

Travel Plan

Proposed Residential Development Hogshaw Farm, Buxton

Prepared for Barratt Homes

July 2024

Doc Ref: LB/220650/TP/5

Prepared by: LB

Liam Bessell

Checked by: PT

Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	08.12.22	Planning	LB	PT
1	05.04.23	Planning	LB	PT
2	10.11.23	Planning	LB	PT
3	21.02.24	Planning	LB	PT
4	10.07.24	Planning	LB	PT
5	11.07.24	Planning	LB	PT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION1

2.0 POLICY CONTEXT2

3.0 SITE AUDIT8

4.0 TRAVEL PLAN ADMINISTRATION19

5.0 TRAVEL SURVEY20

6.0 OBJECTIVES AND TARGETS22

7.0 TRAVEL PLAN MEASURES.....25

8.0 ACTION PLAN.....30

9.0 MONITORING AND REVIEWING.....32

10.0 CONCLUSION.....34

APPENDICES

- A PROPOSED SITE LAYOUT
- B PROPOSED ROUNDABOUT ACCESS

1.0 INTRODUCTION

Background

- 1.1 This report has been prepared on behalf of Barratt Manchester Ltd to support a planning application for a residential development on land to the west of the A6, Buxton.
- 1.2 The proposed development will provide 99 dwellings, comprising a mix of 2, 3 and 4-bedroom houses.
- 1.3 This report sets out Barratt Homes commitment to reducing the number of vehicular trips generated by the development and identifies the key principles which will be developed further as part of the full travel plan.

Travel Plan Approach

- 1.4 A travel plan is an important tool for delivering sustainable access to a development. Residential travel plans focus on a single origin (home) and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.
- 1.5 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.6 As this travel plan has been prepared for a residential site, the travel plan focuses on journeys to local educational facilities and key local employment areas, along with leisure journeys. The travel plan also suggests measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that resident's travel.
- 1.7 This travel plan contains objectives and targets to guide the travel plan, along with a detailed implementation plan which aims to promote sustainable travel through delivery of a number of enabling and assisting measures. Monitoring and marketing measures are also identified, together with time scales for implementation, responsibilities and an indication of the budget required in order to deliver actions.

2.0 POLICY CONTEXT

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. A development-related travel plan will normally be prepared alongside a transport assessment. The plan should then continue to be implemented, for the life of the development.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

Policy Context

2.6 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

-
- 2.7 Travel plans were first secured within the planning system within the context of “Planning Policy Guidance Note 13: Transport” published by the Government in March 2001. The publication of the government’s **National Planning Policy Framework** (NPPF) (updated December 2023) has replaced PPG13 in its entirety. The NPPF is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision making process.
- 2.8 The NPPF advises, in relation to transportation issues surrounding new development and in particular to travel plans and accessibility, that the follow be adhered to:
- All developments which generate significant amounts of movement should be required to provide a travel plan.
 - Masterplan design should take account of whether the opportunities for sustainable transport modes have been taken up to reduce the need for major transport infrastructure.
 - Access should be safe and achievable by all people.
 - Developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
 - Design should protect and exploit opportunities to use sustainable transport modes for the movement of goods or people; give priority to pedestrian and cycle movements, and give access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and consider the needs of people with disabilities by all modes of transport.
- 2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.10 The guidelines identifies that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.
-

- 2.11 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering “shared priorities” and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

Derbyshire County Council Local Transport Plan

- 2.12 Derbyshire Local Transport Plan was published in 2011 and sets out the transport vision, goals, challenges to be tackled and a strategy covering the period to 2026. The 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.

- 2.13 The five transport goals are:

- Supporting a resilient local economy
- Tackling climate change.
- Contributing to better safety, security and health;
- Promoting equality of opportunity;
- Improving quality of life and promoting a healthy natural environment

- 2.14 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

High Peak Local Plan

- 2.15 The site is allocated for housing in the High Peak Local Plan (Site Ref B4). In regards to the transport related aspects of the site, the High Peak Local Plan states the following:

“6.93 There are extensive footpaths within the site, but these will need improving, and cycle ways included, within the first phase of development.”

“6.96 Currently, there is only limited access to the site. An unadopted vehicular access from Hogshaw Villas serves garages, allotments and the playing field. To the north, the site abuts both Nunsfield Road and Glenmoor Road, although neither would be suitable to cater for the increased level of traffic as a result of development. Overall, the existing road network is incapable of improvement to provide anything but an access for emergency vehicles. Therefore, a new access to the site is required from the A6, which is congested for much of the day.”

“6.97 The Local Plan proposes a new roundabout at Fairfield Common which lies within the Fairfield Conservation Area. Potentially, this roundabout would serve both the Hogshaw development, and further development in Fairfield. There is currently an outline permission for this roundabout as part of a residential development at Fairfield. A recent renewal application has been made for the same scheme. However, there is no agreed programme for this scheme. Consequently, provision of the roundabout would fall to the developer of Hogshaw, if this came forward first. A local distributor standard road of approx 265m from this roundabout would also be required to access the site.”

2.16 Policy CF 6 states the following:

“Accessibility and Transport

The Council will seek to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport and help deliver the priorities of the Derbyshire Local Transport Plan.

This will be achieved by:

Delivering sustainable patterns of development

- *Ensuring that additional growth within the Market Towns and Larger Villages is managed and where possible, accompanied by accessibility improvements*
- *Promoting a balanced distribution of housing and employment*
- *Ensuring the development of social, cultural and community facilities in locations that allow for ease of access by multiple methods of transportation*
- *Requiring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development*
- *Requiring that new development can be integrated within existing or proposed transport infrastructure to further ensure choice of transportation method and enhance potential accessibility benefits*
- *Supporting proposals for new community assets and facilities where these are required to meet the needs of the Plan Area or lead to the provision of additional assets that improve community well-being*

- *Requiring that facilities are well related to public transport infrastructure and provide high standards of accessibility to all sectors of the community*
- *Supporting innovative schemes to secure the local delivery of public services in rural communities and other areas with poor public transport, in particular the delivery of some services through the use of mobile services and technology will be encouraged where this results in better local provision*
- *Ensuring development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic*
- *Supporting transport infrastructure and services*
- *Supporting the implementation of the A6 Corridor Transport Strategy in Buxton and the Central Area. Specific measures are identified in the relevant Local Plan policies and Infrastructure Delivery Plan*
- *Supporting highways and junction improvements required to address the cumulative impact of development across High Peak as identified in the High Peak Local Plan*

Transport Study and Infrastructure Delivery Plan

- *Promoting the maintenance and introduction of appropriate facilities to support cyclists, pedestrians and horse riders, ensuring that development supports the use of local cycleway and pathway networks to improve choice of travel and ensuring safe access to developments on foot and by bicycle*
- *Encouraging and promoting improvements to public transport networks in association with the Local Highway Authority, Network Rail and other providers Supporting the use of rail for the transportation of freight wherever feasible to do so*
- *Approving developments provided that the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity. In addition, the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent Requiring applicants to submit and implement Travel Plans (or Travel Plan Statements) and Transport Assessments to support relevant proposals, as advised by the Highways Authority. Consultation with Network Rail when development may impact on the rail*

network, including impacts on level crossings will also be required. Where appropriate, Transport Assessments will consider the impact on the rail network and identify appropriate mitigation measures. Developments that will result in a material increase or significant change in the character of traffic using a rail crossing will be refused, unless it can be demonstrated that safety will not be compromised in consultation with Network Rail

- *Requiring applicants to submit details of parking which includes the proposed parking provision based on an assessment of the parking needs of the development and the impact on the surrounding road network. Developments which will lead to an increase in traffic or include parking provision will need to submit details. The details should be proportionate to the impact of the development. Guidance on parking is given in Appendix 1.*

Developer contributions or funding pooled through a Community Infrastructure Levy will be used to deliver transport and accessibility improvements required to accord with this policy. Further details are provided in Policy CF7 and Infrastructure Delivery Plan. In the event that a Community Infrastructure Levy is adopted, the Regulation 123 "Infrastructure List" will also specify appropriate measures to be funded."

- 2.17 In general, the national, regional and local policies set out above promote common aims in respect of reducing car borne trips and encouraging travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments that generate significant movement where there is high quality infrastructure and sustainable transport modes can be maximised.

Summary

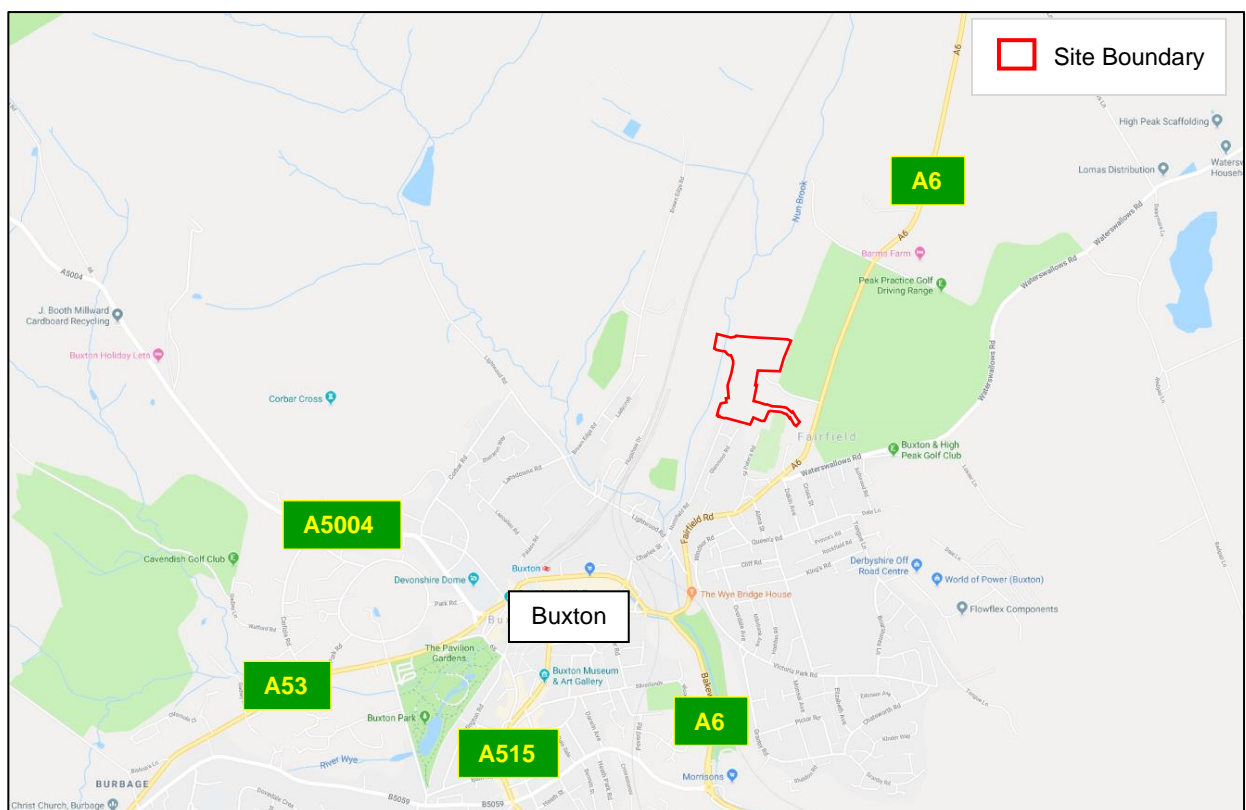
- 2.18 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.19 This travel plan has been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

- 3.1 The site located to the west of the A6 in Buxton and comprises undeveloped land which forms part of Hogshaw Farm and Nunsfield Farm.
- 3.2 The application site is allocated for residential development (sites B3 and B4) in the High Peak Local Plan (2016) for up to 124 dwellings.
- 3.3 The site is bounded by undeveloped land the north and west, undeveloped land and commercial/industrial uses to the east, residential properties, Nunsfield Road and Glenmoore Road to the south.
- 3.4 The location of the site in relation to the wider area is shown on **Figure 3.1** below:-

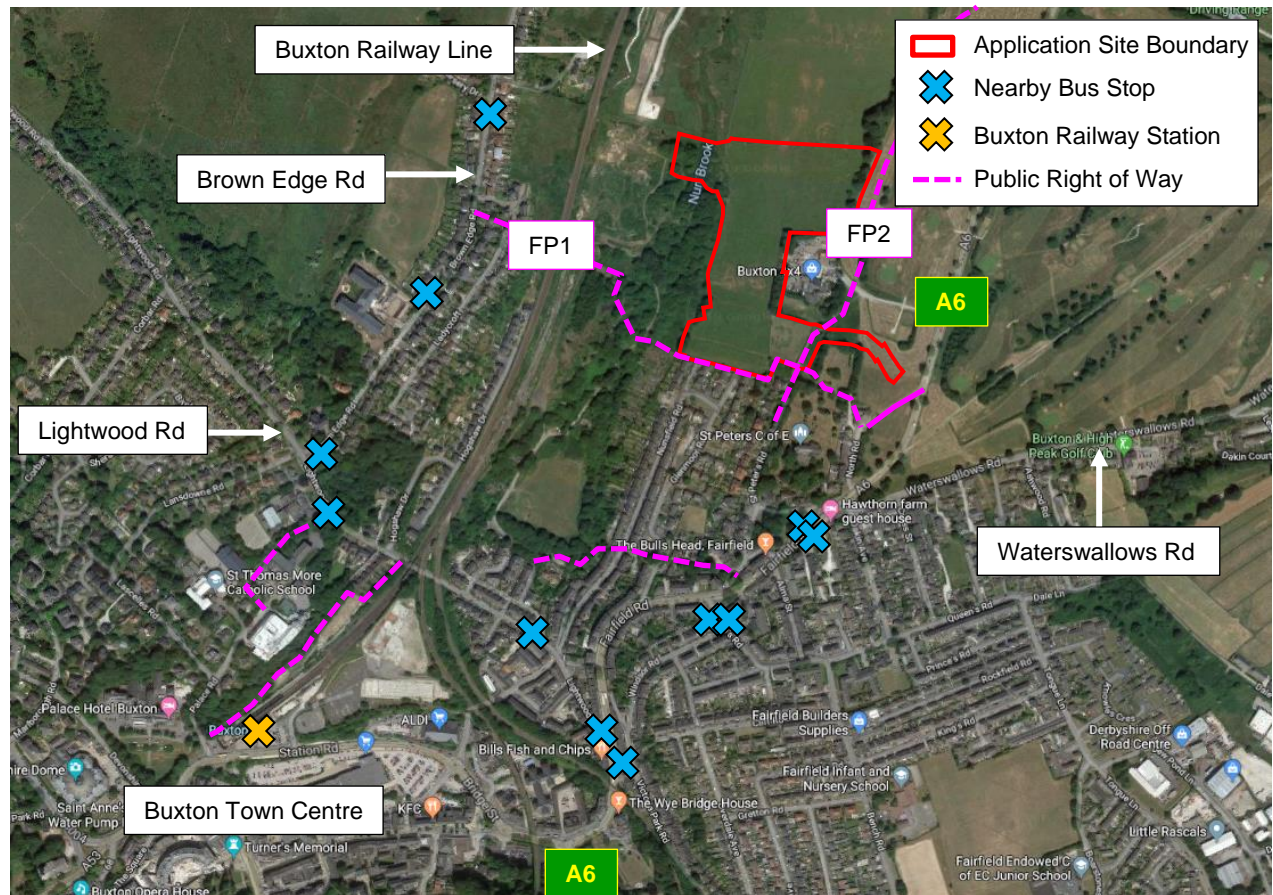
Figure 3.1 – Site Location – Wider Highway Network



Source: Google Maps

- 3.5 The location of the site in relation to the local area is shown on **Figure 3.2**.

Figure 3.2 – Site Location - Local Highway Network



Source: Google Maps

- 3.6 There are a number of bus stops in the vicinity of the site as shown in **Figure 3.2** above. The nearest bus stop is located along the A6 within 300m of the proposed site access. The nearby bus stops provide access to a number of locations including Whaley Bridge, Hazel Grove, Stockport and Manchester Airport. Further details on public transport are provided in the following chapter.
- 3.7 There are a number of public rights of way (PROW) within the vicinity of the site. PROW Buxton FP1 runs across the site and provides a link between Brown Edge Road and the A6 via North Road and Buxton FP 77. FP 1 also links onto FP2 which provides a link between St Peter's Road and the A6.

Development Scheme

General

- 3.8 The proposed development will provide 99 dwellings, comprising a mix of 2, 3 and 4-bed houses. The proposals are shown on the site layout plan presented in **Appendix A**.
- 3.9 Vehicular access to the development will be provided from the new roundabout on the A6. as detailed earlier, the roundabout has been introduced to allow the application site and other allocated sites within Buxton to come forward and has been specifically designed to accommodate the traffic generated by these developments.
- 3.10 The roundabout will take the form of a four-arm priority-controlled roundabout with the eastern arm linking south to Waterswallows Road and allowing for a future connection into the Tongue Lane Industrial Estate. An existing section of Waterswallows Road will be stopped up with a new priority-controlled T-junction being created onto Waterswallows Road east. The A6 northbound approach and the eastern and western arms all benefit from pedestrian refuges with dropped kerbs and tactile paving to assist pedestrians across. In addition a Toucan and Pegasus signal-controlled crossing facility will be provided on the northern arm, catering for cyclists and equestrians. The layout of the roundabout is shown on **Appendix B**.
- 3.11 At the request of DCC in their consultation comments, the access road into the site has been designed with a 5.5m wide carriageway. It also provides a 6m wide shared footway/cycleway/equestrian route on the northern side of the road, which links into the facility at the A6 roundabout, and a 2m wide footway on the southern side of the road, both of which separated from the carriageway by a verge. This arrangement runs for a length of approximately 70m into the site, where the shared footway / cycleway / equestrian route then crosses the internal access road and a 2m wide footway is provided adjacent to the carriageway and a separate bridleway runs along the southern boundary of the site and connects to the existing PRoW.
- 3.12 The equestrian facilities proposed at the A6 roundabout and access road have been designed to form part of the White Peak Loop (WPL). The WPL is a circular route of 54-miles (86km) around the Derbyshire Peak District to provide a predominantly traffic-free cycling and walking trail, with provision for equestrian use wherever possible. When complete the WPL will connect three of the most popular trails: Monsal, Tissington and High Peak, with the towns of Buxton, Bakewell, Matlock, and Matlock Bath, as well as links to local railway stations.

- 3.13 The internal equestrian crossing will take the form of an uncontrolled crossing. This form of crossing is acceptable given that LTN3/03 states that uncontrolled equestrian crossings are suitable where 'the visibility is adequate and the vehicular flows and the 85th percentile speeds are reasonable'. As detailed later, the access will be relatively lightly trafficked, visibility from the crossing is good and traffic speeds low due vehicles just having negotiated the site access roundabout
- 3.14 The WPL is also part of a unique Key Cycle Network (KCN) to deliver strategic off road routes for work and leisure. The proposed KCN Link No. 17 between Buxton Railway Station and Fairfield Common (A6) has been identified as one of the top priority sections and a route through the application site is necessary to help complete the WPL. As part of the development, a segregated bridleway through the site is proposed delivering part of the WPL which is achieved through the retention and upgrading the PRoW that runs along the southern boundary of the site, as shown on the site plan.
- 3.15 The internal road layout to be designed to achieve a 20mph design speed. It is proposed that the internal junctions will be on a raised table to help control speeds and provide improved pedestrian crossing.
- 3.16 The internal highway layout has been designed to comply with the Delivering Streets and Places Guidance 2017, as adopted by DCC, with the main internal spine road being designed with a 5.5m wide carriageway and more minor cul-de-sacs with a 5.0m wide carriageway. In addition, the footways designed with 2m width.

[Public Rights of Way](#)

- 3.17 Consultation between SCP and DCC has taken place with regards to proposed PRoW and Bridleway upgrades/diversions. The proposed layout plan presented in **Appendix A** has been updated to address these comments and includes the following:-

- Convert/upgrade a designated footpath within the site to a bridleway in order to form part of the White Peak Loop. In accordance with DCC's comments, the internal route has been designed to take a more meandering course and removal of the sharp right-angled bends. Between the spur road and the south-western corner of the site, the path has a minimum width of 3m and forms part of wider green corridor. The route has also been offset from the boundary with existing properties on Glenmoor Road and Nunsfield Road and forms a green corridor at this location with limited physical separation from the proposed dwellings to the south of the spur road. Chicane barriers set wide apart will be provided to allow ease of access for all users should be installed on the uphill side of the junctions with Glenmoor Road and Nunsfield Road to help slow cyclists down in advance.
- A new section of bridleway along the proposed site access between Buxton FP2 to the west and the proposed site access roundabout to the east. Two paths (minimum 3m wide) will be provided in order to segregate equestrians from other non-motorised users.
- Further design details such a surfacing materials, signage and illumination are to be agreed with DCC during the detailed design stage, however it is confirmed that these will be provided in accordance with DCC's comments.

3.18 It is understood that a diversion order and creation agreement will need be dealt with by High Peak Borough Council, however confirmation is sought.

[Accessibility by Non-Car Modes: Walking](#)

- 3.19 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.20 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping.
- 3.21 As detailed in the High Peak Local Plan (2016), "*most of the [application] site is within 1km walk of the town centre facilities,*" which includes a wide range of facilities, including education, leisure, retail and commercial facilities, as summarised below:

Table 3.1 – Facilities within 2km Walk Distance of the site

Facility	Detail	Distance from site (approximately)
Supermarket	Aldi	600m
Primary School	St Thomas Moore Catholic School	700m
Shopping Centre	The Springs Shopping Centre	800m
Post Office	Buxton Post Office	800m
Railway Station	Buxton Railway Station	950m
Buxton Centre	Shopping Facilities/Tourist Attractions	1.1km
School/Pre School	Fairfield Infant and Nursery School	1.1km
University	University of Derby (Buxton Campus)	1.2km
School/Pre School	Buxton Infant and Nursery School	1.2km
Pharmacy	Peak Pharmacy	1.4km
Primary School	Fairfield Endowed C of EC Primary School	1.4km
Supermarket	Morrison's	1.5km
Library	Buxton Library	1.8km

- 3.22 The existing PROW which run throughout the site (FP1 and FP2) will be retained and upgraded as part of the proposals.

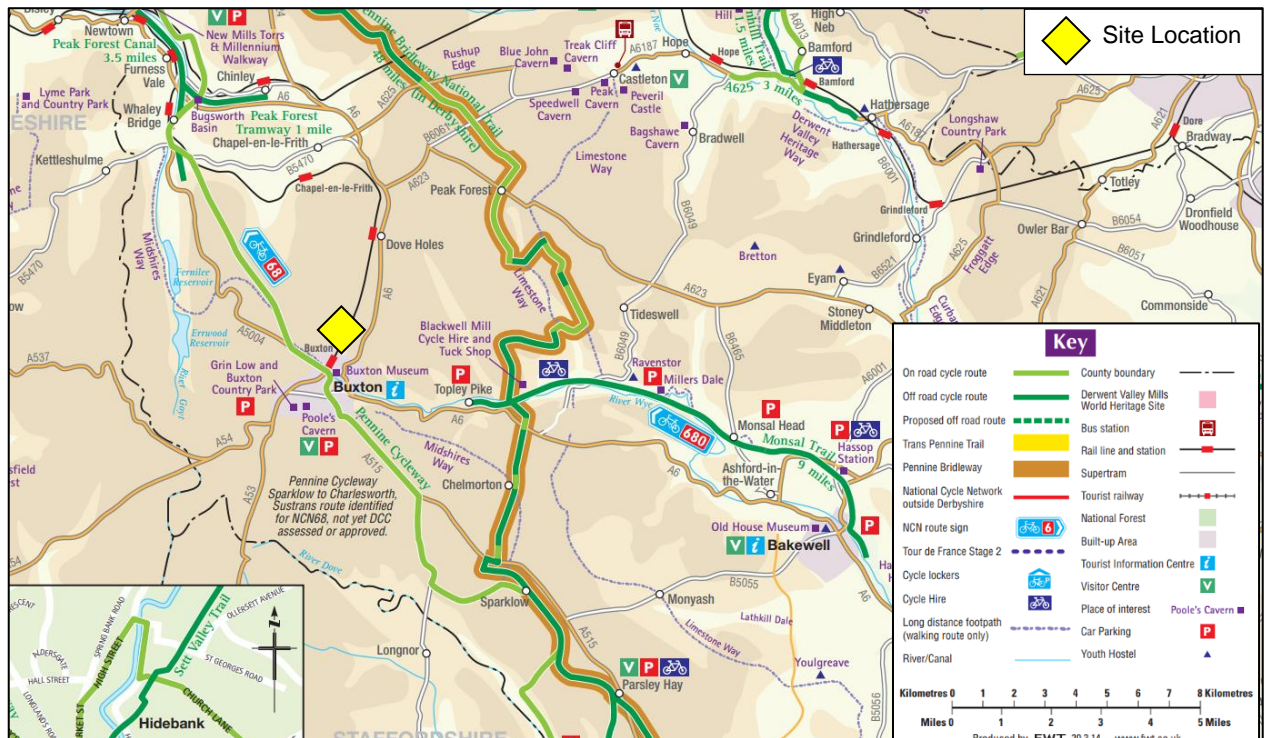
[Accessibility by Non-Car Modes: Cycling](#)

- 3.23 Cycling is an inexpensive, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, and is subject to fewer traffic and congestion delays.
- 3.24 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.

3.25 The site benefits from being located on the National Cycle Route (NCR) 68 approximately 1.0km to the south-west of the site along the A5004 which forms part of the Pennine Cycleway and provides cycle access to the nearby areas of New Mills and Glossop, amongst others.

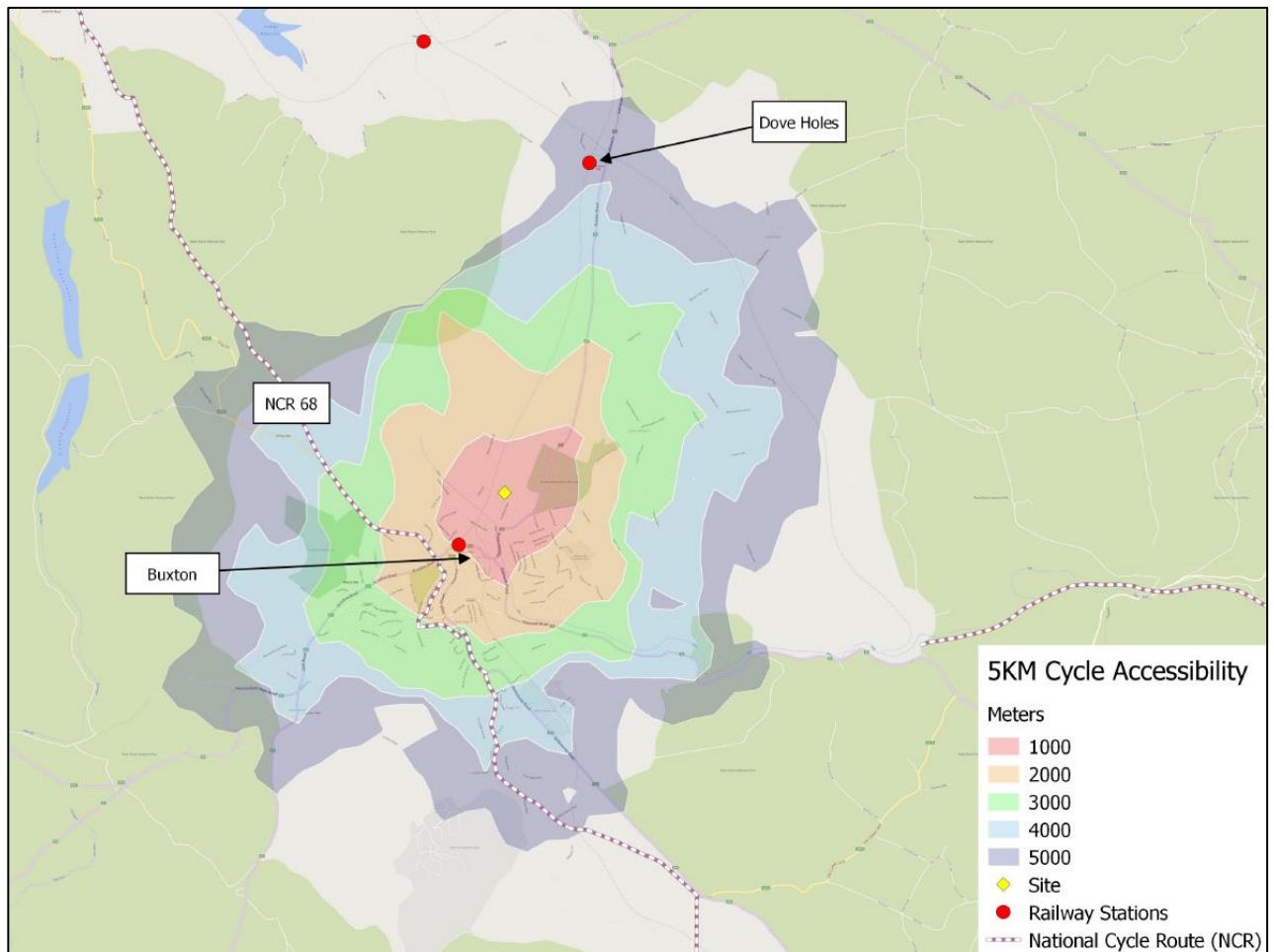
3.26 **Figure 3.3** demonstrates the local cycle routes in the vicinity of the site.

Figure 3.3 – Local Cycle Routes



3.27 GIS software has been used to model 5km cycle catchment from the site and is shown on **Figure 3.4**. The plan demonstrates that the entirety of Buxton and the nearby village of Dove Holes is located within 5km of the development.

Figure 3.4 – Cycle Accessibility



Source: © Copyright Data CC-BY-SA

Public Transport

- 3.28 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 3.29 As shown in **Figure 3.2** previously, the nearest bus stops are located on Lightwood Road approximately 180m to the south of the pedestrian access along Hogshaw Villas Road and are therefore well within the recommended walking distance. Further bus stops are provided along Brown Edge Road and the A6.

3.30 Services from the bus stops at these locations are summarised in **Table 3.2** below.

Table 3.2 – Bus Service Summary

Service Number	Bus Stop Locations			Route	Mon-Fri		Sat		Sunday	
	Fairfield Road (A6)	Lightwood Road	Brown Edge Road		Frequency	First/Last	Frequency	First/Last	Frequency	First/Last
030	✓			Dove Holes – Peak Dale - Buxton	School Service		No Service		No Service	
62	✓			Buxton – Hope – Castleton	3 services per day	08:28 – 15:48	3 services per day	08:28 – 15:48	3 services per day	08:28 – 15:48
76		✓	✓	Buxton – Brown Edge	4 services per day	09:00 – 15:00	4 services per day	09:00-15:00	-	-
185	✓			Burrow – Harpur Hill – Buxton – Fairfield Estate	60	07:02-19:15	60	07:20-19:20	-	-
190	✓			Buxton – Upper End – Chapel – Whaley Bridge	1-2 hours	08:45 – 17:50	2-3 hours	08:45 – 17:50	-	-
Skyline 199	✓			Buxton – Chapel -Whaley Bridge – Stockport – Manchester Airport	30	04:30 – 22:40	30	04:30 – 22:40	60	03:30-21:25

3.31 Buxton Bus Station is located directly opposite Buxton Railway Station approximately 750m to the south-west of the pedestrian site access along Hogshaw Villas Road and provides further bus services throughout the region.

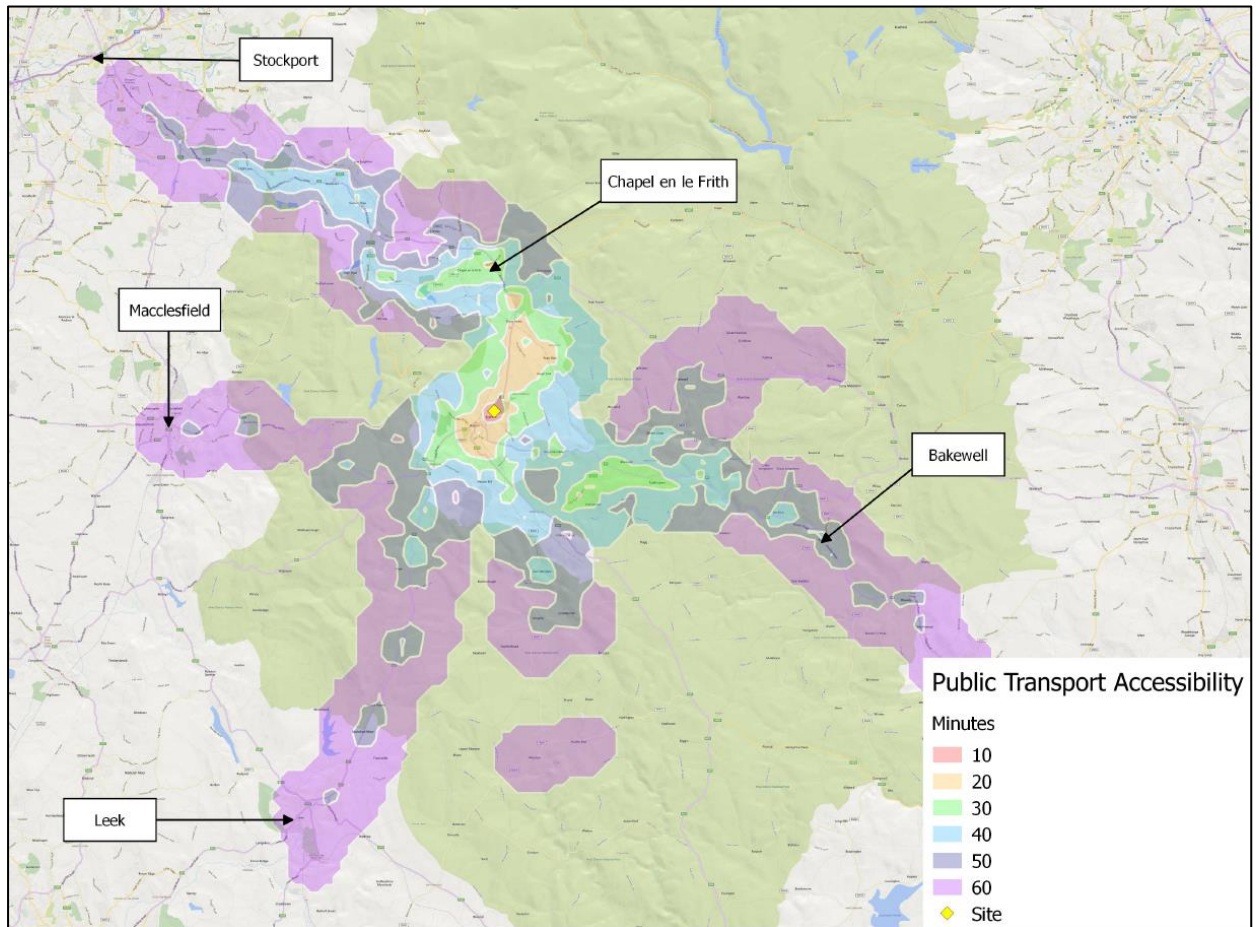
3.32 Buxton Railway Station is located approximately 750m southwest to the south-west of the pedestrian site access along Hogshaw Villas Road and cycle parking with CCTV is provided at the station.

- 3.33 Buxton Railway Station provides regular train services throughout the week (approximately two services per hour during peak hours) to Manchester Piccadilly via Chapel-en-le-Frith, Hazel Grove, Stockport and Levenshulme, amongst others. The journey time from Buxton Railway Station to Manchester Piccadilly Station is approximately 54 minutes.

Public Transport - Train

- 3.34 Buxton Railway Station is located approximately 3.5km north of the site. Buxton Railway Station provides cycle parking for 24 bikes and a station car park with 53 spaces. This station serves services to Preston, Manchester Piccadilly and Bolton, whilst also stopping at many other destinations on route.
- 3.35 TRACC software has been used to map a 60-minute journey time using public transport, including the walk to the nearby bus stops, and railway stations, and are presented in **Figure 3.5**. The analysis demonstrates that it is possible to reach areas such as Whaley Bridge, Chapel-en-le-Frith and New Mills amongst others, within an acceptable 60-minute commute time.

Figure 3.5 – 60 minute public transport Accessibility



3.36 Therefore, future residents of the site will have access to bus and train services which provide travel to a range of destinations at an acceptable frequency, making the site accessible without the use of a private car.

Summary

3.37 Overall, the site is considered to be reasonably well located in terms of its accessibility by non-car modes of transport. Access to the site by foot, cycle and public transport is of an acceptable standard making the site accessible.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan. Once appointed, the TPC role will be undertaken by the technical manager. A contact name will be provided to the local authority at least one month prior to first residential occupation.
- 4.2 The TPC role will be established prior to the opening of the development and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures, monitoring the travel plan and the provision of personalised travel planning for all new households upon occupation..
- 4.3 The TPC will exchange contact details with High Peak Borough Council (HPBC) travel plan officers. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with HPBC.

Funding

- 4.4 Appropriate funding will be allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.
- 4.5 The funding will cover all costs relating to the TPC, implementation of measures and initiatives (including provision of bus taster tickets for residents), marketing of the travel plan, annual monitoring and submission of a review to HPBC.

5.0 TRAVEL SURVEY

Travel Survey

- 5.1 Travel surveys are undertaken at occupation in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
- 5.2 In order to understand how residents are travelling, along with changes to those journeys over time as a result of the travel plan, regular residents' travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 5.3 To capture resident contact information, the TPC will set up a resident database upon first occupation, containing household contact details.
- 5.4 The initial baseline residential travel survey should be undertaken upon occupation of each dwelling. Upon completion of 50 surveys (Or within six months of initial residential occupation, whichever is the sooner), the results should be presented to both the LPA and Derbyshire County Council in the form of a monitoring report. Surveys will take place on an annual basis thereafter.
- 5.5 The survey will be disseminated to all occupied households, to collect the following data:
- Household profile, including number of occupants and children;
 - Work postcode;
 - Mode of travel to work and other trip purposes;
 - Measures that would encourage use of active travel modes or public transport;
 - Barriers to use of active travel modes / public transport.
- 5.6 A draft of the survey will be submitted to Derbyshire County Council for comment and approval prior to first issue.
- 5.7 The responses received from the surveys will be entered into the resident database to enable modal shift to be tracked and allow future comparison of travel patterns for each household, as well as providing information on which measures are most likely to encourage modal shift.
- 5.8 All data collected from the travel will be subject to the provisions of the General Data Protection Regulation Act 2018. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.

-
- 5.9 Upon completion of the baseline travel survey, a Final Travel Plan will be developed and submitted to HPBC for review. The document will be submitted within three months of survey completion.

6.0 OBJECTIVES AND TARGETS

Objectives

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Minimising the total travel distance of residents;
 - Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Promoting walking, cycling, public transport and car sharing; and
 - Promoting healthy lifestyles and sustainable communities which are accessible by all.

Modal Share Targets

- 6.4 The targets for this site are set out in the table below along with the relevant indicators and monitoring methods that will be used to establish the progress towards these targets. A comparison of known modal split for the area has been taken from the 2011 Census method of travel to work by the daytime population.
- 6.5 Following the initial monitoring period, the TPC will benefit from baseline figures from which an assessment will be made of whether the above targets can realistically be achieved. The targets may then be revised accordingly, in agreement with the local highway authority, to ensure that they remain SMART. In subsequent years, the results of further monitoring will allow the targets to be reviewed and identify where further initiatives could be implemented to increase the effectiveness of the travel plan in order to reach the objectives.

- 6.6 The proposed development is located in the High Peak Middle Super Output Area (MSOA) 010. The current modal share of residents who reside in the High Peak MSA 010, based on 2011 census data, is shown below and includes the initial targets for the development along with the relevant indicators and monitoring methods that will be used to establish the progress towards these targets.

Table 5.1 Travel to Work Modal Split

Mode	2011 Census – Method of Travel to Work; Daytime Population MSA High Peak 010
Car Driver	40%
Car passenger	7%
Public Transport	25%
Walk and Cycling	26%

N.B. May not equal 100% due to rounding and other modes not included

- 6.7 Targets for the proposed development can be seen in the below table.

Table 5.2 Five-Year Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	40%	39%	37%
Car passenger	7%	8%	8%
Public Transport	25%	25%	26%
Walk and Cycling	26%	26%	27%

N.B. May not equal 100% due to rounding and other modes not included

- 6.8 It is hoped that the initial designed in features for the development, together with the promotion of the Travel Plan process will encourage staff to travel to work by sustainable modes.

Indicators

- 6.9 The TPC will be responsible for implementing measures at the development, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.

6.10 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to all residents upon occupation;
- Undertaking cycle and car parking surveys; and
- Uptake of the various measures, including interest in car sharing.

6.11 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7.0 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost effective travel plan is one that implements measures that are relevant and realistic to the development.

7.2 The following sections outline the measures to be promoted by the TPC.

Travel Awareness

7.3 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.

7.4 At the outset of the development, the promotional sales material for the site will include reference to the travel plan and list associated benefits. As properties are sold, all residents will be made aware of the travel plan and the key measures to be implemented through their welcome packs.

7.5 The welcome pack will include, though not exclusively, the following:

Public transport

- www.derbybus.info/ for timetable and route maps for bus services throughout Derbyshire.
- www.nationalrail.co.uk for all rail services.

Journey Planning

- <https://www.traveline.info/> for all mode journey planning.

Cycle information

- Details of local bike repair shops/retailers, along with available training and maintenance sessions;
- <https://cycle.travel/map/derbyshire> to plan a cycle route in Derbyshire
- www.derbyshire.gov.uk/leisure/countryside/access/cycling/default.asp for cycling information throughout Derbyshire, including the Cycle Derbyshire map.
- Promote County Rider, the free adult cycle training scheme for Derbyshire residents. See: www.derbyshire.gov.uk/transport-roads/roadsafety/bicycles/county-rider/county-rider.aspx
- Investigate and promote local cycle clubs and activities in the local area. See: www.cyclinguk.org/cycle/cycling-derbyshire for a list of Derbyshire Cycle Clubs and societies.
- See also: www.activederbyshire.org.uk for activities, including cycling, throughout Derbyshire.
- Other useful cycle related websites:

- www.sustrans.org for details of the National Cycle Network.
- www.lovetoride.net for cycling rewards and incentives.
- <http://bikeweek.org.uk/> for details of the national cycling focus week.

Walking

<https://www.derbyshire.gov.uk/leisure/countryside/access/walking/default.asp> for walking information throughout Derbyshire.

Car Club

www.enterpriseclub.co.uk for details of Enterprise Car Club, the commercial Car Club currently in operation in Derbyshire.

Car Share

- <https://info.kinto-join.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.

Local initiatives – Buxton Town Team

- Residents will be made aware of the ‘[Buxton on the move](#)’ initiative undertaken by the [Buxton Town Team](#)

Additional Information

- An introductory leaflet to the travel plan providing a summary of the contents, as well as the contact details of the TPC;
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- <https://www.traveline.info/> for all mode journey planning;
- Active travel information, including a map indicating local walk and cycle routes;
- Health information and details of local walk buddy and bike buddy groups.
- A car cost calculator, providing information on the full cost of car use (i.e. financial, environmental, health, etc.); and
- Details of local taxi firms.

7.6 The welcome pack will be made available to residents upon occupation of the dwellings and regularly kept up to date.

7.7 The TPC will ensure that any changes to the travel plan or any relevant information such as timetable seasonal changes are passed on to residents on a biannual basis in leaflet form or via noticeboards.

- 7.8 The TPC will promote and encourage residents to participate in national and local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with HPBC.

Walking

- 7.9 The TPC will encourage walking as a mode of travel by implementing the following initiatives:
- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
 - Provide a map showing walking routes as part of the welcome pack, showing all walking access points from the site to local roads, and indicating distances and times to key local facilities near to the site;
 - Liaise with local schools in relation to their travel plans and identify any opportunities for implementing a “walking bus”;
 - Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the regular walking journey.

Cycling

- 7.10 The TPC will encourage cycling as an alternative mode of travel by implementing the following initiatives:
- Promote the available cycle access points from the site to local roads;
 - Provide information on any local cycle proficiency ‘Bikeability’ or maintenance courses;
 - Promote the availability of cycling information, including route maps and useful tips and guidance on the Derbyshire County Councils website (<https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/bicycles.aspx>); and
 - Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace the regular cycle journey.
 - Promote Bike to Work Week in June (<http://bikeweek.org.uk/>);
 - Establish contact with the HPBC cycling officer to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site;

Public Transport Information

- 7.11 The TPC will encourage use of public transport as a mode of travel by implementing the following initiatives:

- Residents will be provided with public transport locations (including bus stops), together with route and timetable information in the welcome packs;
- The TPC will provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including the Traveline website (<http://www.traveline.info/>);
- Provide details of routes and destinations served by trains from Buxton Railway Station;
- Details of community transport options and concessionary ticket availability; and
- Liaise with a local taxi firm to provide competitive rates for residents.
- A bus taster ticket will be provided to each new household, utilising a suitable budget set aside for this purpose. 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 guide amount set aside for bus taster tickets is as follows:

No. of dwellings: 99

Peak Plus month ticket @1 no. per dwelling: £95.00

Total: £9,405.00

Car Sharing Scheme

- 7.12 The TPC will ensure that residents are provided with information within the travel plan information packs promoting car sharing. The information will highlight the benefits of car sharing and the costs savings which may be had.
- 7.13 Several websites will be suggested for any residents who may wish to register this interest in car sharing. This would include the national online car sharing scheme 'Liftshare' (www.liftshare.com), which is Britain's largest car sharing network.
- 7.14 Subject to demand, an informal site based car share scheme could be established, with journey matches facilitated by the TPC.
- 7.15 The TPC will ensure all households are aware of <https://info.kintojoin.co.uk/derbyshire/> for details of the free of charge journey matching service throughout Derbyshire.

Marketing Summary

- 7.16 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote the use of a range of modes of transport and work towards increasing awareness of the alternative modes of transport available.

7.17 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:

- Development of an introductory leaflet for the travel plan, to be disseminated to residents;
- Welcome packs will be populated with a range of sustainable transport information and distributed to all residents; and
- Regular updates will be sent to the residents, to promote new and ongoing measures.

8.0 ACTION PLAN

8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Provide all highway and transport measures as agreed with HPBC	As per planning agreements with HPBC	Developer / HPBC	Developer
Appointment of TPC	At least 1 month prior to site completion	Developer	Staff time
Exchange contact details with relevant officers	At least 1 month prior to site completion	TPC	Staff time
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to staff and visitors and residents	At least 1 month prior to site completion	TPC	Staff time
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC	Staff time + materials
Negotiate with local taxi firm for reduced price travel	2 weeks prior to site completion	TPC	Staff time
Upon Occupation			
Issue travel welcome packs to residents.	Upon occupation	TPC	Staff time + printing
Ensure resident travel noticeboards are erected and populated, and further leaflets/info are available	Upon occupation	TPC	Staff time + noticeboards
Within 3 Months of 50% Occupation			
Prepare resident baseline travel survey	Within 3 Months of 50% occupation	TPC	Staff time + printing
Issue surveys to residents	Within 3 Months of 50% occupation	TPC	Staff time + printing
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC	Staff time

Produce full travel plan document and submit to HPBC	Within 3 months of survey completion	TPC	Staff time
Liaise with HPBC to agree final travel strategy, objectives and targets	Within 3 months of survey completion	TPC / HPBC	Staff time
Ongoing Tasks			
Update residents with regard to any service or provision changes with regard to local transport on annual basis	Annually	TPC	Staff time
Implement measures in line with staff requirements / interest, including promotion of e.g. Bike Week, Walk to Work Week etc.	Ongoing	TPC	Staff time
Annual Monitoring / Review			
Conduct repeat travel survey one year after the baseline survey, annually for 5 years	For five years after baseline surveys	TPC	Staff time + printing
Analyse responses, produce progress report and submit to HPBC	Within 3 months of receipt of responses	TPC	Staff time
Report updates to residents	Within 1 month of analysis taking place	TPC	Staff time + printing
Continue regular monitoring as set out and agreed with HPBC	As agreed with HPBC	TPC	Staff time
Conduct repeat travel survey one year after the baseline survey, annually for 5 years	For five years after baseline surveys	TPC	Staff time + printing
Analyse responses, produce progress report and submit to HPBC	Within 3 months of receipt of responses	TPC	Staff time

9.0 MONITORING AND REVIEWING

- 9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 9.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources;
 - It maintains support for the travel plan by reporting successes;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- 9.3 The TPC will monitor travel patterns associated with the site on an annual regular basis over a five year period, commencing within three months of 50% site occupation.
- 9.4 As part of the annual monitoring, surveys will be distributed to all occupied households to monitor travel to and from the site, and gain an understanding of travel habits.
- 9.5 The TPC will agree the monitoring programme with HPBC and DCC to ensure that the monitoring procedures are appropriate.

Reviewing

- 9.6 The TPC will undertake a review of the travel plan annually following monitoring, in conjunction with HPBC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from residents.
- 9.7 The TPC will use data collected during the survey to set targets for the development. The TPC may choose to revise the targets on an annual basis, with agreement with the local authority, in order to maintain a realistic travel plan goal.

- 9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.
- 9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement.

[Travel Plan document status](#)

- 9.10 The Travel Plan is a working document, and should not be seen as exhaustive in its current form. It will be subject to change in the light of progression and completion of the development, results of actions undertaken, and responsive to results of future travel surveys.

10.0 CONCLUSION

- 10.1 This travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reduce reliance upon the car and improve awareness and usage of alternative modes by both staff and visitors;
 - Promote walking, cycling, public transport and car sharing;
 - Minimise the total travel distance of staff and visitors;
 - Reduce the transport impact of the development upon the environment;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document therefore ensures that sustainable access to the development is facilitated.