

Prepared on behalf of



HJK Construction (Northern) Limited

**Residential Development
Land at Hallsteads
Dove Holes, Buxton**

Travel Plan

Control Sheet

CLIENT: HJK Construction (Northern) Ltd
PROJECT TITLE: Residential Development Land at Hallsteads
 Dove Holes, Buxton
REPORT TITLE: Travel Plan
PROJECT REFERENCE: 301175
DOCUMENT NUMBER: 001

Issue & Approval Schedule	Issue 01 Draft		Name		Signature		Date
	Prepared by		Carly Pulling				06/09/2022
	Checked by		Karen Smith				06/09/2022
	Approved by		Karen Smith				06/09/2022
Issue Record	Issue	Date	Status	Description	Signature		
	02				Prepared		
					Checked		
					Approved		
	03				Prepared		
					Checked		
					Approved		

This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates (Consulting Engineers) Ltd Quality and Environmental Management System.

This document has been prepared in accordance with the instructions of the client, HJK Construction (Northern) Ltd, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd unless otherwise expressly stated within this report.

Copyright - All intellectual property rights in, or arising out of, or in connection with this report, are owned by Sanderson Associates (Consulting Engineers) Ltd. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates (Consulting Engineers) Ltd and the client.

Acknowledgements:

OpenRouteService and National Geographic Society MapMaker have been used to generate figures included in this report for illustrative purposes only.

An extract of 'Providing for journeys on foot' has been included in this report.

Census 2011 data from Nomis has been used to predict modal split.

Contents

Page No

1	Introduction.....	6
2	The Development.....	8
3	Travel Plan Objectives and Targets.....	9
4	Travel Plan Co-ordinator	12
5	Accessibility by Sustainable Modes.....	13
6	Measures and Initiatives	21
7	Promotion and Marketing.....	25
8	Monitoring and Review.....	26

Appendices

APPENDIX A

Site Layout Plan

APPENDIX B

Census Data

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by HJK Construction to prepare this Travel Plan for their residential development in the village of Dove Holes along the A6. The location of the site in relation to the local area is shown in **Figure 1**, below.

Figure 1 – Site location

[NatGeo]



- 1.2 This Travel Plan is prepared to assist in discharging Condition 14 of the Decision Notice for application reference HPK/2019/0028, dated 27/06/2022, which states:
- “No part of the development hereby permitted shall be first occupied until a full Travel Plan, which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.”*

-
- 1.3 Paragraph 113 of the National Planning Policy Framework (NPPF), revised in July 2021, states that “all developments that will generate significant amounts of movement should be required to provide a travel plan”.
- 1.4 Policy 44 Sub-area Transport Objectives, Peak Sub-Area P1 of the East Midlands Integrated Regional Strategy sets objectives for the area that encourage the development of opportunities for a modal shift away from road based transport.
- 1.5 Policy 45 Regional Approach to Traffic Growth Reduction of the same document goes on to state that in order to reduce traffic growth measures that encourage the use of cycling and walking for short journeys and measures that help manage the demand for travel should be promoted.
- 1.6 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car, this Travel Plan assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. This Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living; and,
 - A time bound programme of implementation.
- 1.7 This Travel Plan aims to positively influence the travel patterns and behaviours of residents to reduce reliance on the use of private cars by residents through the encouragement of greater use of sustainable modes of travel.

2 The Development

- 2.1 The development comprises 83 dwellings to the northern edge of Dove Holes. The main access to the site is located midway along its frontage on Hallsteads and then divides to provide access to the dwellings. A pedestrian and cycle access is to be provided at the northern extent of the site. The site layout plan is included at **Appendix A**.

3 Travel Plan Objectives and Targets

3.1 Travel Plan Objectives

- 3.1.1 Travel Plans exist to influence travel behaviour towards more sustainable methods of travel by using a mixture of increased transport opportunity, providing information, persuasion and incentive.
- 3.1.2 National Planning Practice Guidance defines a travel plan as:
‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’ (DCLG 2014)
- 3.1.3 This Travel Plan contains appropriate measures to help improve the environment by reducing the number of trips made to and from the development by the private car. Realistic targets shall be set for the reduction of car-borne trips and a shift to more sustainable modes of transport.
- 3.1.4 The main objectives of the Travel Plan are as follows:
- To maximise the accessibility of the site by means other than the private car.
 - To encourage residents to travel to and from the site via alternative means other than the car.
 - To make residents aware of the benefits to be derived from the Travel Plan.
 - To minimise the level of vehicular traffic generated by the site.
 - To enable the development to protect and enhance the environment.
- 3.1.5 It is particularly important that residents are made aware of the sustainable transport alternatives that are available and of aspects of the site’s infrastructure that have been designed to assist and encourage their use in order that positive benefit can be taken from these and so that the number of trips made by public transport, cycle or walking are increased.

3.1.6 By monitoring the effectiveness of the initial measures contained within the Travel Plan these shall evolve over time to ensure that targets set for modal shift are met.

3.1.7 This Travel Plan is an evolving document that will grow and develop with time. The Travel Plan will be updated at the time of each annual review to include the results of the travel surveys.

3.2 Multimodal Assessment

3.2.1 Patterns for travel to work of those residing in High Peak 013 Middle Super Output Area (MSOA) have been identified within the England and Wales 2011 Census. **Table 1** below summarises the data. The full output can be found at **Appendix B** at the rear of this report.

Table 1 – Census Data – Method of Travel to Work from High Peak 013 MSOA

Method of Travel to Work	Modal Split
Underground, Metro, Light Rail, Tram	0.1%
Train	3.6%
Bus, Minibus or Coach	3.6%
Taxi	0.2%
Motorcycle, Scooter or Moped	0.6%
Driving a Car or Van	70.1%
Passenger in a Car or Van	5.5%
Bicycle	1.6%
On Foot	14.2%
Other Method of Travel to Work	0.4%

3.2.2 From the table above it can be seen that for those travelling to a workplace from High Peak 013 MSOA, driving a car or van is by far the most common means of transport with 70.1% choosing this mode of travel. It is predicted that 64.6% of journeys to work would be carried out as single car occupants (70.1-5.5% assuming those travelling as a passenger get a lift with someone in the same area).

3.3 *Targets*

- 3.3.1 As shown above, it has been estimated that 64.6% of journeys to work at the site are likely to be made as a single car occupant. This is not uncommon in rural areas but in the case of the new development there are opportunities to reduce this figure with both public transport and by encouraging car sharing.
- 3.3.2 The initial target to reduce this is 5% which equates to a maximum of 61.4% ($64.6\% \times 0.95$) of journeys being carried out as a single car occupant within 5 years of initial occupation with a resultant increase in travel by sustainable modes.

4 Travel Plan Co-ordinator

4.1 HJK Construction (Northern) will appoint a Travel Plan Co-ordinator (TPC) prior to occupation of the site to manage and operate the Travel Plan. Upon appointment, contact details will be provided to the Council.

4.2 The role and responsibilities of the TPC include:

- Provision of a Travel Information Pack to residents as part of the sales process;
- Undertaking a baseline travel survey questionnaire within six months of initial occupation and provide an updated Travel Plan to the Council within two months of completion of the survey;
- Undertaking annual travel survey questionnaires over a period of 5 years following the baseline survey and supply a progress report to the council within two months of completion of each survey.
- Acting as a point of contact for residents requiring travel information;
- Liaising with the council and other parties as necessary to discuss the Travel Plan;
- Ensuring that travel information provided to residents is up-to-date; and,
- Offering personal travel planning to residents

4.3 The TPC role will be retained for a period of five years following the baseline survey.

5 Accessibility by Sustainable Modes

5.1 Overview

5.1.1 This section includes an assessment of the accessibility of the site by sustainable modes of transport, to review the opportunities that will exist for residents and visitors to the site to travel by:

- Active Travel
- Public Transport
- Car share

5.2 Active Travel

5.2.1 Walking and cycling are increasingly recognised for the important role they can play in improving individual health outcomes which has knock on benefits for the wider society which has a reduced burden on health services. In their Local Transport Plan, Derbyshire County Council recognises the importance of improving personal health and rates of obesity by encouraging active travel.

Accessibility on Foot

5.2.2 Evidence indicates that walking is the most common form of travel and has the greatest potential to replace short car trips, particularly those under 2km which contribute most to congestion and pollution

5.2.3 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised in **Figure 2** overleaf.

Figure 2 – Extract from Providing for Journeys on Foot

Guidelines for PROVIDING FOR JOURNEYS ON FOOT

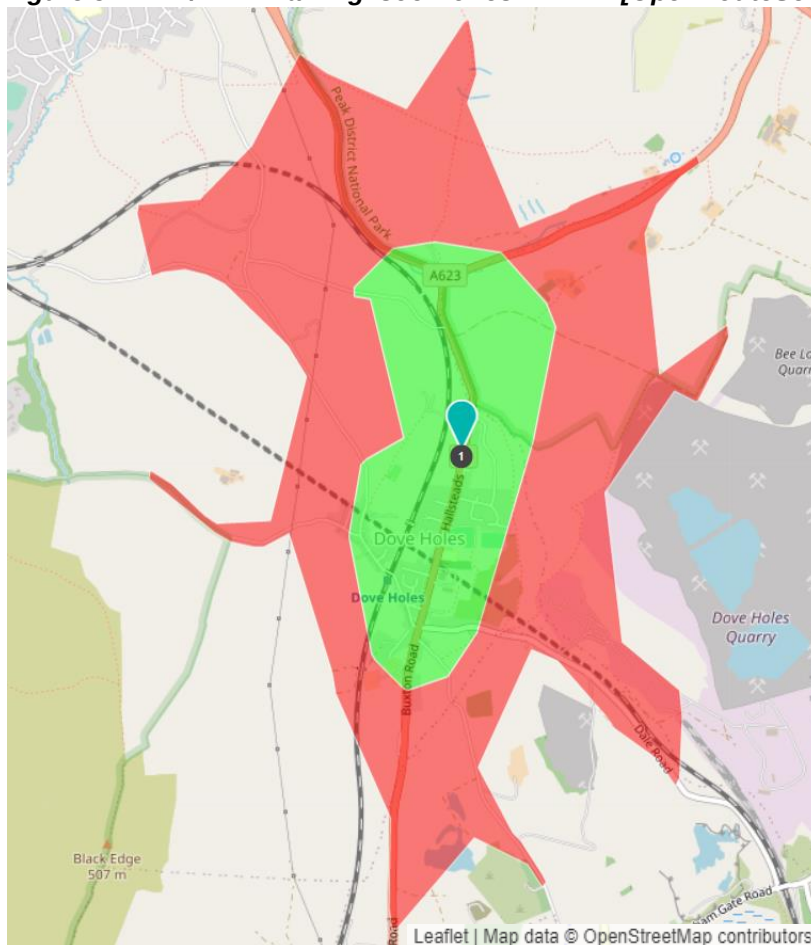
Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

5.2.4 **Figure 3** identifies 1km/ 2km walking isochrones in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

Figure 3 – 1km/ 2km walking isochrones

[OpenRouteService]



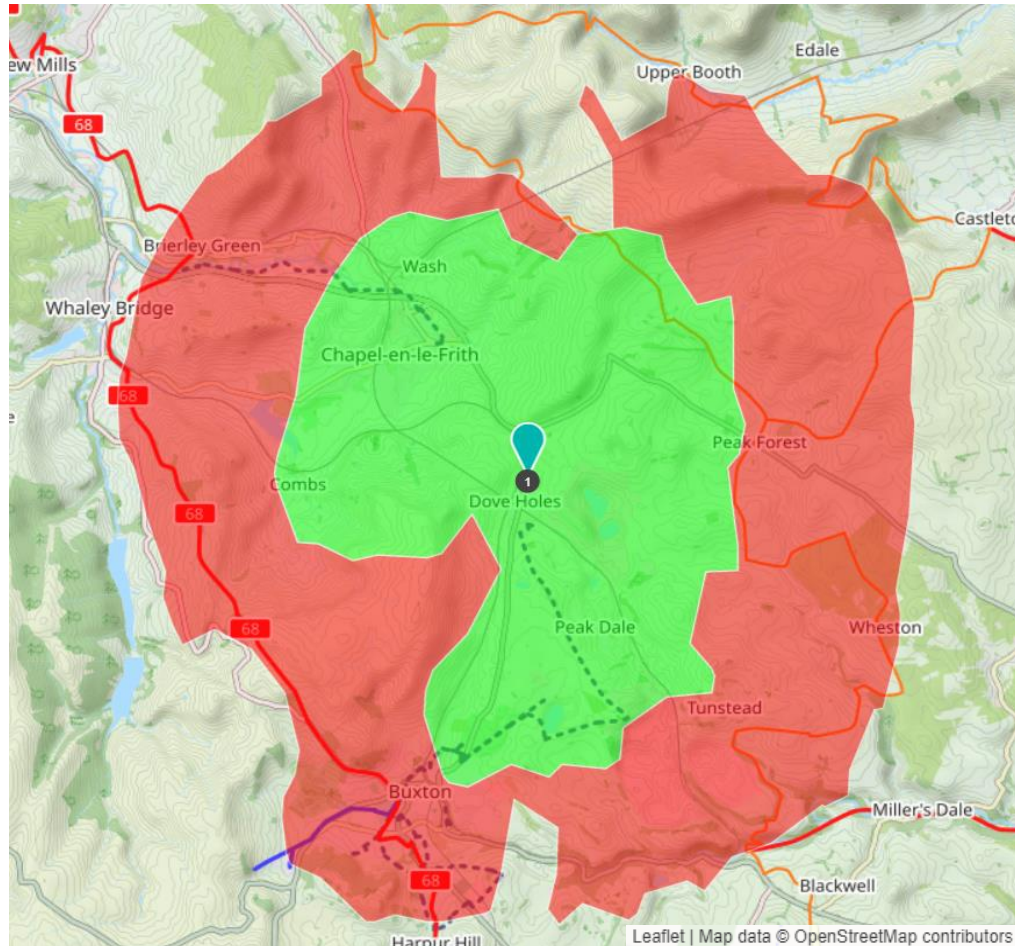
- 5.2.5 Facilities and amenities within walking distance that could be of use to residents include:
- Bus stops on Hallstead Road
 - Dove Holes Station
 - Network of footpaths providing access around the surrounding Peak District National Park
 - Places of worship in the form of St Pauls Church and Dove Holes Methodist
 - Dove Holes Cricket Club
 - The Queens pub/ restaurant
 - Dove Holes C of E Primary School
 - Dove Holes Playgroup
- 5.2.6 Although the village does not currently support a supermarket or corner shop, these facilities can be accessed by other sustainable methods.
- 5.2.7 The routes that would be taken to reach locations should be taken into account when assessing accessibility. The Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.
- "The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."*
- 5.2.8 The village of Dove Holes is fortunate to have an abundance of well-lit pedestrian infrastructure. Road crossings reliably have dropped kerbs and tactile surfaces to aid individuals with limited sight. Traffic controlled crossings are available outside Dove Holes C of E Primary School and at the intersection of the A6 (which passes north south though the village) and Dale Road.

Accessibility by Cycle

- 5.2.9 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.
- 5.2.10 Guidance suggests that cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport. However, 'Building Sustainable Transport into New Developments' (2008) identifies that "people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating". Furthermore, the National Travel Survey identifies longer cycle journeys than 5km with an average distance of 5.3km and an 85th percentile distance of 7.4km.
- 5.2.11 **Figure 4** indicates destinations that lie within 5km and 8km of the site. It provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

Figure 4 – 5km/8km cycling isochrones

[OpenRouteService]



5.2.12 The cycling isochrones indicate a wide area is accessible by cycle around the new development site. The nearest town, Chapel-en-le-Frith, is less than 5km away and can be accessed using quiet roads. It offers the facilities that are not available in Dove Holes including;

- General Practice Thornbrook Surgery
- Peak pharmacy
- Chapel-en-le-Frith High School
- Morrisons supermarket and petrol station
- ALDI
- Co-op
- Cafes, pubs, restaurants, takeaways

- 5.2.13 To the south of Dove Holes is the larger town of Buxton. This is slightly further away than Chapel-en-le-Frith but does offer additional opportunities for employment, education and leisure.

5.3 **Public Transport**

Accessibility by Bus

- 5.3.1 The village is very well serviced by two bus routes which can both be accessed from directly outside the site, see **Figure 5**. These are both sheltered stops making this method of transport more appealing.

Figure 5 – Location of bus stops and rail station

[NatGeo]



5.3.2 The first and more limited of the two available services is the school bus service (030) that provides an environmentally friendly method for children to travel to and from Buxton Community School.

5.3.3 The most important route, however, is the 199 Skyline. This bus route operates regular services in both directions from Buxton, through Dove Holes, into Chapel-en-le-Frith and ultimately travelling on to Manchester Airport. Details of the service are provided in **Table 2**

Table 2 - Frequency of 199 Skyline services

Direction	Day	Approximate frequency		
		03.00 – 06.00	06.00 – 18.30	18.30 – late
Manchester Airport	Monday to Friday	50 mins	30 mins	60 mins last service at 23.21
	Saturday	60 mins	30 mins	60 mins last service at 23.21
	Sunday	180 mins	60 mins	60 mins last service at 21.30
Buxton	Monday to Friday	No service	30 mins	60 mins last service at 00.19
	Saturday	No service	30 mins	60 mins last service at 00.19
	Sunday	No service	60 mins	60 min last service at 23.54

Accessibility by Rail

5.3.4 The nearest rail station to the site is Dove Holes Station, the location of which is shown in **Figure 5**. The platform is approximately 900m from the site making it easy to access on foot. The station is well lit and equipped with ticket machines, a waiting shelter and bike stands. The station has step free access which makes more accessible to those with limited mobility.

5.3.5 Services from this station travel north to Manchester Piccadilly at 1 hour intervals during the rush hour period and every 2 hours outside of this period. Services to the south terminate in Buxton and operate with a similar pattern as trains travelling north.

5.3.6 These services create opportunities for commutes or day trips to Buxton and Chapel-en-le-Frith with journey times of approximately 8 minutes and 5 minutes, respectively. Trains to Manchester take approximately 55 minutes which changes the village from being purely rural to being on the periphery of a major employment centre.

5.4 Car Share

5.4.1 The A6 which passes through Doves Holes acts as a transport corridor north towards Manchester and south towards Buxton. This, to some extent, makes Dove Holes a linear settlement where travel is largely on a north- south axis. It is, therefore, likely that residents of Dove Holes will travel along this route for various journeys which creates an opportunity for car sharing. The Travel Plan Co-ordinator will be responsible for promoting car sharing to residents.

5.5 Accessibility Summary

5.5.1 In summary, it is considered that the site is readily accessible by both active and public transport, providing residents with opportunities to travel by sustainable modes and reduce the dependence on a private car.

6 Measures and Initiatives

6.1 This section of the report details the measures that have been incorporated into the development and will be implemented throughout occupation in order to encourage residents to travel by sustainable modes.

6.2 *Active Travel*

6.2.1 Footways are provided throughout the site that connect to existing provision on Hallsteads. A pedestrian and cycle access is also to be provided at the northern extent of the site.

6.2.2 The health benefits of active travel will be promoted to residents in the Travel Information Pack with links to websites that provide information and journey planners. National events that aim to boost walking/cycling/scooting will be promoted with residents encouraged to take part.

6.2.3 To further encourage the uptake of cycling by those less confident, the TPC will promote cycle training and maintenance sessions run by Cycling UK.

6.2.4 It may be that the employers of many residents are part of a Cycle to Work Scheme meaning those residents could save on the cost of a bike and/or accessories. Residents will be encouraged to contact their employer to find out more details.

6.2.5 Derbyshire County Council provide a cycle travel planner tool which can be used to assist in the planning of routes between Dove Hole and nearby towns. This can be found at <https://cycle.travel/map/derbyshire>

6.3 *Public Transport*

6.3.1 The footways within and surrounding the site provide access to bus stops on the site frontage. An uncontrolled crossing with dropped kerbs and tactile paving is provided approximately 15m south of Beelow Close which aids pedestrian movements to the southbound stop. The services are available from these stops are detailed in section 5.3.

6.3.2 The Travel Information Pack will contain information on travel by public transport including the location of bus stops and links to the most up-to-date timetables and journey planners.

6.4 Greener Car Use

6.4.1 Use of a car cannot always be avoided, however, there are ways to reduce the impact on the environment.

6.4.2 Car sharing is where people have similar journey origins and destinations and therefore share a vehicle rather than each travelling separately, reducing the number of vehicles on the network. Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO₂ emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

6.4.3 Car sharing will be promoted by the TPC including the provision of links to further information being provided within the Travel Information Pack.

6.4.4 Use of electric vehicles also lessens the impact on the environment through reduced emissions.

6.5 Motorcycles and Mopeds

6.5.1 There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. In addition, the physical size of on-site parking requirements for motorcycle and mopeds are less, so releasing more space for operational use.

6.5.2 However, concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle. Information can be found at <https://www.gov.uk/motorcycle-cbt>

6.6 *Reducing the Need to Travel*

6.6.1 All dwellings are provided with a broadband connection which allows for home working and online shopping. Residents will be encouraged to reduce the trips they make where possible.

6.7 *Other Measures*

6.7.1 Whilst car travel will be a first choice for many residents and visitors it must be acknowledged that the cost of fuel has reduced overall car mileage in this country in recent years and drivers have sought to minimise car travel and share trips.

6.7.2 The Theory Test to be passed by all learner drivers now contains questions on issues which relate to how the driving of a vehicle, its loading and maintenance can affect fuel consumption and hence the environment. Unfortunately, many of the answers to these questions tend to be forgotten once the test has been passed. It is therefore of value to remind drivers of the advantages that can be gained from these good practices. Examples are:

- Advantages can be gained from simple attention to the pressure of car tyres through to the use of roof racks and regular servicing at the manufacturer's recommended intervals.
- The manner in which a vehicle is driven significantly affects its fuel consumption and drivers need to be aware that bad driving practices such as harsh acceleration or braking can be a major influence.
- The choice of times to drive and careful route planning also affect both the financial running of a vehicle and the basic pleasure of driving. Benefits will

be found not only by the users of the vehicles but to the general public by the possible reduction in congestion and overall environmental impact.

- 6.7.3 All of the above will raise awareness in the part that every car driver can play in reducing congestion, saving energy, improving the local and national environment and contributing towards measures to reduce global warming.
- 6.8 The Travel Plan Coordinator will be available to provide personalised travel planning for each resident, if required

7 Promotion and Marketing

- 7.1 Sanderson Associates will provide HJK Construction (Northern) Limited with a copy of this Travel Plan when approved. HJK Construction (Northern) Limited, in its role as Developer, will then ensure that the housebuilder is made aware of the Travel Plan and their responsibilities in relation to this and ultimately their responsibility to future residents.
- 7.2 A Travel Information Pack will be prepared and a copy of this will be provided to new residents as part of the sales process. The Travel Information Pack will include information on sustainable travel options in the vicinity of the site. Links to further information such as timetables and journey planners will also be included as well as contact details for the TPC.
- 7.3 It will be the responsibility of the TPC to prepare annual newsletters that will be distributed to residents which will provide an update following each travel survey and give the latest information on travel options. The Council may also be able to provide posters, leaflets and timetables for distribution.
- 7.4 The TPC will promote sustainable travel events, such as Walk to Work Day, in order to encourage participation.

8 Monitoring and Review

- 8.1 Initial travel surveys will be undertaken by the TPC within six months of first occupations. Following this, modal travel surveys will be repeated annually for the lifetime of the plan.
- 8.2 Results of the initial travel surveys will allow realistic targets to be set and these will be continually reviewed throughout the lifetime of the Travel Plan. Results of the travel surveys will be compiled by the TPC and will be reported to the Council within two months of response collation.
- 8.3 Targets will be agreed with the Council and other relevant bodies and will not be changed without consultation and agreement.
- 8.4 If targets are not met, an Action Plan will be prepared by the TPC. An Action Plan will usually contain an annual program of measures designed to help achieve the Travel Plan targets. It will set out the tasks involved, the person(s) responsible and dates by which the measures will be achieved over the next 12 months.

APPENDIX A

Site Layout Plan

Proposed Development, Hallsteads, Dove Holes



Site Layout as Proposed - Registered Provider (RP) Provision Rev C

UNLESS STATED OTHERWISE, THE DESIGNS SHOWN ARE SUBJECT TO DETAIL SITE SURVEY AND INVESTIGATIONS AND/OR APPROVAL OF THE RELEVANT VARIOUS LOCAL AUTHORITY OFFICERS, STATUTORY UNDERTAKERS, FIRE OFFICERS AND ENGINEERS. THEY ARE PROJECT AND SITE SPECIFIC.

ALL DIMENSIONS SHOULD BE CHECKED ON SITE.

ANY DRAWING ERRORS OR DISCREPANCIES SHOULD BE REPORTED TO CORDONIER ARCHITECTS.

THIS DRAWING IS THE COPYRIGHT OF CORDONIER ARCHITECTS.

DRAWING STATUS

DRAWN BY : ZM		DATE : 29.06.21	
SCALE : 1:500@A1			
PRELIMINARY		APPROVED	DATE :
PRESENTATION	X	APPROVED	DATE :
TENDER		APPROVED	DATE :
CONSTRUCTION		APPROVED	DATE :

REVISION

[illegible]

NOTES

RP MIX		
	House type	no.
	1 Bed Bungalow	3
	2 Bed Bungalow	4
	2 Bed House	7
	3 Bed House	11
Site total		25

shared ownership 5

The other 20No plots annotated as above are all for social rented purposes.

CLIENT

Hallsteads Homes
in association with a
registered provider of
Social Housing

CORDONIER ARCHITECTURE
Chartered Architects

10 Long Line
Sheffield
S11 7TX
email: mail@cordonier.com
www.cordonier.com

PROJECT

Proposed Residential
Development
Hallsteads, Dove Holes

DRAWING

Site Layout as Proposed
RP Mix

PROJECT NO.	DRAWING NO.	REVISION
21.03	RP-01	C

APPENDIX B

Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

[Edit query](#)[View data](#)[Change format](#)

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 6 September 2022] 

Population All usual residents aged 16 and over in employment the week before the census
Units Persons
usual residence E02006872 : High Peak 013 (2011 super output area - middle layer)
place of work England and Wales (country)

Method of travel to work

2011

All categories: Method of travel to work (2001 specification)	4,963
Underground, metro, light rail or tram	6
Train	179
Bus, minibus or coach	178
Taxi	12
Motorcycle, scooter or moped	32
Driving a car or van	3,480
Passenger in a car or van	273
Bicycle	80
On foot	703
Other method of travel to work	20

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies