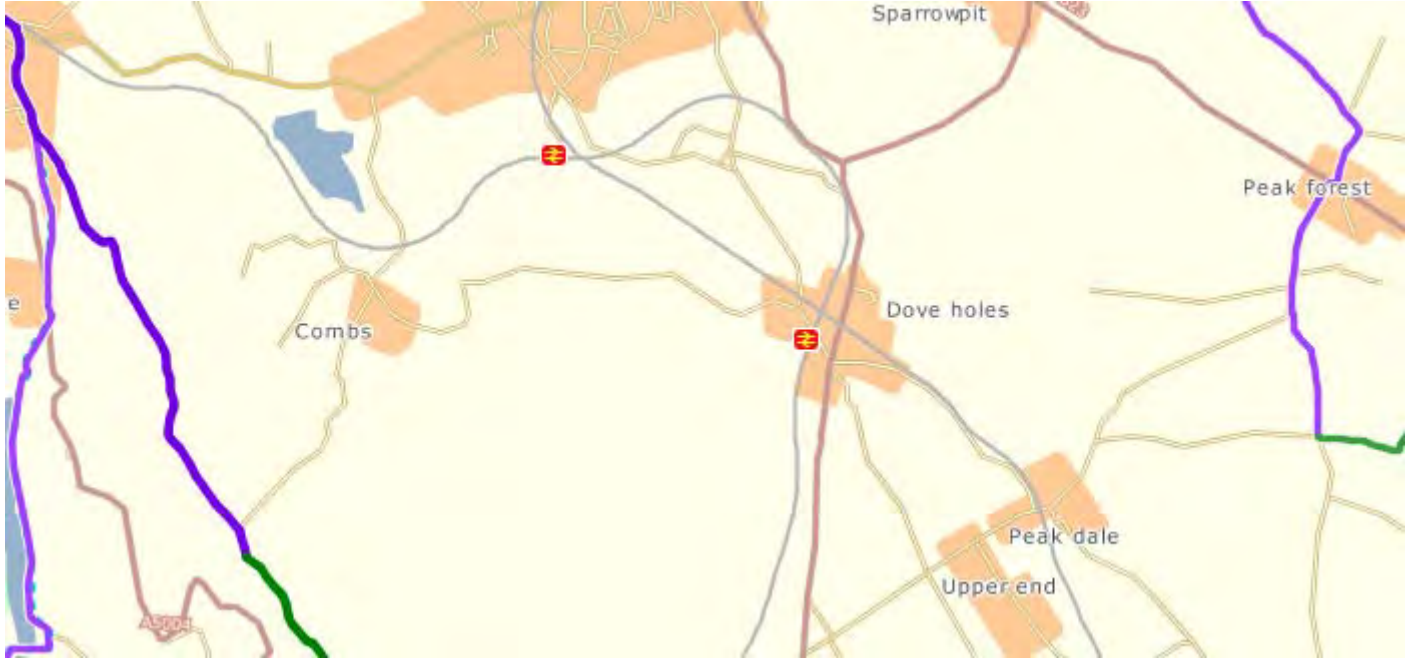
**Plate 2 – Example of footways on The Meadows**

2.3.6 In terms of controlled crossing points on the A6 in the village, there is a pelican crossing situated just outside Dove Holes School, which provides a convenient, safe facility for local schoolchildren. The only other controlled crossing is on the northern side of the Dale Road / Station Road crossroads.

2.3.7 There are no specific off-road cycleways provided in the vicinity, however, cycling remains a popular mode choice with the village centre and railway station easily accessible by bicycle. The nearest cycle route is found to the west of Dove Holes. This is National Cycle Network Route 68 'Pennine Cycleway' which runs up the spine of England and through three National Parks, between Derby



and Berwick-upon-Tweed. There is also a local route following minor roads to the east of Dove Holes passing through Peak forest. **Figure 1** refers:



**Figure 1 – Nearby Cycle Routes**  
(Source: Sustrans Website, 2013)

## 2.4 Existing Travel Methods – Public Transport (Bus)

2.4.1 The development site is well located for access to public transport with a series of bus stops situated along the A6 Hallsteads in the village within a comfortable walking distance. The nearest bus stop pair is on Hallsteads near Below Close, within 300 metres of the development site. The bus stops each consist of the following provision: a shelter, lay-by, timetable information and bus stop flag, **Plates 3** and **4** refer:



**Plate 3 – Example of Bus Stop Infrastructure Provision (Northbound)**



**Plate 4 – Example of Bus Stop Infrastructure Provision (Southbound)**

2.4.2 An assessment of the existing bus services within the vicinity of the development has been undertaken, and route and timetable information has been obtained courtesy of the Derbyshire County Council website. The following bus services operate on Hallsteads; 189 (High Peak), and 199 (High Peak). These bus services are summarised in **Table 1**:

Service No. / Operator	Frequency of Service			
	Operational	Morning (before 0900)	Daytime	Evening (after 1700)
<b>189</b> School Service Buxton – Whaley Bridge High Peak	Monday to Saturday		1536	
<b>189</b> School Service Whaley Bridge – Buxton High Peak	Monday to Saturday	0813		
<b>199</b> Buxton / Dove Holes – Manchester Airport High Peak	Monday to Friday	0340 0440 0530 0600 0626 0647 0707 0737 0812 0847	0917 0947 1017 1047 1117 1147 1217 1247 1317 1347 1417 1447 1517 1547 1617 1647	1717 1800 1836 1935 2035 2135 2321
	Saturday	0340 0440 0530 0600 0626 0654 0717 0747 0817 0847	0917 0947 1017 1047 1117 1147 1217 1247 1317 1347 1417 1447 1517 1547 1617 1647	1717 1800 1836 1935 2035 2135 2321
	Sundays and Bank Holidays	0340 0640 0740 0840	0917 1017 1117 1217 1317 1417 1517 1617	1735 1835 1935 2035 2135
<b>199</b> Manchester Airport - Buxton High Peak	Monday to Saturday	0019 0615 0723 0753 0836	0906 0936 1006 1036 1106 1136 1206 1236 1306 1336 1406 1436 1506 1536 1606 1636	1706 1736 1806 1836 1906 1924 1954 2024 2124 2219 2319
	Sundays and Bank Holidays	0745 0845	0945 1106 1206 1306 1406 1506 1606	1706 1806 1858 1954 2054 2154 2254 2354

**Table 1 - Bus Services**

2.4.3 As illustrated by the previous table, there are genuine opportunities for travel from the development to Buxton, and further afield to for example Manchester Airport. The contents of **Table 1** were correct at the time of printing and clearly illustrate that there are opportunities for travel by bus.

## 2.5 Existing Travel Methods – Public Transport (Train)

2.5.1 The Dove Holes Railway Station is approximately 1.1 kilometres from the development site, with vehicular access from Station Road. Dove Holes Railway Station is located on the Manchester Piccadilly to Buxton Line, operated by Northern Rail. The station has a small car park and parking for up to 8 bicycles. **Plate 5** refers:



**Plate 5 – Dove Holes Railway Station**

2.5.2 Timetable information has been obtained courtesy of the Northern Rail website. These rail services are summarised in **Table 2** below:

Service No. / Operator	Frequency of Service			
	Operational	Morning (before 0900)	Daytime	Evening (after 1700)
Manchester - Buxton	Monday to Friday	0021 0740	0943 1141 1341 1541	1714 1844 1914 2041 2241 2241 2313 2357 2357

	Saturdays	0740	0943 1141 1341 1541	1741 1841 2041 2241 2357
	Sundays		0947 1141 1341 1541	1741 1941 2141 2343
Buxton - Manchester	Monday – Friday	0629 0730 0833	0933 1035 1235 1435 1635	1835 2035 2302 2302 2306
	Saturdays	0633 0730 0833	0933 1035 1235 1435 1635	1835 2035 2302
	Sundays	0829	1035 1235 1435 1635	1835 2035 2233

**Table 2 – Rail Services**

2.5.3 The contents of **Table 2** were correct at the time of printing and clearly illustrate that there are frequent opportunities for travel by rail.

## 2.6 Summary

2.6.1 To summarise, this site benefits from a good level of accessibility by means other than the private car. In addition, there are many services and facilities which can be easily reached on foot, by cycling or by travelling by bus or train which should act as an incentive to encouraging future residents to travel more sustainably.



### 3 SCOPE OF PLAN

- 3.1 This Travel Plan is a Residential Travel Plan; it will provide details of the package of measures that has the ability to assist in managing the transport needs of the residential development.
- 3.2 All Travel Plans are living documents and as such will require further input as the development evolves. As the development is still being constructed, no initial Travel Plan survey has yet to be undertaken and will need to be undertaken within one month of the first anniversary of the development being occupied, and then at least annually for the next four years.
- 3.3 Until such time that the results of the initial Travel Plan survey are available, the proposed trip generation figures from the Transport Assessment have been utilised. These are displayed in **Table 3** below:

	Mode	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Residential Development (120 dwellings)	Pedestrians	9	18	10	7
	Cyclists	0	3	3	1
	PT Users	0	5	3	1
	Vehicles	14	29	35	20

**Table 3 – Proposed multi-modal Trip Generations**

## 4 AIM & OBJECTIVES

4.1 The overall aim of this Residential Travel Plan is to promote modal shift. In order to achieve the aim, this Residential Travel Plan has two key objectives:

- To encourage the use of sustainable modes of transport; and,
- To reduce single occupancy car trips.

## 5 TARGETS

- 5.1 In order to assess the effectiveness of the Residential Travel Plan, it is essential to develop a set of targets and indicators. The targets will need to relate to the overall aim and key objectives of the Residential Travel Plan as set out in the previous chapter as well as relate to the travel patterns and trends identified by the Travel Plan survey once it has been undertaken.
- 5.2 The targets in the Residential Travel Plan should be **SMART** (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related), and it is essential that the person responsible for ensuring the targets are achieved be clearly specified. The Residential Travel Plan will identify a range of targets for the short, medium and long-term.
- 5.3 When the targets identified in the Residential Travel Plan have been achieved, it is essential that the success is publicised. This will help to empower everybody and ensure the momentum is maintained to drive the plan forward e.g. through a development website.
- 5.4 The following targets have been set to reflect the trends likely to be raised by the Residential Travel Plan survey results and to follow the objectives set out in **Chapter 4** of this report. The targets have been developed to encourage modal shift.
- 5.5 As the targets have been based on potential trends rather than actual information it is essential that they be reviewed as soon as the Travel Plan survey has been undertaken.
- 5.6 If changes are required, these will need to be made in agreement with both Derbyshire County Council and High Peak Borough Council.

### Travel Plan Targets

**TARGET 1** – Identify a Travel Plan Coordinator whose responsibility it will be to take overall responsibility for the Travel Plan 2 months prior to occupation.

**Action:** Kalro Developments (Developer).

**TARGET 2** – Within one month of the first anniversary of the initial occupation, undertake a Travel Plan survey to enable the actual travel patterns, modal share and trends at the site to be determined.

**Action:** Nominated Travel Plan Coordinator/s and management.

**TARGET 3** – Seek to reduce the number of two-way vehicular trips by 5% and at least maintain once 80% of dwellings are occupied.

**TARGET 4** - The Residential Travel Plan would be subject to formal adoption within 6 months of the completion of the initial Travel Plan survey.

**Action:** Nominated Travel Plan Coordinator/s and management.

- 5.7 As mentioned previously, it will be necessary for the Travel Plan Coordinator to review the above targets, upon successful completion of the Travel Plan survey to ensure they remain appropriate for the use present on the site. It is likely that once the results of the survey are known, that the modal share targets will need to be altered to reflect likely travel patterns.

## 5.8 Travel Plan Coordinator

- 5.8.1 The Travel Plan Coordinator will play a key role in the development and implementation of the Residential Travel Plan. They will be responsible for ensuring that the Travel Plan process is adopted. In addition, they will also be responsible for the day-to-day running of the Travel Plan, providing the overall direction and impetus needed to guarantee the success of the whole Travel Plan process.
- 5.8.2 A Travel Plan Coordinator will be provided 2 months prior to the initial occupation of the site; it is envisaged that they will be based within the Sales and Marketing Department. There will be a Travel Plan Coordinator until the Sales and Marketing Department ceases to be on site; after which the role will be continued in an informal capacity through resident input in partnership with the local authorities. It will be the responsibility of the Travel Plan Coordinator to set up the continuity of the role prior to their departure.

- 5.8.3 Until the Travel Plan Coordinator is identified, the person responsible for developing the Travel Plan process will be the developer. The Travel Plan Coordinators' contact details will be forwarded to High Peak Borough Council and Derbyshire County Council at the earliest opportunity.



## 6 MEASURES/ACTIONS

- 6.1 There will be no single solution to enable all of the targets set out in the previous chapter, to be met. Everyone affected will respond to the measures below in a variety of ways, some may not react at all.
- 6.2 The Travel Plan Coordinator will be responsible for driving and implementing the package of measures which are to be entirely funded by the developer contained in this section to enable the targets in the previous chapter to be met.
- 6.3 Following the completion and analysis of the Travel Plan survey, it may be necessary to amend the measures outlined below: -

### Measures to promote and facilitate walking

- Produce (contents to be agreed with Derbyshire County Council) and distribute resident Travel Plan welcome packs containing local information to include travel times to places of interest, maps, and public transport information to encourage the use of sustainable travel modes from first occupation.

*These will be issued to each household upon initial occupation of each dwelling*

- Use promotional materials to raise awareness of the health benefits of walking to and from the site.

*These will be subject to continual refreshment by the Travel Plan Coordinator*

### Measures to promote and facilitate cycling

- Produce (contents to be agreed with Derbyshire County Council) and distribute resident Travel Plan welcome packs containing local information to include travel times to places of interest, maps, and public transport information to encourage the use of sustainable travel modes from first occupation.

*These will be issued to each household upon initial occupation of each dwelling*

- Use promotional materials to raise awareness of the health benefits of cycling to and from the site.

*These will be subject to continual refreshment by the Travel Plan Coordinator*

- Provide covered, secure cycle parking e.g. Sheffield stands, in several locations on site.

*All on site cycle parking to be installed on site prior to initial occupation.*

- Formation of a bicycle user group / buddy scheme.

*This will be the responsibility of the Travel Plan Coordinator once dwellings become occupied.*

### **Measures to promote and facilitate public transport usage**

- Produce (contents to be agreed with Derbyshire County Council) and distribute resident Travel Plan welcome packs containing local information to include travel times to places of interest, maps, and public transport information to encourage the use of sustainable travel modes from first occupation.

*These will be issued to each household upon initial occupation of each dwelling*

### **Measures to reduce car use**

- Promote the benefits of car sharing amongst residents.

*This will be the responsibility of the Travel Plan Coordinator once dwellings become occupied.*

- Promote Car-share Derbyshire, ([www.derbyshire.liftshare.com](http://www.derbyshire.liftshare.com)) a scheme which allows registered users to find someone to share their journeys in and around Derbyshire to increase car sharing opportunities.

*This will be the responsibility of the Travel Plan Coordinator once dwellings become occupied.*

## 7 PROMOTION

7.1 All successful Travel Plans require the ownership and empowerment of the persons that they involve. It is, therefore, essential that the development of the Travel Plan be widely publicised. It is important that it is understood that the Travel Plan is not meant to be an 'anti-car' measure, moreover to encourage everyone to use them more wisely/efficiently and to offer a greater choice of travel.

7.2 The Travel Plan Coordinator will be responsible for introducing and ensuring the marketing campaign is maintained. The marketing campaign will include the following initiatives: -

- **The Travel Survey** - The Travel Plan Coordinator must ensure that the results of the travel survey are publicised. It is essential that everybody can see how the information they provided has been used.
- **Launch The Travel Plan** - Ensure the Travel Plan is 'launched'. The launch will be highly visible and should coincide with the introduction of a measure that will benefit everybody.
- **Keep the Momentum** – The Travel Plan coordinator will complete at least 2 promotional events throughout the year to ensure the momentum of the Travel Plan is maintained. These promotional events, where possible, will tie in with local and national campaigns.

All new residents will be given a briefing regarding the Travel Plan by the Travel Plan Coordinator within one month of their arrival.

- **Introduction of New Measures** – When new measures are implemented, their provision will be promoted so that the success of the Travel Plan can be seen by all.

7.3 The marketing campaign will be regularly updated and monitored by the Travel Plan Coordinator. Everyone will be encouraged to participate in the marketing and promotion of the plan.

7.4 There are a number of sources where marketing and promotional material can be obtained whilst the following websites contain relevant information and images that can be downloaded: -



- <http://www.acttravelwise.org.uk>;
- <http://www.bikeweek.org.uk>;
- <http://www.dft.gov.uk/pgr/sustainable/travelplans>;
- <http://www.livingstreets.org.uk>

## 8 MONITORING

- 8.1 It is essential that the impact and success of the Residential Travel Plan is continually monitored on a regular basis. The Residential Travel Plan is an ongoing process and it will be necessary to amend the targets and actions contained above to reflect the information obtained from the Travel Plan survey that will be undertaken.
- 8.2 After the initial survey, further monitoring will need to be carried out thereafter. Initially this will need to be carried out on an annual basis, and will be carried out for at least 5 years.
- 8.3 Monitoring will comprise of the submission of a brief report to the local Planning Authority, the Highway Authority, in this case, Derbyshire County Council, written by the Travel Plan Coordinator. The report will describe the current status of any initiatives, **the results of a modal share survey, a statement regarding the progress against other Travel Plan targets plus the results of a multi modal transport survey which will be carried out at the vehicular and pedestrian entrances to the site.**
- 8.4 As part of the survey, the occupancy levels of on site facilities will need to be checked e.g. car parking occupancy. In order for the survey to be a true and accurate reflection of travel habits, a target of a 70% response rate will be set.
- 8.5 In order to measure the success or failure of the Travel Plan, it will be necessary to conduct a review. The Travel Plan will be subject to ongoing review by the Travel Plan Coordinator; however, on an annual basis following the submission of the monitoring report to the local Highway Authority, and local Planning Authority, there may need to be a review meeting between the different parties.
- 8.6 Monitoring will be undertaken on the anniversary of the initial site survey; the monitoring report which will be submitted to High Peak Borough Council and Derbyshire County Council should be done so within 4 weeks of monitoring being carried out.
- 8.7 In the event that the Travel Plan is not implemented or its requirements are felt to not have been met or undertaken, enforcement action could be brought by the Local Planning Authority by issuing a Breach of Condition notice pursuant to Section 187A of the Town and Country Planning Act 1990 or a Breach of Condition Enforcement Notice pursuant to Section 172 of the Town and Country Planning Act 1990.



**APPENDIX A**



LEE ARCHITECTS LTD  
Suite 9 St Ann's House  
Alderley Road Wilmslow  
Cheshire SK9 1HG  
T 01625 527448  
M 07710 539748  
E info@leearchitects.co.uk  
copyright reserved

CLIENT  
Jalo Enterprises Co. Ltd

PROJECT  
Land to rear of Hallsteads  
Hallsteads (A6)  
Dove Holes  
Buxton SK17

DRAWING  
Scheme A Outline Site Plan  
FOR INFORMATION ONLY

DRAWING NUMBER  
L558 / 11

DATE SCALE  
02-01-13 1:500 @A1

58 HOUSES  
MIX OF 25no. 3 BEDS AND 33no. 4 BEDS  
FOR INFORMATION ONLY TO OUTLINE APPLICATION WITH ALL MATTERS RESERVED

