

Proposed residential development

Site of Glossopdale School, Talbot Road, Glossop HPK/2024/0481

Travel Plan comments February 2025

Nb. The right to amend comments is reserved pending submission of detailed site layout plans.

Design considerations

All new dwellings should be provided with:

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

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

The precise nature and specification of the access point from North Road should conform to all relevant standards, and be suitable for both pedestrians, cyclists and those with limited mobility. This access should be in place and fit for purpose prior to or upon first residential occupation.

The pair of bus stops on Talbot Road closest to the proposed main vehicular entrance should be upgraded as appropriate, to include raised kerbs, shelters, timetable cases, lighting, highway bus stop markings and real time information wherever feasible and not already in place. As a minimum, this should include those stops on the east and westbound carriageway close to the Fauvel Road junction, opposite and adjacent to Alexander Villas.

Cycle parking

5.20 Noted. All dwellings should be provided with secure and accessible cycle storage in line with [LTN 1/20](#).

6.0 Travel Plan Initiatives

Induction Pack

6.3 The travel information pack should be provided to each household prior to or upon first occupation. Any draft pack should be submitted to Derbyshire County Council for comment and approval prior to first issue.

Encouraging Walking

Any information should include a link to walking information throughout [Derbyshire](#)

Encouraging Walking

Table E: Any cycling information should include the following links:

Cycle information

- Derbyshire [cycle journey planner](#)
- The [Cycle Derbyshire map](#) and associated information about cycling throughout Derbyshire.

Other useful cycle related websites:

- [Sustrans](#) for details of the National Cycle Network.
- [Love to Ride](#) for cycling rewards and incentives.
- [Bike Week](#) (Cycling UK) or details of the national cycling focus week.

Cycle clubs and activities in Derbyshire:

- [Cycling in Derbyshire](#) for a list of Derbyshire Cycle Clubs and societies.
- [Active Derbyshire – Making our Move](#) for activities, including cycling, throughout Derbyshire.

Adult Cycle training providers:

- [Bikeability](#) for adults

6.10 Secure and accessible cycle storage should be provided for all dwellings in line with [LTN 1/20](#).

Cycling training

6.16. Update: At the time of writing, County Rider is no longer available. Enquiries should be directed to [Bikeability](#) for adults, or [TfGM BeeActive](#).

Cycle planning tools

6.19 Delete reference to 'Choose How you move', as this is a Leicestershire initiative.

Cycle journeys in Derbyshire can be planned with the [Derbyshire cycle journey planner](#).

Encouraging public transport use

Table F: Any public transport information should include the following links:

- [Derbysbus](#) for timetable and route maps of all bus services throughout Derbyshire.
- [National Rail](#) for details of all rail services.

Journey Planning

- [Traveline](#) for all mode journey planning.

6.26 Replace with paragraph 6.28, which details the service provided in the Glossop area.

Additional actions:

£3 single fare cap. All households should be made aware of the [£3 single fare cap](#).

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

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

No. of dwellings	Peak Network 28 day ticket @1 no. per dwelling	Total
110	£72.00	£7,920.00

See [High Peak Buses - tickets](#)

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

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

Encouraging car sharing and the use of electric vehicles

Table G: Any information about car share should also include the following:

- Provided by Kinto Join, free of charge journey matching service to Derbyshire residents: To join, follow this link using your mobile: <https://app.kinto-join.co.uk/@DE12FS01>

7.0 Travel Plan management and communication

Travel Plan Coordinator

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

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

8.0 Monitoring and review

8.17 Noted. Actual target figures will be informed by the results of the baseline residents travel survey.

Additional comments

Schools

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

Communication and marketing

- The site based sales website should include details of all available travel options for residents and visitors.eg. 'How to get to us' page or equivalent. This should be available prior to first residential occupation.

Residents group

- Dependent upon interest and demand, consideration should be given to the establishment of any or all of: (i) a residents group, (ii) a walking group, (iii) a BUG (bicycle user group) or (iv) a dedicated travel plan group. It is to this group (whichever is established or most pro-active) that responsibility for the Travel Plan should be passed beyond the initial monitoring period. Should no such group come forward, any interest shown should be directed to any relevant cycling, walking or local interest group, eg. [The Bureau](#).

Supplementary comment - Travel Plan Monitoring

- Derbyshire County Council is now able to offer an online toolkit known as Modeshift STARS <https://www.modeshiftstars.org/> for the purposes of Travel Plan monitoring. This is available for a fee payable to Derbyshire County Council, and enables the user to input monitoring data and track modal shift. This replaces any other travel plan monitoring fee that may be charged. Should this be of interest, please contact the Derbyshire County Council Sustainable Travel Team: sustainable.travel@derbyshire.gov.uk .

Other means of monitoring travel plans exist. There is no obligation to use Modeshift STARS.

Residents Travel questionnaire

Noted.

Q5B – Suggestion; delete 'to travel to University / College?', as this will not apply to all respondents.