



Travel Plan

Talbot Road, Glossop

Derbyshire County Council

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed by Derbyshire County Council (DCC) to provide a Travel Plan as part of an outline planning application for the redevelopment of the former Glossopdale Community College site on Talbot Road, Glossop to provide 110 dwellings, associated landscaping and other works.
- 1.2 The site is currently vacant having previously hosted the school. The school site closed in 2018 and the buildings were demolished in 2021 with enclosed, secured brownfield land being retained across the site.
- 1.3 The site benefits from a number of historic points of access onto Talbot Road, which were utilised to access various parts of the school. This includes pedestrian only access points. None of the historic vehicle access points on Talbot Road are sufficiently wide enough in their current format to form a junction of two adopted roads. Therefore a new access junction from Talbot Road will be provided.
- 1.4 The site offers a further additional connection to North Road, which due to its width would be for a pedestrian and cycle only point of access to provide direct walking and cycling connections into the local surrounding community.
- 1.5 The site offers excellent connections to the towns of Glossop, Mottram, Tintwistle and further afield via the M67 motorway and local rail services to Manchester.
- 1.6 The site lies within the jurisdiction of High Peak Borough Council as Local Planning Authority with Derbyshire County Council being the Local Highway Authority.

Purpose of the Report

- 1.7 This Travel Plan has been prepared to demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters that can be agreed with Planning Officers at High Peak Borough Council (HPBC) and Highways Officers at Derbyshire County Council (DCC).
- 1.8 Local Authorities endorse the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. This Travel Plan document has been written to encourage active travel, in line with the following core national guidance documents:
 - a) Department for Communities and Local Government, "Guidance on Travel Plans, Transport Assessments and Statements", (2014);
 - b) Department for Transport, "Good Practice Guidelines: Delivering Travel Plans through the Planning Process", (2009);
 - c) Ministry of Housing, Communities and Local Government, "National Planning Policy Framework, (2021);



- d) Derbyshire County Council, “Local Transport Plan Three”, (2011); and
- e) Derbyshire County Council, “Transport Planning and Policy” website.

1.9 SLR has also prepared a Transport Assessment that has submitted alongside the same planning application under a separate cover. This TP should be read alongside the aforementioned TA.

What is a Travel Plan?

1.10 A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”

Sources: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009; and National Planning Policy Framework, DCLG, 2012.

1.11 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

Structure of this Report

1.12 Following this introductory chapter, this report provides the following information:

- **Section 2: Travel Plan Benefits** – explores and outlines the wide range of benefits and positive effects that a TP can have on residents and the wider environment.
- **Section 3: Site Audit** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
- **Section 4: Accessibility by Sustainable Modes of Transport** – assessment of the accessibility of the site by the aforementioned means of transport;
- **Section 5: Development Proposals** – sets out the development proposals, access and servicing strategy, and parking proposals;
- **Section 6: Travel Plan Initiatives** – provides a clear description of the measures which could be implemented to encourage sustainable travel to and from the site;
- **Section 7: Travel Plan Management and Communications** – sets out the strategy for implementing the TP, discusses the roles and responsibilities of the TPC and identifies a strategy for communicating the TP to all.
- **Section 8: Monitoring and Review** – details the methodology for monitoring and reviewing the TP, including how often the monitoring will take place and who will be involved in the process; and
- **Section 9: Action Plan and Budget** - outlines the implementation programme including roles and responsibilities and an indication of budget requirements.



2.0 Travel Plan Benefits

Introduction

- 2.1 The benefits from a TP can be loosely categorised under four main headings:
- a) Health Benefits;
 - b) Environmental Benefits;
 - c) Financial Benefits; and
 - d) Mutual Benefits.
- 2.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

Health Benefits

- 2.3 There are well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“26% of adults classified as obese in 2018, up from 15% in 1993.”

“Physical activity levels are low in the UK: 33% of men and 42% of women do not meet the minimum recommendations for physical activity in adults.”

Source: HSCIC, ‘Statistics on Obesity, Physical Activity and Diet, Health and Social Care Information Centre’, 2018.

- 2.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

- 2.5 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

- 2.6 Additionally, in November 2020 the British Government announced a 10-point plan for a “Green Revolution” supported on significant investments on alternative greener ways of travel including cycling, walking, and buses, as well as electric vehicles. These measures, along the promotion of alternative energy sources, carbon capture initiatives, or the construction of greener buildings, will allow the UK to eradicate its contribution to climate change by 2050.



- 2.7 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area.
- “Air pollution causes a considerable burden of death and disability annually and costs the UK economy £20bn every year.”*
- Source: Royal College of Physicians, ‘Every Breath We Take: The Lifelong Impact of Air Pollution’, 2016**
- 2.8 Derbyshire County Council published in April 2011 the Local Transport Plan Three (LTP3). It sets out a transport vision, goals, challenges to be tackled and a strategy covering the period to 2026.
- 2.9 The LTP3 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.
- 2.10 LTP3 has five key transport goals, which are as follows:
- 1) Supporting a resilient local economy;
 - 2) Tackling climate change;
 - 3) Contributing to better safety, security and health;
 - 4) Promoting equality of opportunity; and
 - 5) Improving quality of life and promoting a healthy natural environment.
- 2.11 Derbyshire County Council is also committed to the challenge of tackling climate change and reducing our carbon emissions. The Council has prepared the ‘Vision Derbyshire Climate Change Strategy 2022-2025’, which is a plan for a shared commitment across Derbyshire’s county, district and borough councils to improve outcomes for people and places. Sustainable Transport, travel and infrastructure is embedded in all objectives, which are:
- 1) Create a fair society for Derbyshire where everyone has opportunities;
 - 2) Enable people to better manage their quality of life, health and wellbeing;
 - 3) Exceed climate change targets for people;
 - 4) Develop an inclusive and diverse economy for Derbyshire; and
 - 5) Empower communities to drive sustainable change
- 2.12 Derbyshire County Council also has a ‘Climate Change Strategy: Achieving Net Zero 2021-2025’, which sets out DCC’s aim to be a net zero organisation by 2032 or sooner, with some of the main themes being related to low carbon economy, decarbonising the domestic sector, transport, travel and infrastructure and waste.



- 2.13 Furthermore, High Peak Borough Council declared the Climate Emergency in October 2019. The Council prepared the HPBC 'Climate Change Action Plan 2021-2022' and then a second part, the 'Aiming low: the way to net zero 2021 to 2030. The overall vision to achieve a local zero-carbon economy by 2030.
- 2.14 HPBC strategy is using their tools, levers and powers and apply the Carbon Management Hierarchy as we focus on their '7 Ways to Net Zero', which are: the way we live, travel, work, make energy, look after our environment, manage waste and help change to occur.
- 2.15 Supporting residents in walking, biking or using public transport to travel would encourage them to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise that developments across Derbyshire to make on the environment, helping HPBC and DCC to achieve their environmental targets.

Financial Benefits

- 2.16 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

"The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year."

Source: At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004.

- 2.17 Individuals (specifically residents and visitors) can also benefit financially from travelling to and from a site with a TP in place, due to the improved range of transport options available, some of which may be more cost-effective than car travel.
- 2.18 An effective TP can help encourage residents and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

- 2.19 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the residents and visitors of the new development and the surrounding community.
- 2.20 The benefits of this TP must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

Travel Plan Aims

- 2.21 This TP aims to achieve the following benefits:



- a) A clearer understanding of any transport issues associated with the development site;
- b) To encourage the use of alternatives to the private car by the site users;
- c) To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- d) To improve the health and well-being of the development residents through the promotion of travel by walking and cycling; and
- e) A reduction in financial wastage for all residents when travelling to site; and
- f) Increased accessibility to the site for all end users.

2.22 The measures contained in this TP are intended to meet the above objectives.

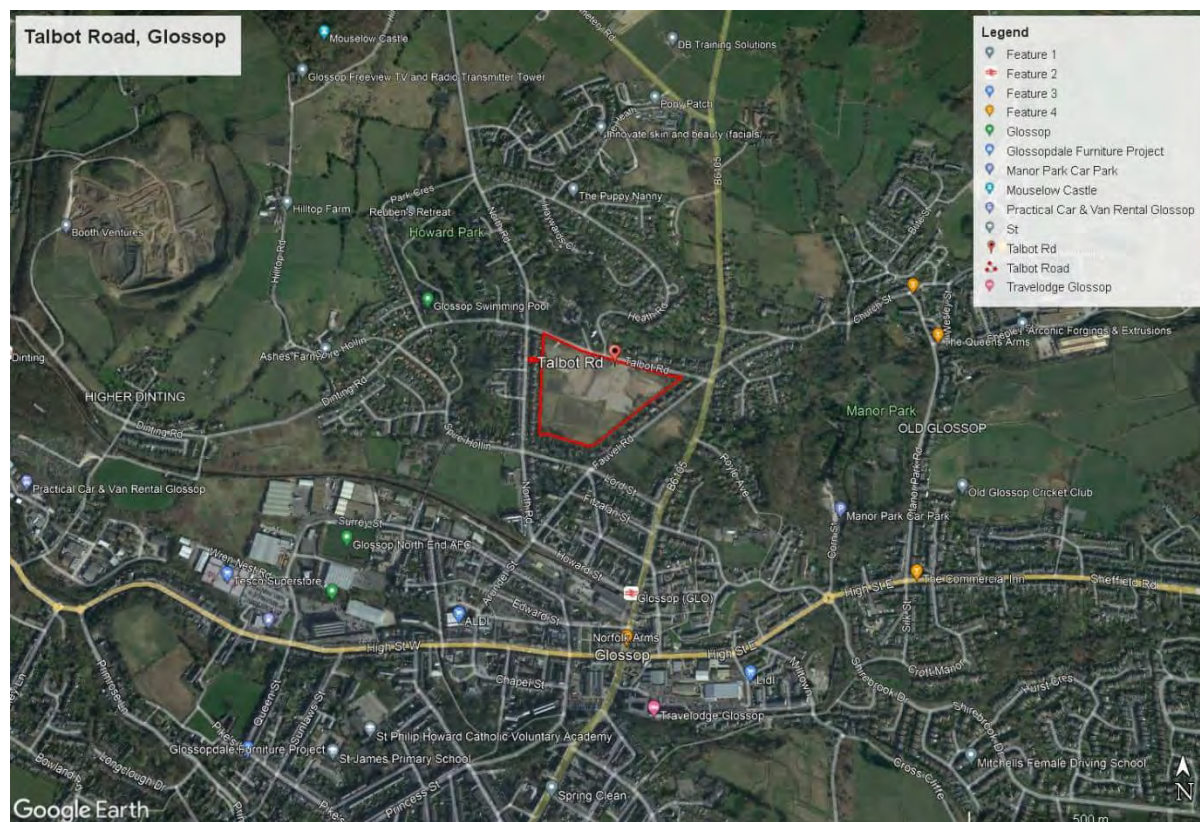


3.0 Baseline Conditions

Site Location, Existing and Former Use

- 3.1 This site is located to the north of Glossop Town Centre, to the south of Talbot Road.
- 3.2 The site is bounded by existing residential development on Fauvel Road, Spire Hollin and North Road to the east, south and west respectively. The adopted highway of Talbot Road forms the northern boundary of the site.
- 3.3 The Glossopdale Community College buildings were demolished in 2021 with enclosed, secured brownfield land being retained across the site.
- 3.4 The Title Plan attached as **Appendix B** shows the location of the site in a local context, while **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



- 3.5 As shown in the Title Plan attached as **Appendix B**, the site benefits from frontages onto the publically adopted highway at Talbot Road and North Road.
- 3.6 Multiple (three) former operational vehicular access are provided into the site along Talbot Road. There is also a pedestrian only access at the north eastern tip of the site onto Talbot Road. There is a connection onto North Road which could support an active travel/emergency vehicle access point.



- 3.7 The existing access point is shown in Error! Reference source not found..

Figure B: Existing Site Vehicular Accesses from Talbot Road



- 3.8 As can be seen from Error! Reference source not found., there are three internal former vehicular access points provided along Talbot Road. These accesses are currently fenced off to prevent illegal occupation of the site.
- 3.9 There is an additional access point off North Road (see **Error! Reference source not found.**) which formally provided an additional vehicular and pedestrian access into the site. This assess is currently fenced off to prevent illegal trespassing.



Figure C: Existing Access Point off North Road



Local Highway Network

- 3.10 A site visit was undertaken by SLR staff on Friday 7th July 2023 to examine the site and to observe its transport and highway operational characteristics.
- 3.11 Vehicular access to the site is not possible for site security and safety reasons although there are a number of fenced off former access points from Talbot Road. Talbot Road links the B6105 Woodhead Road to Fauvel Road and North Road.
- 3.12 At the point of the site frontage Talbot Road is a single carriageway road subject to a 30mph posted speed limit. The road is positively drained and covered by a system of street lighting. There are footways to both sides of Talbot Road. There are a couple of 'raised table' areas of traffic calming providing vertical deflection within the carriageway on Talbot Road along the site frontage, providing wide and level crossing areas for pedestrians. This vertical deflection was noted to calm traffic speeds along the street.
- 3.13 All road surfaces and items of street furniture were observed to be in good state of repair although the former school boundary hedge was noted to be overgrown and obscuring some items of street furniture. The 'School Keep Clear' zig-zag markings provided across and adjacent to the former main school entrance on Talbot Road were noted to be still in situ but worn and barely visible in places. The accompanying signage for the waiting restrictions were not apparent, so it is presumed that the signs were removed at some point following the school closure.
- 3.14 The existing access points show acceptable visibility splays are available for traffic emerging from the site onto Talbot Road, suggesting that gap acceptance movements can be carried out safely (see **Figure D**). The former school access points are not wide enough in their



current configuration to be considered as realistically able to be publicly adopted roads sufficient for two-way traffic into a residential development with accompanying continuous footways also likely to be required.

Figure D: Typical Visibility Splay to the west on Talbot Road from the Former Central Site Access



- 3.15 An Automatic Traffic Count (ATC) survey was undertaken for 7 days from Tuesday 11th July 2023 to Monday 17th July 2023 at a point on Talbot Road due east of Heath Road at the main former school access point. The survey was undertaken to determine traffic flow (in vehicles) recorded during the morning (08:00-09:00) and evening (17:00-18:00) network peak hours along Talbot Road, as well as and traffic speeds (see Error! Reference source not found.).

Table A: Existing Development Site (Nursery+Nos 1&2 Stretton Road) Surveyed Traffic Flows

Time	Eastbound	Westbound	Total
AM Peak Flows	157	152	309
PM Peak Flows	176	130	306
Daily Traffic Flows	1678	1518	3196
85 th Percentile Speed	29.7mph	29.1mph	-

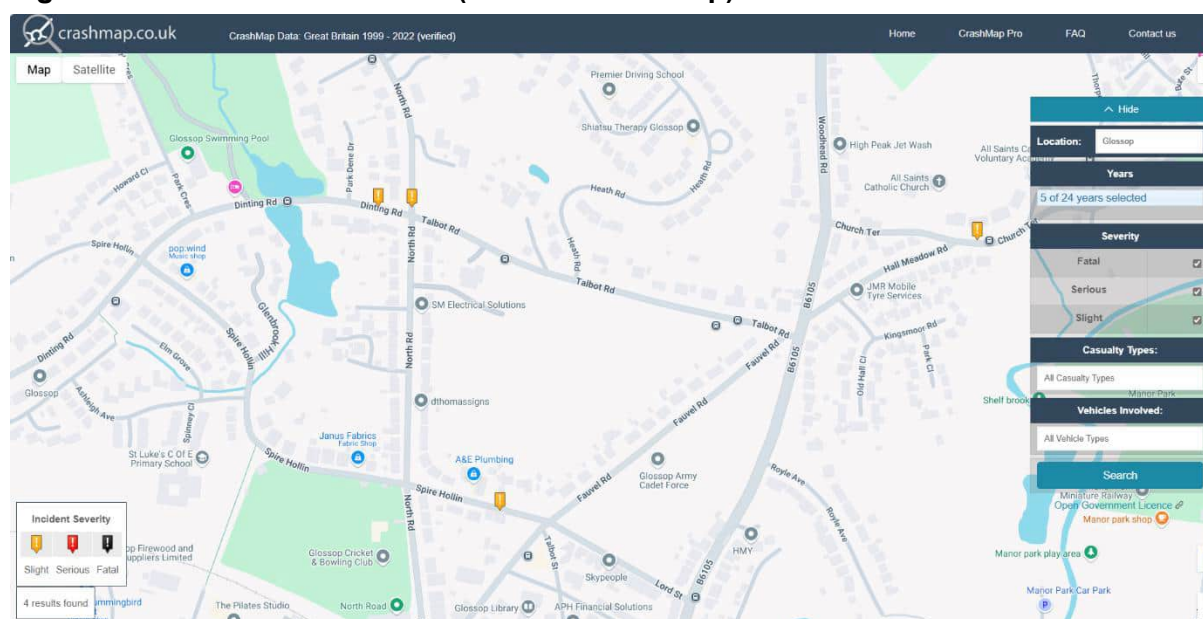


- 3.16 As Error! Reference source not found. demonstrates, traffic flows on Talbot Road are very low during the peak hours with total daily traffic flows amounting to around 3,000 vehicles. 85th percentile speeds are less than the posted speed limit of 30mph.

Road Safety Analysis

- 3.17 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.18 The CrashMap analysis has been undertaken for the most recent five-year period available, between 2018 and 2022. Four collisions have been recorded in the area immediately surrounding the development site (on roads likely to be used by development trips) as shown in **Figure E** below. This equates to a collision every 18 months.

Figure E: Collision Search Area (Source: CrashMap)



- 3.19 Going clockwise, one of the collisions recorded took place in July 2021 on Dinting Road, immediately to the west of the junction with North Road and Talbot Road, where a goods vehicle and a car were involved. One of the vehicles' passengers was slightly injured as a result of the collision.
- 3.20 Another collision was reported in September 2022 on North Road, at the junction with Dinting Road and Talbot Road, with a goods vehicle and a car being also involved and a vehicle occupant getting slight injuries.
- 3.21 Three vehicles, including cars and goods vehicles, were involved in a collision on Church Ter, to the east of the junction with Hall Meadow Lane in December 2020, where a vehicle occupant was slightly injured.
- 3.22 The fourth collision in the area was recorded in May 2021 on Spire Hollin, involving two cars and resulting in one of the vehicles' occupants being slightly injured.



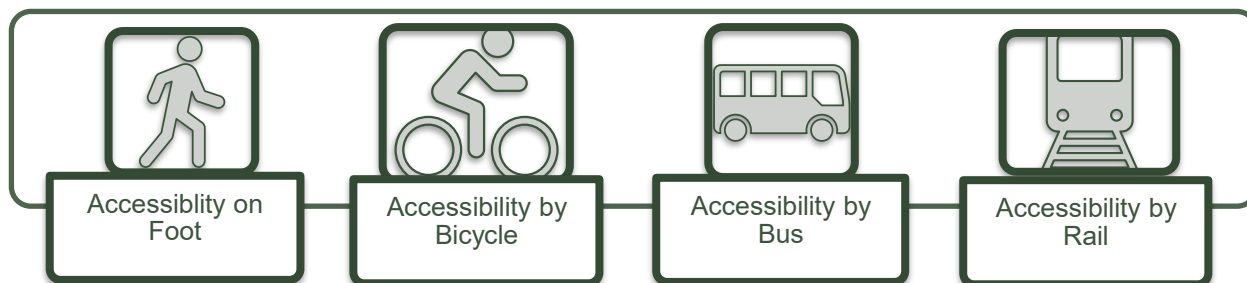
- 3.23 None of the incidents involved pedestrians, cyclists or motorcyclists, while no serious or fatal accidents were recorded within the study area.
- 3.24 No collisions took place on Talbot Road in front of the development site.
- 3.25 This therefore confirms that Talbot Road and all the surrounding roads likely to be used by development traffic represent a safe arrangement for all users. It can be seen from the review of the personal injury collisions that there are no identifiable trends which would give rise to any highway safety concerns.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table B**.

Table B: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix C** shows distances of 500 metres, 1,000 metres and 2,000 metres, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting and education trips. Catchments have been measured from the centre of the site.
- 4.5 The 500-metre catchment incorporates the whole site and the surrounding area including Talbot Road and sections of Dinting Road, North Road, Woodhead Road, Church Street, Norfolk Street and Fauvel Road. The catchment incorporates the bus stops on Talbot Road, as well as All Saints Catholic Church and Voluntary Academy and Glossop Swimming Pool.
- 4.6 Meanwhile the 1-kilometre walking catchment extends to encompass residential areas to all directions, reaching Cemetery Road to the north, Old Glossop to the north east, Manor Park



to the east, High Street to the south and the Dinting Road / Ashes Lane junction to the west. Multiple food and drink units, supermarkets and other shops can be found along High Street and Edward Street, while Glossop Rail Station, bus stops on Norfolk Street, Edward Street and High Street, Glossop Library, Duke of Norfolk and St Luke's Church of England schools and a gym are also located within this catchment.

- 4.7 Finally, the 2-kilometre catchment includes Shirebrook Park to the south east, Whitfield to the south, Mouselow Quarry to the west and Padfield to the north west. Additional schools, supermarkets and other retail opportunities and Dinting Rail Station can be found in this area.
- 4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:
- Talbot Road where footways are around 2.0m on both sides. Sightlines available to cross Talbot Road are good, due to the relatively straight alignment of the carriageway and there are multiple large uncontrolled dropped kerb and tactile paved crossing points along its length (See **Figure F**).
 - For the vast majority of its length, the B6105 Norfolk Street has continuous footways on both sides. There is a small section north of the junction with Talbot Road where private site frontages restrict the footway to one side only (east side only). The footways vary slightly in width but are typically around 2.0m.
 - North Road where there are footways on both sides.
 - The surrounding roads are listed as a traffic calmed area and have many measures in place to slow vehicle speeds (speed bumps, raised tables etc.). This local infrastructure keeps vehicle speeds on the adjacent highway network low and increases pedestrian safety.
 - Fauvel Road and Heath Road both offer quiet potential walk route connections with continuous footways connections.
 - Dropped kerbs are available at key crossing points and junctions, with the majority also providing tactile paving.
 - Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.



Figure F: Tactile Paving and Dropped Kerb Crossing Point on Talbot Road



- 4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and employment opportunities.

Cycle Accessibility

- 4.10 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix C**. This demonstrates that the 5-kilometre catchment encompasses Padfield to the north, Old Glossop to the east, Shirebrook park to the south east, Charlestown to the south, Charlesworth to the south west, Gamesley to the west and Hollingworth and Hadfield to the north west. Access to local facilities, including schools and supermarkets, and employment opportunities is therefore possible within the 5km cycle zone.
- 4.13 The streets around the development site are suitable for cycling, with some of them having traffic-calming measures. Furthermore, National Cycle Route 62 (Trans Pennine Trail), which is accessible 3.5km to the west of the site around Hadfield and runs through on-road



and off-road sections, providing access into Greater Manchester to the west and the Peak District to the east.

- 4.14 An extract from the Derbyshire Cycle Map is illustrated in **Figure F**.

Figure F: Derbyshire Cycle Map Extract



- 4.15 Cycling has therefore a clear potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.

Accessibility by Bus

- 4.16 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.17 The site benefits from access to at five bus stops within this catchment area.
- 4.18 Three of the bus stops can be found in front of the development site on Talbot Road (see **Figure G**). Two of the stops are close to the junction with Woodhead Road / Hall Meadow Road / Norfolk Road / Fauvel Road which are approximately 130m - 150m from the centre of the site frontage on Talbot Road. The other bus stop is to the west of the junction with Heath Road and is located around 100m from the site. These stops are provided with a flagpole and timetable board, as well as raised kerbs. The westbound stop close to the Woodhead Road / Hall Meadow Road / Norfolk Road / Fauvel Road junction is also provided with a lay-by in order to allow stopping vehicle to not interrupt the through traffic on Talbot Road. Route 393 services stop at these locations.
- 4.19 The other two bus stops around are on Hall Meadow Road (eastbound – 350m to the east of the site) and Church Ter (westbound – 500m to the east too). These stops are not provided with an indicative flagpole or an information board, with passengers being picked-up or dropped-off on demand around these locations. These stops are served by route 390.



- 4.20 In addition, there are another two stops on Norfolk Street around the junction with King Edward Avenue, slightly further way from the 400m catchment area (600m away from the site) where service 351 stops (which only operates on Fridays from September, although in spring and summer it is on Saturdays). These stops are provided with an indicative flagpole and an information board.

Figure G: Flagpole Bus Stop on Talbot Road



- 4.21 A summary of the bus services and their frequencies from these stops is outlined in **Table C**.

Table C: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
351	Holmfirth > Holme Moss > Glossop	No service	No service	No service	No service	Three services per day per direction	No service
390	Old Glossop > Glossop > Whitfield	30 minutes	30 minutes	30 minutes	30 minutes	30 minutes	No service
393	Padfield > Hadfield > Glossop > Shirebrook Park	Hourly	Hourly	Hourly	No service	Hourly	No service

- 4.22 As **Table C** demonstrates that three bus services stop in close proximity to the site which provide connections every 30 minutes to Old Glossop (with a journey time of 7 minutes) and



Whitfield (11 minutes) and hourly connections to Hadfield (15 minutes). All these services also stop at Glossop town centre too (2 minutes).

- 4.23 In addition, the bus stops on Edward Road (located to the south of the site at 900m, which equates to a 12-minute trip on foot or a 4-minute trip by bicycle) will allow the future residents of the development to reach further local and regional destinations as Buxton, Ashton-under-Lyne, Hyde or through services 61, 237, 257, 341 and 394.
- 4.24 It is therefore concluded that bus public transport accessibility is acceptable.

Accessibility by Rail

- 4.25 The site is 800m to the north of Glossop Rail Station, which is on the Glossop line, with a journey time of 9-10min on foot and 2-4min by bicycle.
- 4.26 It is a terminus station but not where the currently operating services end, as trains arriving from Manchester Piccadilly reverse to proceed to Hadfield (which is the last station covered by that service) and vice versa.
- 4.27 Glossop Rail Station is under DfT Category D 'medium staffed'. It has various facilities including a ticket office, ticket machines, toilets, a seating area, car and cycle parking, toilets and step-free access to the single platform that the station has.
- 4.28 Northern operates the service stopping at this station, linking it with Manchester Piccadilly to the west (in around 35 minutes) and with Hadfield to the north (in 6 minutes). Two services per hour in each direction are available every day.

Access for Disabled Users

- 4.29 For disabled and elderly users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Derbyshire and Derby (Gold Car), and in the rest of England under the English National Concessionary Travel Scheme.
- 4.30 The pass enables disabled users to travel free on all buses between 09:30 and 23:00 from Monday to Friday and all day at weekend and bank holidays, but also before 09:30 from Monday to Friday, provided the journey begins in Glossop. In addition, Gold Card holders can also travel free-of-charge anytime on Derbyshire Connect Dial-a-Bus 'shopping' buses.
- 4.31 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Accessibility Conclusions

- 4.32 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9, Promoting Sustainable Transport, outlines the important role that transport policies must play in facilitating this. Paragraph 109 indicates that:



'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.'

- 4.33 It has been demonstrated that the site is located in a well-established residential area. The existing standard of pedestrian infrastructure is good, and pedestrians can walk to a variety of local facilities and Glossop Rail Station using crossing facilities and well-maintained footways and paths. Cycle access into Glossop Town Centre is easily achievable and further linkages to off-road and on-road local and national cycle routes are available towards the west, around Hadfield and Dinting.
- 4.34 The site has also been demonstrated to benefit from convenient access to rail, and in particular bus, services. These provide access to a wide range of local and regional destinations. Accessibility is particularly good for Derbyshire as a predominantly rural shire county.
- 4.35 The site therefore offers substantial opportunity for residents to undertake trips for a variety of purposes by bus and/or train using the existing public transport infrastructure that is considered appropriate in the context of the proposed development.
- 4.36 It is therefore concluded that the site is location in a highly sustainable location, in line with NPPF guidance.



5.0 Development Proposals

Outline Proposed Development Schedule

- 5.1 It is proposed to provide 110 residential dwellings on site. Direct access into the site will be gained off Talbot Road via a new priority arrangement. There will also be opportunities to create additional emergency vehicle, pedestrian and cycle access around the site.
- 5.2 Indicative Site Concept and Parameter Plans can be found in **Appendix C** at the rear of this report.

Highway Design

General Considerations

- 5.3 As previously discussed, the 6Cs Local Highway Authorities (which includes Derbyshire County Council), along with a number of key stakeholders, including several Local Planning Authorities, major house builders and developers, and special interest groups have prepared the Delivering Streets and Places (DSP) guidance (2017).
- 5.4 The highway design recommendations contained within the DSP reflect current best practice and are aligned with national guidance.
- 5.5 The site layout design will follow the DSP guidance on multiple elements, as boundary treatments, green verges, footways and footpaths, cycle infrastructure, road hierarchy and geometry, access to dwellings or parking.
- 5.6 The DSP states that all kinds of vehicles, from private car to goods vehicles and public and emergency service vehicles, need to be accommodated in new developments. Therefore the access with the external highway network should be appropriate, discourage the use of the development road network as through route, prioritise the needs of pedestrians, cyclists and public transport users over motor vehicles, accommodate public service vehicles by minimising the need for turning and reversing manoeuvres and accommodate motorcycling traffic.
- 5.7 In relation to pedestrian access, the DSP highlights that the site layout should be designed to make walking safe and attractive, promoting connectivity and permeability, with specific street user hierarchies being developed. Vehicles speeds should be managed through layout design to ensure pedestrians' safety. Cul-de-sacs should be avoided, when possible, while multiple access points should be provided. Routes need to be lit and overlooked and dropped kerbs and tactile paving must be provided at junctions.
- 5.8 Highways on site will be designed to adoptable standards so DCC could take ownership of them after the completion of the development. This will be carried out through a Section 38 adoption process.

Access Design

- 5.9 Direct access into the site is proposed off Talbot Road via a new priority junction. The junction will be located circa. 40m **25m now** east to Heath Road to ensure that there is an



appropriate separation distance between the two junctions. The junction will consist of a 6.0m junction radii and a carriageway width of 5.5m for two-way traffic flow. The proposals will also incorporate a 2.0m footway on both sides that will tie in with the existing pedestrian footways on Talbot Road. Dropped kerbs and tactile paving will also be provided at the junction bellmouth. The careful design of the access road, where traffic speeds will be low, will foster an environment where cycling is encouraged on-street without the need for a more formal separation from vehicles.

- 5.10 There will also be opportunities to create new pedestrian and cycle accesses around the site onto Talbot Road and North Road, with the one off Talbot Road being also designed for emergency vehicle access.

Servicing

- 5.11 The site access has been designed in such a manner as to ensure that service vehicles can access areas as required but with highway design and geometry that is not dominated by this occasional need.

Proposed Parking Provision

- 5.12 The 6Cs' DSP also includes guidance about parking provision.

Car Parking

- 5.13 With regards to car parking, the on-street spaces should be clearly defined so to encourage the intended users to use them. These spaces cannot obstruct pedestrian or cycle movement nor blocking visibility spays at junctions.
- 5.14 Off-street parking shall be well lit and close to the dwelling(s) it serves, distinguishable from the public realm. These spaces should be located either directly in front of or to the side of the property served (or both), and overlooked (for security reasons).
- 5.15 Garages shall normally be counted as parking spaces if they meet or exceed the 'Preferred' standard set out in the Garages and Gated Accesses to Parking Spaces.
- 5.16 The DSP states that the Department for Communities and Local Government methodology (DCLG methodology) shall be applied to determine parking supply in the absence of any specific parking standards from the relevant authority, which is the case as neither DCC or HPDC have prepared such document. This methodology applies to residential parking and assesses car parking requirements based on dwelling location, size, type and tenure This methodology is sensitive to the different needs of urban and rural locations and allows designers to vary the parking mix by allocated and unallocated spaces as well as on- and off-plot spaces to arrive at the optimal solution.
- 5.17 For instance, for dwelling where 1 space is allocated, the total additional provision should follow this formula:

ADDITIONAL DEMAND FOR PARKING PER DWELLING = 1 X (PROPORTION OF TWO CAR HOUSEHOLDS – for the relevant type of dwelling and location, using Census data) + 2



$X \text{ (PROPORTION OF THREE CAR HOUSEHOLDS)} + 3 \times \text{(NO. OF FOUR CAR HOUSEHOLDS)}$.

- 5.18 If dwellings are provided with 2 spaces, then for the additional provision calculations the proportions of two-car households must be removed from the equation above.
- 5.19 With regards to visitor parking, Nottinghamshire County Council (part of the 6Cs) undertook research on the matter and concluded that no special provision is needed for visitors where at least half of the parking provision associated with a development is unallocated, while for other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

Cycle Parking

- 5.20 In relation to cycle parking, as DCC nor HPDC have any specific guidance on the matter, the 6Cs' DSP states that for residential developments other than flats, one space per dwelling, with garages counting towards cycle parking provision if they meet the 'Preferred' standard in the Garages and Gated Accesses to Parking Spaces.

Travel Plan

- 5.21 To support and encourage residents to travel by sustainable means the development with adopt a Travel Plan. Accordingly, a Framework Travel Plan has been prepared to accompany this planning application, which provides a Heads of Terms for a Full Travel Plan which can then be secured by a suitably worded planning condition.



6.0 Travel Plan Initiatives

Introduction

- 6.1 This section draws together the proposed Travel Plan measures for encouraging more sustainable travel. The initiatives have been organised into the following headings and discussed in the subsequent paragraphs:
- a) Induction Pack;
 - b) Encouraging walking;
 - c) Encouraging cycling;
 - d) Encouraging public transport use;
 - e) Encouraging car sharing; and
 - f) Encouraging sustainable travel in general.
- 6.2 The proposed a package of measures have been used to steer the design of the development to meet the TP objectives and minimise car-based travel patterns.

Induction Pack

- 6.3 Introduction Packs can be critical in influencing travel patterns and therefore the most effective initiative of any TP is likely to be the distribution of a digital copy of the Induction Pack for every new resident at the beginning of each academic year or term.
- 6.4 The contents of the packs should include:
- a) An introduction to the TP concept detailing objectives and aspirations;
 - b) Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - c) Personal travel initiatives;
 - d) Different maps showing local walking / cycling routes and places of interest;
 - e) Details of public transport services, including timetables and routes; and
 - f) Details of the Travel Plan Co-ordinator (TPC).

Encouraging Walking

- 6.5 An increase in residents walking to the development site can contribute towards a healthier population.
- 6.6 **Table D** summarises the proposed initiatives designed to encourage walking:



Table D: Initiatives to Encourage Walking

Initiative	Description
Security Provision	Provide personal safety alarms and torches to enhance safety for residents.
Derbyshire Walks and Trails	Promote leisure walking in the area.

Security Provision

- 6.7 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. Providing the option of personal alarms and torches to residents who express concerns or indicate that they will walk to / from site, especially after the end of their working or school days during the winter, will help reduce any uncomfortable feelings and encourage more to commute on foot.

Derbyshire Walks and Trails

- 6.8 Derbyshire is excellent walking territory with a huge variety of opportunities to explore our stunning countryside, historic towns and villages, canals, rivers and much more. Promoting leisure walking can eventually also into more pedestrian trips for other activities, as commuting. DCC has a website with links to the different leisure walking routes within the area: <https://www.derbyshire.gov.uk/leisure/countryside/access/walking/walks-and-trails/walks-and-trails.aspx?page=1>.

Encouraging Cycling

- 6.9 It is envisaged that some of the vehicular trips made to the site by residents and maybe also some visitors could be made by cycle instead. **Table E** below summarises potential cycling initiatives to be included in the future Full Travel Plan.

Table E: Initiatives to Encourage Cycling

Initiative	Description
Cycle Parking	Provision of cycle parking facilities on-site.
Liaison with Local Shops	Find out if local cycle shops can offer discounts to residents.
Reflective Clothing	Provide free high visibility clothing to those wishing to cycle to/from the site.
Bike User Group (BUG) and Cycle Buddy Scheme	Establish a residents' group focused on issues related to cycling.
Cycling Training	Promote the available courses offered by DCC among residents.
Cycle Planning Tool	Provide a link to the Cycle Streets and DCC Cycle Journey Planner tools.

Provision of Cycle Parking Facilities

- 6.10 As previously discussed, cycle parking spaces will be provided following 6Cs' DSP guidance on the matter. This will allow residents and visitors cycling to site to park their bicycles safely.



Liaison with Local Cycle Shops

- 6.11 Local cycle shops will be contacted in order to find out if they can make any kind of discounts for residents in case they decided to purchase a bicycle or other related products.

Reflective Clothing

- 6.12 High visibility clothing should be provided free of charge to residents who state their wish to cycle to the site. This will encourage those who have safety concerns to use a sustainable mode of transport to commute, and will help reduce the chance of a cyclist being involved in an accident.

Bike User Group (BUG) and Cycle Buddy Scheme

- 6.13 A Bike User Group (BUG) is a group often set up to raise and discuss cycling issues. A group should be initiated so that the interests of resident cyclists at the site are considered. BUG meetings should be set up on a quarterly basis to discuss issues, and eventually implement any ideas as future TP initiatives. This may be popular as the topography of the land is appropriate for cycling.
- 6.14 Additionally, a cycle buddy scheme should be open to all residents. They could put their names forward for the scheme, and they would be matched against others with a similar journey. This could be arranged during the BUG meetings, to encourage greater involvement.

Cycling Training

- 6.15 For residents who want to feel more confident cycling on the road, DCC offers cycle training to adults who live, work or study within Derbyshire. The scheme offers up to four training lessons that can last up to two hours.
- 6.16 Additional information can be found at: <https://www.derbyshire.gov.uk/transport-roads/road-safety/bicycles/county-rider/county-rider.aspx> and applications should be made at: <https://apps.derbyshire.gov.uk/applications/formBuilder/county-rider-application-form/DF7CA4F2-0D82-4C9E-B314-C51908943F94>
- 6.17 The availability of these courses should be promoted among the development residents and staff to encourage them to use this mode of transport when travelling to the development site.

Cycle Planning Tools

- 6.18 Optimal cycle routes to the development site or other destinations can be calculated using the Cycle Streets tool, which provides the user an elevation profile of the route, the type of streets they will be using, their typical traffic levels and the availability of signalised crossing points. The tool can be launched from the following link: <https://www.cyclestreets.net/>
- 6.19 Additionally, DCC website offers further information on maps and routes across the city on <https://www.choosehowyoumove.co.uk/cycling/>, including also a journey planner (<https://cycle.travel/map/derbyshire>).



Encouraging Public Transport Use

- 6.20 It is considered that using initiatives to encourage bus use could help replace some of the journeys made to the development site by private car. **Table F** summarises the proposed public transport use initiatives:

Table F: Initiatives to Encourage Public Transport Use

Initiative	Description
Liaison with Local Public Transport Providers	Public transport discounts for residents can be agreed with local service providers.
Public Transport Service Details	Provide the details of bus services included in the site audit section of this TP to all residents and resources to plan their trips and but the right tickets.
Derbyshire Connect	Promote these services to shopping destinations or for health appointments among residents.
Intercity Travel	Promote sustainable travel alternatives for trips to/from beyond Derbyshire.
Promote PlusBus	Promote the existence of the PlusBus tickets for multi-modal travelers.

Liaison with Local Public Transport Providers

- 6.21 Having access to fare discounts could encourage residents to use public transport services. Therefore, offers and discounts for these services could be agreed with the providers to encourage their use.

Local Travel and Public Transport Service Details

- 6.22 Public transport service included in **Section 4** should be made available to residents. The initiative should make people more aware of the services available to them, and encourage public transport usage.
- 6.23 Timetables for all bus routes in Derbyshire can be found on <https://derbysbus.info/>.
- 6.24 Residents should be provided with a link to the Traveline Journey Planner (<https://www.traveline.info>) and other travel live information services such as services disruptions at: <https://www.derbyshire.gov.uk/transport-roads/public-transport/news-notice/temporary-disruptions/disruptions-to-bus-and-train-services.aspx> where links to the different bus and trains services operators' websites are available.

Derbyshire Connect

- 6.25 DCC funds through Derbyshire Connect transport to shopping destinations for people unable to use conventional buses because of age, disability or because they live in areas where public transport is limited.
- 6.26 This service is being run by Ashbourne Community Transport in the south and west of the county running from 09:00 to 16:00 Bookings could be made calling at: 01335 300670 or emailing info@ashbournect.org.uk. Books should be made between 7 and 1 day before the travel date.



- 6.27 Door-to-door transport for health appointments is also provided through the Derbyshire Connect Active Travel scheme.
- 6.28 In this case, the service is operated by Bakewell and Eyam Community Transport, The Bureau – Glossop's voluntary and community transport network – New Mills Volunteer Centre and Connex Transport. Bookings could be made by calling at 03333 444125 between 09:30 and 15:00. Users booking this service should give as much notice as possible (at least 24h).
- 6.29 Charges vary depending on how far the user will be travelling (with users knowing the fare at the time of booking).
- 6.30 Both services should be advertised among residents, especially to those likely to make use of them, as elderly or disabled residents.

Intercity Travel

- 6.31 Sustainable travel options to other places beyond Derbyshire will also be advertised to residents. These includes rail and coach travel.
- 6.32 Rail services can be searched on <http://www.nationalrail.co.uk/>, which always offers the cheapest alternative for each trip and redirects the user to the correspondent operator website, where tickets can be bought without any additional booking fee.
- 6.33 Rail Season Tickets can be purchased on <https://www.northernrailway.co.uk/tickets/smart>
- 6.34 There are also different Railcards available, which allow rail services users to obtain a 33% discount off Standard Anytime, Off-Peak, Standard Advanced and First-Class Advanced fares. The annual cost for a Railcard is £30 for a whole year. More information about all the available Railcards can be found through <https://www.railcard.co.uk/>.

PlusBus

- 6.35 PlusBus, the integrated rail and bus ticket that provides discounted bus travel at the start or end of a rail journey should be promoted as a way to save money for the multi-modal travellers. See their website on this link: <http://www.plusbus.info>

Encouraging Car Sharing and the Use of Electric Vehicles

- 6.36 Car sharing would help to reduce the impact the development has on the environment, and potentially save residents money. **Table G** below summarises the proposed car share initiatives:



Table G: Initiatives to Encourage Car Sharing and Electric Vehicles

Initiative	Description
Car Sharing Database and Promotion	Promote car sharing informally within the site users and raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising.
Liftshare	Promote Liftshare car travel sharing services
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage residents shifting from petrol/diesel to electric vehicles.

Car Sharing Database

- 6.37 In order to co-ordinate car sharing, it is suggested that staff and residents willing to car share could put forward their name to the administrative staff at the development site facilities. People could then be matched with similar journeys on a more informal basis.
- 6.38 A car sharing coffee could be arranged to get to know other potential car sharers' travel patterns, timetables, etc. before committing to sharing a car journey with them.
- 6.39 It would also be appropriate to raise awareness of car ownership costs, and highlight the social and economic benefits of car sharing through advertising around the site.

Liftshare

- 6.40 LiftShare would allow residents and staff members to search for the journeys to the development site they want to share, either as a driver or a passenger. When there is a match between two users, they can contact each other to arrange a lift. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).
- 6.41 Residents and staff members would also be able to search for journeys to and from any part of the country, saving money and fuel, and helping to cut congestion and car emissions.
- 6.42 Residents can also calculate the money they can potentially save per day and per year by doing car share but also the CO2 not released to the atmosphere due to their new travel patterns.
- 6.43 Additional information can be found at: <https://liftshare.com/uk/community/derbyshire>

Electric Vehicle Promotion

- 6.44 Residents could be encouraged to switch to 'zero emissions' vehicles, which have a significant part to play in ensuring that car journeys are more sustainable.
- 6.45 A map showing the location of charging stations across the country should also be available to residents. This resource can be found at the following link: <https://www.zap-map.com/live/>



Encouraging Sustainable Travel in General and Reducing the Need to Travel

- 6.46 The following subsection discusses initiatives that are aimed at encouraging any form of sustainable travel. The proposed initiatives are summarised in **Table H** below:

Table H: Initiatives to Encourage Sustainable Travel in General and to Reduce the Need to Travel

Initiative	Description
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.
Other Sustainable Transport Campaigns	Weeks/days aimed to promote the use of specific means of transport.
Transport Newsletter	Newsletter detailing all the relevant transport information to residents.
Reduce the Need to Travel	Reduce the residents need to travel.

Sustainable Transport Week

- 6.47 In order to raise awareness of sustainable modes of travel, it is suggested that the TPC organises a 'Sustainable Transport Week' aimed at promoting cycling, walking, and public transport. This could contain the following initiatives for all transport modes:
- Posters advertising the week;
 - Posters detailing the health and economic benefits associated with walking, cycling, using public transport services and car sharing in comparison to single-occupancy private car use; and
 - Posters detailing the threats of climate change, and transports' contribution towards climate change.
- 6.48 It is beneficial to encourage more cyclists and pedestrians to travel to and from the site, but not at the cost of increased accidents. As part of the Sustainable Transport Week, the development site residents could be offered a cycle/pedestrian safety training session (the TPC would need to contact Sustrans or DCC in advance to arrange this).
- 6.49 In order to obtain maximum participants, the Sustainable Transport Week should be held at an appropriate time in the spring/summer when there is an increased possibility of good weather.
- 6.50 In addition, the new site management should promote the specific national and local sustainable travel campaigns which take place throughout the year:
- National Bike Week – <https://www.cyclinguk.org/bikeweek>, which takes place usually in June;
 - Catch the Bus Week – <https://bususers.org/england/catch-the-bus-week-1-7-july/>, which is a nationwide campaign;



- c) European Mobility Week – www.mobilityweek.eu , which runs annually in September;
- d) Cycle to Work Day – www.cycletoworkday.org, with aim of seeing a million regular cycle commuters in 5 years; and
- e) Liftshare Week - <https://liftshare.com/uk/liftshare-week>, aiming to promote the benefits of car sharing.

Transport Newsletter

- 6.51 In order to maintain engagement with the TP process, an online newsletter could be brought out every 6 or 12 months. The newsletter could include, but not necessarily be limited to;
- a) Infrastructure improvements- both recently completed and future;
 - b) TP monitoring updates;
 - c) Any relevant public transport information; and
 - d) Stories of residents who travel sustainably to the development site published to inspire others.

Reducing the Residents' Need to Travel

- 6.52 An effective way of lessening the travel impact of the development is to reduce the residents' need to travel in the first instance. Whilst this will not be possible most of the times, there may be occasions when they could work from home or buy groceries online. For this purpose, it is vital to provide a high quality internet connection to all dwellings.



7.0 Travel Plan Management and Communication

Management Strategy

- 7.1 DfT Good Practice Guidelines outline six key messages regarding implementation and management:
- a) *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
 - b) *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
 - c) *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
 - d) *Local authorities need to establish robust databases of all travel plans in their areas.*
 - e) *Post-implementation management arrangements must be identified and included in the travel plan.*
 - f) *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process. DfT, 2009.

- 7.2 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

Travel Plan Coordinator

- 7.3 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the ‘Travel Plan Coordinator’ (TPC). The site management will appoint a TPC before the first occupation of the site.
- 7.4 The TPC will be responsible for the Travel Plan following the redevelopment. In line with the overarching Travel Plan, duties of the TPC include:
- a) Looking after the day to day operation of the plan;
 - b) Keeping all relevant databases, information, and administration up to date;
 - c) Liaising with appropriate partners;
 - d) Leading on the delivery of the TP;
 - e) Representing the human face of the TP;
 - f) Promoting the TP by explaining its purpose and opportunities;
 - g) Promoting individual measures in the TP;



- h) Monitoring the TP; and
- i) Reviewing the TP using regular surveys.

7.5 The TPC for the development will be confirmed before the first occupation of the site.

Communications Strategy

7.6 The initiatives proposed in **Section 5** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Communications Strategy is therefore considered to be a vital step in ensuring the success of any TP.

7.7 The benefits of this TP must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

7.8 It is key to publicise the Travel Plan successes as People may be more likely to continue mode shift if commended as well as encouraging others.

Promotion of the Travel Plan

7.9 Promotion of the TP around the site should take the following forms:

- a) Produce TP information leaflet;
- b) Produce regular TP newsletter every six months;
- c) Publicise the TP with posters in communal areas; and
- d) Provide information on the TP to residents and visitors.

Travel Plan Distribution

7.10 A version of this TP document and any subsequent TP review documents should be made readily accessible to residents of the facilities as previously discussed. In order to ensure this, the following an electronic copy should be made available to residents.



8.0 Monitoring and Review

Introduction

- 8.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009) state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

- 8.2 However, too much monitoring and review of TPs is thought to be damaging to the overall effectiveness and impact of the document. It is important to find the right balance of monitoring.
- 8.3 As stated earlier in this TP, there is a clear commitment to liaise with DCC and to use these links to monitor the effectiveness of the Travel Plan and their monitoring systems.

Travel Surveys

- 8.4 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.
- 8.5 In order to fully understand travel and transportation issues at the site, it is considered necessary to undertake Resident Travel Surveys. Residents are not yet known and therefore the surveys will be completed within six months following first occupation of the development.
- 8.6 Therefore, the information obtained will be used to undertake travel performance indicator and modal split analysis.
- 8.7 As part of the ongoing development of the Travel Plan there will be a commitment to undertake surveys annually.

Survey Design and Distribution

- 8.8 The survey will be in line with current local and national TP guidance and questions will be designed to provide an indication of residents' travel habits.
- 8.9 The surveys would extract the following key information:
- a) Location of study place;
 - b) Usual mode of travel and reason for modal choice;
 - c) Journey time and length;
 - d) Attractiveness of various sustainable modes;
 - e) Any barriers to sustainable modes; and
 - f) Initiatives that would encourage residents to travel more sustainably.



- 8.10 An example of residents' questionnaire is attached as **Appendix D** at the rear of this report.
- 8.11 After approval, the surveys will be distributed electronically to residents.
- 8.12 Questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Paper copies can be available for those who may require it.

Survey Analysis

- 8.13 The completion of the TP questionnaires will be pushed forward as a requirement for residents with the aim of achieving a response rate above two thirds.
- 8.14 All data collected for the travel surveys in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the databases and be responsible for the release of information, with all data held being used solely for the purpose of the TP.

Subsequent Surveys

- 8.15 Following on from the baseline travel survey, subsequent surveys will be undertaken on an annual basis for at least 5 years, in order to effectively monitor the evolution of the modal split figures and therefore the effectiveness of the initiatives within the TP. The surveys will also provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.

Targets

- 8.16 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to residents. They should be '**SMART**' Targets – Specific, Measurable, Achievable, Realistic and Timed.
- 8.17 No definitive targets can be defined until the survey is completed across the site. As previously stated, there is a commitment to undertake surveys within six of full occupation of the site. Instead, **Table I** contains indicative targets similar to those that will be derived following the completion of the full Travel Survey.
- 8.18 Three different timescales for the 'SMART' targets for residents to be met included the short term (first year after adoption of the TP), the medium term (targets for Year 3) and the long term (Year 5).



Table I: Indicative Modal Split Targets

Travel Mode	Short Term Target Modal Shift Change	Cumulative Medium Term Target Modal Shift Change	Cumulative Long Term Target Modal Shift Change
Car Driver	-2%	-6%	-10%
Car Share	+1%	+2%	+3%
Public Transport	-	+2%	+3%
Cycle	+1%	+1%	+3%
Walking	-	+1%	+2%

- 8.19 As it can be observed from the indicative targets in **Table I**, there will be an overall aim to reduce the number of residents travelling to work in a vehicle as a single occupant, whilst increasing the proportion of residents who travel by more sustainable modes. This includes increasing the proportion who regularly car share, use bus or train services, cycle and walk.
- 8.20 The travel initiatives will help increase the proportion of residents who travel by more sustainable modes. This includes increasing the proportion who regularly car share, walk, use the public transport or cycle.

Annual Review

- 8.21 In order to record and communicate the progression of the TP, the TPC should produce an annual review report, which should, as a minimum, include the following:
- a) Reporting of progress against the targets set once the Travel Survey is completed;
 - b) Provision of information relating to new initiatives introduced;
 - c) Provision of information on proposed initiatives due for implementation; and
 - d) Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).



9.0 Action Plan and Budget

Action Plan Table

- 9.1 **Table J** summarises the key actions from the document by providing an Action Plan for the TP process:

Table J: Action Plan

Action	Indicator	Target Date	Responsibility
Appoint TPC	Production of the Travel Plan	Before first occupation of the site	Site Management
Produce Welcome Pack	TPC appointed	Before first occupation of the site	TPC
Undertake Initial Travel Surveys	Full occupation of the site	After six months of full occupation	TPC
Decide Targets and Agree Them with DCC	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with DCC
Present Annual Monitoring Report	Within two months of agreeing modal splits with DCC	Annually for at least five years following the agreement of targets with DCC	TPC

Budget, Funding and Timescales

Budget

- 9.2 The anticipated relative cost of each TP measure has also been set out on in the following pages in **Table K**. Those categorised as “No Cost” only involve small amounts of resident time for organisation and encouragement to residents. “Low” costs primarily involve small costs in organising external meetings and liaison, and the cost of resident time. Low-cost initiatives are expected to cost up to £250.
- 9.3 Those costs categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and undertake and need more funding to implement. Medium-cost initiatives are anticipated to cost up to £1,000. Costs categorised as “High” are long term expensive costs. High-cost initiatives are expected to cost over £1,000.

Funding

- 9.4 Funding will be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. As identified in throughout this document, the communication and management of a TP is best undertaken by a TPC.
- 9.5 Funding will continue to be made available for the provision of this role, whether this is an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.



- 9.6 An additional pot will be made available for running further additional measures in case mode shift targets are not met.

Timescales

- 9.7 The following phases have been used in **Table K** below to give a general indication of timescales for each element of the action plan:

- a) Short Term – to be completed within one year;
- b) Medium Term – to be completed within 1 – 2 years;
- c) Long Term – to be completed within 2 – 5 years; and
- d) On-going – an on-going element which spans the TP.

- 9.8 These timescales are intended as a guide only, and have been included in order to help the monitoring and review process.

Table K: Budget, Funding and Timescales

Initiative	Measure	Cost	Timescale
Induction Pack	Collect relevant information for the Induction Pack.	No Cost	Short
	Produce and distribute packs to any new resident	Low	On-Going
Security Provision	Explore the potential of providing personal safety alarms and torches to residents.	No Cost	Short Term
	If appropriate, provide personal safety alarms and	Low	On-Going
Derbyshire Walks and Trails	Promote leisure walking in the area.	Low	Short Term
Cycle Purchase	Liaise with local cycle shops to find out if they can offer any discount for the residents	No Cost	Short Term
Liaison with Local Shops	Find out if local cycle shops can offer discounts to residents.	No Cost	Short Term
Bike User Group (BUG)	Explore the possibility and popularity of a BUG. Elect a residents' leader.	No Cost	Short Term
	Establish a BUG and encourage residents to	Low	Short
	Encourage people to attend by arranging informal meetings (to co-inside with cycle buddy scheme).	Low	On-Going
Cycle Buddy Scheme	Explore the possibility of a Cycle Buddy Scheme.	No Cost	Short
	Establish a Cycle Buddy Scheme and encourage residents to become members.	Low	Short Term
	Encourage people to attend by arranging informal meetings (to co-inside with BUG meetings)	Low	On-Going



Initiative	Measure	Cost	Timescale
Reflective Clothing	Source and provide free high visibility clothing to those wishing to travel to the site by bicycle.	Low	On-Going
Cycling Training	Promote the available courses offered by DCC	No Cost	On-Going
Cycle Planning	Provide a link to the Cycle Street tool.	No Cost	Short
Liaison with Local Public Transport	Agree public transport discounts with local service providers for residents.	Low to High	Short Term
Derbyshire Connect	Promote these services to shopping destinations or for health appointments among residents.	No Cost	On-Going
Public Transport Service Details	Provide the details of bus and rail services included in the site audit section of this TP to all residents, displaying the information in communal/high traffic areas. Promote the use of journey planner services, PlusBus and Intercity travel opportunities.	No Cost	Short Term
Promote CarSharing Database	Brief relevant residents on the benefits of Liftshare.	No Cost	Short Term
	Promote car sharing initiatives and the benefits of car sharing informally within residents.	No Cost	Short Term
EV Promotion	Encourage residents shifting from petrol/diesel to electric vehicles.	No Cost	On-Going
Sustainable Transport Week	Set a date for a week aimed at encouraging cycling, walking, and public transport during spring/summer.	No Cost	Short Term
	Produce posters and encourage all residents to attend.	Low	Medium Term
	Arrange for cycle training and maintenance classes during the week (contact Sustrans or DCC).	Low	Medium Term
	Hold 'Sustainable Transport Week' at a convenient and appropriate time in the spring/summer.	Medium	Medium Term
Other Sustainable Transport Campaigns	Promote other sustainable transport campaigns informally and also during the 'Sustainable Transport Week'	No Cost	On-Going
Transport Newsletter	Establish the newsletter/email update.	No Cost	Short
	Provide newsletter updates every 6 months –	Low	On-Going
Reduce the Need to Travel	Encourage residents to work from home or buy groceries online. Help them to find suitable high-	No Cost	On-Going



10.0 Closure

- 10.1 This Travel Plan has been prepared to demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters that can be agreed with Planning Officers at High Peak Borough Council (HPBC) and Highways Officers at Derbyshire County Council (DCC).

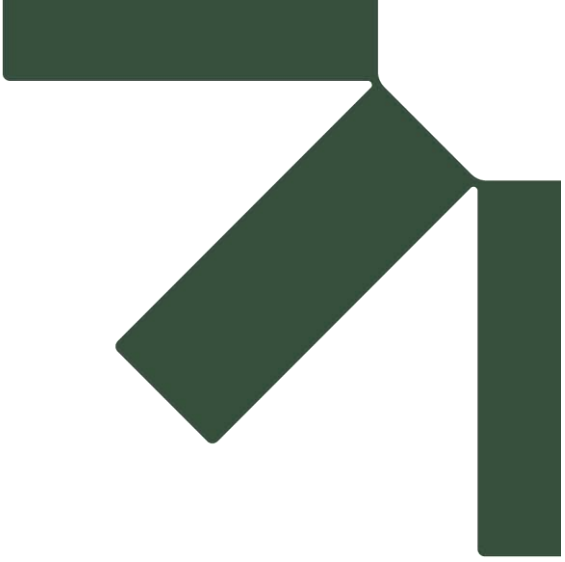
Regards,

SLR Consulting Limited

Matt Rudman

Regional Director – Transport and Mobility Planning





Appendix A Site Accessibility Plans

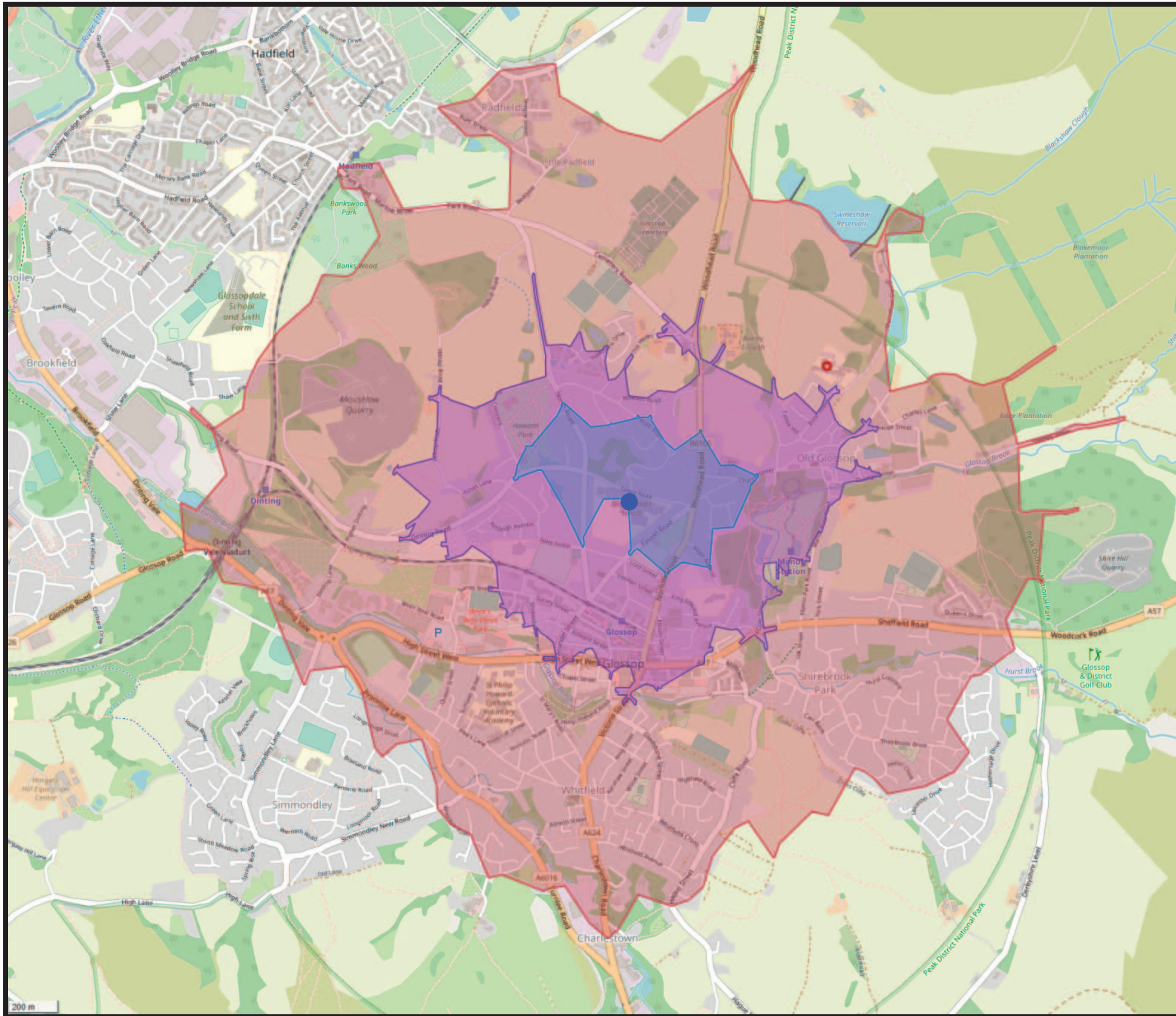
Travel Plan

Talbot Road, Glossop

Derbyshire County Council

SLR Project No.: VN232727

25 October 2024



KEY:

- 500m Catchment Area
- 1km Catchment Area
- 2km Catchment Area
- Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Talbot Road,
Glossop

DRAWING TITLE:

Pedestrian
Catchment
Plan

SLR

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DRAWING NUMBER:

VN232727_001