

Glossop Active Travel Masterplan (Accessible Version)

Final, March 2025

This version of the Glossop Active Travel Masterplan has been formatted to comply with accessibility standards.

A 'print-ready' version of this document, including illustrative maps and diagrams, is also available. Both documents contain identical information in respect of the active travel masterplan proposals.

This document has been prepared by AECOM Infrastructure and Environment Ltd ("AECOM") in accordance with its contract with Derbyshire County Council (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Section 1: Introduction

As part of its wider commitment to achieving Net Zero, Derbyshire County Council is investing in its pedestrian and cycle networks. This work will contribute to Derbyshire's ambition to be the most connected and integrated county for cycling in England, and the Government's target that 50% of all trips in towns should be walked or cycled by 2030.

Derbyshire County Council has already adopted a Local Cycling and Walking Infrastructure Plan, which was developed in collaboration with the neighbouring authorities of Derby, Nottingham, and Nottinghamshire (who together formed a Combined Authority in 2024). Derbyshire County Council is now further developing its approach to walking and cycling through the development of town-specific Active Travel Masterplans.

This document forms the Active Travel Masterplan for Glossop. It offers a comprehensive strategy to encourage and support active and sustainable modes such as walking, wheeling, and cycling. The Active Travel Masterplan sets out the basis on which a significant increase in walking, wheeling, and cycling could be facilitated within the town through ambitious infrastructure investment, supported by a programme of travel behaviour change.

The aim of this Active Travel Masterplan is to make active travel safer, more convenient, and more appealing to a wider range of people. It principally targets day to day journeys (e.g. going to work, going to school, going to the local shops). In doing so, this document considers how Glossop can be made more accessible for all, supporting the needs of local residents and local businesses, whilst contributing to the cross-cutting Net Zero and public health agendas of Derbyshire County Council.

Each of the proposals contained in this Active Travel Masterplan has been tailored to the specific opportunities and challenges identified within Glossop. This document has been prepared following discussion with local elected representatives and community / stakeholder groups, and wider public consultation held in late Spring / early Summer 2024.

The development of the Active Travel Masterplan has been funded by Active Travel England via the Capability and Ambition Fund. It is intended that schemes identified within the Glossop Active Travel Masterplan would be submitted to Active Travel England as part of further (and separate) Active Travel Fund tranches. Notwithstanding this, this Active Travel Masterplan has been developed to be flexible such that its components could be taken forward individually if alternative funding becomes available either at local, regional, or national level.

The town of Glossop

Glossop is a market town in the High Peak. It acts as a gateway both to the Peak District National Park, and also Greater Manchester, with the town settled amongst the surrounding landscape and connected via various recreational routes which attracts a visitor population. Glossop is a historic mill town and has retained much of its traditional character with stone buildings and remnants of its industrial legacy. The town (and immediate area) has a population of around 27,000 (Census 2021) and is part of a group of settlements known collectively as Glossopdale.

Methodology

The methodology used to develop the Active Travel Masterplan combines:

- desktop study work;
- site audits of the existing walking, wheeling and cycling networks; and
- engagement with local elected representatives and community groups.

Engagement has been undertaken in two stages: the first stage was to speak with elected representatives and community organisations interested in active travel. A second round of public engagement was then undertaken on a draft Active Travel Masterplan to test the proposals with a wider audience and to identify priorities.

Based on the above, a series of potential active travel network maps have been developed to enable scheme concept design, which is being taken forward separately.

The work has also made use of a series of design tests (as recommended by Active Travel England) to objectively measure the quality of active travel networks. These tests are described later in this report and show the level of improvement that could be secured.

Throughout this report, the term 'pedestrian' is taken to mean all people travelling on foot, people using mobility aids, and people with mobility, visual, sensory or cognitive impairments. It also includes people travelling with small children, those with buggies, or those carrying luggage and shopping. It is also noted that walking and wheeling trips will include those who may arrive in the town centre by private car (including taxi), bus and rail. All these pedestrians are to be considered in the design of an inclusive street environment.

It is noted that many rural walking, wheeling and cycle routes are also shared by equestrians and that horse riding is a popular leisure activity within Derbyshire. The focus of this Active Travel Masterplan are routes *within* the town of Glossop, with an aim of facilitating active travel for day-to-day journeys (e.g. going to work, going to school, going to the local shops). Whilst this Active Travel Masterplan does consider connections to wider leisure networks, usage by equestrians is not within the scope of this work. This approach has been confirmed by the project funder, Active Travel England.

The Glossop Active Travel Masterplan:

- Develops the D2N2 Local Cycling and Walking Infrastructure Plan.
- Builds on the Derbyshire Key Cycle Network and Local Cycle Network.
- Supports Government's Net Zero ambition that 50% of all trips in towns should be walked or cycled by 2030.
- Supports Derbyshire County Council's Net Zero strategy and High Peak Borough Council's

declared climate emergencies.

- Supports both the Derbyshire Local Transport Plan and High Peak Borough Council Local Plan objectives.
- Feeds into the forthcoming East Midlands Combined Authority Transport Plan.
- Supports the Derbyshire Health and Wellbeing Strategy's ambition to create healthy and sustainable places.

A full review of policy alignment is included in Appendix A.

This report is arranged such that:

- Section 2 examines the specific Glossop context to identify barriers and opportunities for active travel at a strategic level.
- Section 3 provides a summary of the area-wide site audit which has been undertaken, the findings of which have informed the development of this Active Travel Masterplan.
- Section 4 articulates the engagement strategy and the engagement that has been undertaken to date. It also charts a way forward if the project is taken forward.
- Section 5 identifies a series of strategic themes which have been developed to address the problems and challenges within Glossop, and which build on the potential of the town.
- Section 6 develops the key themes in more detail and shows indicative design solutions. (A separate Components Guide has also been developed).
- Section 7 identifies a potential active travel network and details the design tests that have been undertaken including porosity, mesh density, permeability and 'rat run'.
- Section 8 provides a supporting Behavioural Change strategy that could be adopted to maximise the use of any infrastructure investment.
- Section 9 provides a framework monitoring and evaluation strategy for the project, consistent with that already agreed for the D2N2 Local Cycling and Walking Infrastructure Plan.
- Section 10 sets out an action plan for the Active Travel Masterplan.

Section 2: The Glossop Context

This section provides an overview of the existing context of Glossop and identifies some of the influences on how people travel. This baseline information has been gathered through a desktop survey. Section 3 then summarises the results of a detailed walking, wheeling, and cycling audit conducted within the town as part of this study.

Equalities Impact Assessment

An Equality Impact Assessment is provided as Appendix B. Key headlines from the Equality Impact Assessment are that:

- 8.1% of the Glossop population have a disability that limits their day-to-day activities 'a lot' and 11.1% have a disability that limits their day-to-day activities 'a little,' which means that 19.2% of the Glossop population has a disability (which is higher than the England average). A 2020 report from the Department for Transport found that only 55% of disabled adults had a full driving license compared to 83% of the non-disabled population. In addition, 39% of disabled people don't have access to a car, compared to 19% of the total population. This highlights the importance for alternative travel options for disabled people.
- According to the Indices of deprivation, in 2019, Glossop was in the top 40% of most deprived neighbourhoods in England. Glossop was in the top 20% of most deprived neighbourhoods for health and disability deprivation. People in more deprived areas are more likely to be impacted by air pollution, traffic collisions, and cost barriers associated with travel.
- A 2021 survey into perceptions of safety and experiences of harassment found that one in two women felt unsafe walking alone after dark in a quiet street near their home in comparison to one in seven men (Source: ONS, 2021-B). Safety concerns when walking can result in women using public transport and relying on more expensive and less sustainable methods of transport such as taxis. As women make up 50.9% of the Derbyshire population, making active travel safer for women could result in an uptake of sustainable active transport modes.

It is important to recognise that older persons and persons with a disability won't simply be benefited by improvements to walking and wheeling. According to recent research by Transport for London (TfL), 78% of disabled people are able to cycle, while 15% sometimes use a bike to get around. Two out of three disabled cyclists, riding a bike is easier than walking; easing joint strain, aiding balance and relieving breathing difficulties.

Current Travel Patterns

The existing travel choices of those living in Glossop can be examined through the Census. In both 2011 and 2021, those living in Glossop were asked their usual mode of travel to work (a useful proxy for total trip patterns, though recognising that the Census dataset doesn't include trips associated with education, shopping, leisure etc).

The 2021 census occurred during the third national covid19 lockdown. This means that many jobs were furloughed (e.g. hospitality, leisure, retail) and others switched to home working (e.g. office staff). The proportion of people working at home in Glossop at the time of the 2011 census was 5.2% and this rose to 32.5% at the time of the 2021 census. Usage of public transport was also discouraged by the Government during the pandemic.

The travel to work mode choices in both 2011 and 2021 of those who didn't work from home demonstrates that approximately 15% of Glossop residents' trips are by active modes.

History

Glossop is a historic mill town and has retained much of its traditional character with stone buildings and industrial legacy. The town sits amongst a group of settlements collectively known as Glossopdale and has a population of around 27,000 (Source: NOMIS).

Glossop acts as a gateway both to the Peak District National Park, and also Greater Manchester with the town settled amongst the surrounding landscape and connected via various recreational routes which attracts a visitor population.

Settlement Structure

Glossop radiates from the historic core and spreads along the valleys and up slopes, partially coalescing with Hadfield which meets the town in the west. Broadbottom is located further along the railway line to the west, and the smaller village of Charlesworth to the south-west. Gamesley was developed in the 1960s as a residential overspill development for Manchester. The group of settlements are located within the Glossopdale sub-area as identified within the High Peak Adopted Local Plan (2016).

The topography has dictated much of the settlement structure of Glossopdale, with the steep rise and undulations creating a natural limit to the Glossop's expansion. The built environment has spread around these natural features, with fields, rises and open spaces breaking up the urban structure. Where land allows, more recent developments have extended the settlement boundary, often in the form of residential estates.

The A57 is a spine road through the town. This is a primary east-west corridor through the settlement, from which most other routes connect. It forms a central crossroads in the heart of the town where it meets the A624. The historic core is centred around Norfolk Square, the station, and the Town Hall.

Parts of Glossop have retained a narrow, winding street pattern as per the traditional settlement layout. Many of the later streets adopted rows of terraced housing which were built to accommodate the rapid expansion of the textile industry. More recent development presents as cul-de-sacs and lower density housing estates.

The railway line enters the town from the west and terminates in the centre. The railway line reduces connectivity to just a handful of locations where roads pass under, or footways pass over, the line. Glossop Brook and Long Clough Brook are other features around which the settlement structure has been shaped.

Congestion on the infrastructure in and around Glossop is a major limiting factor in enabling growth and attracting investment to the area. The A57 has high vehicle volumes which reduces connectivity. This is arguably the primary barrier to town movement. The same can be said for the A624, albeit to a lesser extent.

Key Destinations

The purpose of this Active Travel Masterplan is to facilitate more walking, wheeling, and cycling for everyday journeys within Glossop. As such, key locations within the town have been mapped so that they can be compared with the existing pedestrian and cycling infrastructure, and to understand origin and destination points.

Services & Facilities:

The A57 is a spine road through the town, along which the town centre and most of the town's services are located. The town centre boundary stretches along High Street West and High Street East, either side of the crossroads. This captures most of the town's shops, restaurants, cafes and services. It is a key destination point. This area also includes the town hall, post office and railway station.

This riverside corridor also captures retail and commercial activity, including Howard Town Shopping. Larger retail sites include Howard Town (located off Victoria Street, alongside Glossop Brook) and Wren Nest Retail Park (located off the A57).

Employment:

Glossop is largely a commuter town, with many residents travelling outside the town for work (primarily Stockport, Tameside and Manchester).

Industry and light warehousing is on the flat land alongside Glossop Brook, notably at Dinting Lane Industrial Estate. The main industrial clusters are along the A57 through Glossop and south of the urban centre in Charlestown.

Education:

The main school in the area is Glossopdale School in Hadfield. Despite being outside of the study area, the majority of secondary school children in Glossop attend this school. The rest of the schools are distributed across the town.

Leisure:

The town centre is a key destination for residents and visitors. High Street West and High Street East are the primary destinations for shoppers, with a row of shops and a theatre located around Norfolk Square. Norfolk Square is a distinctive space at the heart of the town centre which is located on the crossroads of Norfolk Road and the High Street.

There are three Protected Major Parks within Glossop, including Manor Park, the People's Park and Howard Park, which are key leisure attractors.

Glossop itself is a town popular for walkers, ramblers, cyclists and visitors to the Peak District. The surrounding countryside is a key trip attractor and also provides amenity value to the local population. It is accessible through a network of footpaths, bridleways and cycle routes.

Transport Infrastructure

Despite being a commuter town, public transport links to surrounding areas are limited. The rail link provides access between Glossop, Hadfield and Manchester. Glossop station terminates centrally, by the town's crossroads. Dinting Station is inaccessibly located along Dinting Road on the western edge of the town boundary.

Glossop is served by various bus services which provides access through the town centre whilst looping into surrounding residential estates. For the most part these have designated stops whilst some residential streets are identified as 'Hail and Ride' routes. The route terminus points are located centrally, at the Market Hall, Henry Street and the Howard Arms.

Planned Developments

The High Peak Adopted Local Plan area has been divided into three sub-areas. Glossop is located within the Glossopdale sub-area, which consists of Glossop, Gamesley, Charlesworth and Hadfield.

Within the Local Plan, Glossop is identified as one of the High Peaks 'Market Towns' and will be a focus for growth. In the retail hierarchy Glossop is identified as a 'Main Town Centre' - a principal centre for retail, services and leisure facilities.

Existing Walking, Wheeling, and Cycling Infrastructure

Walking & Wheeling:

The pedestrian environment reflects the evolution of the town: more traditional streets tend to have narrow footways, whilst streets of more recent developments tend to have more generous footway widths. Although some pedestrian passageways exist, pedestrian connectivity within neighbourhood areas is quite limited.

Recreationally, the town is well served for walking routes, with many adjoining footpaths which provide access into the surrounding countryside. Long distance trails are in proximity, including the Pennine Way which passes to the east of the town, and the Pennine Bridleway routes through Charlesworth and Hadfield to the west.

Cycling:

The Trans Pennine Trail (National Cycle Route 62) is a long-distance trail which passes through Hadfield and Gamesley to the west of the town.

This is part of the DCC Key Cycle Network (KCN) and Local Cycle Network (LCN). Whilst the route passes through Gamesley, there is no cycle connection between Glossop and this strategic route.

Topography

The topography has dictated much of the settlement structure of Glossopdale, and the slope of the land presents major topographical challenges.

Air Quality

Existing road congestion has been identified as a contributor to poor air quality along the A57 corridor. As such, one air quality management area (AQMA) is located within the town located between the A626 Glossop Road / A57 Dinting Vale Junction and the A57 Dinting Vale / Dinting Lane Junction.

Collision Data

Personal Injury Collision data was obtained from Derbyshire County Council for the period 1st January 2017 to 25th June 2023. The data shows that:

- There is a concentration of pedestrian collisions which take place around the central crossroad and high street area. This includes serious collisions, in particular around Norfolk Square, High Street West, High Street East, and Victoria Street.
- Most cycle collisions have occurred along the A57, with one serious collision occurring at the junction with Wren Nest Retail Park.

Planned Walking, Wheeling and Cycling Infrastructure

The production of this Active Travel Masterplan is not being undertaken independently of existing or ongoing initiatives.

Derbyshire County Council has already considered potential improvements to walking and cycling at a strategic level across the county through the Local Cycling and Walking Infrastructure Plan (LCWIP) proposals.

Proposals for the pedestrian network are limited to minor schemes, such as footway / crossing improvements.

The Glossop Gateway Masterplan, funded by National Highways and prepared by High Peak Borough Council, identified that A57 vehicle volumes result in a high level of flow-based severance. Further work could be undertaken to review controlled crossing points to mitigate against the impact of these movements. The report also recommended the creation of continuous walking or cycling routes along Dinting Vale, alongside the Glossop Brook.

Proposals to extend the DCC KCN and LCN will help to connect the town with the existing cycle network. Improvements to the LCN include a new east-west route, which will link from the railway bridge in the west and run parallel to the A57.

Where street widths are more generous it will join with the A57 at the crossroads and up to Snake Pass, where it will connect with an off-road route.

The KCN will be expanded from Gamesley on an off-road route towards the A624.

The proposals for Glossop in the LCWIP are noted as being 'medium-term' aspirations, with each route subject to further design work and availability of funding.

In addition to the above, Sustrans have been working on a potential new route in partnership with High Peak Borough Council and Move More Glossop. There are three sections to the route: Glossop to Dinting station, Dinting station to NCN62 Longdendale Trail, and Dinting station to Hollingworth.

There are no known or forthcoming Town Deal, Levelling Up or Shared Prosperity schemes in Glossop.

Existing Community Initiatives

Glossop has a healthy community ecosystem, with organisations such as Move More Glossop and Glossopdale Action for Sustainable Travel (GAST) taking a lead in promoting walking and cycling within the town (see Section 4, Engagement).

The Let's keep Glossop Moving Travel Survey was initiated by Glossopdale Action for Sustainable Travel (GAST) and Move More Glossop. Over 500 respondents completed the survey between Spring and Summer 2023. An extract of the survey analysis is below:

"There are specific issues respondents report in finding it difficult to walk around Glossopdale. The two most commonly reported are pavement parking and dog fouling. The next most commonly reported issues are too much traffic, poor pavements and uneven surfaces. (Pavement parking 51.9%; dog poo 44.8%; too much traffic 39%; poor pavements 38.6%; uneven surfaces 35.7%). Respondents reported that designated off-road walking routes (48%) and safe routes (45%) would encourage them to walk more. Better maintained pavements would also get more people walking (32% stating this would persuade them).

Cycling is not popular as a primary mode of transport around Glossopdale but is popular as a third choice: 10 respondents say they use cycles most frequently, 72 say it is their third most frequent mode of transport. This is mostly because they don't find it easy to cycle around Glossopdale (>63% find it hard). Feeling unsafe (31.8%), uneven surfaces (28%) and lack of safe cycle storage (27%) were strong reasons respondents find cycling difficult.

Most respondents don't cycle because they think there is too much traffic, traffic moves too fast and that there is a lack of segregated lanes (67.8%, 51.1% and 43.3% respectively).

Respondents would cycle more if there were designated routes, preferably off-road, and driver behaviour is also an issue for respondents who might cycle, with 36% feeling that 'more considerate drivers' would encourage them to cycle more. It is clear that respondents feel cycling infrastructure is lacking. Respondents giving free text answers to what would persuade them to cycle more stated the geography of Glossopdale was too challenging.

This will be a challenge to increasing cycling in the area and suggests additional interventions, such as electric cycle hire, will be needed. <50% of respondents own a bicycle."

Section 3: Site Audit

Following the desktop work described in Section 2, detailed site audits were conducted to determine the quality of the existing walking, wheeling, and cycling networks. These site audits also provided the opportunity to start to think about potential improvements prior to engagement with stakeholders.

Methodology

A detailed methodology statement for the work is provided in Appendix B. The audit team always included at least one cyclist, and one member focused on the pedestrian environment. A team of mixed ages and genders also helped to capture a broad experience of users.

The site audits were based on the best practice audit tools developed for the Local Cycling and Walking Infrastructure Plan programme. The audits also drew on experience of conducting audits for Derbyshire County Council within the development of the Key Cycle Network. Various parameters were considered including:

- Route characteristics;
- Permeability;
- Crossings and Gateways;
- Directness and Connectivity;
- Safety and Security;
- Signage; and
- Quality of the environment.

Specific attention was given within the audit to the needs of vulnerable pedestrians (e.g. school pupils, persons with mobility needs) in keeping within guidance expressed in the Transport Research Laboratory's Street Audit handbook: "In general terms, the reviewer should be considering the extent to which the environment under consideration provides easy, convenient and pleasant conditions for all users, with more vulnerable pedestrians needs acting as the benchmark of acceptability" and "the review procedure aims to place the needs of mobility impaired or vulnerable pedestrians at a level of equal importance to all other pedestrians."

Headline Observations

A diagram showing the full audit observations is included in Appendix C.

The headline observations noted by the audit team, include:

- Traditional streets tend to be terraced with a high reliance on on-street parking.
- The undulations in topography are sometimes steep and could be considered inaccessible to some.
- The footpath network close to Glossop Brook provides well-established trails for pedestrians and were observed to be well used by local school children accessing schools. There are also a number of other footpath networks that could be improved or extended.
- The major road network (A57) has a high traffic volume and pedestrian permeability is limited to signalised crossing points. Where priority crossings are in place they are hard to use. To a lesser extent the A6016 and A624 have the same problems, though there are fewer crossing points which limits connection between residential streets. There is currently no cycle infrastructure along these major routes.

- Away from the major road network, streets have lower traffic flows with many neighbourhood areas having little or no through traffic.
- Modal filters are in place in a number of locations which aids traffic reduction.
- There is a network of off-road footways providing permeability through residential estates and around the town centre. However, wayfinding and signing of these routes is minimal making it difficult for users to orientate themselves.
- There are opportunities to improve accessibility around school sites.
- The retail park / industrial estate at Wren's Nest offers a hostile environment for both pedestrians and cyclists.
- There is a lack of cycle parking across the town, and notably within the town centre.

Audit Conclusions

Following the site audit, the following barriers to pedestrian and cyclist connectivity have been identified:

Strategic Barriers

- A57 and associated junctions have high traffic volumes and vehicle speeds.
- Topography across the town can be steep (but some alternative routes are available).
- The railway line limits some movements to / from the north-west.
- Lack of adequate public cycle parking provision disincentivises cycling between facilities.

Local Barriers

- Industrial estates (and the lack of infrastructure, HGV presence and perceptions of safety in these areas).
- A general lack of appropriate cycling infrastructure and crossing provision, especially along the major road network.
- On-street parking along terraced streets creating conflict for space.
- Perceptions of safety, particularly around the major road network.

Key Opportunities:

- To enhance the A57 as an active travel corridor which runs through the town centre. Improve the pedestrian experience along this route.
- To consider pedestrian and cyclist improvements to the central crossroad to reduce the sense of vehicle dominance.
- Improve connections between Old Glossop and the other parts of the town.
- To enhance connections to existing retail areas, including the town centre and Wren's Nest.
- Reallocate road space at generous residential junction mouths and to adopt continuous crossings over side roads.
- To provide public cycle parking at key trip attractor sites.
- To enhance existing pedestrian connections between residential streets, upgrading these to include enhanced lighting or cycle provision.
- To improve access and arrival to schools within the various neighbourhood areas.

- To address some of the severance caused by the major road network and provide safer pedestrian and cyclist provision, including new and upgraded crossing points.
- Enhance good footpath connections.
- To provide formal cycle infrastructure through residential areas such as Shirebrook Drive and Simmondley.
- Improve wayfinding and signage on key routes and towards key destinations.
- Where capacity is limited, create 20mph areas and limit through traffic.

Section 4: Engagement

Early and ongoing engagement is a crucial part of delivering walking and cycling schemes. An effective engagement strategy was therefore considered integral to the development of the Glossop Active Travel Masterplan and was developed alongside officers of Derbyshire County Council.

This Section sets out the engagement strategy and establishes the principals which we have adopted as part of our approach. It concludes by setting out a forward engagement plan, should the Glossop Active Travel Masterplan attract funding for implementation.

Methodology

Those interested in the Glossop Active Travel Masterplans will come from a wider variety of backgrounds and have differing interests and priorities. Residents, for instance, will often more likely have an interest in what is taking place at street level or on a wider neighbourhood level, whereas councillors, businesses and / or local transport providers could have an interest at both street level and wider town level (strategic).

Prior to commencing the work, an engagement plan was agreed with Derbyshire County Council.

This engagement plan focused on first liaising with elected representatives, and community groups (with an interest in active travel) in Autumn 2023 such that a first draft Active Travel Masterplan could be produced. Wider Engagement (including with the public) then took place in late Spring / early Summer 2024 to enable the document to be finalised.

It was also noted that Move More Glossop and Glossopdale Action for Sustainable Travel had undertaken a survey in 2023 specifically asking about attitudes to walking and cycling, and the results of this (Section 2, Baseline Conditions) were fully considered when developing the Glossop Active Travel Masterplan.

Initial Engagement (2023)

Following a briefing to the Derbyshire County Council Cabinet Member (Infrastructure and Environment), Cllr Renwick, on the project (including Belper, Glossop and Ilkeston), the following engagement was undertaken:

- Briefing for Derbyshire County Council Local Members.
- Initial call with Move More Glossop with regards to their existing initiatives.
- Workshop session for elected representatives of High Peak Borough Council.
- Workshop session for High Peak Borough Council officers & interested community groups.
- Joint site visit with Move More Glossop.
- Meeting with Officers of Derbyshire County Council, with an interest in the area.

In addition to the town-specific groups, project wide (covering all three towns) approaches were made to Accessible Derbyshire, Living Well Derbyshire, and Sight Support Derbyshire.

Derbyshire County Council Elected Members

A briefing was held for Derbyshire County Council Elected Members (Cllrs Greenhalgh, Wharmby) on 18th October 2023. Cllr Renwick (Infrastructure and Environment) was also in attendance.

Key issues and opportunities discussed included:

- There is a missing link on the TPT / NCN between Gamesley and Simmondley.

- A57 particularly unattractive with fast moving traffic, footway on northern side only, tight corner where walking route joins A57
- Routes to school important. Key movement to Glossopdale School in Hadfield from Glossop, and Dinting School on A57.
- Existing cut-throughs and traffic links are available but need improving.
- A57 narrows right down between Glossop Road and Simmondley Lane.
- Lack of crossings on Victoria Street an issue.
- Resident complaints about vehicle speeds on Simmondley New Road, in particular the lack of footways on some sections.

High Peak Borough Council Elected Members

A session was arranged at the Glossop Business Centre on 31st October 2023, to which all Glossop Members of High Peak Borough Council were invited. Following a presentation which introduced the scheme, participants were invited to discuss active travel using maps of the town to help identify barriers and opportunities. The following attended: Cllrs Elliott-Starkey, Bell, Hopkinson, McKeown, Claff. Cllr Wharmby of Derbyshire County Council also attended.

Key issues and opportunities discussed included:

- There are a number of traffic-free 'alleyways' and cut-throughs within the residential estates, but wayfinding is poor, and many residents are unaware of them.
- Pavement parking is an issue on residential streets.
- Many people accessing the train station are perceived to be parking on adjacent residential streets.
- There is a lack of cycle parking across the town centre.
- There are proposals for a leisure route linking from the town centre, through Old Glossop, around to Mossy Lee and back into the town centre via the A57.
- Previous studies have looked at the missing link on the TransPennine Trail and National Cycle Network between Gamesley and Simmondley – 'Dinting Gap'. Currently the National Cycle Network does not connect through to the centre of Glossop.
- Previous work has been conducted by Sustrans and Move More Glossop to look at links to Glossopdale School, Hadfield and Gamesley.
- Opportunities to improve links to off-route routes near to Green Lanes and the access to Gamesley Woods.
- Air quality issues on a congested section of the A57 in the vicinity of Dinting School.

Wider Stakeholders

A session was arranged at Glossop Business Centre on 31st October 2023. Following a presentation which introduced the scheme, participants were invited to discuss active travel using maps of the town to help identify barriers and opportunities.

Representatives of the following attended: Move More Glossop, Glossop Action for Sustainable Travel, High Peak Green New Deal, Hayfield Parish Council, and High Peak Borough Council.

Key issues and opportunities discussed included:

- Lack of formal crossings over main roads makes it difficult and considered unsafe to cross.

- Footpath through town hall car park is often blocked by parked cars and the layout is confusing to users.
- Traffic speeds, volumes, and parking around Simmondley co-op and primary school a safety concern and may walking / crossing difficult.
- St Mary's Road is used as a through-route to bypass the junction between Victoria Road and the A57. Some users also using Chapel Street and the town hall car park to bypass sections of the A57.
- Lack of dropped kerbs at many crossing points and some crossing points are not located on the desire line.
- Parked cars and overgrown hedges are blocking footways and creating pinch points for users.
- Provide benches in certain locations to allow people to sit and rest to help with excessive gradients.
- Shop signage on streets making it difficult for people to walk along the A57.
- Opportunities for links which avoid busy junction on A57 if existing traffic-free links were improved and new crossings provided.
- Constrained section of the A57 between Shaw Lane and Primrose Lane is unattractive to users with limited space to improve facilities for walking and cycling.

In addition to the above, a site visit was conducted with members of Move More Glossop on 19th October 2023.

Detailed notes of the above engagement have been used to develop the Glossop Active Travel Masterplan.

Wider Engagement (2024)

The engagement listed above allowed a draft Active Travel Masterplans to be produced. Wider engagement was then conducted to test the draft proposals with the elected representatives and stakeholder groups that had fed into the initial work, and also to gather the wider views of the public.

Key Stakeholders (Elected Representatives)

Elected Representatives of Derbyshire County Council and High Peak Borough Council received a copy of the draft Active Travel Masterplan in February 2024.

Key Stakeholders (Local Authority Officers)

A cross-departmental MS Teams presentation was held (12th April 2024) for Derbyshire County Council officers with a drop-in session held on 17th April 2024 (at County Hall).

A call was held with Officers of High Peak Borough Council on 8th May 2024.

Key Stakeholders (Wider Interested Groups)

All those who participated in the 2023 engagement were emailed a copy of the Active Travel Masterplan, with wider stakeholder groups emailed to raise awareness of the public engagement (see below).

Written responses were received from local organisations and community groups as outlined below.

High Peak Borough Council (HPBC)

HPBC provided additional details to some aspects of the masterplan, highlighting areas where work had been undertaken previously, and querying other aspects of the proposals:

- Asked for further details of proposed constructions materials and methods.
- Stated a preference for proposals which included high quality surface materials as opposed to ad hoc seating and planting.
- Highlighted previous work undertaken at Howard Town Mill and challenges to delivery of active travel improvements.
- Highlighted the opportunity to improve active travel routes through Philip Howard Park

Derby and Derbyshire Local Access Forum (DADLAF)

The Local Access Forum prepared a formal response to the draft master plans which stated that, *“Overall, the Active Travel Masterplans are well written, comprehensive reports which clearly explain the issues and opportunities specific to each of the three market towns, with useful maps... and a series of good recommendations for proposed interventions under each of the identified themes in the short, medium and long term.”*

Specific proposal areas that were mentioned include:

- Horse riders – The need of horse riders have not fully been considered in the masterplan and should be included.
- Motorists – any interventions should not penalise motorists. Improved motorist information, HGV delivery timing and improved parking could be useful.
- Signage – improved wayfinding would be useful for a range of people. Removal of A-boards was also seen as a useful “quick win”.
- Cycle parking – improving the number of parking spaces and the security of them was welcomed.
- Pedestrian improvements – wider footways, shared surfaces, smoother surfaces, improved lighting were seen a beneficial. Lighting is also noted to be good for personal security.
- Responsibility - Sustainable travel is welcomed but correct etiquette by all users is desired.
- Ownership – the future of such plans and subsequent actions should be correctly owned and driven forwards.

TransPennine Trail and Sustrans

The TransPennine Trail and Sustrans submitted a joint response to the masterplan. The following points were raised:

- Horse riders were not considered in the masterplan despite potential benefits to the local economy.
- Proposals for the Mottram Bypass include cycle infrastructure. Consideration should be given to connections to the bypass.
- Requested clarification on proposals relating to the ‘Dinting Gap’.
- Consideration should be given to links to the TransPennine Trail and National Cycle Network.
- Cycle parking should be designed to accommodate cargo bikes, adapted cycles and tries. Suitable locations include all stations and other key areas locally.
- Regular seating locations would support people to walk despite the challenging topography.

Walk Derbyshire

A response from Walk Derbyshire noted that:

- The masterplans are in line with the national Uniting the Movement strategy and Derbyshire

Making our Move plan in terms of promoting movement as part of people's everyday lives and engaging communities in the process.

- Connecting with nature is considered and should be a priority – building in green infrastructure as part of active travel planning.
- The findings from the Walk Derbyshire Active Neighbourhood Pilots (engagement across all eight Derbyshire districts and boroughs) showed the importance of street furniture such as benches and signage being of significance
- Cycling has a focus, when walking is more likely to be the method of active travel by most people (see Active Lives Data)
- Welcome the approach taken of engaging local stakeholders

Glossopdale Action for Sustainable Travel (GAST)

GAST prepared for a formal response to the draft masterplan and stated that they welcome the initiative and noted that many of their original thoughts from the original consultation sessions had been considered. Specific measures that were mentioned included:

- Requested that Gamesley and Hadfield be incorporated into the Masterplan study area.
- Pavement parking is viewed as one of the main barriers to increasing active travel and effective measures to combat pavement parking should be included in the plan.
- Proposed development sites will need to be considered.
- Integration with bus and rail travel should be considered.
- Details of proposed crossing and junction improvements required further detail and clarification as well as the proposals within the town centre.
- The masterplan includes proposals to encourage active travel but does not discourage car use. A behaviour change strategy to complement the infrastructure improvements would add value.

To assist their response, GAST undertook a walkover of the town to discuss the proposals included within the draft masterplan.

High Peak Access (HPA)

A response from HPA noted that:

- Integration with bus and rail travel should be considered.
- Welcomed the proposals in improving pedestrian safety within the town.
- There is an extensive network of public footpaths around Glossopdale which should be mapped out and audited.
- The masterplan should indicate the possible locations for benches along walking routes.
- Pavement parking is viewed as one of the main barriers to increasing active travel and effective measures to combat pavement parking should be included in the plan.
- Requested that Gamesley be incorporated into the Masterplan study area.
- The double roundabout at Simmondley Lane is viewed as a significant barrier to walking and cycling.

Following the responses from GAST and HPA, an additional site visit was undertaken to clarify various aspects of the masterplan and to provide the groups with a further opportunity to raise any concerns or barriers to active travel.

Public Engagement

The draft Active Travel Masterplans were published and made available on the Derbyshire County Council consultation portal between 29th April and 24th June 2024. Printed versions of the Active Travel Masterplan (and feedback survey) were also provided within the library.

To promote the engagement:

- Derbyshire County Council prepared a traditional media press release.
- The engagement was included in Derbyshire Now eNews (which has 40,000 subscribers).
- Derbyshire County Council posted on social media to promote the engagement and associated drop-in sessions.
- posters were placed in in town centre shops.

Drop-in Session

A public 'drop-in'-style engagement event was held at The Bureau on 13th May 2024.

The public were encouraged to complete the survey (see below) at the event, but the format also allowed for wider discussion to take place. Key points from the face-to-face public engagement event are summarised below, with additional feedback provided in subsequent sections:

- General support for the proposed routes and for active travel improvements.
- Support for the inclusion of Gamesley in the masterplan.
- Wider linkages, especially those which link to Glossop-Manchester commuter routes, were supported.
- Bus services / connectivity is not viewed as adequate. Support for improved facilities at bus stops to integrate with active travel – shelters, seating, cycle parking.
- Emphasise the potential benefits to businesses.
- Strong concerns relating to pavement parking.

Public Survey

A total of 144 responses were received relating to the Glossop Active Travel Masterplan.

For the question "*What is your main method of travel within the town?*", 56% of respondents stated they used sustainable travel modes (walking, cycling, public transport, etc) whilst 38% used private motor vehicles.

Responses were divided when asked to rate the experience of walking or wheeling (e.g. wheelchair / mobility scooters) in Glossop with 25% of people rating the experience poor or very poor, and 26% rating the experience good or excellent. This was slightly more negative for pedestrians with 35% of respondents rating the infrastructure negatively compared to 18% positively (see figure below).

When asked which factors currently limit people's ability to walk or wheel to places within Glossop, respondents highlighted difficulty crossing main roads and side roads, poor connectivity and poor air quality as issues which may be removed through improved infrastructure. In particular, the following locations were noted as barriers where respondents had difficulty crossing the road:

- Several locations on the A57 High Street (West and East).
- Victoria Street.
- The main cross roads between A57 and Victoria Street.
- Primrose Lane / Turnlee Road.

- The roundabouts at Simmondley Lane.
- Dinting Road.
- Fauvel Road.

Respondents highlighted concerns regarding the ability of people to cycle within Glossop. 37% of responses rated the experience of cycling within Glossop as being poor or very poor compared to only 4% rating the experience good or excellent. Furthermore, 46% of responses said they felt unsafe cycling in Glossop compared to only 6% of respondents who felt safe.

Lack of safe cycling infrastructure (50%), lack of cycle storage / parking (36%), and not feeling safe (26%) were identified as the main factors limiting people's ability to cycle. It is worth noting that the same locations highlighted as being difficult to cross for pedestrians were also highlighted as the main areas highlighted as being unsafe for cycling.

In relation to the Active Travel Masterplan as a whole, three specific questions were asked, and these are reproduced below with a summary of responses.

What parts of the Active Travel Masterplan do you especially like?

High-Level Summary of responses:

- Provision of pedestrianised areas and increased pedestrian priority.
- Improved and additional crossings.
- Proposed route between Glossop town centre, Dinting railway station and Glossopdale School.
- Improved safety and safety for school pupils.
- The aims and objectives of document.

Which parts of the Active Travel Masterplan do you dislike, or think could be improved?

High-Level Summary of responses:

- Need to address on-street parking.
- Does not consider the needs of equestrians.
- Does not include Gamesley or consider connectivity to neighbouring communities.
- The document is not radical enough.
- The document is too radical.

Do you have any additional comments on the draft Active Travel Masterplan?

Summary of responses:

- Clarification of timescales and funding would be useful.
- More consideration of horses would be useful.
- More consideration should be given to pavement parking solutions.
- More consideration should be given to Gamesley.

Demographics were also collected within the questionnaire which showed an over-representation of female respondents. A total of 26 respondents self-identified as disabled, with the majority citing mobility issues as their primary disability.

Summary of Spring / Summer 2024 Consultation

Based on the above engagement, the key changes brought forward into this final version of the Glossop Active Travel Masterplan include:

- Gamesley has been included and interventions to improve active travel have been proposed
- Further detail will be provided regarding the proposed interventions on the A57, and at junctions.
- Further detail is to be added regarding suitable cycle parking facilities and locations.
- Greater emphasis on improving active travel integration with public transport.
- Further detail to be provided on connections to wider links and leisure routes.
- Review of existing footpaths to be undertaken.

Pavement parking that narrows or blocks footways and dropped crossings was also raised through the engagement as being an issue that needed to be addressed. Such parking creates problems for vulnerable users, particularly those using mobility aids or parents / carers pushing prams and buggies. The Local Government Association (Feb 2024) highlights that the blockage of dropped crossings causes barriers to people using wheelchairs or mobility scooters, who may not be able to complete their journey, as they become effectively stranded on one section of footway. The LGA also reported the Sustrans' Disabled Citizens Inquiry found that 73 per cent of disabled people would find a ban on footway parking useful for them to walk or wheel more and noted that footway parking, especially from larger vehicles can damage the footway causing uneven and broken surfaces that make them harder to navigate.

- It is noted that the Johnson Government ran a public consultation in 2020 relating to this issue (Managing Pavement Parking) that considered three options:
 - (1) Improving the Traffic Regulation Order (TRO) process, under which local authorities can already prohibit pavement parking.
 - (2) A legislative change to allow local authorities with civil parking enforcement powers to enforce against 'unnecessary obstruction of the pavement'.
 - (3) A legislative change to introduce a London-style pavement parking prohibition throughout England.

The latest update on this consultation (June 2023) was that the results were being considered by the Department for Transport. As such, this issue has not been specifically examined further in this Active Travel Masterplan; however, this problem is noted as being an issue that could be examined further by Derbyshire County Council once further advice is received from the current government.

Scheme-specific Consultation (Future)

Funding to further develop and deliver proposals within the Active Travel Masterplan will be required. It is recommended that progression of any individual elements should be undertaken alongside a further programme of public and community engagement to include co-design workshops, wide scale engagement and pop-up events to help capture local input and refine the approach for investment.

Section 5: Key Themes

In the previous Sections, we have considered the existing context in Glossop through a desktop analysis, a site audit, and initial stakeholder engagement. This has provided us with an overview of the common issues and opportunities for active travel within the town, which are summarised below.

Issues:

- The A57 is a major barrier to active travel within the town due to its high traffic volumes. The roundabouts on the A57 at the western and eastern extents of the town pose particular safety hazards to active travel users.
- A lack of crossing provision on desire lines, including side road crossings, signalised pedestrian crossings, and toucan crossings for cyclists.
- A general lack of cycle parking across the town, with demand for secured public cycle parking facilities.
- Poor wayfinding across the town via existing traffic-free routes
- Poor connections to active travel and leisure routes on the outskirts of Glossop such as the TransPennine Trail, Pennine Bridleway and Longdendale Trail.
- Gamesley is isolated from neighbouring areas and local amenities.
- The topography in Glossop may deter people from walking and cycling between areas.

Opportunities:

- Majority of streets within Glossop are suitable for walking and cycling in their current form.
- Improvements to a few junctions and crossings, as well the implementation of new crossings at key locations, can significantly improve permeability between neighbourhoods and reduce the severance caused by the major roads within the town.
- Widening the footways in certain locations on the A57 to accommodate seating and cycle parking can enhance the user experience and benefit businesses
- Providing cycle parking at key locations and destinations across the town, including at bus and rail stations, can improve the convenience of cycling without requiring major carriageway works.
- Implementing a small number of new or improved links can improve connectivity between neighbourhoods.
- Improve wayfinding across the town and promote awareness of the available traffic-free routes.
- The Gamesley estate has an extensive network of traffic-free routes. Improvements to these routes as well as Improving the connections between Gamesley, the town centre and other amenities, would provide significant benefits to local residents.

A series of themes have been developed which capture the proposals of the Glossop Active Travel Masterplan. Each of these themes will contribute to unlocking the town network in different ways and combine to form the full masterplan. This section provides an overview of the themes, before Section 6 (Masterplan Proposals) describes each in more detail.

Supporting Local Business

Build Back Better: High Streets, the government's long-term plan to support the evolution and regeneration of high streets and a key part of the overall Levelling Up agenda, was launched in July 2021. This recognises the role of walking and cycling to enable sustainable place making linked to regeneration, with a vision for half of all journeys in towns and cities to be cycled or walked by 2030.

According to the Indices of deprivation, in 2019, Glossop was in the top 40% of most deprived neighbourhoods in England and in the top 20% of most deprived neighbourhoods for health and disability deprivation. Glossop has a locational advantage, however, of being near to the Peak District National Park (and its walking and cycling routes) and improved linkages have the potential to bring increased tourist spending into the town thereby benefiting local business. Investment in walking and cycling therefore has real potential of supporting the visitor economy and facilitating leisure trips will remain important. Glossop also has several employment sites within and on its periphery, and improved accessibility to and from employment sites will also enable more local people to access local jobs.

(Note: A separate parking study may be needed for each Active Travel Masterplan, to ensure appropriate levels of parking are maintained. It is noted that parking controls can be used proactively to increase parking turnover and thereby increase the overall quantum of space that is available through the day, with healthy turnover of parked cars being especially important to support local businesses.)

Strategic Routes

Strategic Routes refer to the primary active travel movement corridors which support movements within the town and connections to other places.

Whilst important movement corridors for all people, these routes are typically dominated by high vehicle volumes with poor quality provision for pedestrians and cyclists. There is an opportunity to enhance these routes to create an improved environment for those walking, wheeling, and cycling.

Local Routes

Local Routes provide access between and within neighbourhoods. There is an opportunity for local connections to unlock the network to people walking, wheeling and cycling. This theme captures opportunities for addressing localised barriers to movement, route upgrades or route additions which can form part of the larger network.

The masterplan identifies several links between the residential neighbourhoods and towards the town centre where short link or crossing improvements can provide quiet and more attractive alternatives to the strategic road network and improve connectivity between Whitfield, Shirebrook Park, Old Glossop, Simmondley, Gamesley and the town centre.

Access to Schools

Schools are crucial community facilities and are key trip attractors within any town. According to the National Travel Survey, 14% of trips on a weekday are associated with education (Source: NTS0504b) and encouraging active travel would have a positive impact on the mental and physical health of young people. Safety is a key issue for many when using transport, with children and young adults particularly vulnerable (WHO, 2018). There is therefore a need for these sites to be well-connected to their local communities and catchment areas. In many cases, access to schools can be compromised through poor crossing facilities or obstructive pavement parking. Such measures can

also help to build confidence in people walking, wheeling and cycling as they get older, and help to support behaviour change to more sustainable modes over the longer term.

Access to schools by active modes in Glossop is poor, with limited provision for persons wishing to access them by active modes. Several school locations also have poor provision for drop-off / pick-up by car, with potential increases in active modes representing a potential solution to school-related congestion. Glossopdale school in Hadfield is the main secondary school for children in Glossop and current connections are poor for people walking and cycling.

Wider Linkages

Beyond the town, there are a range of leisure routes and recreational linkages which provide wider connections to surrounding settlements and countryside. There is an opportunity to improve the accessibility, quality, and provision of these wider linkages, helping to connect the local network with a wider area.

The TransPennine Trail, Route 62 of the National Cycle Network, runs north-south to the west of Glossop. Currently there are no connections from the NCN into Glossop. There is also a 4.5km uncompleted gap in the Pennine Bridleway National Trail around the west of Glossop, commonly referred to as the Dinting Gap. The masterplan refers to the ongoing work being carried out to complete this link. The masterplan also considers connections to other leisure routes on the outskirts of the town.

Area Treatments

In addition to the route-based enhancements, areas within the town centre have been identified which could be made more accessible to those walking, wheeling, and cycling.

Cycle Parking

A crucial part of people journeys is the transition between transport modes and the availability of parking. A lack of cycle parking can be considered a key barrier to people cycling. Indeed, Investing in Cycling & Walking: Rapid Evidence Assessment (Source: DfT, 2016) states that “the provision of bicycle parking has been found to increase levels of cycling, mainly in the context of commuting and public transport access trips.”

There are limited opportunities to park bicycles across the whole of Glossop. Parking at Glossop railway station is located on the platform and so only available to users. The only other sheltered cycle parking identified is in an isolated corner of Howard Mills car park, away from the main shop entrances. Proposals will explore how additional cycle parking could be adopted across the town and help to remove the final ‘end-point’ barrier by ensuring people have secure places to leave their cycles whilst accessing employment, services and facilities.

Wayfinding

Wayfinding is an important tool in communicating routes to and from local destinations. It helps to promote active travel by signposting facilities and can be used to encourage people to take non-vehicular modes. It can also be used as a platform to promote local history and character and celebrate the identity of the town. Proposals will discuss the opportunities to improve wayfinding features, especially at key sites.

Within Glossop, there is limited signage to guide people to the town, to wider destinations and for journeys within the town. There are several existing traffic-free routes within the residential neighbourhoods and towards the town centre. However, these routes are not coherent and local stakeholders stated that residents are unaware of the usefulness some of these routes could provide.

Railway Station Access

Glossop railway station is in the centre of the town, north of the main cross roads between the A57 and the A624. The station shares its building with B&M. There is a car park at the front and rear of the station. There are taxi ranks at the southern side of the station as well as bus stands. There is a lack of disabled and cycle parking at the station and the approach layout is confusing. Rationalising the layout and access routes would make the station approach and forecourt more attractive for both commuter and visitor use.

Sustrans Feasibility Study

Sustrans were commissioned by Move More Glossop to carry out a feasibility study for potential new cycling route between Glossop, Dinting, Hadfield and Hollingworth. The study aimed to establish a connected network with a focus on improving walking and cycling infrastructure and enhancing access to schools, employment sites, and the Longdendale Trail. The masterplan proposal includes a review of this study and provides additional comments.

Gamesley

Following feedback during the public consultation it was determined that the residential estate of Gamesley to the west of Glossop be included within the masterplan's study area. Improvements within Gamesley and to connections to adjacent neighbourhoods and amenities have been considered.

Section 6: Masterplan Proposal

This section describes in detail the proposals for each of the identified themes. It builds on the overview of the interventions set out in Section 5 and shows how these combine to form the full active travel masterplan network.

This section includes a number of concept level, sketch options. If the Active Travel Masterplan receives funding, then further detailed design work and appraisal, public engagement (consultation and co-design), and political approval (Derbyshire CC Cabinet-level) will be required.

Strategic Routes

The Strategic Routes identified within Glossop are shown in the figure below. These include:

- A57 High Street - The main west-east route providing connections between Glossop, Manchester, and Sheffield. The A57 is heavily trafficked and has a high percentage of HGVs.
- A624 Victoria Street - The strategic route through the town from neighbouring areas in the south including Hayfield and New Mills. Its junction with the A57 forms the main cross roads within the town.
- Dinting Road – Provides a direct link between Glossop and Hadfield, including to Glossopdale School.
- A626 Glossop Road – The main connection between Gamesley, the A57 and the town centre.
- B6105 Norfolk Street, Fauvel Road, and North Road provide the main links to the town centre from areas in the north.

The speed limits on each of the strategic routes should be reduced to 20mph through the urban other, other than Glossop Road and sections of Dinting Road due to their semi-rural nature. This speed reduction will improve safety for users and make it easier for pedestrians and cyclists to cross the strategic routes.

The strategic routes identified are expected to carry the highest pedestrian footfall. Therefore, they should also provide the highest level of service for people walking and wheeling. Footways should have smooth and sealed surfaces, dropped kerbs with suitable gradients and appropriate tactile paving should be provided at all crossings, sufficient footway widths as defined in DfT's Inclusive Mobility guidance should be provided, street clutter should be minimal, and there should be appropriate levels of street lighting.

On each strategic route side roads layouts should be designed to ensure a suitable level of pedestrian priority. Corner radii should be reduced to 3m or an absolute maximum of 6m. Crossings should be placed on a raised table where feasible to provide smooth passage for users with mobility aids. As an absolute minimum all side roads crossings should have dropped kerbs and suitable tactile paving on the desire line.

Four key junctions were identified on the strategic routes where improvements are recommended.

1. Glossop Road / A57 – The junction should be reconfigured to allow a single-stage crossing for pedestrians over the A57. The existing layout increases journey times, and the narrow traffic island and footways will deter users due to safety concerns.
2. A57 / Simmondley Lane / Primrose Lane – The existing double roundabout should be reconfigured as a signalised junction with improved provision for pedestrians and cyclists. Roundabouts account for around 20% of all reported cyclist killed or seriously injured casualties. Reconfiguration will improve safety for users and enable improved active travel provision.

3. A57 / A624 Victoria Street / B6105 Norfolk Street – Optimise the signal timings for pedestrians. Pedestrians should receive a green phase during each cycle and timings should allow all users to comfortably cross the road.
4. A57 / Simmondley Drive – Due to hazards associated with active travel users at roundabouts, the roundabout should be reconfigured as a signalised junction with improved provision for pedestrians and cyclists. To simplify the layout, King Edward Avenue and Corn Street should be merged in advance of the junction to provide a four-arm configuration.

Improvements to these junctions will significantly increase permeability between neighbourhoods and reduce safety concerns for potential users.

A57 Improvements

The A57 serves dual purposes as the town's main high street and the main strategic route linking the cities of Manchester and Sheffield. The A57 is lined with shops and commercial properties through the town centre, industrial properties to the west, and residential properties to the east of the town centre. The A57 has a 30mph speed limit and has an Annual Average Daily Traffic Flow of 16,655, including 2017 LGVs and 179 HGVs (based on 2022 DfT Traffic Counts – Site Number: 56546). The diagram below shows a typical cross section of the A57 within the town centre. To the west of the town centre, in the vicinity of Dinting Primary School, the A57 narrows to only accommodate one traffic lane in either direction and has very narrow footways on both sides of the carriageway. There are a number of signalised junctions on the A57 but pedestrians have limited priority over side roads.

It is accepted that existing traffic volumes within the town are minimal and a lack of safe space is cited as a key deterrent. However, it is not considered viable to provide separated cycle infrastructure on the A57 due to a lack of available space. To provide separated infrastructure would require removal of the majority of parking on the A57 and narrowing of some footways. The loss of parking would impact on residents, disabled users, and deliveries to the businesses on the A57. Due to the low anticipated increase in cycling that this would generate, it is not considered suitable at this time. Routes for people cycling which avoid the A57 or provide improved north-south connection from residential neighbourhoods, and interventions which improve the convenience of cycling such as cycle parking, should be considered prior to the above. Proposals for the A57 will focus on traffic calming, the pedestrian experience and public realm improvements.

Proposals along this corridor include:

1. Reduce speed limit on A57 to 20mph between Glossop Road and Hurst Road.
2. Improve signal stagings at junctions to provide increased crossing times for pedestrians.
3. Improve priority over side roads with raised crossings.
4. Widen footways at junctions and where there are parking restrictions to improve visibility, provide space for seating and cycle parking, and reduce crossing distances.
5. Replace some parking spaces with widened footways to accommodate cycle parking, seating, and planting.
6. Restrict the use of A-frame shop signs on footways to reduce the amount of street clutter and maximise the available footway width.

Local Routes

The map below outlines all the local routes identified across Glossop which provide connections between the previously identified strategic routes. The existing crossings and junctions are shown to

highlight to existing permeability between the neighbourhoods within the town. Key movements between the neighbourhoods which are to be improved have been detailed by the red movement arrows.

Town Centre

The town centre has been identified based on the grouping of trip attractors and the boundary as outlined in the High Peak Retail Leisure Study. It encompasses the areas either side of the A57 between St Mary's Road to the west and Mill Street to the east. It extends as far north as Lord Street and as far south as St Mary's Road.

This area comprises a large number of commercial premises and has the highest footfall within the town. It is bisected by several strategic routes and the majority of local routes radiate out from this area. Consequently, active travel interventions have been proposed which reflect the levels of pedestrian priority to be dedicated to the area, to improve the gateways to the town centre, and provide the most attractive and direct links across the strategic routes to improve permeability.

Interventions for the area include:

1. The existing modal filter on Surrey Street should be replaced by two rows of bollards at either end of the filtered area. This would prevent parked vehicles blocking access for people walking, wheeling, and cycling and create a better link to the existing traffic-free route under the railway.
2. The junction between St Mary's Road and Philip Howard route is a meeting point of several local routes. The junction should be improved to reduce vehicle speeds and improve safety of all movements across the junction.
3. Widen the existing footpath and footbridge between St Mary's Road and George Street.
4. Widen the footways at the Chapel Street / George Street junction to reduce pedestrian crossing distances and reduce vehicle speeds. It is recommended that the junction be placed on a raised table. The widened footway will provide space for SuDs, cycle parking and/or seating outside of George Street books or other facilities.
5. Pedestrianise George Street between Chapel Street and the A57. This section of George Street is made up entirely of small businesses. There is car parking available on one side of the carriageway which can accommodate approx. 7 vehicles, but it is restricted to only allow parking for a maximum of 40 minutes between 9am – 6pm. The footways are currently littered with A-boards and stock from the shops, resulting in the effective footway widths being substandard for much of their length. Removing this parking and closing off the street to motor vehicles will create a much-needed traffic-free space for pedestrians within the town centre where seating and planting can be provided. The bars and cafes on the street would be able to provide outdoor seating for customers and public realm improvements would make the street more attractive to all users. The experience for people walking and wheeling on the A57 would also be improved as they would have one fewer side road crossing to navigate. The street would function as a key gateway for pedestrians.
6. Provide raised side road crossings at either end of Cross Street to improve pedestrian comfort and priority.
7. Philip Howard Road to be made one-way southbound for traffic. A northbound contraflow cycle track is to be provided to enable safe access to the town centre. Traffic calming measures may be required to supplement proposals.
8. Provide a footway on the eastern side of Market Street between A57 and Philip Howard

Road. The redundant bus stop on Market Street to be removed to accommodate footway. If required, proposed one-way restriction on Philip Howard Road is to be extended along Market Street to accommodate footway. This will provide a safe access point to the Market Square via the existing steps

9. To provide direct access between Market Street and Glossop railway station, it is recommended that the signalised crossing point to the west of Market Street is relocated closer to the desire line between Market Street and Railway Street. Railway Street is to be pedestrianised, with access to existing car park retained from Edward Street. This would require the re-routing of some bus services via Arundel Street and Edward Street. A westbound contraflow cycle track should be provided on Henry Street to enable people cycling to avoid the junction between Norfolk Street and the A57.
10. Provide a diagonal filter at the junction between Fitzalan Street and Talbot Street. This would remove Talbot Street as a through route to vehicles. Traffic would still be able to travel between Talbot Street south and Fitzalan Street east, and Talbot Street north and Fitzalan Street west. This would create a quiet route on Talbot Street towards the railway station and keep traffic on Fauvel Street and Howard Street.
11. Replace the existing painted footpath through the Town Hall Car Park with a minimum 3m wide shared use path to provide a safe and direct route between Victoria Street, Market Street, and the off-road paths to the west of Philip Howard Street. The car park represents a major point of severance between neighbourhoods on the south side of the A57.

Old Glossop

Old Glossop is currently separated from the rest of the town by Manor Park as well as the strategic routes of the A57 and B6105 Norfolk Street. Streets are narrow, which restrict vehicle speeds, and traffic volumes are low due to the absence of through-traffic. There were three local routes identified between Old Glossop and neighbouring areas.

Interventions for the neighbourhood include:

1. Close Station Road between Norfolk Square and Ellison Street (access to car park from Ellison Street to be retained). This would provide a direct connection for users accessing the train station. Station Street currently serves minimal users or residents in vehicles and would function as a gateway to the train station and provide opportunity for public realm improvements.
2. Improve crossings over B6105 Woodhead Road to connect users between Hall Meadow Road, Talbot Road and Fauvel Road.
3. The corner radii on Manor Park Road at the junction with A57 Sheffield Road should be reduced to reduce crossing distances and vehicle turning speeds. This will create additional space for public realm improvements such as planting, seating, or cycle parking. A new signalised crossing should be provided across the A57 to provide a link between the neighbourhoods on the north and south of the A57.
4. There is an existing traffic-free cut-through between King Edward Avenue and Manor Park which runs adjacent to Duke of Norfolk CofE School. The path is approx. 1-1.2m in width and is bound by the school and residential properties. There is potential to widen the path to approx. 2m, but this would require removing vegetation from either side of the path. This vegetation currently acts as a visual barrier to the school. Land acquisition from the school would be required to provide a 3m wide path. This would improve access to the school as well as for users of the path.

5. There are a number of paths through Manor Park which provide links between King Edward Avenue and Old Glossop. Where feasible, these paths should be widened to a minimum of 3m to provide direct and coherent routes between the areas.

Shirebrook Park to Town Centre

Shirebrook Park is a large residential estate located in the east of Glossop. The estate is made up of various cul-de-sacs with Shirebrook Drive acting as a link road through the estate. There are several traffic-free cut-throughs within the area and two existing modal filters on Silk Street and Thomas Street. The estate is severed from the other neighbourhoods by the A57 to the north and Glossop Brook to the west. There is a five-arm roundabout at the northwest corner of Shirebrook Park where Shirebrook Drive meets the A57. All roads within Shirebrook Park are assumed to be suitable for cycling in mixed traffic due to the lack of through traffic.

Interventions for the neighbourhood include:

1. The existing filter on Silk Road to be replaced with bollards at 1.5m spacings in line with LTN 1/20.
2. A new ramp to be constructed between the proposed path along Glossop Brook and Shirebrook Drive due to existing level differences. This should be designed in line with Inclusive Mobility guidance.
3. Improve the existing traffic-free path between Shirebrook Park and Milltown to provide a direct and more attractive connection to users than the A57 and roundabout. The existing path is approx. 1-1.5m in width and would need widening to minimum 3m to function as a shared-use path. This would require the removal of trees along the route and may also require construction of a retaining wall along the brook. Alternatively, a path could be provided through the brownfield site to the north of the existing path. This would require construction of a new bridge across Glossop Brook.
4. Improve the routes through Howard Mills car park for people walking, wheeling, and cycling. Improve the ramp at the eastern extents of the car park and the pedestrian facilities at the entrance from Victoria Street. Implement a one-way in and out circular system to reduce movements at the car park access points and increase space available for pedestrians.

Whitfield

Whitfield is a residential estate located in the south of Glossop. It is separated from other neighbourhoods by A624 Charlestown Road / Victoria Steet, and Glossop Brook. Whitfield has one school, St Mary's Catholic Voluntary Academy, and a central play area. Gladstone Street provides a through route across Whitfield between Victoria Street and Hague Street. Through traffic has been removed from Freetown using several point closures and is minimal throughout Whitfield, therefore it is assumed cycling is suitable on all existing roads in the area. There are also several existing traffic-free paths between Freetown and Whitfield Avenue.

Interventions for the neighbourhood include:

1. The end of Freetown at Charlestown Road current has a 'No Vehicles' traffic restriction. By closing the narrow section of Hollin Cross Lane between Charlestown Road and James Street and relocating the existing signalised crossing on Charlestown Road to be in line with these two road closures, a clear and direct link between the two residential areas would be created.
2. Improve the existing road closures and modal filters on Freetown to allow smooth, comfortable access to people walking, wheeling, and cycling. Dropped kerbs and bollards at

1.5m spacings to be provided along with public realm improvements to maintain a clear 3m path.

3. A new crossing of Victoria Street should be provided to create a direct link between Whitfield and existing paths behind Glossop Town Hall. This should be accompanied by improvements to the existing path between Victoria Street and Philip Howard Road and through the Town Hall Car Park.
4. Improvements recommended at Collier Street junction to provide an upstand between the footway and carriageway to improve user safety. Public realm improvements are proposed outside of shops and takeaways to prevent pavement parking and provide a wider, more attractive footway. Opportunity for planting, seating, and/or cycle parking.
5. Gladstone Street is the main pedestrian route through Whitfield and passes St Mary's Catholic Voluntary Academy. Side roads raised crossing should be raised where practicable and a review of existing crossing points should be reviewed to ensure they are adequate and on the desire line.

Simmondley to Town Centre

Simmondley is a large residential estate in the south of Glossop. It is separated from the rest of the town by Primrose Lane. Steep gradients running down to Long Clough Brook and Primrose Lane from the north and south also create separation between Simmondley and the rest of Glossop.

Simmondley Lane and Simmondley New Road are the main roads within Simmondley and provide access to Charlesworth via High Lane. Simmondley Primary, Simmondley Medical Practice and the Co-op create a local centre around the junction between Smedley Lane and Pennine Road. Traffic-free routes through Gamesley Woods can be accessed via Green Lane and provide onward connections to NCN Route 62 and Broadbottom.

Interventions for the neighbourhood include:

1. Tighten junction between Simmondley Lane and Pennine Road and place on a raised table to function as a gateway feature. It is recommended that seating and cycle parking be provided around the row of shops to enhance area as a local centre. A continuous footway should be provided across the entrance to the car park.
2. Side road crossings on Simmondley Lane should be improved to improve pedestrian safety and priority. The corner radii should be reduced to max. 3m to reduce vehicle turning speeds, reduce pedestrian crossing distances and move the crossing points to the desire lines. The crossings should be raised to provide a level surface for pedestrians which is more comfortable and accessible for users with mobility aids.
3. The masterplan has previously proposed to reconfigure the existing junction between Simmondley Lane and the A57. This is a key desire line for people walking, wheeling, and cycling between Simmondley and the town centre.
4. The existing footpaths around Simmondley should be widened and improved where practicable, particularly between Pennine Road and Primrose Lane. Suitable lighting should be provided along with dropped kerbs. This provides a more direct route through the area for pedestrians.
5. A crossing should be provided across Primrose Lane to connect users to the footpath to Sunlaws Street. This would provide more direct connections between the residential areas for pedestrians which are away from traffic.
6. Provide a controlled crossing over Turnlee Road at the end of Simmondley New Road. There is currently an uncontrolled crossing over Turnlee Road on the eastern side of the junction.

Turnlee Road has a traffic volume of 6185 based on DfT traffic counts for Site: 17700 with a speed limit of 30mph. Based on LTN 1/20 Table 10-2, a controlled crossing (parallel or signalised) should be provided to accommodate all users. It is recommended that the crossing point be located to the western side of Simmondley New Road as this is on the desire line due to the lack of footway on the eastern side of Simmondley New Road. A dropped kerb or a permeable access through the existing road closure on the north side of the carriageway should be provided to provide smooth access to users on Overdale Drive and Earls Way.

7. The existing modal filter between Earls Way and Slatelands Road should be improved to be in line with LTN 1/20 Section 8.3. It is recommended that the existing gate be replaced with bollards at 1.5m spacings to allow smooth passage for users walking, wheeling, or cycling.

Gamesley

Gamesley is a residential estate to the west of Glossop. It is severed from the town centre and neighbouring areas by the A57 and railway line. The main active travel routes between Gamesley and neighbouring areas are via Glossop Road, which is highly trafficked and does not have a footway on the northern side of the carriageway, and Cottage Lane, where the poor surface quality and limited passive surveillance and lighting deters a number of users. The TransPennine Trail passes through the estate with cyclists and equestrian directed along Melandra Castle Road and walkers directed via Bamford Lane. There is an existing network of traffic-free links which provide access through the estate including wide, direct links such as Hollins Lane, Bamford Lane, and Langsett Lane. However, a lack of seating, dropped kerbs, and step-free access on a number of these routes make them inaccessible to a number of residents and poor wayfinding through the estate make it challenging for visitors to orientate themselves.

Interventions for the neighbourhood include:

1. Resurface Cottage Lane and improve lighting to provide improved connection between Gamesley, TransPennine Trail, A57 and Hadfield. Provide bollards at 1.5m spacings at either end of Cottage Lane to ensure vehicles do not access the improved link. This will also improve links to Glossopdale School.
2. Provide a new crossing point on the south side of the A57 / Shaw Lane junction. This is on an identified desire line between Cottage Lane and Shaw Lane and would have minimal impact on the junction operation.
3. Improve the existing link between Melandra Castle Road and Glossop Road on the TransPennine Trail to provide a minimum 5m effective width.
4. Widen the existing TransPennine Trail paths around Gamesley to provide more attractive links to people walking, wheeling, and cycling.
5. Provide benches on the identified local routes to provide resting points for local residents.
6. Ensure dropped kerbs are provided at all access points on the identified local routes
7. Review the existing footpaths and traffic-free routes within Gamesley and remove existing steps where feasible to provide step-free access to residents requiring mobility aids.

Wider Linkages

Leisure Routes

Due to its location at the entrance to the Peak District National Park, Glossop is a popular leisure destination. There are a number of popular off-road walking and cycling routes located around Glossop. These include:

- TransPennine Trail
- Pennine Bridleway
- Longdendale Trail
- Gamesley Woods
- Shire Hill and existing Public Rights of Way between A57, Manor Park Road and Old Glossop.
- Mossy Lea via Shepley Street and A57 (as proposed in DCC Key Cycle Network)

The proposals outlined in this masterplan will improve access to these routes from the town centre and neighbourhoods. Improved wayfinding / publication of available routes should be undertaken to link residents and visitors to these routes.

Pennine Bridleway – ‘Dinting Gap’

The Pennine Bridleway is a 205-mile route purpose built for cyclists and horse riders which currently has a 4.5km uncompleted gap around the west side of Glossop. This section has proven to be one of the most difficult to complete and work has been ongoing for many years to complete the gap. Work is currently ongoing to determine the most suitable route to join the gap.

The 2016 Local Plan proposed a new railway station to serve Gamesley. Providing a bridge to connect to the proposed station from either side of the railway which could accommodate people walking, wheeling, cycling and equestrian would fill the ‘Dinting Gap’ as well as providing a much-needed connection between Gamesley and other neighbourhoods within Glossop.

Glossop-Dinting-Hadfield-Hollingworth Review

Sustrans were commissioned by Move More Glossop to carry out a feasibility study for potential new cycling route between Glossop, Dinting, Hadfield and Hollingworth. The study aimed to establish a connected network with a focus on improving walking and cycling infrastructure and enhancing access to schools, employment sites, and the Longdendale Trail.

The priority for the study is to ensure that children from across the area can access the schools by walking and cycling; but the benefits stretch more widely to include improved walking and cycling access to employment sites, the three railway stations and improved connectivity to the NCN Route 62 Trans Pennine Trail (including the long off-road sections of the Longdendale Trail). The proposed route should be seen as a development Derbyshire County Council’s proposed Local Cycle Network route through Glossop town centre.

As the Glossop to Dinting Station section of the Sustrans route sits within this study area, the proposals for that section have been reviewed. It is agreed that riverside route between Shrewsbury Street and retail units is not suitable as a key walking and cycling route due to width constraints and lack of passive surveillance. There are further constraints on the Shirebrook Drive to Cross Cliffe Drive path and routes through Howard Mills Shopping Park but potential interventions have been identified elsewhere in this masterplan.

Due to the identified constraints on the riverside route between Shrewsbury Street and retail units, an alternative route has been suggested.

- a) The proposed route joins Surrey Street from a traffic-free route to the west. Surrey Street is a flat west-east route with an existing road closure at its midpoint to remove through-traffic.

There are several industrial units Surrey Street which may deter some users. There is an existing traffic-free railway underpass off of Surrey Street which provides connection to the north of Glossop.

- b) The existing modal filter on Surrey Street has bollards at 1.5m spacings in line with LTN 1/20. However, cars are regularly parked in front of the bollards, preventing passage to users. Providing a second row of bollards at the other end of the existing filter would prevent cars parking on the existing island. This may also create space for public realm improvements such as seating and/or planting.
- c) Surrey Street currently one-way eastbound between Arundel Street and Railway Street. Contraflow cycling would need to be allowed on Surrey Street. Contraflow cycling signed only, inadequate space for a separate lane. May lead to some conflict between users.
- d) Routing ties into proposals on Henry Street previously discussed within the Town Centre Local Routes section.

The proposed sections of traffic-free route should be designed in line with DfT's Inclusive Mobility guidance to ensure that they are accessible to all potential users.

Access to Schools

Glossopdale School

Glossopdale School is the largest secondary school in the area, catering for approximately 1,000 pupils. Although located in Hadfield, the majority of secondary school pupils from Glossop attend the school. Glossopdale school is disconnected from much of Glossop due to the local topography. The main routes to the school are via Dinting Road, an existing traffic-free route from the A57 running parallel to Dinting Viaduct, and Newshaw Lane via Shaw Lane. Move More Glossop has previously carried out work to create a more attractive walking route to the school from Shirebrook Park and Glossop town centre.

Proposals include:

1. Provide a controlled crossing over Dinting Road, to the west of Dinting Lane, where pedestrians are forced to cross from the north side of the carriageway to the south due to the footway ending.
2. Implement the measures outlined in the Sustrans Feasibility Report which was commissioned by Move More Glossop and discussed later in this section. This will provide pupils a traffic-free route to the school from several residential neighbourhoods within Glossop.
3. The previous recommendations within Gamesley to Cottage Lane and new crossing on the southern arm of the Shaw Lane / A57 junction would improve links to the school from Gamesley.
4. The traffic-free route which runs parallel to the school between The Shaw and Newshaw Lane should be widened to accommodate people walking, wheeling, and cycling.
5. Side road crossings on Simmondley Lane should be improved to improve pedestrian safety and priority. The corner radii should be reduced to 3m to reduce vehicle turning speeds, reduce pedestrian crossing distances and move the crossing points to the desire lines. The crossings should be raised to provide a level surface for pedestrians which is more comfortable and accessible for users with mobility aids.

Other Schools

School streets could be implemented at four schools including Simmondley Primary School, St Luke's CofE Primary School, Duke of Norfolk CofE Primary School and St Mary's Catholic Voluntary Academy.

A modal filter should be implemented on Spire Hollin, in the vicinity of St Luke's CofE Primary School, to remove through-traffic from outside of the school. Traffic would be required to stay on the more suitable strategic routes on North Road and Dinting Road.

Several schools have existing 'cut-throughs' running adjacent to them. These cut-throughs should be improved by widening the access routes, improving the lighting, and improving the path surfacing. This may require a small amount of land take from adjacent the school grounds to accommodate path widening in some cases. It is also recommended that improved wayfinding on these routes is provided to make journeys more coherent.

Cycle Parking

One of the main barriers to cycling identified within Glossop was the lack of suitable cycle parking across the town. While it is not considered viable at this time to provide significant levels of separated infrastructure to accommodate the anticipated number of users, it is recommended that the provision of cycle parking is significantly increased to improve the convenience of cycling to potential users as well as accommodating the large number of leisure cyclists who pass through the town.

As part of the Active Travel Masterplan, it is recommended that additional public provision be delivered across the town. This could take various forms, as identified below:

1. Short stay parking

Provide users with convenient place to secure their cycle with good passive surveillance.

- Provide close to shop entrances so that it is clearly visible and convenient for potential users.
- Provide at regular intervals on high streets. Car parking spaces should be reallocated to provide cycle parking without negatively impacting footway widths.

2. Longer stay parking

Security is the primary concern, and many users will be willing to trade some convenience for additional security such as CCTV. Longer stay parking should be covered to provide protection to cycles from the weather.

- All schools should be provided with secure, sheltered parking to accommodate pupils and staff.
- Provide secure, sheltered parking at Glossop and Dinting railway station with clear signage to alert users to its location.
- Provide secure, sheltered parking on Henry Street for people accessing either bus or rail transport.
- Provide secure, sheltered parking at supermarkets and retail parks.
- Provide secure, sheltered parking at leisure facilities including Glossop Swimming Pool, Glossop Leisure Centre, and Gamesley Sports Centre
- Provide on-street toolkits and pumps to complement longer stay cycle parking.

The figure below identifies a number of potential locations for cycle parking in line with the criteria outlined above. Priority should be given to transport hubs, school and other key destinations such as the high street and retail parks.

Wayfinding

To encourage more people to walk around the town it is recommended that a wayfinding strategy is developed for the town so that people are provided with clear, direct routes between areas and key destinations.

Throughout Glossop there are a large number of traffic-free links and 'cut-throughs' within the residential estates. However, some of these links have stepped access only, many do not provide coherent connections and residents are unaware of them.

There is a tendency to misunderstand how easily something can be accessed by walking. Giving this information in an easily understandable format makes people more likely to leave the car in one location and walk from one place of interest to another. These routes can utilise the various cut-throughs around the town to provide routes away from the highly trafficked roads and create a more attractive walking experience. Providing signs which highlight the time it would take to walk to a location rather than the distance has also been shown to encourage walking.

Station Access Improvements

Glossop Railway Station

Glossop Railway Station is located on the B6105 Norfolk Square, north of the A57. Glossop is a terminus of the Glossop Line which serves Manchester and Hadfield. There is a café located in the station building and a B&M store. There is a small car park located at the front of the station and a larger car park at the rear which is shared with Glossop Garden Centre. The two car parks are pay & display while the surrounding streets are free to park. Consequently, the station car park is often underutilised. There is cycle parking located on the station platform but this is only accessible to users of the railway. There are two taxi ranks near to the station – one on Henry Street and one on Norfolk Square adjacent to the Norfolk Arms.

It is recommended that the car park at the front of the station be replaced with more sustainable alternatives and public realm improvements. A small number of disabled bays can be retained at the front while the remaining parking spaces can be relocated to the rear of the train station. Planting, seating and cycle parking can be provided to create a more attractive approach to the station. This space could be used as a sustainable transport hub and used to store car club vehicles, rental e-bikes, etc.

Closing Station Street, opposite the railway station entrance, would provide a direct and coherent onwards route for people wanting to travel east from the station. The footway on the eastern side of the B6105 could be widened to provide improved access to the existing signalised crossing. This signalised crossing should be upgraded to a toucan crossing to allow use by people cycling to the station.

Providing a westbound contra-flow cycle lane on Henry Street would provide people cycling with a route which avoids the junction between the A57 and B6105.

Dinting Railway Station

The station exists within an island of infrastructure; it is bound by three railway lines and Dinting Road, which links Glossop to Hadfield. Dinting Road is also the primary access to most residences is along Dinting Road; this only has a singular footway which is lined by a palisade security fence and limited crossing points. Dinting Lane requires all pedestrians to traverse a rail-bridge. The alternative is a detour over a poorly surfaced access track. A Housing Allocation site falls to the south of the station. There is strong disconnect between the station and the community.

Proposals to improve access to Dinting Railway Station include:

1. The closed level crossing over the railway line at Dinting Lane should be reopened to allow access for all users down this direct route and help connect the community to the station. If this is not possible, then the detoured route needs to be significantly upgraded (see below).
2. Resurface the access route which connects Dinting Road to Dinting Lane. Lighting may not be appropriate given the landscape character of this route; however, it should be considered to improve feelings of security.
3. Provide a controlled crossing over Dinting Road where pedestrians are required to cross the carriageway to continue on the footway.
4. Widen the footways on Dinting Road.
5. Develop the existing footpath, which runs from the western side of the railway line and connects to Dinting Lane, as a pedestrian and cyclist route to the station. This would require addressing the level changes.

Section 7: Network Development

As part of developing the Active Travel Masterplan, a series of tests have been undertaken to assess how much of the network has been unlocked by the design measures. These tests are identified within the Active Travel England Area Check User Manual (February 2024) and include the following:

- Porosity
- Mesh Density
- Permeability

The Area Check User Manual also identifies several other tests; however, these have not been undertaken as they are less relevant to this Active Travel Masterplan approach (e.g. area treatments and perimeter testing).

Severance

To apply the above tests, it is first necessary to map locations of severance / barriers to active travel. All features of severance within the study area have been identified. These include natural barriers, as well as infrastructure such as roads which have no cycle infrastructure or which are difficult or hazardous to cross by active travel due to the speed and / or volumes of traffic. These have been identified through the site audits and with information from the various engagement sessions.

Identifying Neighbourhood Areas

Using the severance barriers, potential neighbourhood areas have been developed (for the purposes of these tests only). These area blocks vary in size and are largely bound by the main routes through the study area. Each neighbourhood has a different character and a different propensity to connectivity and permeability, based on its location and street structure.

Gateways

'Gateways' have been identified where there is a formal crossing point which allows pedestrians and cyclists to move from the street of one neighbourhood area to the street of another neighbourhood area. These gateways help to connect local streets both within neighbourhoods to other local streets in adjoining neighbourhoods across the lines of severance identified; they help to support flow of pedestrian and cyclist movement.

Testing

Porosity Test

Porosity measures how easy it is to access the area by walking, wheeling or cycling. A porosity test has been applied to the existing neighbourhood areas. This seeks to highlight how 'open' a neighbourhood is in terms of its connections to other neighbourhood areas; a 'low porosity' neighbourhood has limited crossing facilities around its perimeter, whereas a 'high porosity' area has more crossings and is easier to access.

The existing environment shows a high porosity within the town centre due to the high concentration of signalised crossings over the A57, A624 and B6105. However, porosity is low away from the town centre due to the absence of controlled crossings or suitable links across severance.

The masterplan proposals include a number of controlled crossings away from the town centre which are aimed at improving connectivity between neighbourhoods. The proposals also include short sections of new or improved links which will also act as gateways between the areas and improve porosity.

The tests show that the masterplan porous ensure that all neighbourhoods are semi-porous with at least half of the neighbourhoods being improved to porous or fully porous.

Mesh Density Test

'Mesh density' is a measure of how extensive the wider pedestrian and cycle networks are, both inside and around a neighbourhood area. The mesh density test helps to show whether the network grid of routes is tighter (with more route choice) or looser (less extensive) using a simple analysis of the length of route within each neighbourhood area. The neighbourhood areas are shaded based on the length of suitable infrastructure in each area (including those within the area and which run along its perimeter).

The large majority of streets within Glossop's neighbourhoods are cul-de-sacs or access only. These streets have not been included in the mesh density test as they are not considered to provide convenient routes for the majority of users. Therefore, the existing mesh density is based on the length of existing routes which are considered to be suitable for users.

The proposed mesh density assumes that the proposed improvements to strategic and local routes discussed within the masterplan will form suitable routes for users. It also assumed that proposed new/improved crossings, junctions and links will create new sections of suitable route.

If all the proposals are included there is an improvement in coverage for many of the Neighbourhood areas. The proposed improvements to the strategic routes which run along the perimeter of the majority of neighbourhoods provide significant improvements while the proposed new/improved links and crossings create significant lengths of new routes which improves the mesh density.

Permeability Test

Permeability measures how easy it is to walk, wheel and cycle through an area. This measures whether a suitable route for pedestrians or cyclists runs from one side of the neighbourhood to another, connecting to a gateway crossing point. Active Travel England's Area Check Tool states that suitable routes for walking and wheeling are only those which satisfy all conditions in the following list:

- Smooth and sealed footway surfaces.
- Dropped kerbs with suitable gradients and appropriate tactile paving surfaces at crossing locations.
- Suitable footway widths as defined in DfT's Inclusive Mobility guidance.
- Suitable tactile paving surfaces.
- Acceptable footway camber (<2.5%).
- Minimal street clutter.
- Appropriate street lighting.

As the majority of streets within Glossop allow low levels of, or no, through traffic, the majority of streets provide an environment suitable for a walking and wheeling route. However, a lack of dropped kerbs and adequate tactile paving means that a number of these do not meet the criteria set out in Active Travel England's permeability test. The masterplan proposes improvements to the strategic routes which run between the areas to ensure they meet the criteria of the Permeability

test. It also proposes a number of new links and improvements to existing links which will create new walking and wheeling routes through several neighbourhoods.

The Active Travel England tests undertaken show significant improvements to the walking and wheeling network based on the masterplan proposals. Providing new/improved crossings at key locations, complimented by link improvements improves porosity between neighbourhoods and creates a number of new potential routes and links within the majority of the neighbourhoods.

Section 8: Behaviour Change Strategy

The Glossop Active Travel Masterplan proposals will provide opportunities for those living and working in Glossop to choose active modes for short distance trips. However, travel choices are not calculated equations but rather influenced by a range of social factors. This means that, unlike cars, people can be motivated and willing to change their mind.

The main challenge, however, is that people's daily lives are full of choices, and therefore travel habits tend to gravitate towards social norms that are currently biased towards using the car for short distance trips.

A behaviour change strategy will therefore be needed to support the proposed infrastructure investment and maximise the uptake of walking, wheeling, and cycling within Glossop. This strategy will seek to improve the community's understanding of their travel choices, motivate change, and disrupt engrained habits. This 're-framing of the normal' will be achieved by focusing on the key motivational buttons of personal wealth, personal health, and the climate emergency.

Scale of Ambition

As noted in Section 2, data from the Census showed pedestrian trips accounted for circa 13% of trips to work in Glossop, with cycling constituting 1% of trips to work. The figures for across the East Midlands are approximately 12% and 3%, meaning there are slightly greater levels of walking in Glossop than across the East Midlands but fewer cycling trips.

The Government has an ambition for half of all trips within England's towns and cities to be made by active modes by 2030. This essentially means the number of trips for commuting, education, shopping and personal business (i.e. trip purposes most likely to be contained within a town) need to more than double (over the England average) to achieve this ambition.

Potential for Community Champions

The initial engagement identified several Glossop-focused community groups with a strong interest in active travel, such as Move More Glossop and Glossopdale Action for Sustainable Travel. Involvement of these organisations will be important to test ideas locally and develop an overall communication strategy. Work with these groups could be complemented through partnering with Derbyshire and Borough-wide organisations such as Walk Derbyshire and Sustrans.

Perceptual Barriers to Active Travel

The preceding sections of this Active Travel Masterplan have considered physical barriers to increasing levels of walking, wheeling and cycling in Glossop. Prior to selecting the methods of promoting any new walking and cycling, it's important to consider some of the barriers that may exist to utilising any new infrastructure.

It is widely understood that the factors influencing an individual's propensity to walk (and particularly) cycle is a complex and multi-faceted interaction of individual, attitudinal, built environment and trip characteristics.

Safety concerns have been identified as a key challenge during our engagement to date. In total 66% of adults surveyed as part of the National Travel Attitudes Survey (2019) stated that "it is too dangerous for me to cycle on the roads". This barrier varies by age and gender, with 71% of women agreeing with this statement compared to 61% of men.

Another key barrier commonly cited is trip distance and topography, with longer (and hillier) trips more attractive by car / public transport owing to the longer travel times and physical exertion

associated with walking or cycling the same trip. Distance and topography will be addressed to a certain extent by the proposals within this Active Travel Masterplan – in that a more coherent network will be easier to navigate. However, this could be further tackled through a pro-active programme of led walks, cycle training and the promotion of e-bikes (that are able to go longer distances, be used by a greater range of people, and are good at assisting with topographical challenges).

Lastly, the concept of Personal Travel Planning is built around the concepts of providing people with better information, challenging pre-conceptions and travel habits, and motivating them to try new modes. This tallies with evidence that Personal Travel Planning is most effective in areas that have recently developed new sustainable transport infrastructure.

Strategy Components

There are several methods of promoting new walking and cycling infrastructure to maximise potential usage following installation. Many of these methods are complementary, such that a scaled approach can be tailored both to the location but also the potential budget available (or, for instance, in the case that implementation funding is not achieved and components are delivered as and when other funding allows).

The following provides a range of suggested behavioural change promotional models, with examples of delivery methods broken down into bronze, silver, and gold level categories.

- Bronze level represents the minimum approach which relies on the infrastructure to advertise its presence within the area along with consultations, social media advertisements and public notices.
- At the Silver level, specific groups who would use the infrastructure are targeted.
- Gold level requires specific households to be targeted with personal travel plans and incentives to encourage people to actively travel.

Bronze: Level 1 (No Specific Audience)

Route Signage

Scheme Consultation

Site Work notices

The minimum approach relies on the infrastructure itself (including the wayfinding proposals) to advertise its presence, i.e. people will see the infrastructure and also be alerted via any consultation / public notices surrounding the scheme prior to its delivery. This is essentially the 'build it and they will come' philosophy. The weakness is that there is only a very minimum relationship formed between the infrastructure and people's perceptions of their day-to-day needs. The relevance of the infrastructure to an individual may therefore be missed. Off-road infrastructure may also not be seen by those using other modes (e.g. car) therefore missing out on potential behaviour change benefits.

This is the standard approach for pedestrian and cycle infrastructure improvements.

Bronze: Level 2 (No Specific Audience)

Builds on Bronze Level 1

Traditional Media Press Release

Social Media Posts

This approach seeks to promote the scheme via association with positive messages around both why the scheme has been implemented and its potential benefits to residents. Media messages will not be targeted to specific groups of households (though could be area based), however, and are likely to be seen by those far from the scheme which reduces relevance. This would also include engagement with community organisations to promote the scheme.

Bronze: Level 3 (No Specific Audience)

Builds on Bronze Level 1 / 2

Launch Events

This approach seeks to add to any traditional / social media strategy through specific activities associated with the infrastructure to draw the attention of potential users. Such events could include photo opportunities with the press, "Dr Bike" cycle maintenance sessions, e-bike demonstrations, cycle security sessions with the police, and support via local cycle / walking groups. Larger schemes may justify cycle 'fun' days with displays by BMX and other cycle-organisations.

Silver: Residential Audience

Builds on Bronze Levels 1 / 2 / 3

Active Travel Packs

This approach specifically targets those for which it is hoped the infrastructure would be of most benefit and seeks to overcome barriers through the provision of information. This is most commonly done via preparation of Active Travel information packs to include information to encourage more walking and cycling trips.

Travel packs could be distributed digitally, with the residential contact being reduced to a letter with a QR code. This would enable links to online cycle mapping (if available). Some form of printed material would be needed for those without access to the internet.

This is the recommended approach if Strategic Route improvements are delivered in isolation.

Silver: Employer Organisation Audience

Complimentary to Bronze Levels

Management Engagement

This approach seeks to target those businesses (and other organisations) for which it is hoped the infrastructure would be of most benefit to employees (and visitors). The strategy would be to engage with business organisations at a management level, who could be sent Active Travel information packs to be sent onto employees. This could also include a locally tailored guide on how to make

businesses cycle friendly and provision of site-specific advice, and advice on sustainable travel grants (if available).

Silver: School Audience

Complimentary to Bronze Levels

School Engagement

This approach recognises that school trips are an important component of walking and cycling, and those choosing active modes at young ages are more likely to continue walking and cycling as an adult. Those schools near to the infrastructure could be approached to determine which have taken up Bikeability / Road Safety education training, and if this could be targeted around the opening of proposed infrastructure. This can be supplemented by site audits and provision of assemblies and other activities such as a banner competition for the school gate. This approach also has the benefit of raising awareness with adults around the opening of the scheme. Care needs to be taken, however, that schools have appropriate scooter / cycle parking available (see Gold: School Audience).

This can be supported with existing Derbyshire ModeShift initiatives for schools.

Gold: Residential Audience

Builds on Bronze and Silver Level 1

Travel Advisors (motivational dialogue with residents)

Those households for which it is hoped the infrastructure would be of most benefit could be targeted via a programme of traditional Personal Travel Planning. These initiatives seek to encourage mode shift via visits to households by trained travel advisors to ask how people travel and to encourage greater use of walking, cycling, public transport and car share. Although Personal Travel Planning can be used to promote specific infrastructure, it is generally on the basis of all-modes advice. The scale of the scheme would determine viability, with schemes less than 4,000 households generally costing more due to efficiencies of scale issues (although remain deliverable, particularly if smaller schemes can be packaged).

This can be delivered with or without the incentives package below.

The added value of this approach is that, whilst on the doorstep, the travel advisors can also promote local bus services and Derbyshire's Kinto Car Share scheme.

Gold: Residential Audience (Incentives)

Builds on Gold (Residential Audience)

Bicycle and E-bike loans

In addition to providing travel information and the motivational dialogue of travel advisers, residents could be offered high quality incentives to promote active travel. The incentives could include Activity Trackers (such as FitBits), and 3-month pedal and ebike loans (with options for post-loan

purchase or return) and / or discounted bicycle / ebike purchase. This would need to be accompanied by adult cycle training courses.

Gold Residential + Incentives is the recommended approach if the Derbyshire Active Travel Masterplan for Glossop secures a large infrastructure grant.

Gold: Employer Organisation Audience

Builds on Silver (Employer Organisation Audience)

Employee Engagement

This approach builds on engagement with organisations at a management level, with more intensive work with employees via the arrangement of travel clinics and / or arrangement of Dr Bike, cycle maintenance training and adult cycle training at business / organisation venues. This can be delivered with or without the incentives package below. This approach could also be linked with initiatives at local Job Centre Plus venues (as per previous pilot project in Derbyshire).

Gold Level 4 (Employer Organisation & School Audience, Incentives)

Builds on Silver (Employer Organisation & School Audience)

Builds on Gold (Employer Organisation)

This approach builds on business and school engagement via the provision of grant funding to enable organisations to purchase cycle shelters, bike maintenance kits, and other active travel enabling infrastructure.

Gold Level 4 (Residential & Employer Organisation, Cycle Training)

Builds on Residential Audience & Employer Organisation projects.

Cycle training sessions could be provided (adult cycle training, maintenance training and Dr Bike sessions) within Glossop to support the residential and employer organisation initiatives. (It is assumed that child cycle training would not be required, since this would be covered by separate Bikeability budgets).

Section 9: Evaluation Framework

A pillar of the Levelling Up white paper was to “transform its approach to data and evaluation to improve local decision-making.” It is therefore important to consider, prior to construction, what constitutes successful delivery of the Glossop Active Travel Masterplan, and the monitoring and evaluation of the scheme’s performance after construction.

As noted in Section 1, this Active Travel Masterplan has been developed on a foundation of existing analysis, including the D2N2 Local Cycling and Walking Infrastructure Plan. This D2N2-wide strategic document included the following Logic Map, showing how investment in wheeling, walking and cycling is anticipated to create a range of positive outcomes.

Pedestrian and Cycle Counts

It will be important to identify the baseline usage of key routes within Glossop, such that the impact of the Active Travel Masterplan proposals can be measured. The Value for Money Guidance for the Active Travel Fund Tranche 4 recommended use of post-pandemic counts to support business case submissions.

Counts of cyclists would need to include cyclists using the footways, which are sometimes missed in standard traffic count specifications.

User Satisfaction

The Government recognised in its Active Travel Fund guidance that some schemes “may provoke a strong reaction amongst local road users.” It therefore published public opinion survey guidance recommending that a representative sample of the population can be asked their opinion on the impact and perception of schemes. In addition, the Levelling Up Fund evaluation framework included important metrics relating to the ‘health’ of town centres, such as perceptions of safety and levels of social interaction within town centres. As such, and given that active travel improvements are also expected to contribute to overall wellbeing (physical and mental health), it is anticipated that a robust evaluation methodology would include representative polling.

Approach to Participants of Behavioural Change Programmes & Events

The behavioural change programme would be designed to maximise the usage of any new infrastructure. As such, the methodology for its evaluation will need to carefully disaggregate between impacts of the infrastructure itself and the uplift associated with the promotion of new travel choices.

The DfT has developed and published guidance on the data it seeks local authorities to gather in respect of behaviour change programmes and projects (Monitoring and Evaluation Guidance, Capability and Ambition Fund). As such, any behaviour change programme would be monitored in accordance with this guidance (though noting that the final form of the programme would need to be finalised prior to the evaluation plan being agreed).

Section 10: Action Plan

It is unlikely that sufficient funding will be made available from a single source to deliver all the components described in this Active Travel Masterplan. Funding would therefore need to be harnessed from a variety of sources, such as has been done in other locations across the United Kingdom through the combined use of Active Travel Fund, Levelling Up fund, Town Deal / Fund, Air Quality funds, and Shared Prosperity Funding¹, as well as S106 contributions linked to land-use developments.

A segmented approach to developing the Action Plan would mean that elements of the Active Travel Masterplan could be delivered earlier than other elements, as funding opportunities emerge.

Develop the sections of the identified Glossop-Dinting-Hadfield-Hollingworth route for Glossop to Gamesley and Glossop to Hadfield sections. Particular focus on sections which improve links to Glossopdale School

Develop proposals to deliver missing sections of the Pennine Bridleway National Trail from Simmondley to Gamesley and the River Etherow Section between Tintwistle and Hadfield
Investigate signals timings for crossing points at A57 / A624 junction to ensure users have sufficient time to cross safely.

Provide additional cycle parking at key locations in the town. Priority given to secure, sheltered parking at schools and transport hubs, and short-stay parking outside shops

Provide additional benches and seating at various locations on the A57 and on traffic-free routes within Gamesley.

Provide a more formal link through Glossop Town Hall Car Park for people walking, wheeling and cycling.

Improve existing, and implement proposed, modal filters to provide a 1.5m clear space for people walking, wheeling or cycling.

Carry out improvements to Strategic Routes to appropriate standards including:

- Smooth and sealed surfaces
- Dropped kerbs with suitable gradients and appropriate tactile paving surfaces at crossing locations
- Sufficient widths
- Minimal clutter
- Appropriate lighting

Improve routes through Howard Town Shopping Park for people walking, wheeling and cycling.

Resurface 'Cottage Lane Link' between A57 and A626 to improve the connectivity between Gamesley, the A57, TransPennine Trail/ Pennine Bridleway, and Hadfield.

Explore feasibility of additional / improved crossing points over strategic routes to improve permeability between neighbourhoods:

- Primrose Lane / Simmondley New Road

- Primrose Lane / Sunlaws Street
- Cottage Lane / A57
- Victoria Street / Gladstone Street
- Woodhead Road / Fauvel Road / Talbot Road
- Dinting Road / Spire Holling
- Dinting Road / North Road

Improve side road crossings on strategic and local routes. Corner radii to be 3m, 6m max. Crossings to be raised where practicable.

Reconfigure the junction between A57 / Simmondley Lane / Primrose Lane to provide improved facilities for people walking, wheeling and cycling with controlled crossings on all arms.

Work with local schools to develop School Streets

Provide new link between Simmondley and Gamesley via proposed Gamesley railway station to join up Pennine Bridleway and adjacent neighbourhoods.

Reconfigure Glossop station car park and provide clear onward connections to users.

Audit existing footpaths within Glossop. Carry out improvements to provide step-free access, widen paths and improve lighting. Implement a wayfinding strategy to publicise existing routes.

Widen the footways on the A57 to provide additional space for seating, cycle parking and planting.