

Treville Properties

Proposed Residential Development, 10-12 Buxton Road, Bridgmont

Travel Plan Statement

240662

JULY 2024



SCP GENERAL NOTES

Project No.: 240662-TP (0.0)

Title: Proposed Residential Development, 10-12 Buxton Road, Bridgemont, Travel Plan Statement

Client: Treville Properties

Date: 10 July 2024

Office: Manchester

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Date:	<u>10/07/24</u>	Date:	<u>12/07/2024</u>

Revision	Date	Status	Prepared by	Approved by
0	12.07.24	Issue	W	GW

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This work has been undertaken in accordance with the quality management system of SCP.

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1.0 INTRODUCTION

Background

- 1.1 This report has been prepared by SCP on behalf of Treville Properties to support a planning application for the demolition of the existing dwellings and the erection of 8 dwellings on land at 10-12 Buxton Road, Bridgemont.
- 1.2 The size of the development sits below that which would normally require a full Travel Plan. However, the developer has shown a commitment towards providing sustainable travel choices for residents and so this Travel Plan Statement seeks to promote the benefits of sustainable travel and sets out the information which will be provided to residents to promote sustainable travel to and from the site.
- 1.3 Ultimately, this report sets out Treville Properties' commitment to reducing the number of vehicular trips generated by the proposed residential development.

Travel Plan Statement Approach

- 1.4 A travel plan statement 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.
- 1.5 Implementing a travel plan statement 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 statement has the potential to form a key stage in the forward planning process.
- 1.6 This travel plan statement focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available for residents. The travel plan statement will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that resident's travel.

2.0 TRAVEL PLAN BACKGROUND

2.1 Travel plans and travel plan statements 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. As part of this Travel Plan Statement the benefits of the typical residential Travel Plan process has been considered.

2.2 By adopting this tried and tested approach there is a clear commitment and demonstration that a mindful approach to sustainable travel planning as a fundamental part of the development is being undertaken.

Benefits of a Travel Plan Statement

2.3 Travel plan statements 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;
- 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 protect vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan statement 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.

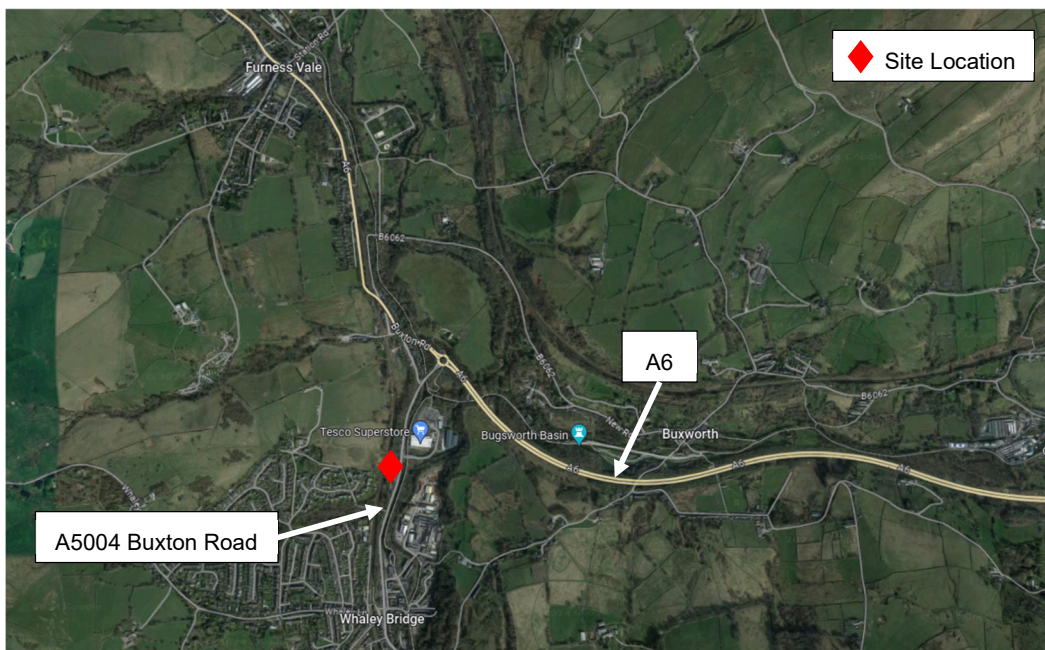
2.5 This travel plan statement has been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

- 3.1 The application site is located within the village of Bridgemont, approximately 1.3 km to the south of Furness Vale and 550m to the north of Whaley Bridge.
- 3.2 The site is bounded by woodland to the north, Buxton Road to the east, an existing residential dwelling to the south and the Stockport, Disley & Whaley Bridge Railway Line to the west.
- 3.3 The location of the site in relation to the wider highway network can be seen on **Figure 3.1**.

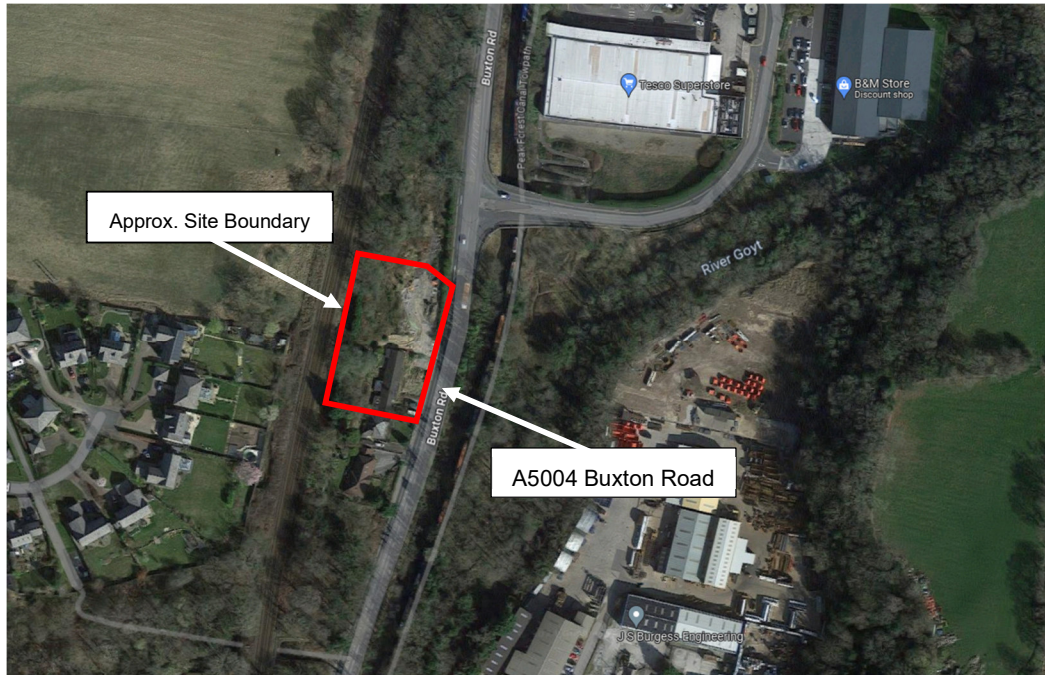
Figure 3.1 – Site Location Plan – Wider Highway Network



Source: Google Maps, 2024

- 3.4 The site boundary is shown in relation to the local highway network in red on **Figure 3.2** below.

Figure 3.2 – Site Location Plan – Local View



Source: Google Maps, 2024

Development Proposals

- 3.5 The proposals are to demolish the existing 2 no. dwellings and redevelop the site for the erection of 8 no. dwellings, reflecting an uplift of 3 no. dwellings from the previously approved application.
- 3.6 The proposed development will comprise of the following:
- Plots 1, 3, 4: 3 Bed houses
 - Plot 2: 3 Bed, with integral garage
 - Plots 5-8: 3 Bed, with integral garage
- 3.7 The proposed site layout can be seen at **Figure 3.3** below.

Figure 3.3 – Proposed Site Layout



Source: tadw architects

- 3.8 Vehicular access to the site will be provided via a kerbed entry point of a suitable width to allow 2 vehicles to pass.
- 3.9 Pedestrian and cycle access to the site will be provided from the same location as the vehicular access.
- 3.10 It is proposed that parking will be provided at a ratio of 2 spaces per dwelling. With regards to cycle parking, each of the dwellings will have external access to garden areas where bikes can be securely stored.

Existing Access by Non Car Modes: Walking

3.11 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 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.

3.12 **Table 3.1** demonstrates some of the local facilities within an acceptable 2km walk distance of the site.

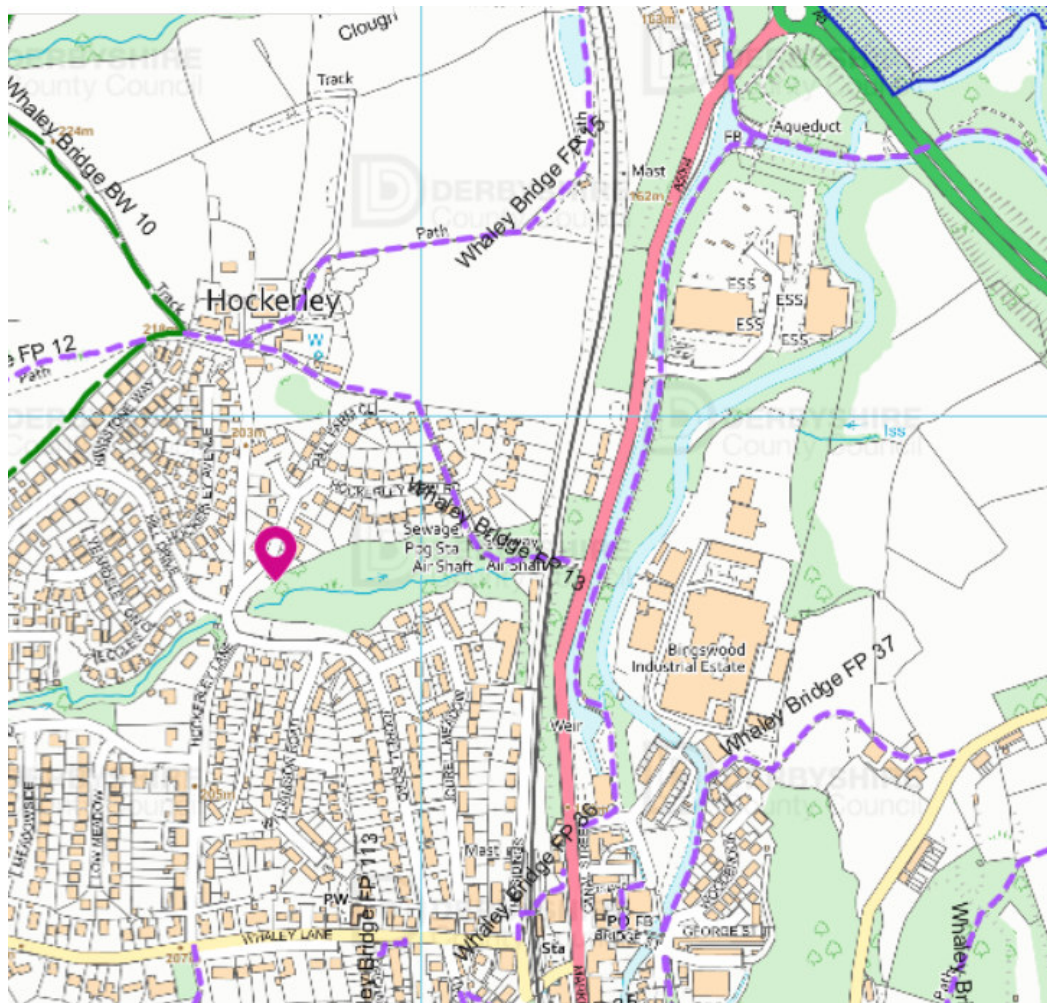
Table 3.1 – Local Facilities within 2km Walk Distance

Facility	Details	Distance from Site
Bus Stop	Tesco Supermarket	350m
Bus Stop	Bridgemont, A5004 Buxton Rd	350m
Supermarket	Tesco Supermarket	350m
ATM	Tesco Supermarket	350m
Café	Bridge Café, Market St	550m
Public House	The Goyt Inn, Bridge St	550m
Library	Whaley Bridge Library, Market St	600m
Railway Station	Whaley Bridge Railway Station	600m
GP	Goyt Valley Medical Practice, Chapel St	650m
Dentist	Goyt Valley Dental Practice, Chapel St	650m
Convenience Store	Co-op, Buxton Rd	700m
Nursery	Sunshine Nursery School	900m
Nursery	Bridgemont Nursery, Buxton Rd	900m
Primary School	Whaley Bridge Primary School, Buxton Rd	1km
Post Office	Horwich End Post Office, Buxton Rd	1.3km

3.13 This demonstrates that prospective residents will be able to access a variety of local facilities, without having to rely on the private car.

3.14 **Figure 3.4** below illustrates the Public Rights of Way in the area and where they emerge onto Buxton Road. The footpaths which run along the towpath also have access points emerging to the north of the Tesco car park and at the main Tesco vehicle access.

Figure 3.4 – PROW Map

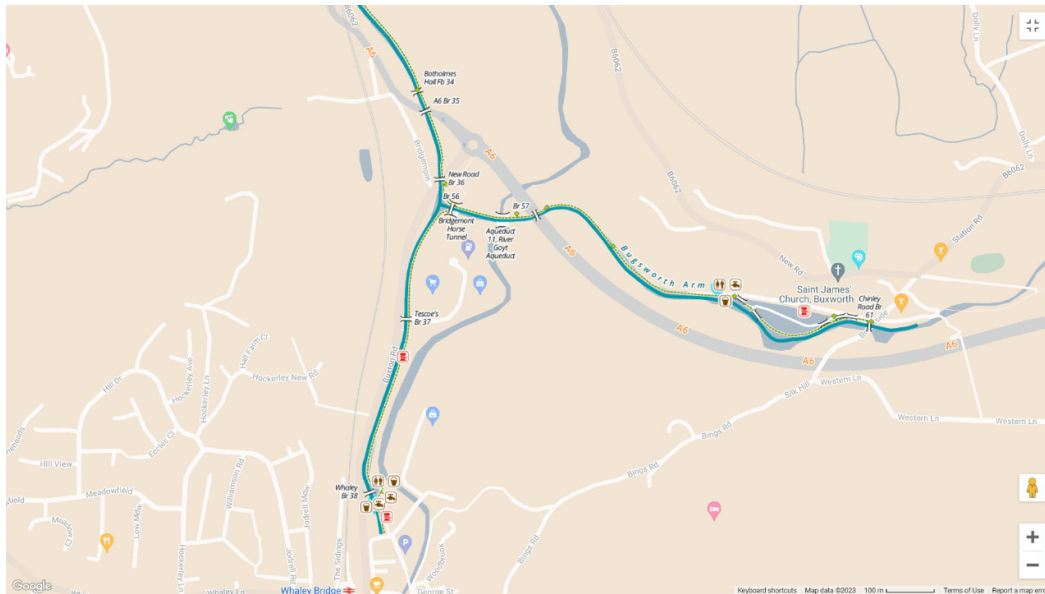


Source: Derbyshire County Council

Cycling

- 3.15 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.16 Although there are no on-road cycle routes, the Peak Forest Canal Cycle Trail does terminate in this area. The Peak Forest Canal Cycle Route provides cycle access into Whaley Bridge, New Mills and Chinley, as can be seen in **Figure 3.5** below.

Figure 3.5 – Peak Forest Canal Cycle Trail



Source: Canal & River Trust

- 3.17 As the application site is within an acceptable cycle distance of a range of local facilities and areas such as New Mills, Buxworth and Chinley, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

- 3.18 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."*
- 3.19 The nearest bus stop to the site is located at the Tesco supermarket approximately 350m to the north east and is therefore well within the recommended walking distance.
- 3.20 Further bus stops are located along the A5004 Buxton Road approximately 350m to the north of the site.
- 3.21 **Table 3.2** below provides an overview of the bus services available at the aforementioned bus stops along with the route and an average frequency for service intervals across the week.

Table 3.2 – Bus Service Summary

Service Number	Route	Mon-Fri		Sat		Sun	
		Ave. Frequency	Approx. First/Last	Ave. Frequency	Approx. First/Last	Ave. Frequency	Approx. First/Last
040	Bridgemont - Buxworth - Chinley - Chapel High School	1 school service		No Service		No Service	
60	Hayfield – Macclesfield	2 hours	07:37 – 18:13	2 hours	07:37 – 17:13	No service	No service
60A	New Mills – Macclesfield	2 hours	11:03 – 15:03	2 hours	11:03 – 15:03	No service	No service
61	Glossop - New Mills - Buxton	60 mins	07:08 – 18:06	60 mins	08:34 – 19:04	No service	No service
190	Buxton - Upper End - Chapel - Whaley Bridge	2 hours	09:32 – 18:42	1- 2 hours	09:48 – 18:49	No service	No service
Skyline 199	Buxton - Manchester Airport	30 mins	03:54 – 21:52	30 mins	03:54 – 21:52	60 mins	03:54 – 21:52

3.22 The nearby bus stops provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport.

3.23 Whaley Bridge Railway Station is located an approximate 600m walk distance to the south of the site and is therefore within an acceptable walking distance.

3.24 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.

3.25 Furness Vale Railway Station is located an approximate 1.8km walk distance to the north west of the site and is therefore also within an acceptable walking distance. Furness Vale Railway Station is also served by the Buxton to Manchester Piccadilly line and therefore provides similar services.

Summary

3.26 This section demonstrates that the site is located within an area considered accessible by non-car modes of travel. The site is located within an acceptable walk distance of Whaley Bridge centre, Buxworth and Furness Vale centres which contain a wide range of facilities.

3.27 The nearby bus stops provide regular services throughout the day to locations including Whaley Bridge Town Centre, Buxton and Stockport. There are also two railway stations within an acceptable walking distance of the site which provide regular services to locations including Stockport and Manchester City Centre.

4.0 MEASURES AND MARKETING

- 4.1 A travel plan statement is a tool for identifying measures that promote sustainable transport. A successful and cost effective approach is one that implements measures that are relevant and realistic to the development.

Travel Information and Marketing

- 4.2 Good accurate information on the variety of travel options which can be used and the initiatives being promoted are a critical element of a successful travel plan statement.
- 4.3 At the outset of the development, the promotional sales material for the site will include reference to the travel plan statement and list associated benefits. As properties are sold, all residents will be made aware of the information and the key measures to be implemented through their welcome packs.
- 4.4 The travel welcome packs for residents will include the following:
- An introductory leaflet to the travel plan providing a summary of the contents and key measures for implementation;
 - A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
 - Public transport information, including:
 - Bus timetables covering services from nearby bus stops;
 - Current bus fare information;
 - Information on how to obtain concessionary bus travel passes;
 - Contact details for bus service providers.
 - Active travel information, including:
 - Map indicating potential walk and cycle routes to the local facilities;
 - Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
 - Health information and details of local walk buddy and bike buddy groups.
 - Details of local taxi firms; and,
 - A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc).

Walking

4.5 The travel pack will encourage walking as a mode of travel from the site by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
- Promote the availability of walking information, including route maps and useful tips and guidance on Derbyshire County Council's walking page (<https://www.derbyshire.gov.uk/leisure/countryside/access/walking/walks-and-trails/walks-and-trails.aspx>); and,
- Provide a map showing walking routes as part of the welcome pack, indicating distances and times to key local facilities.

Cycling

4.6 The travel information pack will encourage cycling as an alternative mode of travel to work by implementing the following initiatives:

- Provision of cycle storage for residents in accordance with local authority guidelines;
- Raise awareness of the health benefits of cycling through promotional material in the welcome pack and on noticeboards;
- Promote Derbyshire County Council's cycling page (<https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/cycling.aspx>) which has a cycle route planner;
- Promote the availability of cycling information from the following cycle-focused website: <https://www.sustrans.org.uk/national-cycle-network> ;
- Provide information to residents on any local cycle hire centres, bicycle maintenance classes, and cycle proficiency 'Bikeability' courses, (<https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/cycle-hire/cycle-hire.aspx>); and
- Promote campaigns, such as National Bike Week, Cycle to Work Day and Family Bike Rides.

Public Transport Information

4.7 The travel information pack will actively promote public transport with the following specific measures to be implemented:

- Provide up-to-date bus and train information, including route maps and timetable information, with travel information packs;
- Provide details of the websites and telephone advice services to enable site users to obtain details on their individual journey requirements, including the Traveline website (<https://www.traveline.info/>);
- Details of community transport options and concessionary ticket availability; and,
- Details of local taxi firms will be provided within the travel information pack.

Car Sharing Scheme

4.8 The travel information pack will promote the Liftshare scheme (www.liftshare.com/uk) to residents. Information about the scheme will be placed in the travel information pack.

Alternatives to Travel

4.9 Alternatives to regular trips, such as the commute to work and supermarket visits, present the potential to reduce single occupancy trips greatly. Residents should be encouraged to consider all journeys they make and identify whether an alternative is present.

4.10 Working from home even just one day per week can reduce traffic by as much as 20%; this is made possible by home internet connections, multiple points within the homes for telephone and internet, and home office space.

4.11 Similar provisions enable a vast majority of shopping goods to be ordered from the home and delivered. Home shopping represents significant opportunities for reducing the need to travel.

4.12 The travel information pack will encourage residents to consider and utilise alternatives to travel on all viable occasions.

Marketing Summary

- 4.13 The travel information pack will provide residents with an overview of the travel plan statement in order to promote the use of a range of modes of transport and work towards increasing awareness of the alternative modes of transport available.
- 4.14 As noted above, the following marketing tasks will be undertaken as part of the travel plan statement implementation:
- Development of an introductory leaflet for the travel plan statement, providing a summary of the travel plan contents and key measures for implementation, to be disseminated to residents; and,
 - Welcome packs will be populated with a range of sustainable transport information and distributed to all residents upon occupation.

5.0 CONCLUSION

- 5.1 This travel plan statement reviews the existing transport facilities at the site and identifies a range of measures for implementation to reduce overall car usage and promote the use of sustainable transport modes.
- 5.2 Through the delivery of the measures discussed within this travel plan statement, the objectives identified should be fulfilled. These include:
- 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.
- 5.3 This document therefore ensures that sustainable access to the proposed development is facilitated.