

CHAPEL-EN-LE-FRITH PARISH COUNCIL



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Office Hours: Monday-Friday 9.00 to 12.30

31 October 2019

Regeneration Committee
Thursday 7 November 2019
7.30pm in the Annexe of the Town Hall
Chapel-en-le-Frith

AGENDA

- Apologies for absence
- Election of Chairman
- HPBC Regeneration Support Grant – Project list
- Community Plan
- Town Centre Vacancy rates
- Green Tourist signs
- Budget requirements 2020/21

To: Councillors J Adshead, P Bann, FP Harrison, N Gourlay, C Sizeland and Mrs S Walters

Clerk to the Council – Suzan E. Stockdale

Central Towns Regeneration Meeting

Wednesday 9th October 2019 3.00pm

Buxton Town Hall

Attended

High Peak Borough Council:

- Cllr Damian Greenhalgh (Deputy Leader & Executive Councillor for Regeneration, Tourism & Leisure)
- Dai Lerner (Director of Place)
- Sarah Porru (Head of Regeneration)
- Helen Pakpahan (Senior Regeneration Officer)

Chapel-en-le-Frith Parish Council

- Cllr Liam McCarthy (Chairman)
- Sue Stockdale (Clerk)

Whaley Bridge Town Council

- Cllr Martin Thomas (Chair)
- Cllr Gordon Hall (Town Councillor + Acclimatise Whaley)
- Andrew Fox (Clerk)

New Mills Town Council

- Cllr Ray Atkins (Chairman)

NOTES

1. Purpose of meeting :
 - HPBC new corporate plan with focus on 'Thriving High Streets'
 - Make best use of new opportunity arisen as a result of Government funding awarded in wake of Toddbrook incident
 - Understand opportunities for joint working
 - Review regeneration project list submitted by each town/parish Council & understand priorities for each town
2. Funding available:
 1. HPBC Regeneration Grant £4,000 allocation x 3 years(with match from town council or third party)
 - Now offered as three-year allocation allowing towns to deliver larger schemes
 - It is anticipated that towns will use some of this funding to jointly commission some projects that are best delivered across the central area
 - unallocated funding could be redistributed within central area if not needed
 2. Revenue funding of £150,000
 - HPBC funding 12 month regeneration officer position to support central areas
 - Chamber and Marketing Peak District & Derbyshire developing business support programme
 - Unallocated funding available
 3. Capital funding of £100,000
 - DCC allocated around £40,000 linked to business recovery
 - Unallocated funding available
 4. Opportunity to bid into Local Enterprise Partnership or other funding schemes for specific projects as appropriate.

AGREED ACTION POINTS

- Each Town/Parish Council would review & update combined project list, identify priorities and return revised version to Helen Pakpahan (helen.pakpahan@highpeak.gov.uk) - **Please return by 22/11/2019**
- Follow up meeting to be held in one of central towns End Nov/First week December – dates to be circulated.

Project	Short Term	Medium Term	Long term	Notes/Cost
1 Update and reprint of Chpel Town Trail				
2 Update and reprint of Chapel Welcome Pack				
3 Tourist promotion				
4 3/4G Pitch at Chapel High School				
5 Relaying of cobbles on Chapel Market Place				
6 Memorial Park Lighting, CCTV and outddor gym equipment				
7 Funding to support starter units for small business expansion				
8 Peak Forest Tramway Trail and Stodhart Tunnel Information Board				
9 Additional Car Parking for visitors/shoppers in Chapel				
10 New Tourist Information signs on the Peak Forest Tramway from Charley Lane to Buxworth Basin				
11 Faster Broadband				

12 Projects identified in the Community Plan - issues raised in public consultations that could not be included in the Neighbourhood Plan				
13 Support to local businesses				
14 Additional litter bins				
15 Improvement in mobile reception to increase bandwidth				

Parish of Chapel-en-le-Frith
COMMUNITY PLAN



Prepared by Chapel Vision

Whilst Chapel Parish's Neighbourhood Plan describes the land use within the community, it does not cover some of the key service, infrastructure, countryside, transport and community aspects that residents wish to see addressed. To that end Chapel Parish Council has produced in conjunction with Chapel Vision this Community Plan which addresses those additional concerns, improvements and projects that need to be covered in preparing a Local Plan.

Structure of the Community Plan

The Community Plan comprises of:

- Infrastructure Projects and Aspirations
- Countryside Action Plans, Projects and Aspirations
- Transport & Traffic Improvement Schemes

Infrastructure Aspects



Background: Infrastructure within Chapel Parish covers a very wide range of services and activities. Whilst the essential services are the responsibility of other authorities, Chapel Parish's Plans must identify and include all aspects of these services that the community regard as requiring change, improvement or development. The responsible authority for its part then needs to accept these requirements, develop plans to carry out the required changes and achieve acceptable results within the required timeframe. It is, however, obvious that whilst the appropriate authority can be monitored to ensure that it performs satisfactorily, service improvements alone will not rejuvenate the parish. Chapel Parish Council (CPC) feels that the key to rejuvenation of the parish lies in developing activities where the residents themselves can control the approach – "owned, directed and driven by the community".

Such projects will require the collective efforts of a significant number of people and Chapel Parish Council wishes to work with its residents to prepare detailed plans to rejuvenate the parish. These plans also need to be executed well in order to achieve the desired outcomes, again using the resources of the local community. A significant challenge indeed!

Resident Input: Chapel Vision's parish survey results for "Infrastructure" have been documented separately¹. These survey results provide community feedback on a wide variety of infrastructure issues. The main ideas from this feedback have been incorporated into this plan.

Community Plan Infrastructure Issues:

1 Chapel Vision Community Survey – Infrastructure Report 2012

- Ensuring that all essential services can accommodate the additional growth in community numbers whilst at the same time constantly seeking to improve their service to the public.
- Supporting Chapel retail businesses and assisting them to increase their footfall through better resident awareness, shopper attraction schemes and retailer co-help methodology.
- Increasing tourism revenue through greater tourist utilisation of local businesses.
- Developing a policy and programme for flood prevention and control.
- Ensuring all Utilities can support the growth in the Parish, particularly Electricity supply which has been identified as potentially deficient in earlier reports.
- Broadband is woefully inadequate in parts of the Parish and needs urgent investment to allow parity with urban areas and for future business needs.

1. Better Services for the Community.

1.1 Health Facilities (Medical/Dental/Nursing/Pharmacy)

Local authorities need to ensure that health facilities continue to develop in line with a population growing in size and with a high proportion (ever increasing) of retired and elderly residents. Medical and dental surgeries need to be able to accommodate increasing numbers (and changing profile) and nursing and pharmacy services need also to be able to serve a significantly enlarged community over the duration of this plan and beyond.

The parish survey showed that a sizeable minority had issues with surgery access and booking times and work is already in hand at surgery level to remedy this. The absence of a medical/dental practice in Dove Holes is an area for rectification in this development programme.

1.2 Education (Pre-School/Primary/Secondary/Tertiary/Adult/Learning for Life)



All education facilities need to be able to accommodate the proposed population growth. At the same time these facilities need to have a programme of continual improvement to meet the growing needs of the community and the expectations of parents and students. As student numbers rise, Chapel would like to see the provision of a Tertiary College in the Parish with an appropriately wide spectrum of courses for all ages of learning. As an interim CPC would like to explore the potential use of existing education facilities for groups not currently covered by an education programme, such as senior citizens, adult and skills development to develop what may be called a "Community College".

CPC will work with the local authorities to ensure that these essential activities are carried out.

1.3 Leisure Facilities

Whilst the majority of residents seemed happy with existing leisure facilities, the main improvement still revolves around the desire of residents for a swimming pool in the parish. This topic needs to be resurrected by the Borough Council and CPC will work closely with them to achieve this.

1.4 Library Services



The library service has a difficult job to do with rapidly changing customer demands and huge technological changes and a very modest budget. In general this service performs well in line with customer requirements. It needs to maintain its response to customer requirements in the light of changing technology and ensure that it can accommodate the additional use from a significantly higher number of residents. Library staff are open to receive ideas from residents for an improved service. CPC wish to endorse the value of the mobile library and encourage this service to be reviewed once more housing has been added to the parish. There will most likely be a need for additional stops for this vehicle once new housing developments have been built and occupied. Indeed the views of the residents should be solicited.

1.5 Utilities

Whilst utility provision in the parish is generally adequate for current needs, some consideration needs to be given to the supply of electricity as this has been highlighted as requiring re-inforcement². The problems with electricity capacity in Chapel-en-le-Frith & Dove Holes reported in the last High Peak Borough Council's Local Development Framework need resolving as these can have significantly detrimental effects to future housing and industrial development schemes.

With energy prices soaring ahead, CPC recognises the value to residents of collective schemes to reduce energy bills and supports the work being done by DCC along this route.

1.6 Super Fast Broadband

Increasingly, industry, commerce and the home computer user have been asking for higher Broadband connection speeds. Not surprisingly as file sizes grow (a trend that will continue), demands for faster and faster download speeds will also increase. Superfast broadband (SFB) investment has been made in cities and larger communities where broadband installation is more profitable. In order to facilitate development in rural communities the government is making funds available to help pay for such investment.

This difference in upload/download speeds between those communities already having SFB and those still struggling with the copper wire network is very pronounced. This particularly affects businesses and Chapel Parish has a significant number of homeworkers reliant on fast file transfers. This differential is already quite apparent and many rural businesses are at a severe commercial disadvantage compared with urban ones – a situation that will get worse as time goes on. Chapel Parish needs SFB urgently and not just for business users. The worldwide web is now firmly established as a primary source of knowledge and its use for education and pleasure is continuing

to grow at a fantastic rate. The requirement for handling larger and larger file sizes and faster upload/download speeds applies equally well to the home users.

Following the government's announcement of financial assistance for rural communities to help with the roll-out of SFB, Chapel Vision has been working with Derbyshire County Council (the lead body) to ensure that Chapel residents get the best deal possible. CPC has established a Broadband Team (including a Broadband Champion who attends meetings with DCC) to facilitate the delivery of SFB to the parish and this project will continue to ask the community for support as required. If the community does not support it, Chapel will very likely fall behind in the race to keep up as the installation priority for upgrades depends upon the strength of demand for SFB and priority will be based on the ranking of demand.

Current businesses in Chapel Parish (particularly outlying villages such as Combs & Dove Holes) are already finding it difficult to compete with competitors who are already using SFB and Chapel cannot afford to wait any longer as it is not only businesses that will suffer if action on an upgrade does not proceed with some alacrity. Whilst the government roll-out plans are based on 90% of the community reaching at least 20mb/sec download speeds, CPC is concerned to ensure that those businesses and residents in the 10% category are not unduly disadvantaged. Work needs to continue with DCC to ensure that SFB is delivered to the area on time and in a satisfactory manner. There are many who would indeed question the sense of a 20mb/sec download speed. This is a very modest rate upon which to base a standard that needs to cover the next decade or so! Local authorities need to be continually trying to raise this standard in rural areas.

1.7 Youth facilities

The community survey resulted in a significant number of Youth Service users showing dissatisfaction with what is currently on offer, although the number of respondents from the youth age group was low only representing around 5% of the total respondents. The local community must get into dialogue with the local young people to identify what exactly they need and the best way to achieve this within the normal constraints of budgets, resources, buildings, etc, and work with the appropriate authorities to try to deliver a better service to meet those needs.

1.8 Flood Control & Disaster Planning

Some areas within the parish lie in areas where there is concern should conditions contribute to excessive water levels and flooding. CPC will seek assurance and evidence from the local authority that such areas have been identified and that documents are in place to show under what conditions anyone could be affected.

Coupled with this, CPC expects that disaster plans to demonstrate how and to where residents or visitors would be evacuated should any disaster strike are **current, reviewed regularly, appropriately tested and regularly updated.**

1.9 Park Facilities

Whilst a local park is used by over half the respondents to Chapel Vision's questionnaire, which amounted to a significant number of people, over ¾ of those users were happy with the facilities. The remainder wanted to see improvements and the vast majority of those pointed to the play facilities as requiring the most attention. Updating and making safer were two key requests. There was more concern as to whether the Parks would be adequate for another rise in house building with more families using existing facilities and around 1/3 of park users indicating that they would need extending if more homes are built. As a key local facility the local play areas are always subject to safety checks, and improvements can nearly always be found. They do take heavy wear and need updating and improving at intervals. The play areas took the brunt of improvement comments within the parks!

2. Increasing Employment

CPC is intent on helping to create employment in the parish. This can be achieved in a number of ways:

2.1 Identifying land for new businesses that will attract employers.

2.2 Working with various organisations to promote tourism

2.3 Working with the retail community to increase business revenue and develop potential.

These strands are considered separately.

2.1 New employment land is covered in the Neighbourhood Plan section of this document.

2.2 Working with various organisations to promote tourism.

Plans are in the early stages to initiate a tourism development group to work together with various existing organisations to promote tourism in the parish. The parish has both existing and latent tourist attractions that need promoting, sufficient to improve considerably the tourist number staying in the area.

The value of tourism income to a local community can be substantial but will depend upon how well the project is prepared, followed through and supported. Such a project needs to begin with a comprehensive plan and CPC will work with the community to prepare this. Preliminary presentations have already generated some support. These now need to be followed through to plan preparation and supportive programmes commenced.



The Stocks, Market Square

Attracting More Visitor Revenue

Chapel Parish lies in an attractive location and should be a centre for tourism not only for visiting the neighbouring Peak District National Park but also for the interesting and fascinating features (geographical and historical) in and around the parish. Tourism should be a method to increase the footfall in our local retailers but requires **resident** tourists to have maximum effect.

Reopening Chapel Central Station

Rail travel is going through a resurgence and Chapel Parish needs to be better placed to receive these travelers especially as the community lies at a gateway to a National Park. The reopening of Chapel Central Station would offer not only tourists a new route into central Chapel but would also offer residents a route to Sheffield and beyond without having to go to Stockport or Manchester. CPC wish to see a project established to work with Network Rail and associated organisations to facilitate a reopening. This programme also needs to be included in the High Peak Borough Council's Local Plan. Work to quantify the benefits and needs can be started once a team is formed to carry out this activity, ideally with the support of other interested parties.

Tourism Development Team

The tourism project will be led by a Tourism Team comprising of local volunteers and co-opted local

tourism specialists. The task of the team will be to (a) develop and enhance what is already in place and (b) extend plans to create new areas of interests. In view of the complex nature of this project the team will put together plans to cover a long timeframe identifying measurable targets and success indicators. The main success indicator must remain based around the levels of (tourism) spending in the parish.

Local Attractions Register and Methods of Marketing Them



A key part of developing and executing a tourism plan is marketing the product. To this end the team will produce a continually evolving register of attractions which will be used as the source for a marketing team.

The Tourism Development Group also need to review the information currently available to tourists and consider providing further information for the benefit of visitors and to help promote tourism. That could include more maps on walks in the Parish showing special features in the town, villages and countryside and possibly hotels, pubs, tourist attractions, transport, important shops and businesses. Any additional information produced should be made readily available. Some information leaflets and maps should be in printed form and others could be accessed via the internet, possibly from Chapel Parish Council Website.

2.3 Working with the Retail Community to Increase Revenue and Develop Potential.

The recent recession has had a big effect on the retail market of whole country, but the Northwest has suffered more severely. In order to help promote local retail development a pilot project team has been established with the aim of identifying the optimum route to revive the retail fortunes of the parish. Once agreed a project and team will be established to carry this out. Other communities have already been involved in similar projects³ The main aim will be to demonstrate to the community the valuable resources present in the parish to provide quality merchandise and to help the community use these resources more fully. If successful, this project will not only retain quality resources in the community, but will help provide jobs and skills and bring new retail facilities to the parish.

³ See for example – Totally Locally website – <http://totally-locally.co.uk/>

Countryside Aspects

Community Plan Countryside Issues:

<ul style="list-style-type: none"> Record information on places that local people value and devise a means of assessing and indicating the value of the countryside around Chapel Parish
<ul style="list-style-type: none"> Report and record the presence of local wildlife species and recognise and enhance more wildlife sites in the Parish
<ul style="list-style-type: none"> Continue to review footpaths and public rights of way in the Parish and assess their condition and suitability for a variety of users.
<ul style="list-style-type: none"> Improve footpath maps, signage, and styles and advertise walks effectively to promote their use.
<ul style="list-style-type: none"> Enhance and extend the Warmbrook and Peak Forest Tramway Trails
<ul style="list-style-type: none"> Try to plan improved provision in the Parish for horse riders and cyclists and links to national trails and the Greenways network with safe routes identified, marked and publicised appropriately

3. Countryside Action Plans, Projects and Aspirations

3.1 Information on special areas of countryside

- (a) Chapel Vision has gathered information including photographs to record the character and features within some local areas of countryside that local people value highly. This is an ongoing project to which a number of local people have contributed. The information should be saved and organised to make it available in some way, possibly as a database, which could be readily accessed, should that information be required to inform future planning decisions.
- (b) Try to produce a simple means of using that information to show the perceived value to local residents of countryside sites within the Parish and place a little more emphasis on the potential impact of development in the countryside, particularly visual impact. The Countryside Group of Chapel Vision have suggestions for a criteria based approach. The intention is to develop criteria that could be used, in conjunction with existing methods, to assess areas of countryside nominated for special protection and to inform future planning decisions.

Who: To be organised by the Parish Council and Chapel Vision volunteers guided by a landscape architect or an expert in landscape character assessment, wildlife experts and HPBC planning experts

When: 2013. Seek advice and support from: Peak District National Park Authority and HPBC

3.2 Protecting and enhancing wildlife and biodiversity

- (a) Reporting and recording of local wildlife species needs to be enhanced so a system has been suggested to use volunteers to report sightings of important species in the Parish, to collate the data and make it available to interested parties such as planners and conservationists, through Derbyshire Wildlife Trust

Action: local residents in collaboration with Derbyshire Wildlife Trust

When: Survey 1 year, with a pilot study starting Spring 2013;

Seek Support from: Derbyshire Wildlife Trust, local BAP officers, possibly the Local Nature Partnership, and Natural England.

- (b) Some important species from the Peak District Biodiversity Action Plan lists, such as lapwings and brown hares are known to be present in the valley pastures and the plan is to try to increase their numbers and the number and variety of other species by improving habitats. An attempt will be made to achieve this by encouraging farmers and land managers to take part in environmental stewardship schemes. Support will be sought for additional local advertising of environmental stewardship schemes and for assistance with preparing Farm Environment Plans.

Who: Chapel Vision volunteers/ Chapel Parish Council to organise.

When: ongoing from 2013;

Seek support from: Peak District National Park Authority for assistance in preparing Farm Environment Plans and Natural England for assistance in local advertising.

- (c) Identify potential wildlife sites and try to increase the number of Derbyshire Wildlife Sites in the Parish by visiting sites, studying results of the wildlife survey and bringing any potential sites to the attention of Derbyshire Wildlife Trust.

Who: Local Residents in collaboration with Derbyshire Wildlife Trust;

When: from summer 2013;

Seek support from: Derbyshire Wildlife Trust, Natural England

- (d) Arising from the government's natural environment white paper, the Peak District Local Nature Partnership (LNP) was established and received government status as a LNP in Sept 2012. The government intend planners to engage with the LNP and Chapel Vision has done so. Chapel-en-le-Frith lies near the heart of the new LNP area. It is hoped that the Parish will benefit from the LNPs advice and assistance in future. It is recommended that Chapel-en-le Frith Parish Council engage with the Peak District LNP

Who: Chapel Parish Council

When: 2013

3.3 Enhancing walking, footpaths and public rights of way

- (a) Chapel Vision volunteers have walked over many of the rights of way in the Parish to assess their condition. It is proposed to continue to review footpaths and public rights of way in the Parish and assess their condition and suitability for a variety of users. Where appropriate, continue to report faults and suggest improvements to Chapel-en-le-Frith Parish Council and Derbyshire County Council, e.g. improvements for sign posting, stiles and gateways, making access easier for older people.

Who: Local Volunteers, Peak and Northern Footpaths Society; When: ongoing from 2013

Seek support from: Chapel-en-le-Frith Parish Council and Derbyshire County Council

- (b) Chapel Vision volunteers have reviewed the eight existing walks described by Chapel Civic Society and suggested several new walks in other parts of the Parish. In collaboration with Chapel Civic Society descriptions of the existing walks have been made available, free of charge, from local shops, doctors' surgeries and information services and Chapel Parish Council have added the walks to the Parish Council website. The success of those trials should be monitored and new walks added if the trials are successful. A map showing the footpaths and public rights of way in the Parish and links to local and national trails could be produced and added to the website.

Who: Local Volunteers in collaboration with; Chapel Civic Society and Chapel Parish Council

When: 2013;

Seek support from Chapel Parish Council and local businesses and information from Derbyshire County Council

- (c) Consider targeted signposting to improve navigation on the walks, on existing pathways and communications with routes out of the Parish. This could take the form of simple markers on the existing and planned Parish Walks, and better signposting to the nationally important routes.

Who: Peak and Northern Footpaths Society and local volunteer, Chapel Parish Council, DCC;

When: From summer 2013;

Seek support from: Chapel Parish Council and DCC

- (d) Try to plan improved provision in the Parish for horse riders and cyclists and links to national trails and the Greenways network with safe routes identified, marked and publicised appropriately. A small number of special country lanes have been identified within Chapel-en-le-Frith Parish that may provide potential links to the Greenways network. An alternative route out of Combs should be investigated for horse riders and an improvement to the Spire Hollins to Elnor Lane, Byway Open to All Traffic (Long Lane BOAT) should be undertaken to make it more suitable for horse riders.
Who: Parish Council, High Peak Borough Council and DCC. When: long term from 2013;
Seek support from: HPBC and DCC and the horse riding and cycling fraternities.
- (e) Encourage DCC and HPBC to improve the three principal trails in the Parish. Continue improving and extending the Peak Forrest Tramway. Try to bring all remaining sections of the tramway into use throughout the Parish, from Whitehough via Barmoor Clough to Dove Holes. Continue the Warmbrook Linear Trail and connect it to the Tramway. Ban motorised vehicles from sensitive rights of way. Try to link the trails to rights of way in the town and parish.
Who: Parish Council; When: long term from 2013; Seek support from: DCC and HPBC and detailed suggestions from Chapel Vision
- (f) A footbridge that for many years has give public access to the historic Target Wall field to the east of Chapel-en-le-Frith, has recently been demolished. That bridge was on the route of a proposed new walk and on a proposed extension to the Warmbrook Trail that were under consideration by Chapel Vision. The Parish, Borough and County Councils are urged to find a means of providing a replacement for the bridge and providing a natural extension to the Warmbrook Trail from the bridge to Warmbrook Road.
Who: Parish Council to approach the Borough and County Councils
Support: to be determined.

Transport & Traffic Aspects

Community Plan Transport & Traffic Issues:

<ul style="list-style-type: none"> • Inadequate bus services connect with Chapel Town
<ul style="list-style-type: none"> • Safe cycling roads are required.
<ul style="list-style-type: none"> • Additional pedestrian crossings are needed at key points
<ul style="list-style-type: none"> • Traffic congestion at key points, particularly Station Road in Dove Holes
<ul style="list-style-type: none"> • Inadequate Car Parking the Centre of Chapel Town
<ul style="list-style-type: none"> • Roadside parking causing congestion on some estate roads
<ul style="list-style-type: none"> • Unlimited car parking on cobbled area of Market Square detracts shoppers and tourists.

4. Transport & Traffic Improvement Schemes

A number of transport and traffic management/improvement schemes resulted from the Chapel Survey and subsequent team sessions. These are summarised below.

Public Transport

TransPeak bus service to be diverted through Chapel – this would provide a direct service to Manchester and places south of Buxton, into the heart of the Peak Park, encouraging sustainable travel, providing more travel opportunities and promoting tourism based in the parish.

Provide regular direct bus services to Marple, Glossop and Macclesfield – this would provide direct services to these important close destinations, encouraging sustainable travel and providing more travel opportunities.

(Note Chapel is disadvantaged compared to New Mills, Whaley Bridge and Buxton with regard to the above two points.)

Improve frequency of Buxton – Manchester train service to half-hourly throughout the day - an hourly service is not attractive to those on fixed hours or with appointments. Considerable potential to achieve shift from private car use.

All trains to stop at Dove Holes - the current infrequent service is a positive disincentive to train travel. Potential to achieve shift from private car use.

Bus and train services to be better co-ordinated to provide more convenient connections - further investigations are needed to firm this up.

More bus shelters to be provided - waiting in poor weather is a positive disincentive to bus travel. Only half of bus stops on the main street in Chapel have shelters – a poor provision. Would encourage switch from private car use. Could be implemented incrementally.

Cycling Facilities

Develop signed cycle routes on quiet roads within Chapel-en-le-Frith town - Cycling on busy roads such as the main street discourages cycling, especially by novices. Advisory signed routes on quiet roads, especially south of the main road and linking with shops and other local facilities, with some publicity, would positively encourage cycling. DCC have indicated interest in this type of project in the Local Transport Plan.

Provide network of cycle parking places adjacent to local facilities and shops - Availability of secure parking would encourage cycling for some trips, reducing car use. Publicity would be necessary.

Pedestrian Facilities

Provide more pedestrian crossings on Market Street - At present a 400-metre length of the busy Market Street with considerable crossing movements has no crossing facilities. Additional crossings (various options are available) would improve safety and encourage walking around, so would assist promotion of tourism. A possible site for a Puffin crossing is between the Royal Oak and NatWest Bank.

As an interim measure, dropped kerbs to be provided on main street to delineate advisory crossing points.

Provide missing footway on Eccles Road alongside Kings Arms - This missing short length in the heart of the town centre means that pedestrians have to walk in the road, usually having to negotiate parked cars which also obstruct the visibility between passing drivers and pedestrians. Particular problems for the young, old and those with mobility problems. Providing a footway would remove these problems.

Small Scale Traffic Management Schemes

Introduce limited waiting on the cobbled area of the Market Place - Long stay parkers currently have priority over shoppers in this parking area. A limit of two hours would give priority to shoppers, so also helping local businesses. (An interim measure pending redevelopment and an additional car park to be located nearby.)

Introduce one-way system on Station Road, Dove Holes - Shuttle working takes place on Station Road due to parking, causing congestion. Also conflicts arise at the Beech Lane junction, made worse by its proximity to the traffic signals on the A6. Making this section of Station Road one-way towards the A6 would alleviate these problems.

Construct parking lay-by outside the shops on Thornbrook Road - Parking here leaves insufficient room for passing through traffic. The lay-by would therefore reduce congestion.

Construct parking facility off Thornbrook Road near Westbrook Close - Parking here leaves insufficient room for passing through traffic. The removal of parked vehicles would reduce congestion.

Travel Behaviour Change Initiative

An education and publicity project aimed at both adults and children to inform of the benefits of all forms of green travel and to encourage increased use of sustainable modes. It would be carried out in tandem with the more major projects proposed, in particular the Chapel / Chinley local bus service.

A more comprehensive view including timescales, priorities and responsible authorities is listed in [Appendix TR3 - CHAPEL GREEN TRAVEL PLAN - SMALL PROJECTS](#).

APPENDIX TR3 - This table is duplicated in the Neighbourhood Plan

CHAPEL GREEN TRAVEL PLAN

SMALL PROJECTS

Location and Project	Purpose and Benefits	Responsibility	Timescale / Priority
<p><u>Public Transport</u></p> <p>TransPeak bus service to be diverted through Chapel</p> <p>Provide regular direct bus services to Marple, Glossop and Macclesfield</p> <p>Improve frequency of Buxton – Manchester train service to half-hourly throughout the day</p> <p>All trains to stop at Dove Holes</p> <p>Bus and train services to be better co-ordinated to provide more convenient connections</p> <p>More bus shelters to be provided</p>	<p>Would provide direct service to Manchester and places south of Buxton, into the heart of the Peak Park, encouraging sustainable travel, providing more travel opportunities and promoting tourism based in the parish.</p> <p>Would provide direct services to these important close destinations, encouraging sustainable travel and providing more travel opportunities.</p> <p>(Note Chapel is disadvantaged compared to New Mills, Whaley Bridge and Buxton with regard to the above two points.)</p> <p>An hourly service is not attractive to those on fixed hours or with appointments. Considerable potential to achieve shift from private car use.</p> <p>The current infrequent service is a positive disincentive to train travel. Potential to achieve shift from private car use.</p> <p>Further investigations are needed to firm this up.</p> <p>Waiting in poor weather is a positive disincentive to bus travel. Only half of bus stops on the main street in Chapel have shelters – a poor provision. Would encourage switch from private car use. Could be implemented incrementally.</p>	<p>PT DCC</p> <p>PT DCC</p> <p>PT</p> <p>PT</p> <p>PT DCC</p> <p>DCC HPBC</p>	<p>Medium term</p> <p>Medium term</p> <p>Medium term</p> <p>Short term</p> <p>Medium term</p> <p>Short term / Medium term</p>
<p><u>Cycling Facilities</u></p>			

<p>Develop signed cycle routes on quiet roads within Chapel-en-le-Frith town</p> <p>Provide network of cycle parking places adjacent to local facilities and shops</p>	<p>Cycling on busy roads such as the main street discourages cycling, especially by novices. Advisory signed routes on quiet roads, especially south of the main road and linking with shops and other local facilities, with some publicity, would positively encourage cycling. DCC have indicated interest in this type of project in the Local Transport Plan.</p> <p>Availability of secure parking would encourage cycling for some trips, reducing car use. Publicity would be necessary.</p>	<p>DCC</p> <p>DCC</p>	<p>Medium term</p> <p>Short term</p>
<p><u>Pedestrian Facilities</u></p> <p>Provide more pedestrian crossings on Market Street</p> <p>Provide missing footway on Eccles Road alongside Kings Arms</p> <p><u>Small Scale Traffic Management Schemes</u></p> <p>Introduce limited waiting on the cobbled area of the Market Place</p> <p>Introduce one-way system on Station Road, Dove Holes</p> <p>Construct parking lay-by outside the shops on</p>	<p>At present a 400-metre length of the busy Market Street with considerable crossing movements has no crossing facilities. Additional crossings (various options are available) would improve safety and encourage walking around, so would assist promotion of tourism. A possible site for a Puffin crossing is between the Royal Oak and NatWest Bank.</p> <p>As an interim measure, dropped kerbs to be provided on main street to delineate advisory crossing points.</p> <p>This missing short length in the heart of the town centre means that pedestrians have to walk in the road, usually having to negotiate parked cars which also obstruct the visibility between passing drivers and pedestrians. Particular problems for the young, old and those with mobility problems. Providing a footway would remove these problems.</p> <p>Long stay parkers currently have priority over shoppers in this parking area. A limit of two hours would give priority to shoppers, so also helping local businesses. (An interim measure pending redevelopment and an additional car park nearby.)</p> <p>Shuttle working takes place on Station Road due to parking, causing congestion. Also conflicts arise at the Beech Lane junction, made worse by its proximity to</p>	<p>DCC</p> <p>DCC</p> <p>DCC</p> <p>DCC HPBC</p> <p>DCC</p> <p>DCC</p>	<p>Medium term</p> <p>Short term</p> <p>Short term</p> <p>Short term</p> <p>Medium term</p> <p>Long term</p>

<p>Thornbrook Road</p> <p>Construct parking facility off Thornbrook Road near Westbrook Close</p> <p><u>Travel Behaviour Change Initiative</u></p>	<p>the traffic signals on the A6. Making this section of Station Road one-way towards the A6 would alleviate these problems.</p> <p>Parking here leaves insufficient room for passing through traffic. The lay-by would therefore reduce congestion.</p> <p>Parking here leaves insufficient room for passing through traffic. The removal of parked vehicles would reduce congestion.</p> <p>An education and publicity project aimed at both adults and children to inform of the benefits of all forms of green travel and to encourage increased use of sustainable modes. It would be carried out in tandem with the more major projects proposed, in particular the Chapel / Chinley local bus service.</p>	<p>DCC</p> <p>DCC</p>	<p>Long term</p> <p>Medium term</p>
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DCC - Derbyshire County Council

HPBC - High Peak Borough Council

PT - Public transport operators (generally High Peak Buses and Northern Rail)

Springboard vacancy rate - April 2019

10.4%

This survey

10.4%

Previous survey

9.2%

Last year's survey

The National Town Centre Vacancy Rate was 10.4% in April 2019.

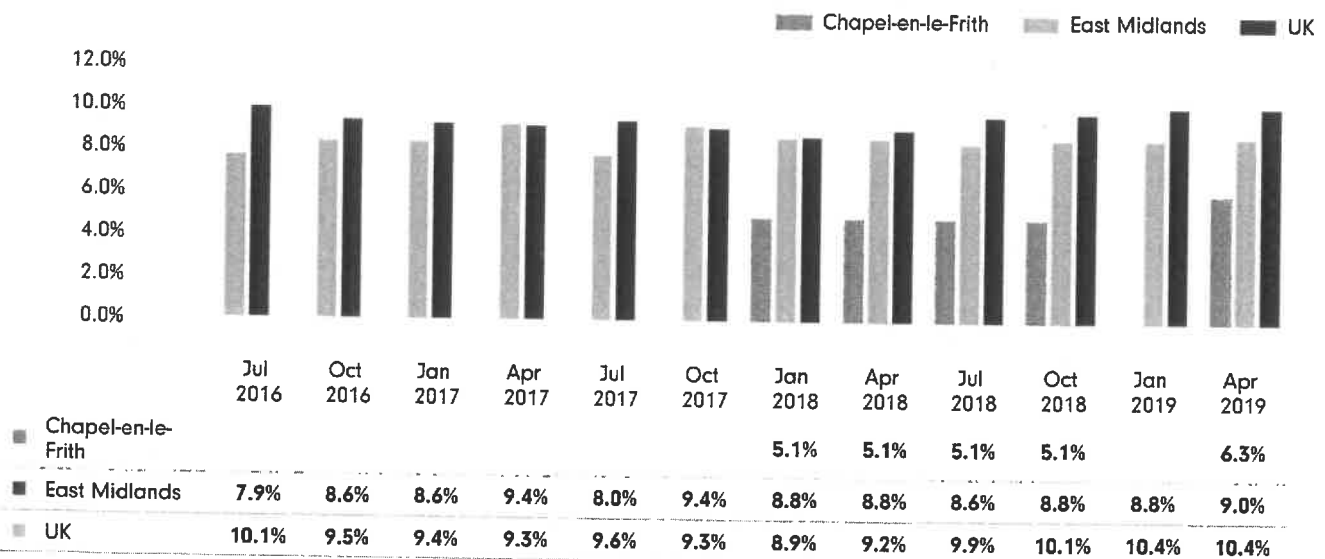
This is level with the vacancy rate of 10.4% in January 2019 which, in turn, was a 0.3% rise on the 10.1% vacancy rate recorded in October 2018.

The result this quarter, is also 1.2% higher than the same quarter last year and remains higher than the benchmark low of 8.7% recorded in January 2016.

Table of results

	Vacancy rate (%) ground floor units	Independent units (%)
Chapel-en-le-Frith	6.3%	
East Midlands	9.0%	44.8%
UK	10.4%	35.9%

Long term trend



Regional map



East Midlands regional results

