

Proposed residential development Bridgemont Whaley Bridge HPK/2023/0061

Travel Plan comments April 2023

Design considerations

All new dwellings should be provided with:

- Secure and accessible cycle storage in line with LTN 1/20, see: [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)
- Access to electric vehicle charging points, in line with the [June 2022 Building Regulations Part S](#).
- Infrastructure to enable high speed broadband connection. As a minimum the development should provide the necessary ducting within the site to facilitate FTTP. (Fibre to the Premises). <https://www.openreach.com/fibre-broadband/fibre-for-developers>

Pedestrian walkways at all proposed access points should be provided to relevant standards to match into existing provision, complete with lighting, surfacing and dropped tactile kerbs as appropriate.

The closest bus stops on the A5004 Buxton Road should be upgraded as appropriate, to include raised kerbs, shelters, timetable cases, lighting, highway bus stop markings and real time information wherever feasible and not already in place. This to include existing northbound and southbound stops opposite and adjacent to Bridgemont.

Accessibility by non-car modes: Cycling

3.25 The provision of a footway / cycleway along the western section of Buxton Road is noted. The precise layout and specification should be agreed at the detailed design stage, and any works should be complete and the proposed facility fit for use prior to first residential occupation.

4.0 Travel Plan Administration

4.1 Noted. The name and contact details of the Travel Plan Coordinator should be provided to both the Local Planning Authority and Derbyshire County Council at least one month prior to first residential occupation.

4.2 Noted. The duties of the Travel Plan coordinator should include the provision of personalised travel planning for all new households upon occupation.

Funding

4.5 & 7.11

Taster tickets. A suitable budget should be set aside for provision of bus taster tickets. Such tickets should be available to all households as part of the travel welcome pack, and should be valid for a minimum of four week's commuter journeys on the selected operator's services.

For this development, the amount set aside for bus taster tickets should be calculated as follows:

No. of dwellings	Peak Plus month ticket @1 no. per dwelling	Total
42	£95.00	£3,990.00

See [High Peak Buses - tickets](#)

The above is provided as a budget guide only, and should not preclude the provision of tickets from other providers, subject to demand. For the sake of clarity, it is not a developer contribution request, but an indication of the budget to be set aside by the developer for this purpose. Should the offer of taster tickets not be fully taken up, the funds should be used to support other travel plan initiatives.

Taster ticket price may be subject to negotiation with the operator.

For High Peak buses, contact: Keith Myatt, Head of Business Development.

Modal Share targets

6.4 Noted. Whilst accepting that any target should be SMART, and informed by the result of the baseline residential travel survey, the Travel Plan should nevertheless explicitly state a desired target relating to SOV (single occupancy vehicle) journeys.

As a minimum, this should aim to reduce the proportion of SOV journeys by an agreed percentage per year, (recommendation: 2% per annum) over the five year monitoring timescale of the Travel Plan.

7.0 Travel Plan Measures

Travel Awareness

7.5 Noted. The travel welcome pack should include (but not be limited to) the following:

Public transport

- www.derbybus.info/ for timetable and route maps for bus services throughout Derbyshire.
- www.nationalrail.co.uk for all rail services.

Journey Planning

- <https://www.traveline.info/> for all mode journey planning.

Cycle information

- <https://cycle.travel/map/derbyshire> to plan a cycle route in Derbyshire
- www.derbyshire.gov.uk/leisure/countryside/access/cycling/default.asp for cycling information throughout Derbyshire, including the Cycle Derbyshire map.

- Promote County Rider, the free adult cycle training scheme for Derbyshire residents. See: www.derbyshire.gov.uk/transport-roads/road-safety/bicycles/county-rider/county-rider.aspx
- Investigate and promote local cycle clubs and activities in the local area. See: www.cyclinguk.org/cycle/cycling-derbyshire for a list of Derbyshire Cycle Clubs and societies.
- See also: www.activederbyshire.org.uk for activities, including cycling, throughout Derbyshire.

Other useful cycle related websites:

- www.sustrans.org for details of the National Cycle Network.
- www.lovetoride.net for cycling rewards and incentives.
- <http://bikeweek.org.uk/> for details of the national cycling focus week.

Walking

- <https://www.derbyshire.gov.uk/leisure/countryside/access/walking/default.asp> for walking information throughout Derbyshire.

Car Club

- www.enterprisecarclub.co.uk for details of Enterprise Car Club, the commercial Car Club currently in operation in Derbyshire.

Car Share

- <https://info.kinto-join.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.

Walking

7.9 Noted. Any initiative undertaken with local schools should be recorded on Modeshift STARS, the national sustainable travel accreditation scheme <https://www.modeshiftstars.org/>. This is available to LEA schools free of charge. For further details and support with this scheme, contact sustainable.travel@derbyshire.gov.uk.

Public transport information

7.11 See 4.5 above re provision of bus taster tickets.

Car Sharing Scheme

7.12 Noted. An informal site based car share scheme should be established, with journey matches facilitated by the Travel Plan Coordinator.

7.13 Residents should be directed towards <https://info.kinto-join.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.

Marketing Summary

7.14 & 7.15 Noted. Any draft travel information pack should be submitted to Derbyshire County Council and the LPA for comment and approval prior to first issue.

Additional comments

Communication and marketing

- The site based sales website should include details of all available travel options for residents and visitors.eg. 'How to get to us' page.
- A social media presence should be established, eg. facebook page or twitter account, to facilitate prompt communication between the Travel Plan coordinator and residents.

Residents group

Dependent upon interest and demand, consideration should be given to the establishment of any or all of: (i) a residents group, (ii) a walking group, (iii) a BUG (bicycle user group) or (iv) a dedicated travel plan group.

Should this not be feasible, consideration should be given to integration with any existing local resident based forum, eg. Existing walking or cycling group, Parish Council, Whaley Bridge residents group or equivalent.

Travel Plan status

The Travel Plan is a working document, and should not be seen as exhaustive. It will be subject to change in the light of progression and completion of the development, results of actions undertaken, and responsive to results of future travel surveys.

Greenways and the Derbyshire Key Cycle Network

Greenways which constitute the Key Cycle network and Local Cycle Network are included in the County Council's Developer Contributions Protocol. New development should safeguard existing routes, but also provide an opportunity to improve Greenway connectivity to encourage the use of healthier and more sustainable travel options. Where opportunities arise, the County Council will seek to secure on-site provision within new developments to:

- provide new sections of the Greenways network,
- upgrade existing routes to adoptable standards,
- provide links from the development to an existing Greenway

Where the asset is adopted, commuted sums will be sought towards their maintenance. Increased use of cycleways by developments that directly link to existing cycle infrastructure place additional management and operational obligations on the managing authority. Where a development directly links to KCN and LCN it is proposed that a proportionate requirement for maintenance is noted.

In this case, the Peak Forest Canal towpath is an existing section of the Key Cycle Network. At approximately 200metres from the development, this represents a viable route to local destinations, with clear potential to take trips to the development off the highway.

Any viable improvements to the link between the development and the canal should be considered, with particular attention given to bring the A6 crossing up to LTN 1/20 standards as appropriate.