

Travel Plan

Proposed Residential Development Bridgemont, High Peak

Prepared for: Treville Properties

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CONTENTS

1.0 INTRODUCTION 1

2.0 POLICY CONTEXT 2

3.0 SITE AUDIT 8

4.0 TRAVEL PLAN ADMINISTRATION 15

5.0 TRAVEL SURVEY 16

6.0 OBJECTIVES AND TARGETS 17

7.0 TRAVEL PLAN MEASURES.....19

8.0 ACTION PLAN.....22

9.0 MONITORING AND REVIEWING.....24

10.0 CONCLUSION.....26

APPENDICES

A PROPOSED SITE LAYOUT PLAN

B 2KM WALKING ISOCHRONE

C LOCAL CYCLE MAP

D 5KM CYCLING ISOCHRONE

E 60 MINUTE PUBLIC TRANSPORT ISOCHRONE

1.0 INTRODUCTION

Background

- 1.1 SCP have been appointed by Treville Properties to provide specialist transport planning and engineering advice in support of the proposals for 42 no. affordable homes at land to the west of Bridgemont, Whaley Bridge.
- 1.2 This report sets out Treville Properties' commitment to reducing the number of vehicular trips generated by the development and identifies the key principles which will be developed further as part of the full travel plan.

Travel Plan Approach

- 1.3 A travel plan is an important tool for delivering sustainable access to a development. Residential travel plans focus on a single origin (home) and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.
- 1.4 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.5 As this travel plan has been prepared for a residential site, the travel plan focuses on journeys to local educational facilities and key local employment areas, along with leisure journeys. The travel plan also suggests measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that resident's travel.
- 1.6 This travel plan contains objectives and targets to guide the travel plan, along with a detailed implementation plan which aims to promote sustainable travel through delivery of a number of enabling and assisting measures. Monitoring and marketing measures are also identified, together with time scales for implementation, responsibilities and an indication of the budget required in order to deliver actions.

2.0 POLICY CONTEXT

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment. The plan should then continue to be implemented, for the life of the development.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

Policy Context

2.6 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

- 2.7 Travel plans were first secured within the planning system within the context of “Planning Policy Guidance Note 13: Transport” published by the Government in March 2001. The publication of the government’s **National Planning Policy Framework** (NPPF) (revised 2021) has replaced PPG13 in its entirety. The NPPF is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision making process.
- 2.8 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the follow be adhered to:
- All developments which generate significant amounts of movement should be required to provide a travel plan.
 - Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
 - Access should be safe and achievable by all people.
 - Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
 - Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.
- 2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.10 The guidelines identifies that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

- 2.11 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

Derbyshire County Council Local Transport Plan

- 2.12 Derbyshire Local Transport Plan was published in 2011 and sets out the transport vision, goals, challenges to be tackled and a strategy covering the period to 2026. The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice and accessibility of transport and integrating economic, social and environmental needs.

- 2.13 The five transport goals are:

- Supporting a resilient local economy
- Tackling climate change.
- Contributing to better safety, security and health;
- Promoting equality of opportunity;
- Improving quality of life and promoting a healthy natural environment

- 2.14 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

High Peak Local Plan

- 2.15 Policy CF 6 of the High Peak Local Plan states the following:

“Accessibility and Transport

The Council will seek to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport and help deliver the priorities of the Derbyshire Local Transport Plan.

This will be achieved by:

Delivering sustainable patterns of development

- *Ensuring that additional growth within the Market Towns and Larger Villages is managed and where possible, accompanied by accessibility improvements*
- *Promoting a balanced distribution of housing and employment*
- *Ensuring the development of social, cultural and community facilities in locations that allow for ease of access by multiple methods of transportation*
- *Requiring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development*
- *Requiring that new development can be integrated within existing or proposed transport infrastructure to further ensure choice of transportation method and enhance potential accessibility benefits*
- *Supporting proposals for new community assets and facilities where these are required to meet the needs of the Plan Area or lead to the provision of additional assets that improve community well-being*
- *Requiring that facilities are well related to public transport infrastructure and provide high standards of accessibility to all sectors of the community*
- *Supporting innovative schemes to secure the local delivery of public services in rural communities and other areas with poor public transport, in particular the delivery of some services through the use of mobile services and technology will be encouraged where this results in better local provision*
- *Ensuring development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic*
- *Supporting transport infrastructure and services*
- *Supporting the implementation of the A6 Corridor Transport Strategy in Buxton and the Central Area. Specific measures are identified in the relevant Local Plan policies and Infrastructure Delivery Plan*
- *Supporting highways and junction improvements required to address the cumulative impact of development across High Peak as identified in the High Peak Local Plan*

- *Promoting the maintenance and introduction of appropriate facilities to support cyclists, pedestrians and horse riders, ensuring that development supports the use of local cycleway and pathway networks to improve choice of travel and ensuring safe access to developments on foot and by bicycle*
- *Encouraging and promoting improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers Supporting the use of rail for the transportation of freight wherever feasible to do so*
- *Approving developments provided that the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity. In addition, the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent Requiring applicants to submit and implement Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority. Consultation with Network Rail when development may impact on the rail network, including impacts on level crossings will also be required. Where appropriate, Transport Assessments will consider the impact on the rail network and identify appropriate mitigation measures Developments that will result in a material increase or significant change in the character of traffic using a rail crossing will be refused, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail*
- *Requiring applicants to submit details of parking which includes the proposed parking provision based on an assessment of the parking needs of the development and the impact on the surrounding road network. Developments which will lead to an increase in traffic or include parking provision will need to submit details. The details should be proportionate to the impact of the development. Guidance on parking is given in Appendix 1.*

Developer contributions or funding pooled through a Community Infrastructure Levy will be used to deliver transport and accessibility improvements required to accord with this policy. Further details are provided in Policy CF7 and Infrastructure Delivery Plan. In the event that a Community Infrastructure Levy is adopted, the Regulation 123 "Infrastructure List" will also specify appropriate measures to be funded."

- 2.16 In general, the national, regional and local policies set out above promote common aims in respect of reducing car borne trips and encouraging travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments that generate significant movement where there is high quality infrastructure and sustainable transport modes can be maximised.

Summary

- 2.17 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.18 This travel plan has been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

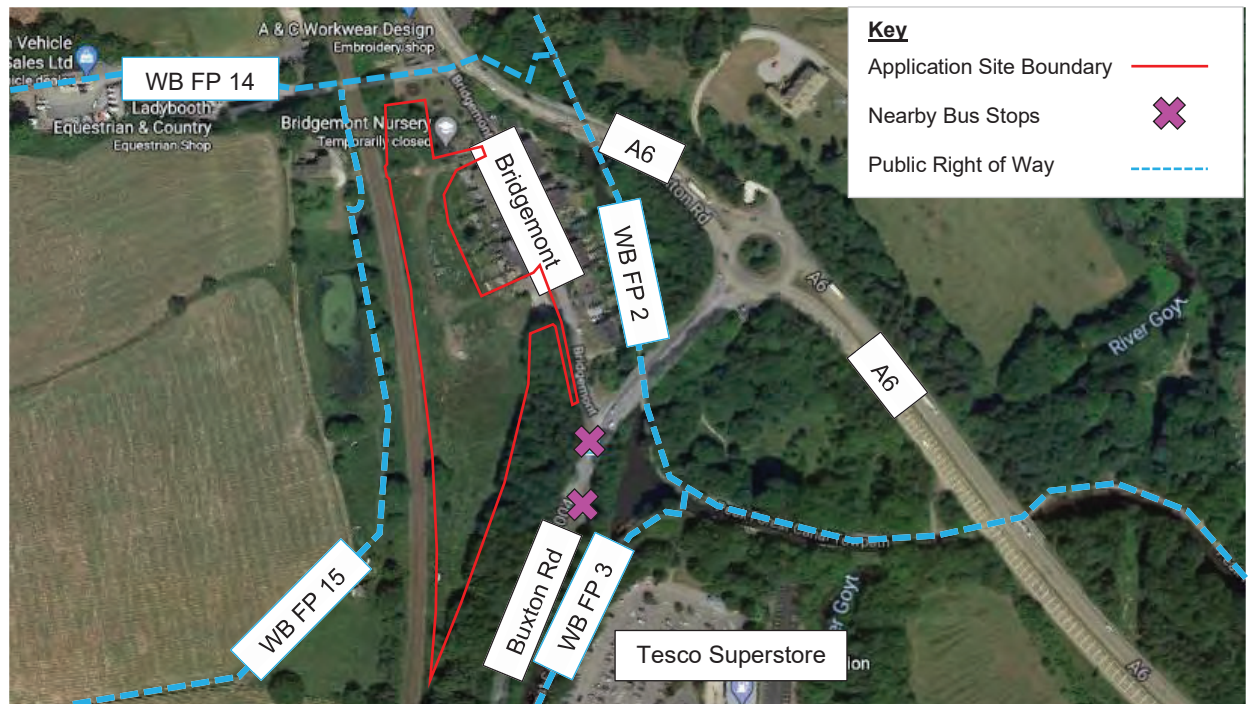
- 3.1 The application site has an area of approximately 1ha and is located within the village of Bridgemont, approximately 1.3 km to the south of Furness Vale and 700m to the north of Whaley Bridge.
- 3.2 The site the site is located within Green Belt and comprises a mixture of undeveloped and previously developed land. Part of the site was previously used as a car park for the former Dog and Partridge Public House. The Dog and Partridge has since closed and has been redeveloped for housing. Part of the site has also been used for housing poultry, for keeping horses domestically and the parking of vehicles related to these uses. The site also includes a section of the verge along the western side of Bridgemont.
- 3.3 The site is bounded by Bridgemont Nursery to the north-east, terraced residential properties and Bridgemont to the east, a forest to the south-east and the Stockport, Disley & Whaley Bridge Railway Line to the west.
- 3.4 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location – Wider Highway Network



3.5 The location of the site in relation to the local highway network is shown on **Figure 3.2** below.

Figure 3.2 – Site Location - Local Highway Network



Source: Google Maps

- 3.6 Vehicular access to the site is currently provided via the access to the former Dog and Partridge public house car park.
- 3.7 There are a number of Public Rights of Way (PROW) in the vicinity of the site. Whaley Bridge FP 14 (WBF FP 14) is located directly to the north of the site and provides a link between the A6 and Ringstones Caravan Park.
- 3.8 WB FP 15 is located immediately to the east of the site and provides a link between WB FP14 and Hockerley Lane in the south-west.
- 3.9 WB FP 2 is located to the east of the site along the Peak Forest Canal Towpath and provides links between Newtown in the north-west and Buxworth in the south-east.
- 3.10 WB FP 3 is located to the south-east of the site and provides a link between WB FP 2 and Market Street in Whaley Bridge town centre.

Development Scheme

- 3.11 The planning application is in outline and comprises a residential development for up to 42no. affordable dwellings comprising the following indicative mix:

- 2 no. 1-bed cottage flats;
- 24 no. 2-bed houses; and
- 16 no. 3-bed houses.

- 3.12 The development proposals are shown on the site layout plan presented in **Appendix A** and includes areas of open space.
- 3.13 Vehicular access to the site will be provided via the existing access to the former Dog and Partridge public house car park and will provide a 5.5m wide carriageway. This initial 10m of the access road meeting adoptable standards but thereafter the road will be private, as agree with DCC Highways.
- 3.14 In addition, two dwellings will take direct access along Bridgemont.
- 3.15 Pedestrian access to the site will be provided from the same location as the vehicular access. In addition, separate pedestrian links will be provided at the northern and southern sections of the site onto Bridgemont and Buxton Road.
- 3.16 The existing vehicular access will be upgraded to typical residential standards and provide a 5.5m wide carriageway. It is proposed that the first 10m of the proposed access (from the existing channel line) will form part of the highway maintainable at public expense under a S278/S38 agreement and have a maximum gradient of 1:30. The internal layout (after the first 10m of the proposed site access) will be privately maintained.

Accessibility by Non-Car Modes: Walking

- 3.17 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents and staff may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.18 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on the plan presented in **Appendix B**.

- 3.19 These plans demonstrates that the site is within acceptable walking distance of Whaley Bridge centre, Buxworth and Furness Vale centres which contain a wide range of facilities, including the following:

Bus Stops
Rail Stations
Co-op Food
Tesco Superstore (incl Tesco Clothing)
B&M Store
Takeaways
Cafes
Restaurants
Public Houses
Bridgemont Nursery
Whaley Bridge Primary School
Buxworth Primary School
Furness Vale Primary School
Bingswood Industrial Estate
Bridgemont Village Hall
Parks/Playgrounds
Whaley Bridge Skatepark
Warriors Fitness Centre
Synergy Performance Fitness
Whaley Bridge Cricket Club
Whaley Bridge Athletic Football Club
Whaley Bridge Bowling Club
Toddbrook Sailing Club

- 3.20 There are a number of PROW in the vicinity of the site including WB FP 2 which is located to the east of the site along the Peak Forest Canal Towpath and provides traffic free links between Newtown in the north-west, Buxworth in the south-east.

[Accessibility by Non-Car Modes: Cycling](#)

- 3.21 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.22 **Appendix C** illustrates the 5km cycle catchment area around the site, which is roughly equivalent to a 25 minute cycle time. The plan demonstrates that New Mills and Chinley are located within 5km of the development, as well as the surrounding villages.

- 3.23 National Cycle Route (NCR) 68 is located approximately 1.2km cycle distance to the east of the site and provides access to the nearby areas of New Mills and Buxton.
- 3.24 The local cycle routes taken from DCC's online cycle map are shown [Appendix D](#).
- 3.25 The Peak Forest Canal Towpath is located to the east of the site and also provides cycle access to Whaley Bridge, New Mills and Chinley.

Public Transport

- 3.26 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 3.27 The nearest bus stops are located along the A5004 Buxton Road. The bus stops for northbound services is approximately 160m and for southbound is approximately 190m based on walking distance from the centre of the site. Both bus stops are therefore well within the recommended walking distance. Further bus stops are located approximately 700m to the north of the site along the A6 Buxton Road. Services from these stops are summarised in [Table 3.1](#) below.

Table 3.1 – Bus Service Summary

Service Number	Route	Mon-Fri		Sat		Sun	
		Av. Frequency	Approx. First/Last	Av. Frequency	Approx. First/Last	Av. Frequency	Approx. First/Last
040	Bridgemont - Buxworth - Chinley - Chapel High School	1 school service		No Service		No Service	
60 / 60A	Hayfield – New Mills – Whaley Bridge	1- 2 hours	07:36 – 16:22	1- 2 hours	07:36 – 16:20	No service	No service
61	Glossop - New Mills - Buxton	1.5 hours	07:00 – 18:36	1.5 hours	07:59 – 18:36	3 services per day either way	11:04 – 17:34
190	Buxton - Upper End - Chapel - Whaley Bridge	1- 2 hours	09:29 – 18:33	1- 2 hours	09:48 – 18:49	No service	No service
199 Skyline	Buxton - Chapel - Disley - Stockport - Airport	20-30 mins	05:59 – 00:03	20-30 mins	05:59 – 00:03	1 hour	06:54 - 18:53 (night services at 21:53 and 03:55)

- 3.28 The nearby bus stops provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport.
- 3.29 Whaley Bridge Railway Station is located approximately 1.0km walking distance to the south of the site is therefore within an acceptable walking distance, however cycle parking with CCTV is also provided at the station.
- 3.30 Whaley Bridge Railway Station is served by the Buxton to Manchester Piccadilly line via Chapel-en-le-Frith Levenshulme and Stockport with frequent train services provided throughout the week.
- 3.31 Furness Vale Railway Station is located approximately 1.2km walking distance to the north-west of the site is therefore within an acceptable walking distance, however cycle parking with CCTV is also provided at the station. Furness Vale Railway Station is also served by the Buxton to Manchester Piccadilly line and therefore provides similar services.
- 3.32 The plan in **Appendix E** indicates a 60 minute public transport journey from the site. The time includes the walk to the nearby bus stops and railway stations, demonstrating that it is possible to reach areas such as Buxton, Macclesfield, Stockport and Manchester City Centre within an acceptable commute time.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan. Once appointed, the TPC role will be undertaken by the technical manager. A contact name will be provided to the local authority as soon as the post has been filled.
- 4.2 The TPC role will be established prior to the opening of the development and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan.
- 4.3 The TPC will exchange contact details with the travel plan officers. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with Derbyshire County Council (DCC).

Funding

- 4.4 Appropriate funding will be allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.
- 4.5 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and submission of a review to DCC.

5.0 TRAVEL SURVEY

Travel Survey

- 5.1 Travel surveys are undertaken at occupation in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
- 5.2 In order to understand how residents are travelling, along with changes to those journeys over time as a result of the travel plan, regular residents' travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 5.3 To capture resident contact information, the TPC will set up a resident database upon first occupation, containing household contact details.
- 5.4 The TPC will issue a travel survey for resident completion within three months of the site reaching approximately 50% of its occupation. Surveys will take place on an annual basis thereafter.
- 5.5 The survey will be disseminated to all occupied households, to collect the following data:
- Household profile, including number of occupants and children;
 - Work postcode;
 - Mode of travel to work and other trip purposes;
 - Measures that would encourage use of active travel modes or public transport;
 - Barriers to use of active travel modes / public transport.
- 5.6 The responses received from the surveys will be entered into the resident database to enable modal shift to be tracked and allow future comparison of travel patterns for each household, as well as providing information on which measures are most likely to encourage modal shift.
- 5.7 All data collected from the travel will be subject to the provisions of the General Data Protection Regulation Act 2018. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.
- 5.8 Upon completion of the baseline travel survey, a Final Travel Plan will be developed and submitted to DCC for review. The document will be submitted within three months of survey completion.

6.0 OBJECTIVES AND TARGETS

Objectives

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Minimising the total travel distance of residents;
 - Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Promoting walking, cycling, public transport and car sharing; and
 - Promoting healthy lifestyles and sustainable communities which are accessible by all.

Modal Share Targets

- 6.4 Targets will be set once the initial surveys have been conducted, they will then be updated following annual travel survey analysis to ensure they are representative of SMART targets based on the actual population.

Indicators

- 6.5 The TPC will be responsible for implementing measures at the development, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.
- 6.6 Milestones to assess progress against the travel plan objectives and targets include:
- Issue of a travel plan information pack to all residents upon occupation;