

Dinting Vale, Glossop

Pedestrian and Cycle Accessibility

Our reference: DR/210087/TN10 Date: 19th September 2023

1. We are instructed to provide highway, traffic and transport advice in connection with the proposals to develop land at Dinting Vale for residential purposes. The site is allocated for residential development under Policy DS4 of the adopted Local Plan, therefore the principle of residential development is established and accepted by the Council. Policy DS 4 refers to the site requiring access from the A57.
2. Notwithstanding the site's allocation, there is a concern expressed by Derbyshire County Council regarding the gradient of the access route from the A57 for pedestrians and cyclists. It should be pointed out at this stage that there are two constraints that contribute to the gradient of the access road; firstly is the existing level of the site which slopes up from the A57 to an existing public right of way that serves existing houses; and secondly there is a high pressure gas main within the site and the gas main cannot be lowered, or the level of protection provided by the land above it reduced.
3. Effectively, the level of the A57 is fixed and the level of the development site is fixed, therefore only by extending the alignment of the route up the hillside can the gradient of the road and footway be changed. A reasonable bending alignment has been provided along the access route and this has led to a gradient in the range of 5% - 10% being achieved at various sections along the new highway.
4. We understand that the 10% gradient for vehicles is acceptable in this region, and is not abnormal in Glossop and the High Peak. Derbyshire County Council is not concerned about this gradient for vehicles.
5. However, guidance for pedestrian and cycle routes does not take account of the topography of Glossop and the High Peak and recommends that pedestrian routes should generally be no greater than 2.5%, although short lengths of 5% gradient are acceptable.
6. To put these levels into context, many footways in Glossop, leading from the A57, exceed desirable gradients. For example, the A626 Glossop Road has a gradient of 8%, the A624 Victoria Street has a gradient of 7%, the B6105 Norfolk Street has a gradient of 7%, and

Simmondley Lane has a gradient of 6%. None of these meet the national advisory standards, but nevertheless function well.

7. Importantly within the site, a relatively flat gradient of 5% is proposed where the access road meets the A57. Therefore, there is little risk to vehicles, pedestrians and cyclists in the vicinity of this major road.
8. Also, for those pedestrians that do not feel able to negotiate the principal site access from the A57, there is an existing public footpath that connects the site to Simmondley Lane, passing the Scout site. This route is virtually flat and provides a very easy alternative to the main site access. Whilst we have set out above that Simmondley Lane itself has a gradient of 6%, this is an existing road that is used by much of the population that derives access from it.



Public Footpath Linking the Site to Simmondley Lane

9. The issue of pedestrian and cycle gradients links back to inclusive design and providing access for all. The availability of the public right of way to Simmondley Lane ensures that the site is as inclusive as many other residential areas of Glossop and the High Peak, and this is in addition to the more direct route to the A57 via the site access, which will be usable by the vast majority of pedestrians and cyclists.
10. Overall, it can be demonstrated that the site does provide for inclusivity of access for all, taking account of the topography and alternative routes that are available in this area that provide direct access to the site from existing public highways.