



TRAVEL PLAN

**Travelodge at High Peak Halls
Bridge Street
Buxton
SK17 6BB**

High Peake Borough Council

Date: 03/12/2025

Project Ref. 18374

Prepared By Evans Jones Ltd



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1. Introduction and Background to Sustainable Transport and Travel Plans

1.1 This Travel Plan is produced with the aim of, inter alia, encouraging sustainable forms of transport in respect of a new hotel development located at High Peaks Hall, Bridge Street, Buxton, SK17 6BB primarily involving its staff and visitors by reducing reliance on private motor vehicles. Travel Plans are a key element in the Government's policy to improve the efficiency of the transport network, reduce congestion; and to reduce transport-related carbon emissions that contribute to climate change. They also encourage healthier lifestyles by encouraging more sustainable modes of home-workplace travel.

1.2 Chapter 9 (paragraphs 109-118) of the National Planning Policy Framework (The Framework), as revised on 12 December 2024, is concerned with promoting sustainable transport. Paragraphs 115-118 are relevant to the production of Travel Plans and read as follows:

1.3 **Paragraph 115** – *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users; and*
- c) *The design of streets, parking areas, other transport elements and the content of associated standard reflects current national guidance, including the National Design Guide and the National Model Design Code*
- d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

1.4 **Paragraph 116** - *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

1.5 **Paragraph 117** – *Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

- 1.6 **Paragraph 118** – *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*
- 1.7 In Annexe 2: Glossary to the Framework, “sustainable transport modes” are identified as:

“any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.”
- 1.8 The Travel Plan policy and guidance for High Peaks District Council is provided in Policy CF6 of the High Peak Local Plan, adopted April 2016. This requires applicants to submit and implement Travel Plans to support relevant proposals.
- 1.9 This Travel Plan is submitted in support of a change of use application from a student accommodation block to a 70 bed hotel, including the part demolition of the existing building.
- 1.10 A Travel Plan Coordinator (TPC) will be appointed by Travelodge at the opening of the

hotel. The TPC will ensure that information is readily available to encourage and facilitate sustainable travel and assist in encouraging guests of the hotel to travel using alternative means other than private motor vehicles.

2. The Site and Hotel Operation

- 2.1 The hotel has been designed in line with Travelodge's successful hotel model which provides convenient access to town and city centre locations at competitive rates. In order to keep operating costs competitive, staff numbers are reduced to an efficient level, with relatively low numbers of employees being on the site at any one time. The hotel will operate on a 24-hour basis and the hotel is staffed throughout this time.
- 2.2 Due to the nature of the hotel operation, it is not possible for staff to work from home since their jobs relate to the day to day operational needs of the hotel and its clients. As a result, there are limited opportunities to pursue alternative forms of working in order to reduce the need for staff to travel. Similarly, there are very few journeys made as part of the day to day work of the staff.
- 2.3 Since staff work shift hours, the use of public transport as the means for travelling to work will be limited to hours of operation of the buses, or overland trains. Shifts for the evenings and night-time generally run from 3pm – 11pm and 11pm – 7am. Staff will therefore be able to get to and from work using public transport. The night shift usually only comprises one or two members of staff. Any particular issues which individual staff have with regard to their journey to and from work will be addressed by the TPC.
- 2.4 The location of the hotel will attract both business and leisure visitors. Information will be provided on Travelodge's online booking service advising guests of the on-site parking and the availability of public transport access to the hotel. Contact details are provided for visitors to make specific travel enquiries with the hotel directly.

3. Travelodge Employment Policy

- 3.1 Travelodge as a company is committed to employing entry level staff through Job Centre Plus with the Local Employment Partnership (LEP). Over 90% of staff for all new Travelodge hotels have been recruited from the local unemployed, with 67% coming from the Job

Centre's priority groups. Nationally, over 70% have been recruited through the LEP.

- 3.2 A key benefit to the Travelodge employment policy is that with locally-recruited staff, the lengths of journeys to work for staff are typically relatively short, making sustainable travel choices a viable option for most staff. The wage structure of the budget hotel model is such that staff are unlikely to be able to afford expensive parking within town centres, and are more likely to use public transport, cycle or walk to work.

4. Travel Plan Objectives

- 4.1 The Travel Plan aims to encourage sustainable forms of travel by focussing measures and targets on the following means of travel:

- **Walking** - To encourage staff to walk for all or part of their journey to work
- **Cycling** - To encourage staff to cycle to work.
- **Public Transport** - To encourage staff to use public transport for all or part of their journey to work.
- **Managing Private Car Use** - To discourage single occupancy journeys to and from the hotel.
- **Guest Travel** - To encourage guests to travel by alternative means to the hotel, or to use alternative forms of travel once at the hotel.

- 4.2 The TPC will be appointed from the time that the hotel becomes operational. This will be the Hotel Manager who will be the single point of contact for Travel Plan matters. They shall be responsible for ensuring that staff are aware of the Travel Plan and to assist with any travel issues that arise.

5. Initial Results

- 5.1 In order to identify baseline data from which to monitor progress in influencing travel behaviours, it will be necessary to undertake a survey of staff travel patterns. This will be carried out following the completion of the hotel. This baseline data enables the setting of specific targets relating to different modes of travel. The staff survey results will be used in

monitoring the Travel Plan to identify targets based upon actual travel to work patterns. The surveys will be undertaken online allowing for both weekday and weekend staff to complete them. A copy of the staff survey is provided in Appendix A of this Travel Plan.

6. Initial Targets

6.1 In order to provide a starting point from which the Travel Plan will build, it is proposed to identify the key targets based around modal split of staff travel to work. The baseline data will be collected 6 months after the hotel has been opened. The following targets are usual for a Travelodge hotel in similar areas, in terms of a percentage change.

Objective	Target Timescale		
	Year 1	Year 3	Year 5
To reduce the proportion of single occupancy vehicle trips by staff	-3%	-6%	-10%
To increase the proportion of staff using public transport to travel to work	+1%	+3%	+5%
To increase the proportion of staff journeys by walking or cycling	+2%	+3%	+5%

6.2 In order to accord with the overall aim of reducing the proportion of single occupancy vehicle journeys associated with the development by staff, the Travel Plan will incorporate the above targets, to be achieved over the first five years of the development becoming operational. The Travel Plan will be reviewed at year's 1, 3 and 5 with travel surveys being part of these reviews in order to assess performance against the initial results. These targets may need to be reviewed once the travel surveys identify the actual modal split.

6.3 It is proposed that the Travel Plan should initially concentrate measures on influencing more sustainable travel choices by staff, primarily by seeking to reduce the number of single occupancy vehicle trips, with a shift to cycling or walking or use of public transport.

Increased car sharing will also be encouraged where staff need to drive to work.

7. Initial Measures Upon Opening

7.1 Since the development has not yet opened, the baseline travel data has not been gathered. However, there are a number of initial measures which can be adopted to positively encourage more sustainable forms of travel by staff and guests from the very beginning.

7.2 It is expected that, in accordance with the Travelodge company policy, the hotel will seek to employ staff locally. A travel guide will be presented as part of the recruitment package for staff, which is aimed at providing sources of information about travel options to the site. This will assist in encouraging sustainable travel patterns from the point of opening. Information and leaflets relating to public transport and other travel options will be provided, both in Reception for use by Hotel guests and within the staff room. The information compiled in this Travel Plan will be used initially to provide the basis of travel information for staff and visitors to the hotel and shall be kept up to date by the TPC.

7.3 The TPC will ensure that all staff are aware of the Travel Plan and its aims and any associated initiatives will be publicised via the staff notice boards and at team meetings. The TPC will ensure that there are opportunities to make any comments or suggestions and identify any particular problems or issues that arise from their travel to work, and these will be incorporated into the ongoing review and monitoring of the Travel Plan.

7.4 Once staff travel surveys have been conducted, accurate modal shift targets will be identified, which are based upon travel to work data which reflects the individual travel issues relevant to this site. The following measures can be introduced however from the beginning of occupation.

- **A copy of a Travel Guide will be provided to all new members of staff.** A leaflet will be used to provide advice on where staff can get up to date travel information and some ideas for non-car travel discounts and reward schemes. This will be provided during the recruitment process and to meet the ongoing needs of any new staff. The leaflet will be reviewed and updated where necessary as part of the Travel Plan monitoring.

- **To provide all staff with personal lockers within the hotel.** These staff facilities will be installed prior to opening and will ensure that there are adequate storage facilities for staff to change clothes.
- To ensure that staff notice boards and Reception boards hold current travel information and contact telephone numbers for the various public transport providers and cycling/walking maps. This information will be kept updated by the TPC for use by guests and staff and will be revised and added to where necessary.
- **100% of staff to be aware of the Travel Plan and its objectives.** The Travel Plan will be promoted to staff upon recruitment and will be included as a topic for review and discussion within staff meetings.
- **On-site cycle parking facilities to be provided upon hotel opening.** The hotel will be provided with cycle parking spaces.
- **Travelodge Website.** Directions to the hotel, by a variety of travel modes are provided online and are displayed when customers book rooms. Details of travel arrangements to and from the hotel will be provided via an embedded Google Maps page on the Travelodge website. This allows the travel time to and from the hotel via car, public transport, walking or cycling to be obtained.
- **Wi-fi.** Wireless internet access will be available at the hotel to enable staff and guests to check live travel updates on various public transport networks.

8. Mode Specific Measures

8.1 Walking

Existing Situation

- 8.1.1 There are no adopted Public Rights of Way which directly connect to the site, but there is a network of paths running throughout Buxton. Pedestrian access to the site is via a pavement on Bridge Street, which connects through the central area of Buxton. The public right of way network in Buxton around the site is shown in Figure 1.

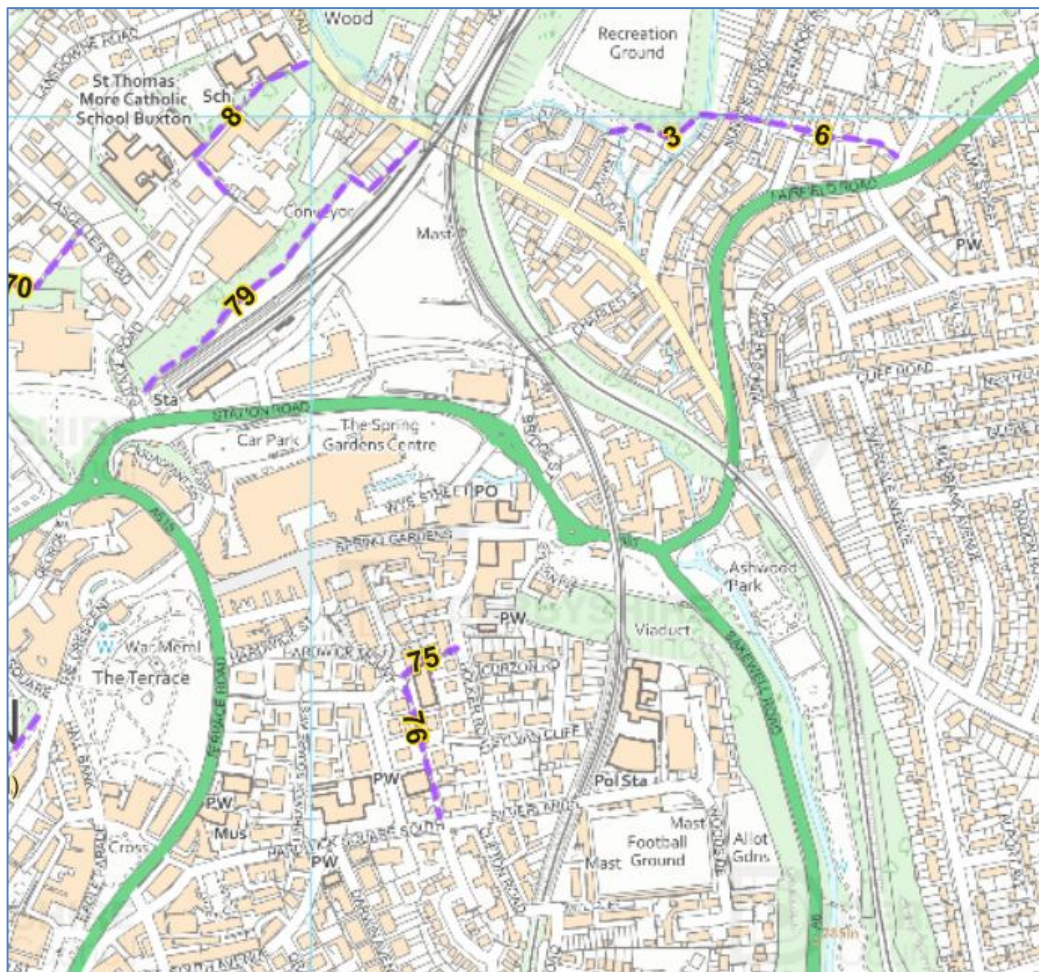


Figure 1 - Buxton Public Rights of Way (shown in purple)

- 8.1.2 The site is in the central area of Buxton, being a circa. 5 minute walk to Buxton train station, according to Google Maps. Other facilities, including supermarkets, post office, shops, cafes, pharmacy, public houses and parks are available within a 250 m radius of the site.

Measures

- 8.1.3 Detailed street maps will be available to assist with accessing the hotel and surrounding area by foot. Maps will be kept up to date by the TPC and displayed on the staff notice board and copies provided in Reception for guests. The walkit.com website will be promoted to assist staff in planning walking routes from home to work.
- 8.1.4 Visitors to the hotel will be provided with information on facilities within the local area which are accessible by foot and indicating the links into the public transport networks,

thus reducing the need for car travel when at the hotel. Up to date local maps and information will be kept at Reception. Information about how to get to the hotel by foot will be posted on the hotel's website for visitors to view at the time of booking.

8.2 Cycling

Existing Situation

- 8.2.1 The pedestrian footpaths and road network surrounding the site are also suitable as cycleways. A cycle store is already present on site as part of the student accommodation use. This cycle store will be retained as part of the change of use.
- 8.2.2 There is no dedicated cycle path through Buxton adopted at the time of writing this Travel Plan. A grant has been awarded to Derbyshire County Council by Active Travel England to extend the adopted White Peak Loop, connecting the site to the wider Derbyshire area by bicycle. The proposed connection to the White Peak Loop is shown in Figure 2. This is part of the wider Derbyshire Cycling Plan 2016-2030, which aims to deliver world class cycle infrastructure throughout Derbyshire. Derbyshire County Council has an online map to allow cyclists to plan their routes throughout the county at <https://cycle.travel/map/derbyshire>.



Figure 2 - Proposed Connection to White Peak Loop (proposed route shown in orange)

Measures

- 8.2.3 A dedicated cycle store will be provided for the hotel, with this containing space for the parking of 16 bicycles.
- 8.2.4 Staff at Travelodge are provided with leaflets providing information on a range of discounts available for the purchase of bikes through Cycle Solutions. These leaflets are included at Appendix B. If any staff or guests require bicycle repair, information will be provided on the closest shop for repairs.
- 8.2.5 Travelodge is signed up to the Cycle to Work scheme, supported by the UK government, a hire scheme where the cost of the bike and equipment is taken away from monthly salary before National Insurance and Income Tax contributions are deducted. This scheme is run by Cycle Solutions. Where staff members are unable to access the Cycle to Work scheme, the option of private purchase, with a 12% discount or 0% finance, is available. The flyers for these schemes are included at Appendix B.
- 8.2.6 The provision of free cycle training will be promoted to all staff, who will be encouraged to take up this scheme.

8.3 Public Transport

Existing Situation

- 8.3.1 The site is circa. 500 m from Buxton Train Station, which services a Northern Rail route running once per hour to Manchester Piccadilly, with stops at Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove, Disley, New Mills Newtown, Furness Vale, Whaley Bridge, Chapel-en-le-Frith and Dove Holes.
- 8.3.2 The onward travel information for this station, as detailed by National Rail, is included at Appendix C.
- 8.3.3 The closest bus stops to the site are identified on Google Maps at Sylvan Park, the stops being circa. 50 m and 60 m from the site entrance. These stops service the following routes, operated by High Peak Buses and Stagecoach:

Route Number	Route	Approximate Frequency In Each Direction
Skyline 199	Buxton to Manchester	2 per hour

	Airport via Chapel-en-le-Frith, Whaley Bridge, Disley and Southport	
Buxton Buzz 185 and 186	Fairfield to Harpur Hill via Buxton Town Centre	2 per hour
441 and 442	Buxton to Ashbourne via Longnor and Hartington	1 per hour
030	Dove Holes to Buxton Community School	1 per day (school days only)
190	Buxton to Whaley Bridge via Chapel-en-le-Frith and Chinley	1 every 2 hours
Peak Pathfinder 62	Buxton to Castleton via Chapel-en-le-Frith, Edale and Hope	1 every 4 hours
58	Buxton to Macclesfield, including Sunday journeys from Chatsworth House	1 per hour
Transpeak	Derby and Matlock to Buxton via Belper and Bakewell	1 per hour
65	Buxton to Sheffield and Meadowhall via Tideswell and Grindleford	1 every 2 hours
77	Buxton Town Service via Bath Road and Sherwood Road	1 every 2 hours

8.3.4 The timetables for these services are included at Appendix D.

Measures

8.3.5 A guidance leaflet including details of available public transport facilities will be provided in both the staff room and within Reception for use by guests.

8.3.6 Staff will be provided with up to date information on the local bus services. A map showing local bus routes will be provided with up to date information on the buses serving the hotel and wider area and will be kept updated within the relevant appendix of this Travel Plan. This will also be made available in Reception for use by guests.

8.3.7 Once the development is operating, staff have been recruited and the initial staff travel surveys undertaken, the relevant public transport maps and timetables for the home

location of staff will also be provided to staff and the information kept up to date within the Travel Plan.

8.4 Managing Private Car Use

Existing Situation

- 8.4.1 There are currently 29 parking spaces provided on site, with four of these being disabled parking spaces. No electric vehicle charging stations are available at this time, the closest being at the Instavolt Charging Station in the McDonald's car park

Measures

- 8.4.2 With the partial demolition of buildings on site, additional parking spaces will be created for the hotel. The hotel development proposes 60 parking spaces for the hotel. These include:
- 56 no. standard
 - 4 no. disabled
- 8.4.3 5 electric vehicle parking spaces will also be created on site, with one of these being a disabled parking space.
- 8.4.4 A dedicated area is provided within the site for staff parking and deliveries.
- 8.4.5 The TPC will identify any staff that may be interested in car sharing via the initial staff surveys and will provide details of how to register for local car sharing schemes, in particular the Kinto app promoted by Derbyshire County Council. Driving is more likely to be a preferred option for staff travelling from outside the area but costs are likely to be a positive disincentive to driving. The cost savings from car sharing will be highlighted to staff in order to encourage a shift in travel behaviour if it is found that it is the intention of some staff to drive to work.
- 8.4.6 Guest travel to the hotel will, to a certain extent, be dependent upon the number in the party and the guests' purpose for their visit. The information provided via the hotel website will emphasise the close proximity of the hotel to public transport access and will be made clear at the point of booking.

- 8.4.7 Whilst at the hotel, information will be readily available for guests on the availability of public transport. The hotel's location may well discourage guests from driving during their stay, given the unfamiliar and busy road network.
- 8.4.8 An arrangement will be secured by the TPC with a local taxi provider to ensure an efficient and reliable service is available to guests whilst staying at the hotel, or to provide pick up or drop off services to the train station. Taxis will be able to drop off safely at the setting down point in front of the hotel entrance.

9. Marketing of Travel Plan

- 9.1 The Travel Plan will be promoted in the following ways:
- The Travel Plan and information will be displayed on the staff notice boards and in Reception.
 - The Travel Plan will be discussed at staff meetings and ongoing staff feedback about travel will be recorded and fed into the annual review process.
 - The TPC will display local promotional travel initiatives and events material prominently in staff areas.
 - Staff will be encouraged to take advantage of local discounts and promotions in respect of non-car travel.
 - The TPC will encourage staff to participate in local and national events.

10. Next Steps

- 10.1 Within 6 months of the hotel opening, staff travel surveys will be completed by all members of staff. The baseline data will be collated and used to identify modal split of travel to work journeys and to highlight any particular issues associated with this site. A copy of the survey form to be used is attached at Appendix A.
- 10.2 Ongoing monitoring over the next five years will then be necessary to ensure that the Travel Plan is meeting its targets and is revised where necessary. It is proposed that the Travel Plan will be reviewed on an annual basis and targets and measures updated

according to the results of the travel surveys. Full surveys will be carried out within 3 months of opening and then at years 1, 3 and 5. The TPC will provide an annual monitoring report to the Council on or about the anniversary of commencement of the development.

10.3 The Travel Plan Co-Ordinator will be appointed from the time that the development becomes operational. This will be the Manager of the hotel who will be the single point of contact for Travel Plan matters. They shall be responsible for ensuring that staff are aware of the Travel Plan and to assist with any travel issues which arise.

10.4 As part of the staff recruitment process a copy of the staff travel leaflet will be distributed to all new members of staff in advance of their commencing work. Detailed leaflets, maps and information regarding local travel will be provided within the hotel staff room and in Reception for guests from the point of opening. The Hotel Manager will ensure that all staff are fully aware of the travel options available at the site in order to advise guests during their stay or when making enquiries via telephone prior to their visit.

11. Summary of Measures

11.1 Measures

- All staff to be given a Travel Guide as part of the recruitment package
- Travel Information to be provided on the Hotel website at the point of booking
- Travel information provided to all staff and available for guests via Reception

Walking

- Detailed maps provided for staff and guests and information displayed in staff room to help identify walking routes
- Promotion of national and local initiatives and events

Cycling

- Information provided on local cycle routes
- Secure covered cycle parking provided on site

- Individual lockers provided and shower facilities available
- Information provided on discounted cycle purchase via Cycle2Work
- Information provided on cycle training
- Promotion of national and local initiatives and events

Public Transport

- TPC to assist staff in identifying routes to work where required
- Public Transport maps provided and kept up to date for staff and guests
- Information on discounted tickets and promotions provided
- Promote use of internet and mobile phone services to provide up to date travel information
- Provide targeted public transport maps for staff and guests

Car Use

- Promote lift-share scheme to staff

12. Action Plan

Measures/Action	When	Delivery
1. Appoint TPC for Hotel, the intention is that this is the Travelodge Hotel Manager	On first occupation of hotel	Travelodge to appoint hotel manager and TPC. The Hotel Manager that will be appointed will be in place from first operation
3. Keeping the Staff Notice Board up to date with travel information and promotional material	From first occupation then ongoing – reviewed every 12	Evans Jones Ltd will provide the TPC with up to date information and material for display on the staff noticeboard.

	months	
4. Secure and Covered Cycle Parking	From first occupation then ongoing	This is in place from first occupation. The TPC will ensure it is well maintained.
5. Website – ensuring the online booking system continues to display information on how to get to the hotel by public transport	The website will be reviewed and updated as required every 6 months	The Hotel Manager will monitor the website on 6 monthly intervals and notify the Travelodge if it becomes out of date
6. Internet access for live updated travel information	From first occupation then ongoing	The Hotel Manager will ensure that internet access continues to be available
7. Lockers available to staff	From first occupation then ongoing	This will be in place from first occupation
8. National and Local walking and cycling events and initiatives promoted to staff	From first occupation then ongoing	This will be in place from first occupation
9. The TPC to encourage car sharing	From first occupation then ongoing	This will be in place from first occupation
10. Undertake itrace compliant staff travel survey	Within 6 months of first occupation, thereafter within 3 months of Years 1,3 and 5 of first occupation	TPC to ensure all staff complete a survey and shall check that relevant sections are completed. The results will be incorporated into any future Travel Plan monitoring to comprise baseline data and modal split from which targets have been set.

11. Prepare review report for Years 1, 3 and 5	Year 1: 12 months from first occupation; Year 3: 36 months from first occupation; Year 5: 60 months from first occupation	By Evans Jones Ltd through liaison with Local Authority Travel Plan Advisor
12. Submit review report for Years 1, 3 and 5	As above timescales	By Evans Jones Ltd
13. Update TP information	Ongoing	By Evans Jones Ltd as required and with Years 1, 3 and 5 review.