
Appendix 3- Assessment of the Residential Travel Plan RT91638-05 as uploaded to the DDDC planning document system on 5th May 2021

Assessment of Appendix 8.15 Supplementary Transport Assessment RT91638-07 as uploaded to the DDDC planning document system on 5th May 2021

Preliminary Notes

1. Various references are made in the applicant's document to an Area Wide Travel Plan. No document has been found with that name amongst the application documents. Therefore, the Residential Travel Plan is assumed to provide the entirety of the applicant's travel plan discussion and proposals. Paragraph 1.2.2 notes that the Residential Travel Plan is "a package of measures designed to reduce the number and length of car trips generated by a residential development, whilst also supporting more sustainable modes of travel and reducing the overall need to travel."
2. Matlock Town Council conducted a survey to assess the impact of the travel plan and other measures proposed to reduce traffic in and around Matlock. It has been used here as evidence for the opinions provided. This survey is reported in the Annex.

Assessment of the Residential Travel Plan

Main conclusions

1. The proposed residential development will require the use of a car by nearly all trips to facilities in Matlock and elsewhere except on-site facilities, Cavendish Fields and Highfields School, because:
 - a. The hills within Matlock are too steep for walking with shopping and for cycling
 - b. The proposed extension of the hourly local bus service to the site is not frequent enough for local trips or to tie into the bus and train timetables for travel to other towns and cities.
2. Therefore, with respect of transport services, the development is not in a location that will enable "sustainable" transport of people and goods and the applicant's proposals are not sufficient to make it sustainable.
3. Matlock Town Council requests that the LPA requires the applicant to provide funding for a half hourly bus service to the site, or preferably a service every ten minutes stopping at major amenities and facilities in Matlock including the bus stations and train station, Sainsburys and the centre of Matlock.
4. The modification of the carriageways and footpaths on access routes into the development site should take account of national guidelines and ensure safe use by pedestrians including those with pushchairs and the disabled.
5. It should also be remembered the decision to utilise any change from use of a car to a sustainable transport option is purely the decision of each individual. It is not in any way mandatory and therefore the magnitude of such changes cannot be guaranteed.

For a small rural town like Matlock this change is likely to be minimal. An earlier Bus Passenger Survey of the M1 bus service clearly showed the passenger patronage to be less than 1% of the possible take up from residents within the 'catchment area' from any bus stop on its route.

It should be noted that to ensure the viability of providing the M1 bus service by its operator, this service had to be subsidised through the County Council.

6. Prior to the Covid-19 pandemic the volume of traffic in the town centre could be seen to cause significant queuing and delays at elongated peak hour times on a daily basis in several locations. This situation often resulted in delays and disruption to both the M1 & M4 services (same vehicle was used for both services).

Assuming a return to a near pre-pandemic traffic levels after the lifting of covid restrictions a further factor will need to be added. This is further additional traffic not yet taken into account (this is, in part, a reference to unanswered questions already raised by others on the micro modelling of the highway impacts).

The key issue is that any further increases in traffic flows in the town centre can only make matters worse (remembering the simple fact that such as Crown Square roundabout is already forecast to be well over its defined capacity)

The repercussions for the upgraded M1 service possible users are certainly not going to generate a positive consideration. Journey times to and from the town centre are already taken significantly longer times in elongated peak hour periods compared to the limited periods when traffic flows are more normal. As the M1/M4 services utilise these same highways in the town centre it is suggested they will also be similarly affected (note there is no room for dedicated bus lanes). This factor alone negates much of the possible advantages of using public transport.

Detailed comments

Narrowing of footpaths along Pinewood Road and Gritstone Road to widen the carriageway, and concerns about the footpath width on Cavendish Road needs to take account of Chartered Institute of Highways and Transportation guidelines for footpaths.

The applicant is intending to provide access to the development site via Gritstone Road and Pinewood Road. These are normal residential roads with relatively narrow carriageways. The applicant seeks to widen Pinewood Road which it states has footpaths with a minimum width of 2 metres to create a 6 metre carriageway. This will result in footpaths of less than 2 metres in width along Pinewood Road.

The only access to Pinewood Road ultimately requires the use of Cavendish Road from its junction with Wellington Street to Wolds Rise or Bent Lane. Cavendish Road is notoriously narrow for a bus route and for vehicular access to the large number of houses along it. Further, the pavements are also narrow. The stretch of Cavendish Road near its junction with Wellington Street is particularly narrow and is present only on one side of the road. Further, Cavendish Road is a major pedestrian thoroughfare used daily by children and young people walking to and from Highfields School from Matlock Bank. Pedestrians including these children and young people, and particularly those with pushchairs have to step off the pavement to make way for pedestrians coming from the opposite direction or to overtake slower walkers.

The Chartered Institute of Highways and Transportation notes that the “following effective design widths, which are clear and generally unobstructed, are recommended:

- Absolute minimum width: 1.8m
- Desirable minimum width: 2.0m
- Preferred width 2.6m (especially adjacent to high-speed roads)”¹

The LPA should therefore require that alterations to offsite roads by the developer to improve access to the development site adhere to these guidelines. Any narrowing of the footpaths beyond these guidelines would be unsatisfactory and a clear danger to children and others who use the pavements along the proposed access roads, and particularly Gritstone Road, Cavendish Road and Pinewood Road.

Walking to many amenities and facilities in Matlock from the development site is a vigorous activity and one that will discourage all but the fittest. Walking in Matlock cannot be seen as an alternative to car use for shopping, taking children to school and for those with tight time schedules. Walking from the development site should be considered to be a leisure activity only.

Paragraph 4.2.5 refers to amenities and facilities within a 2km walking distance of the proposed development. Paragraph 4.2.7 notes that the steep gradients involved in walking trips from the development to the town centre may “discourage less fit/able pedestrians from undertaking these journeys on foot.”

Our survey indicates that 60% of Matlock residents consider that the steepness of the hills between their home and the facilities that they use “prevent” them from walking there. We believe that given the height difference between the proposed site and the town centre, that the survey results can be applied to residents in the new development. Indeed, as the new development will be above the altitude of the current building line, the height difference will be greater for new residents than for nearly all existing Matlock residents. The lowest point where housing will be built, behind Bentley Close, will be 220m above sea level and much of the development will be at a height greater than 230m, whereas Matlock Football Club is at 90m and DDDC offices at 100m. The current built environment is largely between 90m and 220m giving a rough average height difference between facilities in the centre of Matlock and homes of some 65m (200ft approx.), whereas a rough average height difference for the new development would be some 140m (460ft approx.). This height difference is equivalent to the climb from the River Dove to the top of Thorpe Cloud (142m). Thus to reach the centre of Matlock, residents of the new development would on average have to descend and ascend the height of Thorpe Cloud - 2.3 times the vertical difference of the average Matlock resident. Further, many of the walking routes to the amenities and facilities contain very steep sections. **We believe therefore for this reason alone that nearly all trips from the new development to the shops and other facilities in the centre of Matlock will be by car.**

The table below indicates the height difference to the 230m contour line and significant gradients involved in walking to and from the amenities and facilities mentioned in the report.

Facility / amenity	Height difference	Gradients greater than 1:10 with location
St. Joseph’s Catholic Primary School	55m; 180ft	1:9 (Chesterfield Road)

¹ Designing for Walking, Chartered Institute of Highways and Transportation, 2015, p7

Facility / amenity	Height difference	Gradients greater than 1:10 with location
Castle View Primary School (included as this is a school that is proposed to be expanded using S106 contributions)	80m; 265ft	1:9 (Chesterfield Road) for half a Km
All Saints Primary School	80m; 265ft	From Smedley Street via Wolds Rise 1:6 (Bank Road) 1:7 (Rutland Street) 1:4 with a stretch of 70m at 1:3.5 (Rockside Steps - partially stepped making use of push chairs unfeasible) From Smedley Street via Bent Lane 1:6 (Far Green) 1:4 (Jackson Tor -partially stepped making use of push chairs unfeasible)
Derbyshire County Council offices	80m; 265ft	
Derbyshire Dale District Council offices	130m; 430ft	
Matlock town centre	140m; 460ft	
Hall Leys Park		
Matlock Town Football Club		
Matlock rail station		
Highfields Lower School (included as this is a school that will be used by children from the development)	2.24Km distance; 140m from lowest point and 35m (110ft) from lowest point to the school	
Highfields Upper School	Negligible	n/a
Matlock Golf Club		
Cavendish Fields Playing Fields		

The gradients suggest that many of these routes involve vigorous exercise as defined by the NHS². It should be noted that Naismith's Rule used by many walkers to estimate the time taken to cover distance over undulating terrain suggests walking on the flat at 3mph (4.2 kph) with an additional half hour for every 1000ft climbed (1 minute for every 10m). Whereas a 1.5km walk on the flat would take about 20 minutes, a walk with the 140m climb to the development site would take about 34 minutes.

It should also be noted that two of the routes suggested in the table, Rockside Steps and Jackson Tor are subject to icing in winter weather, and given their duration and steepness can be considered dangerous and impassable for periods during the winter. Indeed, even in wet weather these routes are to be avoided by people wearing slippery soled shoes.

Matlock Town Council has noted the shop and takeaway that will be provided within the development and acknowledge that this may be of benefit to the residents of the new development and those in the surrounding built areas, and may reduce some car journeys for essential food and household items.

² [Exercise - NHS \(www.nhs.uk\)](http://www.nhs.uk)

Cycling from the development site in and around Matlock should not be considered as a practical alternative to car usage by the LPA

Matlock Town Council agrees with the applicant that “the steep gradients involved in trips to/from the proposed development may discourage less fit/able cyclists to undertake these journeys.”

Indeed, Matlock Town Council believes they will discourage all but the fittest cyclists.

Bank Road and Rutland Street, principal cycle routes from the town centre are used for cycle hill climb events. Cycling Uphill describes the route as follows. “Bank road runs through the centre of Matlock, Derbyshire. It is one of the steepest town-centre climbs and makes a good venue for a hill climb. It was used as the National hill climb venue in 2008.”³ It is used each year as part of the Matlock Cycling Club open event. In our opinion, it is beyond the capacity of cyclists who are not trained sports cyclists. Other routes from the centre of Matlock to the development are also steep and require considerable stamina.

The cycle routes from the development site proposed in Para 4.4 of the Residential Travel Plan will not overcome the off-site problem arising from the steepness of the hills.

The proposed changes to the M1 bus route to enable it so serve the development is insufficient and will lead to negligible use.

The Residential Travel Plan proposes to extend existing bus routes onto the development site, continuing an hourly service, but extending the period of the day when it operates to 12 hours from seven till seven.

Matlock Town Council believes as a result of its survey that this extension will have a minimal impact on bus usage. Our survey suggested that the present hourly bus service, extended to run until midnight would result in 0.5% reduction in car journeys, and a half hour service would be required to make a 3.8% decrease in car journeys. Respondents to our survey agree with the applicant that tying the bus service to train and bus services to other towns is important, but go further, wanting the local bus service timetable to be tied to the timetables of these other services. The applicant is not suggesting that this will happen, and indeed an hourly bus service will not enable such a linkage.

The survey also indicated that the cost of bus services inhibits use. Therefore, the proposed free bus passes are a benefit. However, these would need to be offered over a protracted period measures in years and tied to a more frequent service to offer any real benefit. Bus passes for a short period would not alleviate the need to own a car, and once owned, the cost of journeys in and around Matlock using it are negligible.

Matlock Town Council comments on the summary in paragraph 4.8 of the Residential Travel Plan

Matlock Town Council disagrees that the site has “good pedestrian and cycle accessibility with a range of facilities available within reasonable walking and cycling distance of the development”⁴. The steepness of the hills mean that, even with footpath and cycle path access, neither walking nor cycling will be popular with residents on the site except for exercise.

Matlock Town Council also disagrees that the proposed extension of the bus service to the development site will result in any significant move from car usage to public transport for residents of the site. Survey respondents have indicated that the proposed hourly service is not sufficient.

³ <https://cyclinguphill.com/100-climbs/bank-road/>

⁴ Para 4.8.1

Assessment of Appendix 8.15 Supplementary Transport Assessment

Detailed comments

The impact on traffic volumes arising from area wide travel planning (para 2.5) of 5% to 10% is excessive.

Matlock Town Council wished to test the assumption that Area Wide Personal Travel Planning would reduce trips generation by between 5% and 10%. The Council therefore prepared a survey (whose results are reported in the Annex) which asked questions about the impact of measures proposed in the Residential Travel Plan and of a planning service assumed to be made available to all Derbyshire Dales Residents. The results of the survey are presented in the Annex.

This survey indicates that far from a 5% to 10% reduction in car journeys as suggested in Para 2.5.2, the reduction in car journeys arising from a personal travel planning service would be 0.5% and the reduction in car journeys arising from all the measures would be 1.18%. The survey indicates that slower car journeys would reduce car journeys by 0.4% through substitution by walking. Slower car journeys may arise by default given the additional traffic generated by the proposed developments in the Matlock area.

Therefore, Matlock Town Council asks the LPA to seek further guidance about the veracity of the assumption made by the applicant in its assessment of the impact of the proposed development on traffic in the Matlock area.

Annex: Matlock Town Council Public Consultation on Transport related to the Gritstone Road Planning Application

Matlock Town Council undertook a public consultation on transport, to assess the validity of the assumptions made by William Davis and the impact of measures proposed in its application, from 18th May to 8th June 2021. These assumptions included a 5% to 10% reduction in traffic arising from measures that the developer proposed. These measures included:

- Initiatives to support cycling
- Modifications to the bus service mainly to extend it into the new development
- An Area Wide Travel Planning Service

The Town Council considered that it was important to determine whether the predicted impact of the proposed measures on traffic in Matlock were reasonable and therefore whether Derbyshire Dales District Council should accept them without further assessment. Given the short period for consultation enabled by the standard planning process, there was no time to contract with and undertake market research using a professional market research firm. Therefore, the Town Council instigated an informal survey using Survey Monkey. A total of 349 responses were received. That is equivalent to about 8% of the total households in Matlock, although it should be pointed out that responses from outside Matlock were also received. Nevertheless, as 42% of respondents stated that their journeys usually started from within Matlock, it would be reasonable to conclude that the response was equivalent to approximately 3% of Matlock households.

The results of the survey are presented below in a series of graphs showing the preferences of respondents.

Summary of findings

- 42% of respondents said that they usually drive into Matlock from Matlock.
- 37.5% of respondents said they made two car journeys per day to or through Matlock. In total an average of 13.1 journeys was made per respondent per week. Nevertheless, 22% of respondents made less than one journey per day which suggests that many people in Matlock already walk, cycle or take a bus for many of their journeys.
- When asked the purpose of car journeys, 78% of respondents mentioned shopping, 55% travelling to and from work, 49% child related activities, 42% visiting friends, and entertainment, health and visiting hospitality about 38% each.
- When asked why they used their car, 63% of respondents said it was too difficult to carry shopping, 59% said it was too far to walk, 58% said it was time efficient and 48% said it was too demanding to walk due to the steep hills. Indeed 60% of respondents indicated that the steepness of the hills prevented them from walking to destinations. 11% said that mobility issues meant that they had to use their car, and 10% gave other reasons such as that they pass through Matlock, bus timetables are inconvenient, there is no bus service from where they live, they use their car for work, and using public transport was too expensive.
- Respondents were asked what measures would enable them to reduce their vehicle use and how many journeys would be saved by them. Overall, if **all** the measures in the survey were introduced, a 5.6% of journeys could be saved; 0.85% would be reduced by having facilities closer to the respondent's home and 0.89% of journeys by an increased permanent bus service closer to the respondent's home. A further 0.6% would be saved by having more footpaths that are traffic free. Subsequent questions considered the impact of an improved bus service (see below). Respondents could provide their own ideas too. These ideas

included lower bus fares, free bus passes, an improved bus timetable running later in the evening and more frequently with links to the train timetable and to buses to other towns, and reinstating the Bank Road tram. It should be pointed out that the measures proposed in the survey were more aspirational than those proposed in the Residential Travel Plan (Ref. RT91638-05) by William Davis in their planning application.

- Respondents were asked whether they owned a bicycle and whether they used it. 45% said that they owned a bicycle, but of those, 30% said that they did not use it. Therefore only 31% of respondents used a bicycle. The reasons given were mainly too much traffic (61% of respondents), a challenging terrain (55%) and narrow roads (27%). 25% gave mainly personal reasons for not cycling such as age that could not be mitigated by action a developer might take.
- A number of measures were proposed in the survey to encourage use of bicycles. Overall, if all these measures were included an estimated 3.7% of journeys could be saved. However, the only William Davis proposal, “advice about routes you could take” netted a saving of 0.18% in the number of journeys.
- Respondents were asked for the reasons that would prevent them from using a bus instead of a car for their journeys. A wide range of reasons were offered, with the convenience and flexibility of a car being highest at 24% followed by the insufficient frequency of the current bus service at 19% with the lack of an evening service volunteered by respondents, and the need to carry things at 18%. A lack of a bus service to the respondent’s destination was mentioned by 12%. The high cost of the bus service, particularly when several members of the family was travelling, figured highly as an additional reason, one volunteered by respondents. Fewer than half, 38%, would use the bus service even if it was improved.
- Respondents were asked how many car journeys to the centre of Matlock, Sainsburys or to schools respondents would make by bus with improved scheduling. All the improvements included evening availability up to midnight. The options offered were: the service remained the same, a half hour service was introduced, a bus was available every 10 minutes, and finally a bus was available every 5 minutes from the respondent’s location. The result was that up to 5.7% of journeys could be saved if a bus was offered from the respondent’s location every ten minutes 6 am until midnight. A half hourly service would result in 3.8% of journeys being saved. Nevertheless, William Davis was not proposing to provide a half hourly service nor an evening service. William Davis was offering to extend the bus service into its new development only. Therefore, it would be expected that little or no increase in bus usage elsewhere in Matlock would result.
- William Davis is offering to provide an “Area Wide Personal Travel Planning Service”. The details of this service have not been clearly specified, but taking it as a service offered to all Matlock residents, respondents were asked about it. Overall some 18% of residents said they would use it. Those that would not use it said they would not because the car was the most practical option (81%), because they knew the area well (47%). Overall, the use of the Planning Service was expected to have a negligible impact on the number of car journeys (0.5%).

Conclusions regarding the William Davis transport report

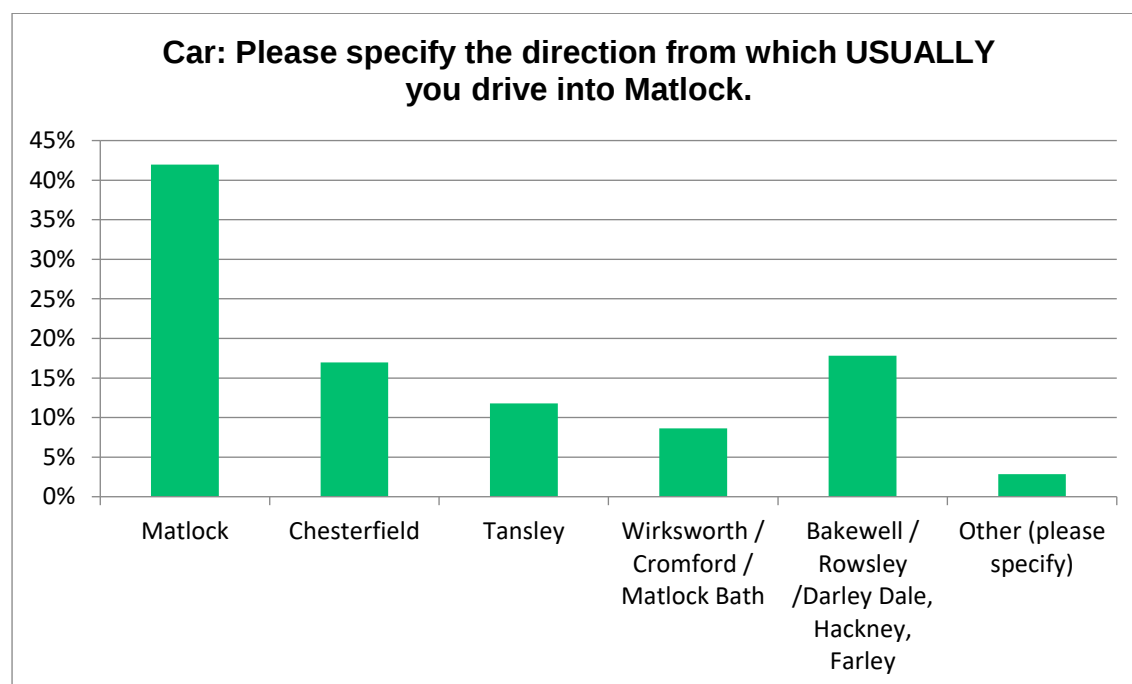
1. Matlock is unlike other towns because it is built on a steep hill. The consequence is that 60% of respondents in the survey were prevented from walking to the facilities that they use due to the steepness of the hills. William Davis should have taken the Matlock’s particular circumstances into consideration instead of using assumptions from other studies.

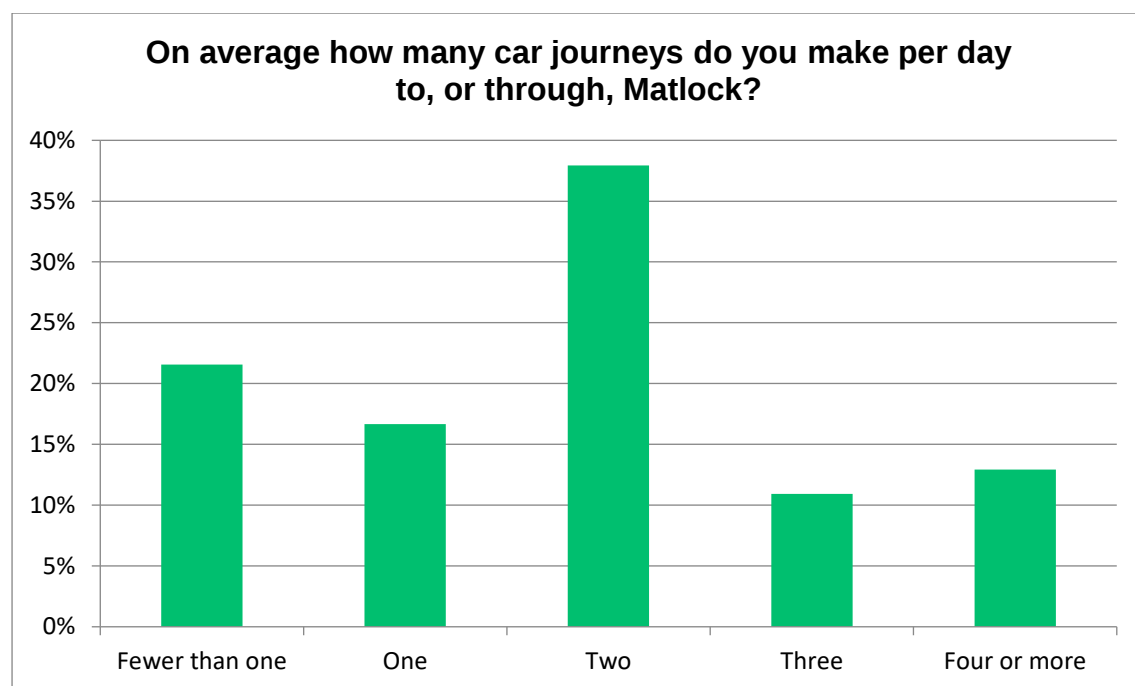
2. William Davis' proposals would net:
- a. Walking: 0.4% of car journeys through slower traffic
 - b. Cycling: 0.18% of car journeys through advice on journeys
 - c. Bus service: 0.5% of car journeys with no change to the existing frequency or extension into the evening
 - d. The Area Wide Travel Planning Service: 0.5% of car journeys

Therefore, based on the survey results, William Davis' proposals would net a 1.18% decrease in car journeys, with an additional 0.4% arising from the expected slower traffic speeds due to additional congestion from a larger population.

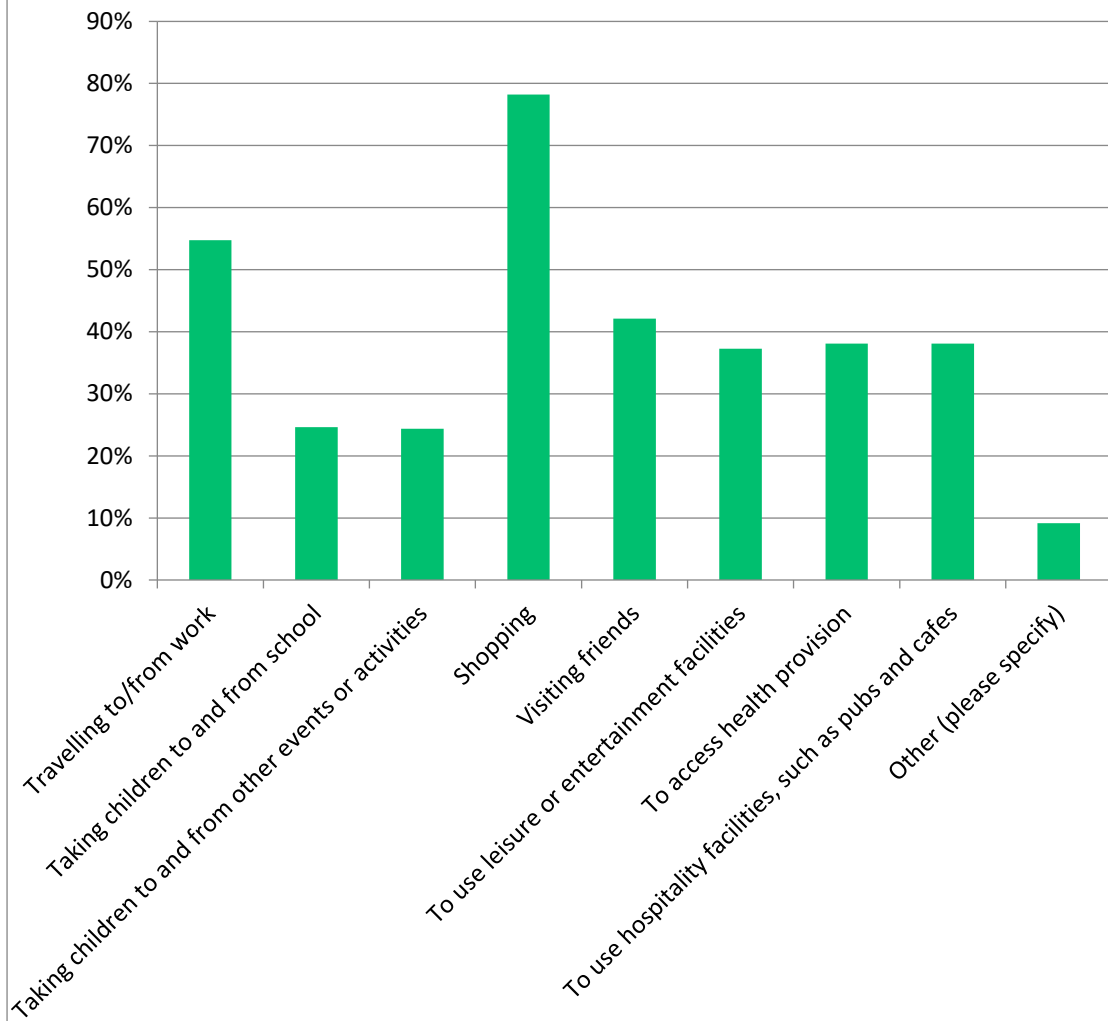
Matlock Town Council believes that the results of this informal survey are sufficient evidence to suggest that the William Davis' forecast of a 5% to 10% decrease in the number of car journeys arising from the measures it proposes are questionable. As such, Matlock Town Council believes that Derbyshire Dales District Council needs to ask William Davis to justify the assumptions and estimates that it has made through a thorough and robust analysis based on the specific Matlock town environment and related to the specific measures proposed in the application, rather than on benchmarks arising from elsewhere in response to unspecified measures. To accept William Davis' results without such a justification would be a disservice to the people of Matlock.

Annex: Survey results

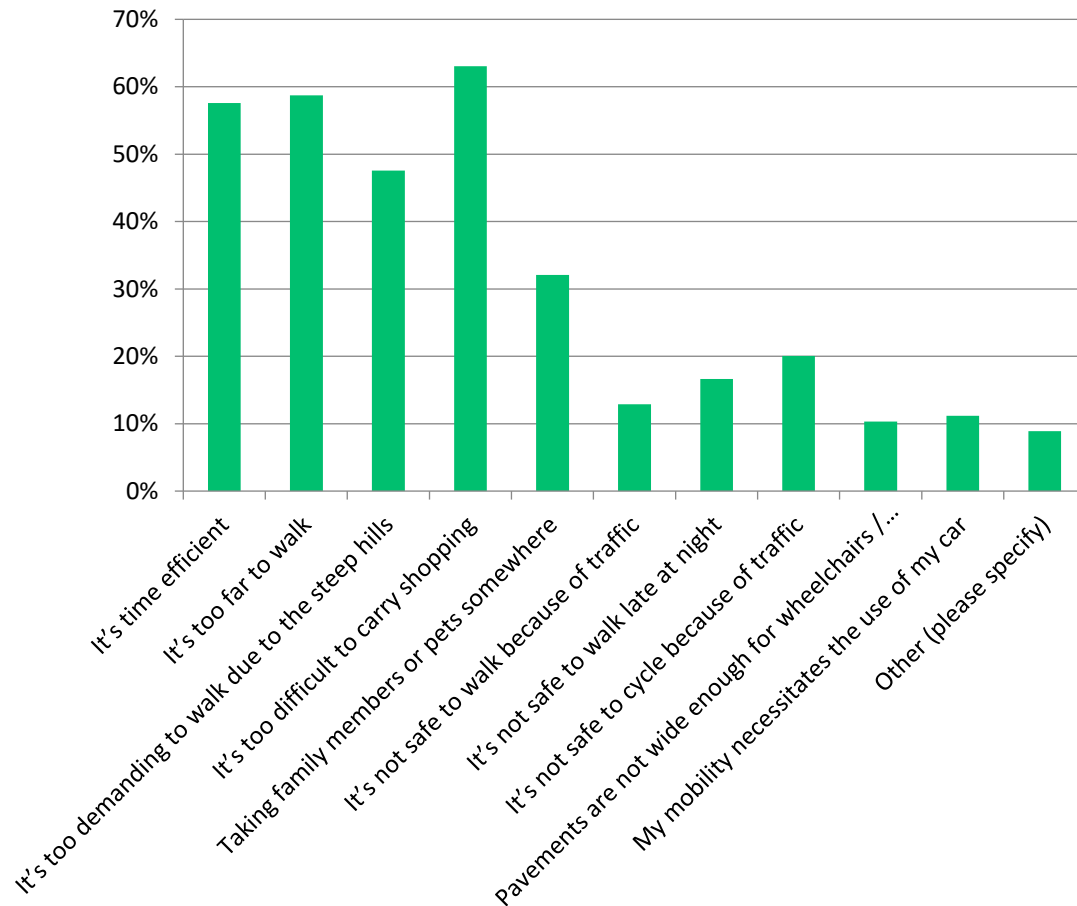




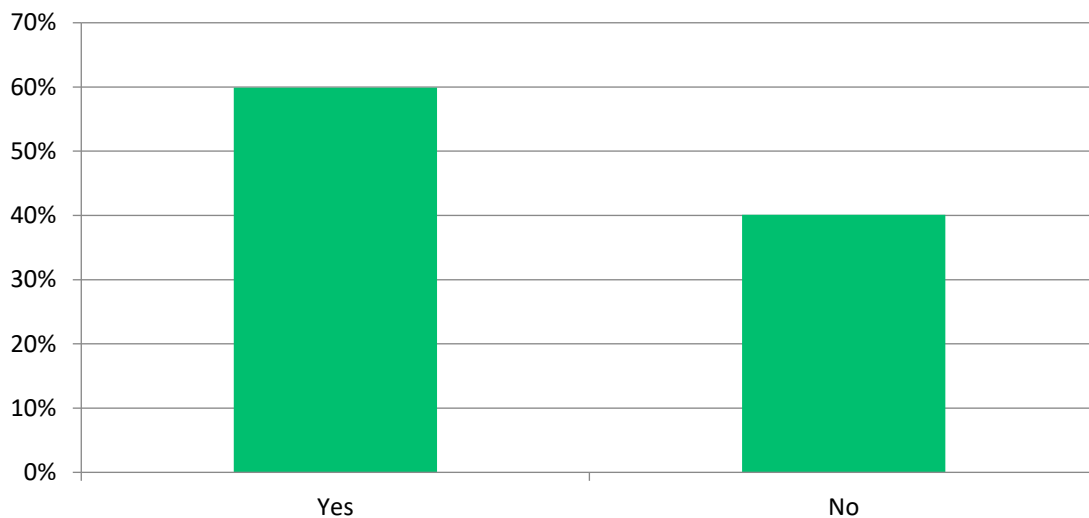
What is the purpose of your journey(s)? Select all that apply.



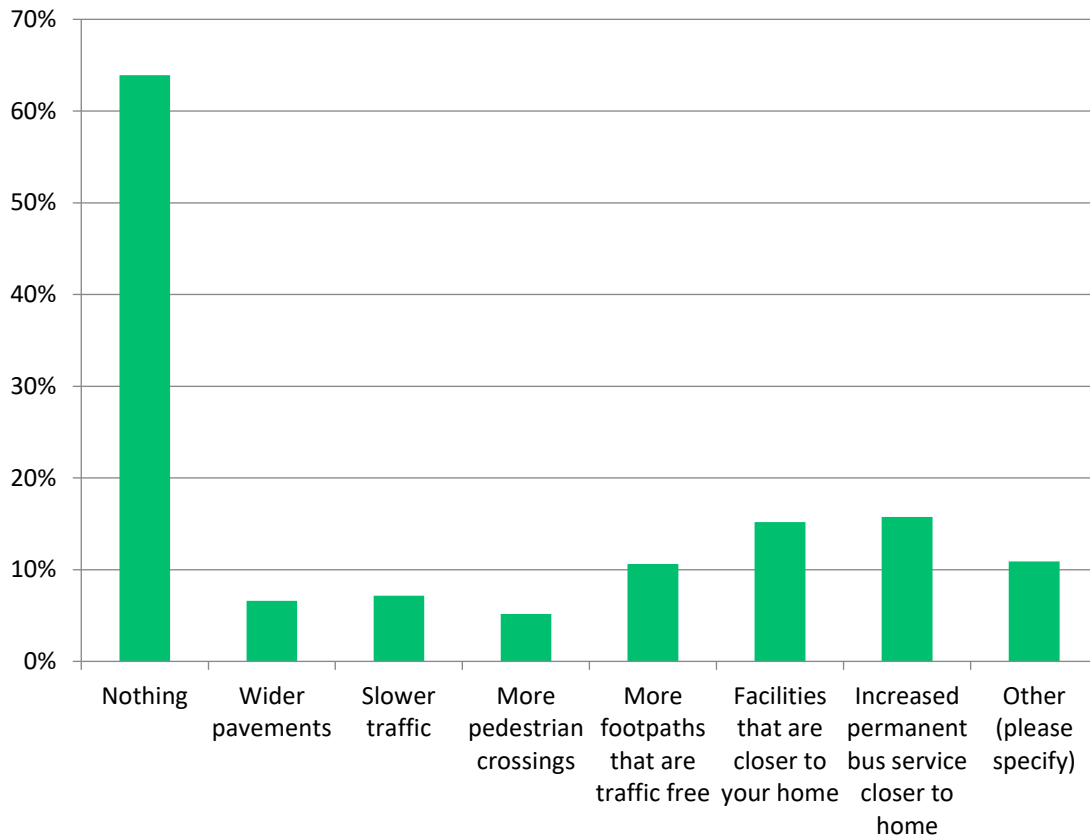
Why do you use your car for these journeys? Select all that apply.



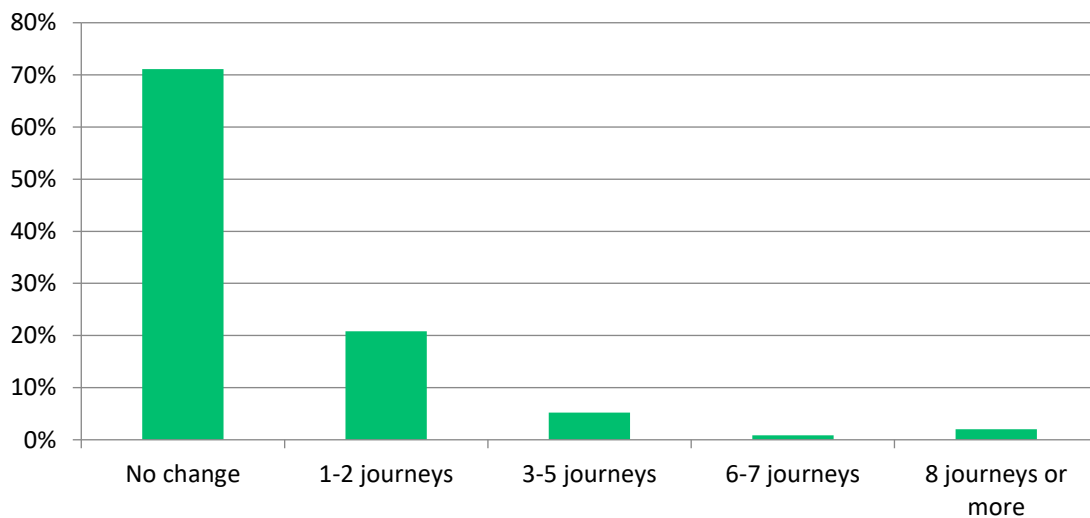
Walking: Does the steepness of the hills between your home and the facilities that you use prevent you from walking there?

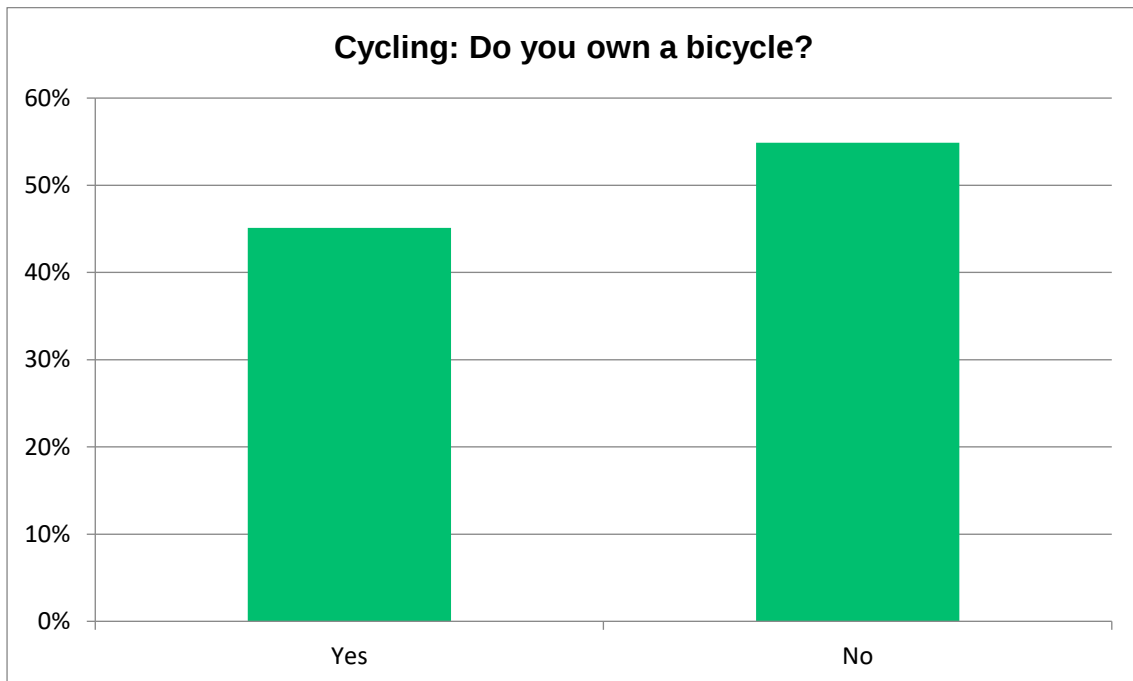
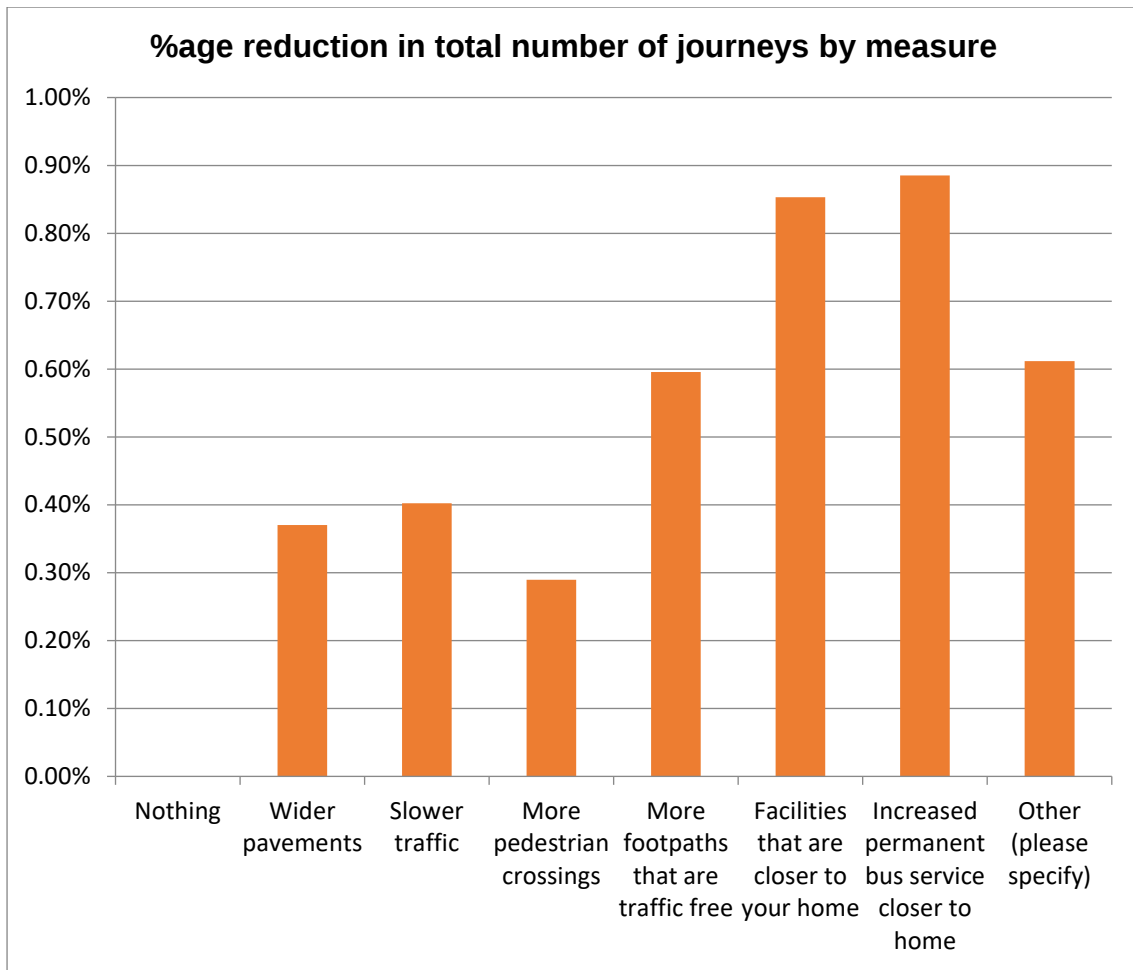


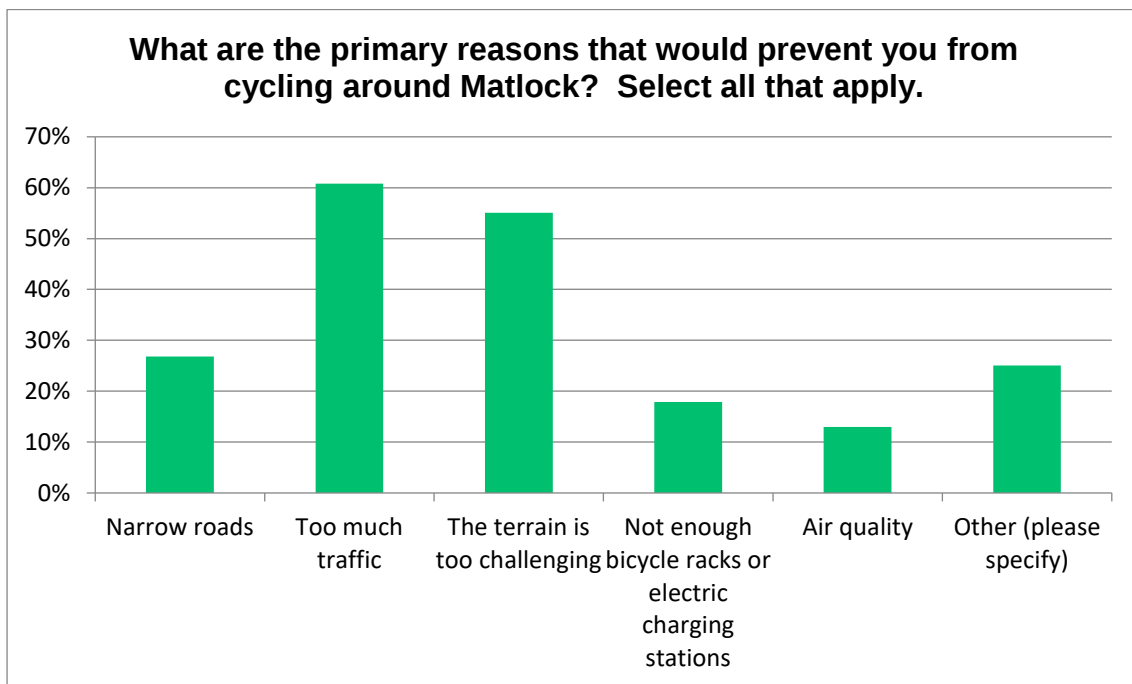
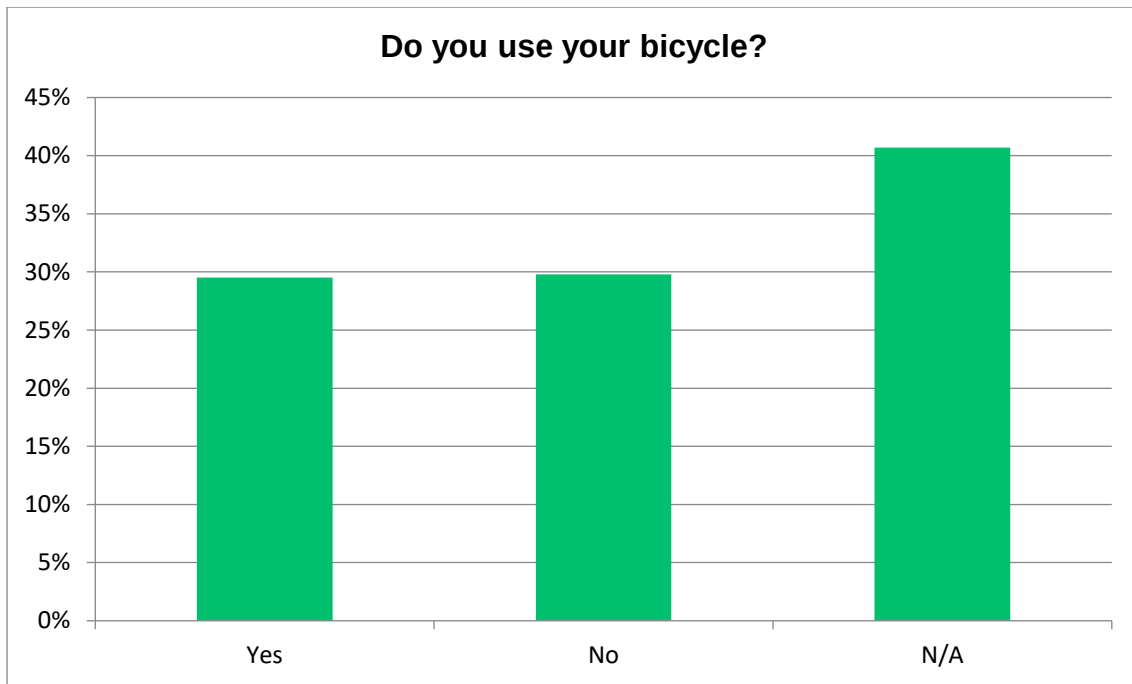
What would enable you to reduce your vehicle use for these journeys? Select all that apply.



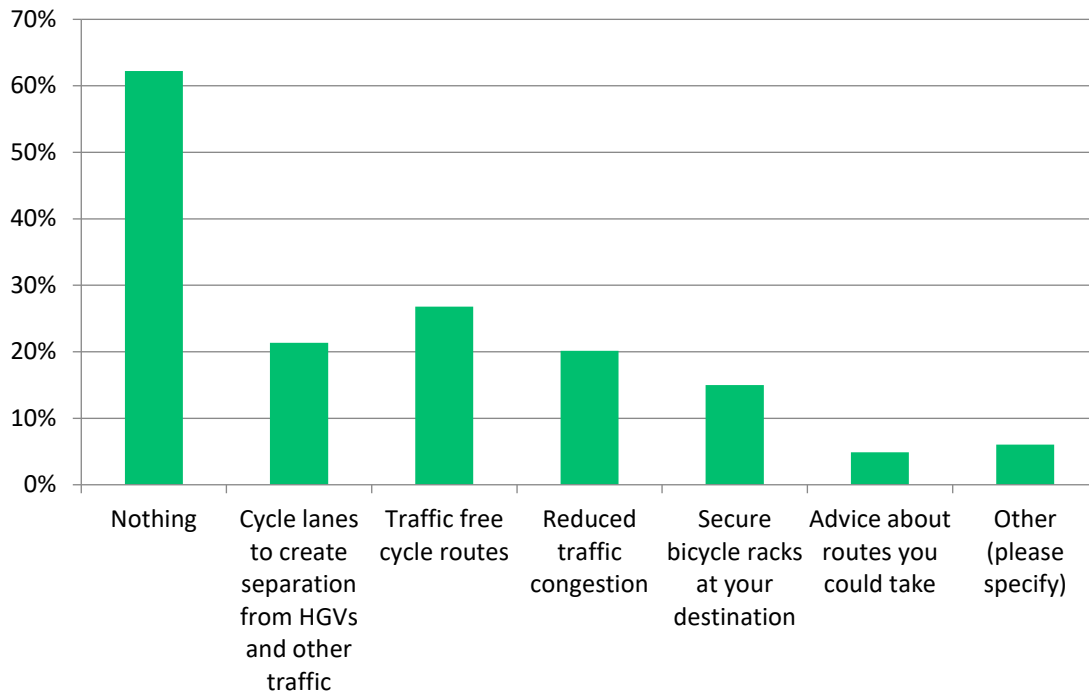
If the measures you have selected were introduced, how many of your car journeys per week could you do by walking instead?



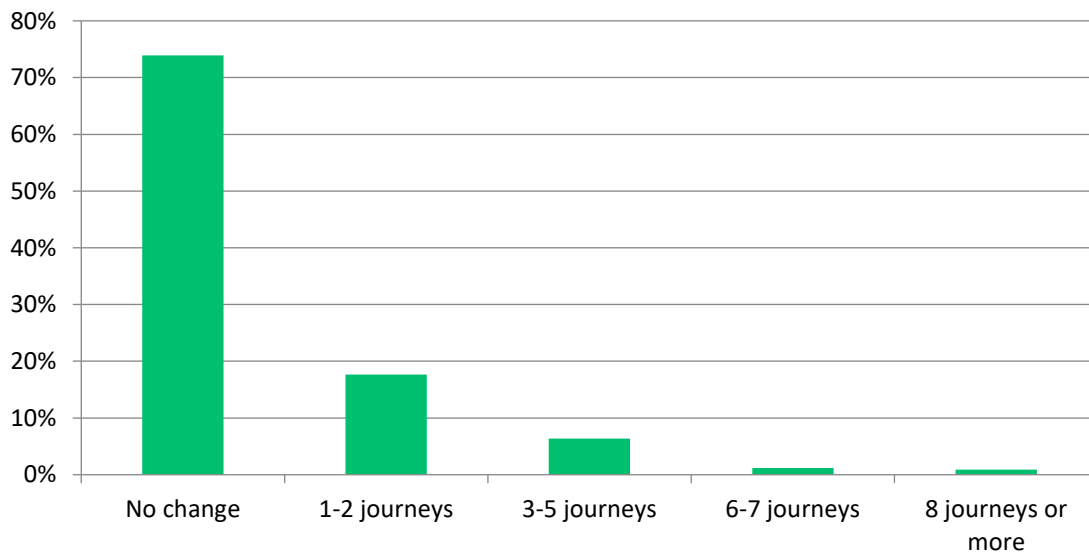


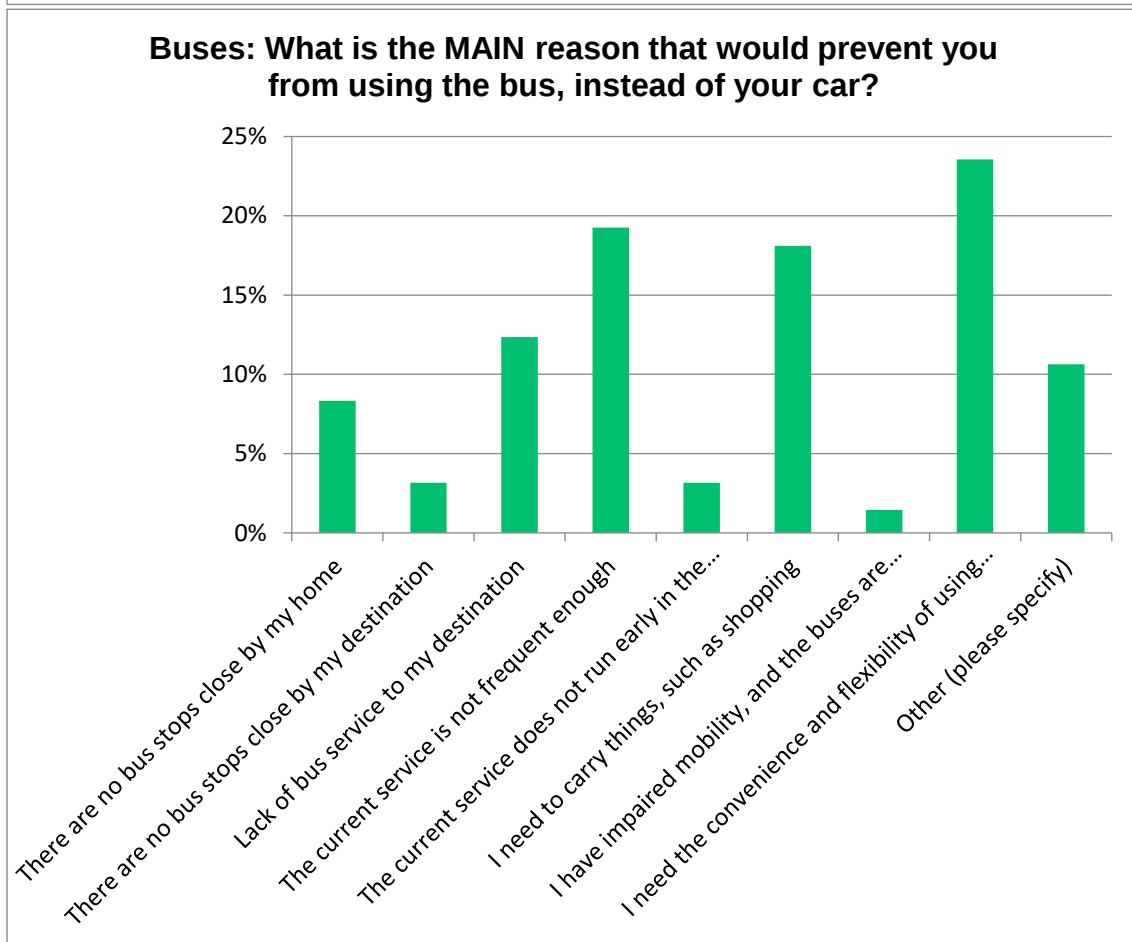
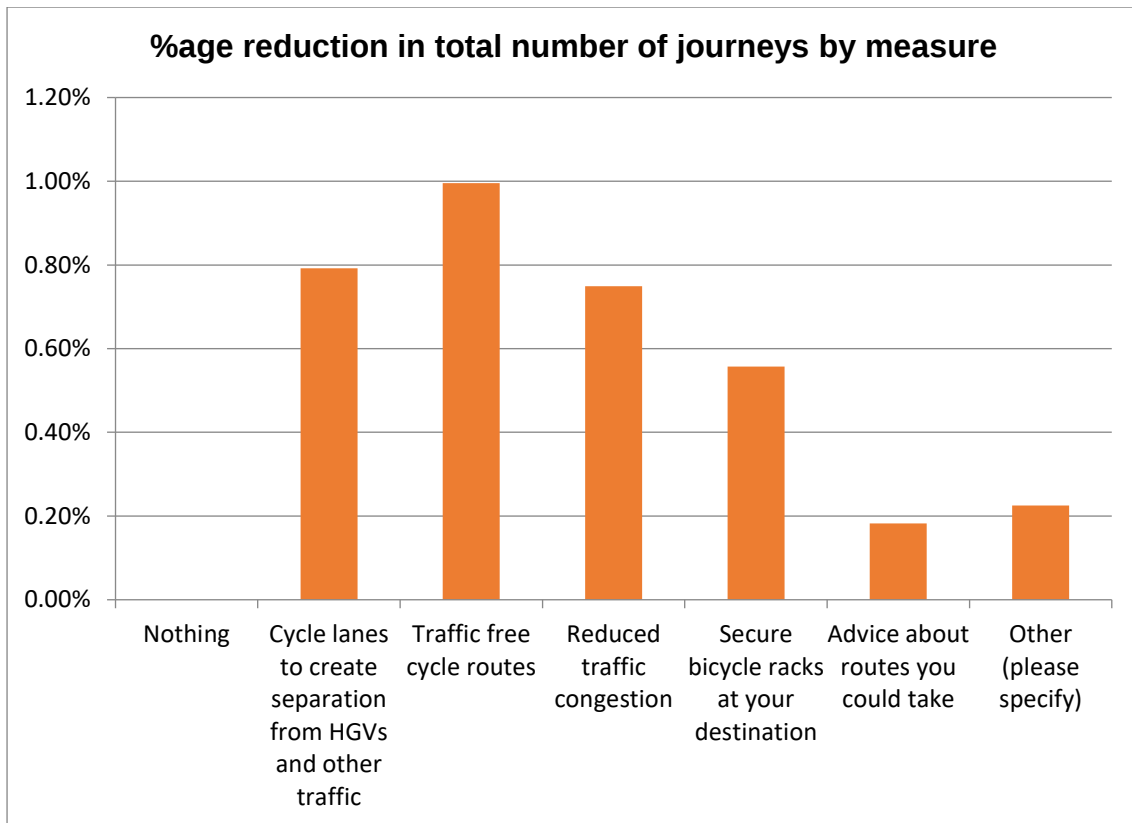


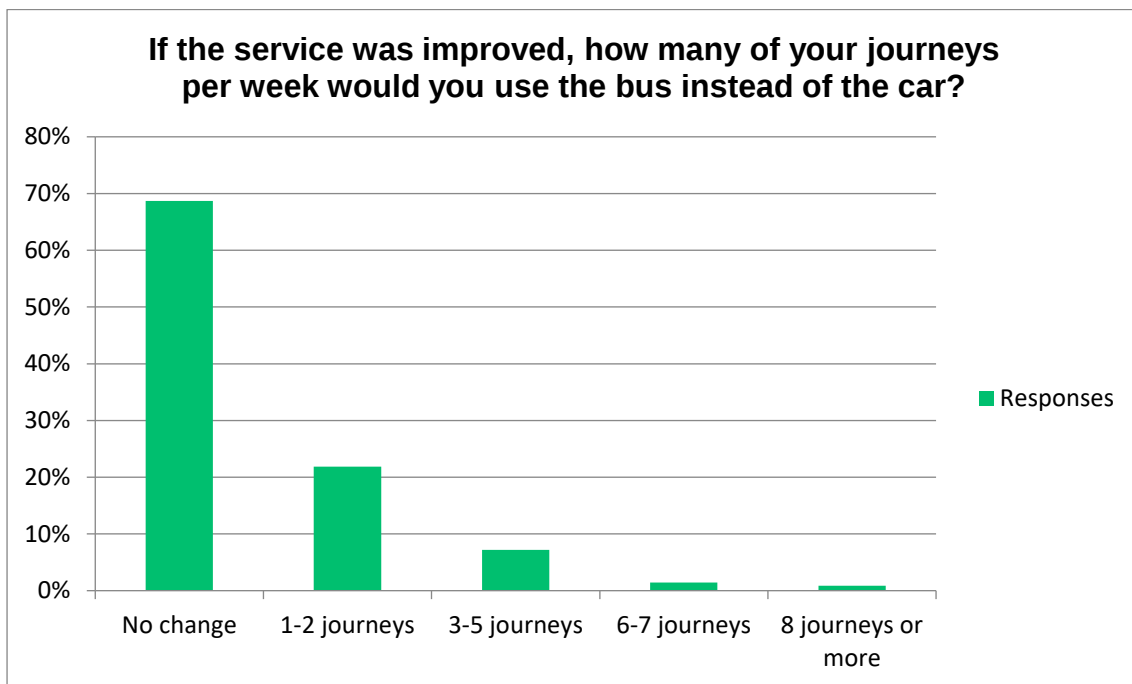
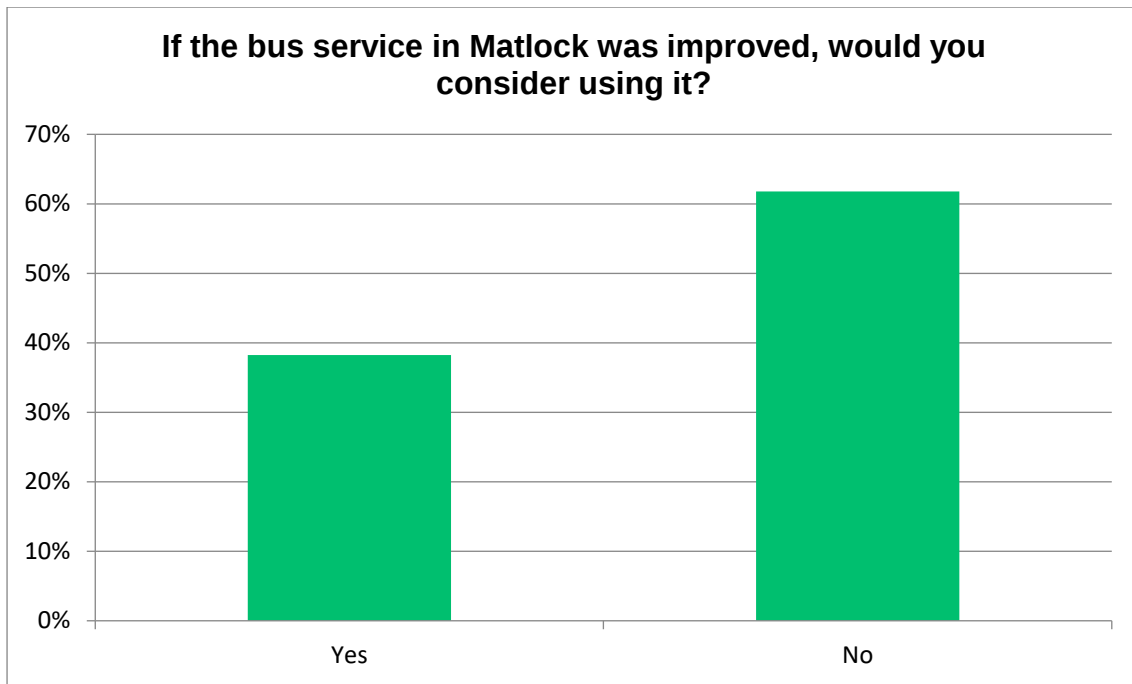
What would encourage you to use a bicycle, instead of your car, on these journeys? Select all that apply.



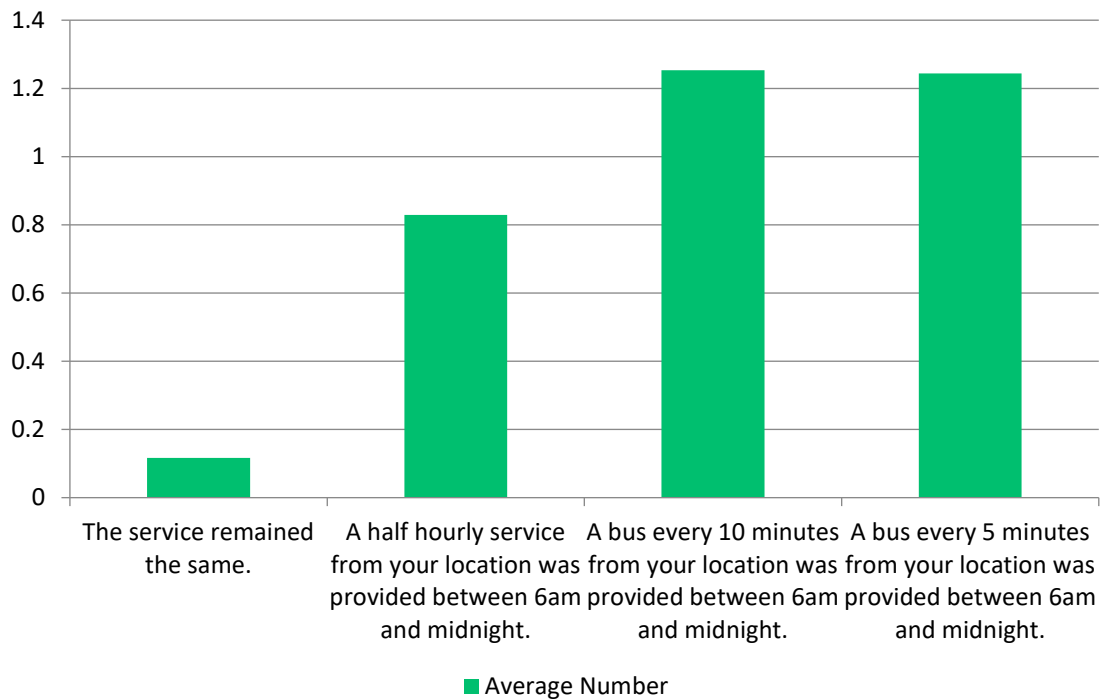
If such measures were introduced, how many journeys per week would you cycle instead of using your car?



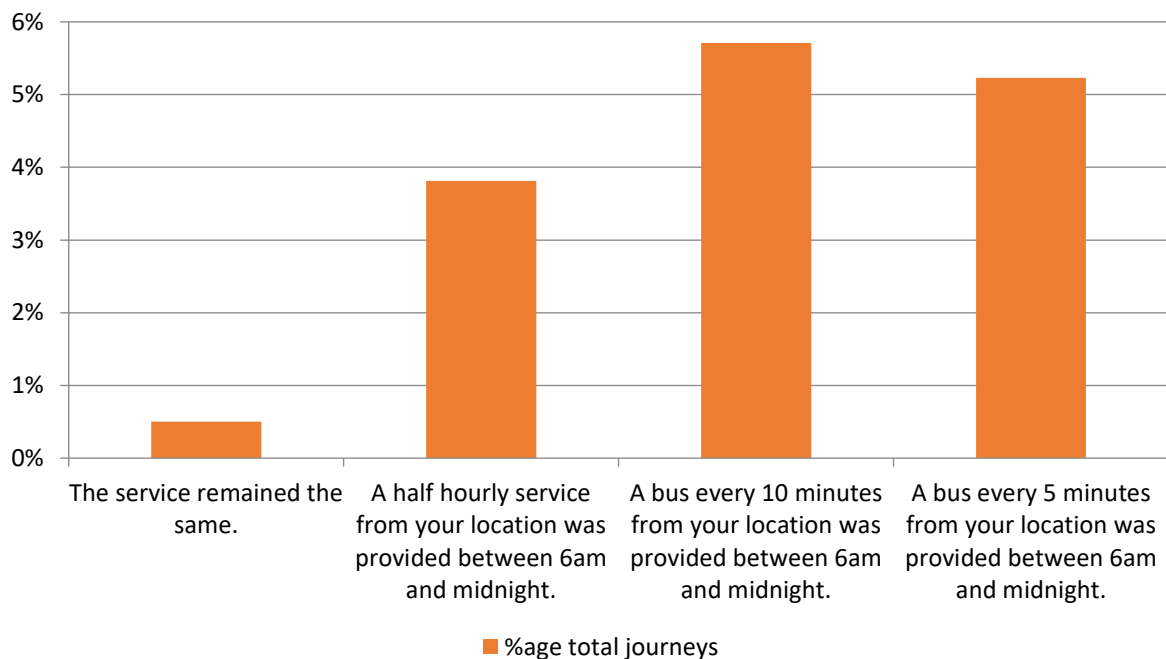




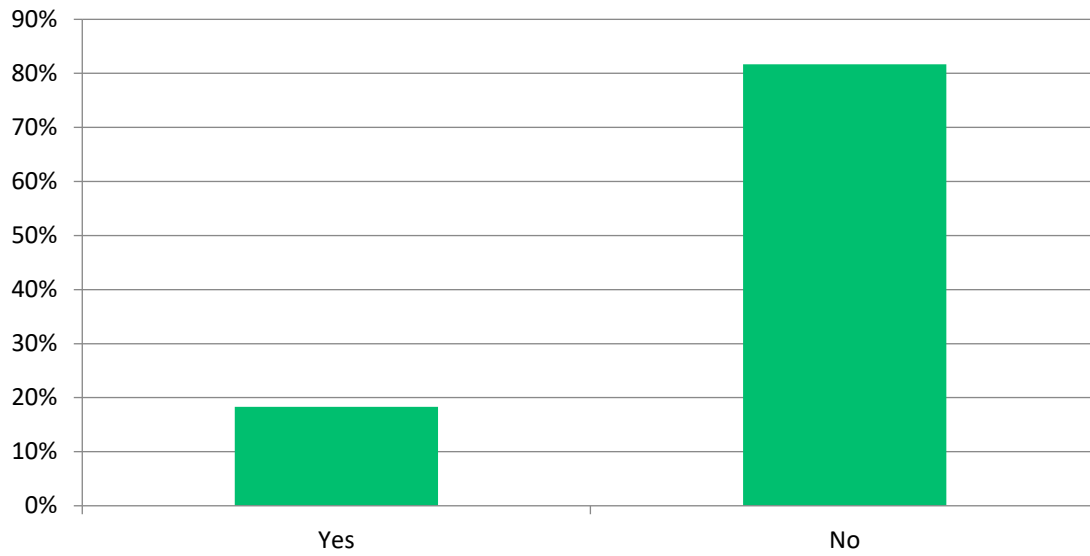
How many trips that you currently make by car to the centre of Matlock, Sainsburys, or to the schools would you make by bus if:



%age of trips currently made by car if the bus service was improved



Would you use the proposed Area Wide Personal Travel Planning service?



If yes, how many of your car journeys could it eliminate per week?

