

APPENDIX 1

Peak District National Park Authority

Sustainable Transport Action Plan
2009 - 15

REVISED DRAFT ACTION PLAN
May 2009

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1 INTRODUCTION – SUSTAINABLE TRANSPORT AND THE PEAK DISTRICT NATIONAL PARK

- 1.1 This section will review the need for and role of sustainable travel and transport within and around the Peak District National Park. It will then provide an overview of the Action Plan including a description of its role and structure.

What does transport provide for the Peak District National Park?

- 1.2 Transport is acknowledged as being important to all aspects of life within the Peak District National Park. It offers a means by which residents, visitors and businesses can participate in life within the National Park and enjoy its special qualities. Indeed in recent years the population of the UK as a whole has become increasingly mobile and the PDNPA are concerned about the potential environmental disbenefits of this for the National Park.
- 1.3 Although increased travel generally brings economic and social benefits, there are also potential external costs. These predominantly relate to motorised travel and include environmental disbenefits caused by increased greenhouse gas and other polluting emissions. There are other externalities associated with increased motorised travel including decreasing viability of rural public transport as car ownership increases, increased congestion and the negative impacts on road safety and health. Recent predictions indicate that road traffic in the UK is going to continue to grow in the near future and as such the Peak District National Park Authority, with partners, needs to consider future actions that can reduce this predicted growth and mitigate the potential effects of it.

An Action Plan for the Peak District National Park

- 1.4 The Peak District National Park Authority has no statutory duties with regard to transportation or highways aside from those incorporated in our role as a planning authority. Nevertheless, we are charged with pursuing our statutory purposes and duty, and have thus always maintained a more proactive position through influencing, negotiating and working in partnership with those who do have the power to affect transport in the Peak District National Park and surrounding areas.
- 1.5 As such this Action Plan firstly reviews the current transport situation in the Peak District National Park before considering the policies within and with influence upon the Peak District National Park. It then articulates the aim and objectives of the Action Plan before setting out the definitive actions for the future. It covers the period 2009/10 to 2014/15.
- 1.6 This Action Plan has a strong link to the Peak District National Park Climate Change Action Plan (2008-2011).¹ This describes an aspirational situation whereby (amongst other non transport issues) *'transport infrastructure, services and policies in the National Park support and enable reduced greenhouse gas emissions and help reduce the impacts of drought and floods on people, the natural and built environment'*.
- 1.7 This Action Plan will link with other emerging Strategies and Action Plans, including the Recreation, Minerals, and Landscape strategies.

¹ National Park Authority Committee (2008). *Peak District National Park Climate Change Action Plan: 2008-2011*. Peak District National Park Authority, UK.

What does ‘sustainable transport’ mean to the Peak District National Park Authority?

- 1.8 It is inherent that our definition of sustainable transport is based upon the purposes of National Parks and National Park Authorities (NPA) as ascribed in the Environment Act 1995.² These are covered in more detail in the background section, but overall suggest that National Parks have the twin purposes of environmental conservation and promotion of the special qualities of National Parks. However the legislation states that the former should take precedence if the two should conflict. Finally National Park Authorities have a duty to foster the economic and social wellbeing of local communities.
- 1.9 The most frequently used definition of sustainable development was posited by Bruntland (Our Common Future)³ in 1987 as ‘*development that meets the needs of the present without compromising the ability of future generations to meet their own needs.*’ Bruntland emphasised the belief that equity, growth and environmental maintenance are simultaneously possible and thus highlighted sustainable development as having three key components: social, economic and environmental. The definition that will be used within this Action Plan will therefore embrace these principles and is articulated below:

‘Transport that provides mobility in and around the Peak District National Park for residents, visitors and businesses in a way that complies with the purposes of the Peak District National Park whilst simultaneously being environmentally, socially, economically viable’.

Action Plan Development

- 1.10 This Action Plan has been developed to meet the requirement set out in the Peak District National Park Management Plan – 2006-2011 (NPMP),⁴ and has been informed by the Peak District National Park Authority principles set out within the NPMP and those within the Local Plan (2001),⁵ and the Structure Plan (1994).⁶ It has been developed in a number of stages and has incorporated extensive consultation with a range of stakeholders in and around the Peak District National Park. The Peak District National Park Authority ascribes the same definition to the term ‘Action Plan’ as to the term ‘strategy’ and therefore this Action Plan outlines the strategic actions necessary to carry the Peak District National Park Authority’s objectives for sustainable transport forwards into the future. The overarching aim of this Action Plan is therefore:

‘To ensure that the Peak District National Park’s special qualities are safeguarded by improving the sustainability of travel and transport through and within the National Park by working in partnership with those who have the power to influence travel and transport to make it more sustainable’.

² Circular 13/96. *Environment Act 1995, Part III, National Parks*. Department of the Environment 1996.

³ World Commission on Environment and Development (1987). *Our Common Future*. Oxford University Press, USA.

⁴ Peak District National Park Authority, (2006). *National Park Management Plan*. Available at <http://www.peakdistrict.org/index/looking-after/plansandpolicies/strategicdocs.htm>, cited 13/11/08.

⁵ Peak District National Park Authority (2001). *Local Plan*. Available at <http://www.peakdistrict.org/index/pubs/contents.htm>, cited 17/11/2008.

⁶ Peak District National Park Authority (1994). *Structure Plan*. Available at http://www.peakdistrict.org/index/pubs/structure_plan.htm, cited 17/11/2008.

1.11 Figure 1-1 describes the process of Action Plan development.

Figure 1-1: Action Plan Development



2 BACKGROUND

- 2.1 The Peak District National Park is the fourth largest National Park in the UK. It has the second largest resident population and receives more than 10.1 million visitors from England per year.⁷ These factors place considerable pressure on the Peak District National Park Authority to manage the area so that the demands placed on the Peak District National Park by residents and visitors do not negatively impact upon its 'special qualities'.⁸
- 2.2 The residents and visitors, whilst providing social and economic benefits to the Peak District National Park, also place significant pressures on the natural environment through their activities. Due to the rural nature of the area, and the evidence to suggest that the private car is the dominant mode used for leisure trips in England,⁹ with 85% of trips to the National Park being undertaken by private car,¹⁰ use of the private car within the National Park has a negative environmental impact.
- 2.3 This has been recognised at the national level by the English National Park Authorities Association (ENPAA), who produced their first transport position statement in July 2007. This articulated the goal of the National Park Authorities (in terms of transport): '*Our goal is to see a significant shift where a higher proportion of visitors and residents use alternatives to the car to travel around the National Parks*'.¹¹ However, the ENPAA also acknowledged that the NPAs '*are not highways authorities, and therefore have limited actual control over the road network found in the National Park*'.¹² The ENPAA therefore advocated 'productive partnerships' as vital to making a difference to the situation.
- 2.4 The Peak District National Park Authority are taking this forwards both through the prevalence of transport in our statutory documents, and by developing this Sustainable Transport Action Plan.

The role and governance of National Parks

- 2.5 The Peak District National Park was the first National Park to be designated in the UK in 1951¹³ following the passing of the National Parks and Access to the Countryside Act in 1949. As with all National Parks in the UK, it is governed by an independent authority that is funded through central government (Peak District National Park Authority). The purpose of the English and Welsh NPA's is twofold, as defined in the Environment Act (1995).¹⁴

'a) to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks;

⁷ Research International Ltd (2005). *England Leisure Visits: Report of the 2005 Survey*, Natural England, Wetherby.

⁸ *Circular 13/96. Environment Act 1995, Part III, National Parks*. Department of the Environment 1996.

⁹ Natural England (2008). *Natural England Research Information Note RIN014: The impacts of leisure travel*. Available at www.naturalengland.org.uk, cited 13/11/08.

¹⁰ Peak District National Park Authority (2005). *Peak District Visitor Survey 2005*. Available at <http://www.peakdistrict.org/index/pubs/visitorsurvey.htm>, cited 17/11/08.

¹¹ ENPPA, (2007). *Position Statement: Transport*. Available at www.nationalparks.gov.uk, cited 13/11/08.

¹² *Ibid.*

¹³ National Parks (2008). *National Parks: Facts and Figures*. Available at <http://www.nationalparks.gov.uk/learningabout/factsandfigures.htm>. Cited 13/11/2008.

¹⁴ *Circular 13/96. Environment Act 1995, Part III, National Parks*. Department of the Environment 1996.

b) to promote opportunities for the understanding and enjoyment of the special qualities [of the parks] by the public’.

- 2.6 Should these two purposes ever conflict, the Environment Act (1995)¹⁵ states that ‘*the conservation purpose should take precedence. For example, in cases where excessive visitor pressure, or a particular type of activity, is likely to destroy or degrade, some management of access may be necessary, otherwise there may be nothing left to conserve or enjoy’.*
- 2.7 In pursuance of the above role, NPA’s in England and Wales have a duty to seek to foster the economic and social wellbeing of local communities by working closely with agencies and local authorities responsible for these matters.

The Peak District National Park

- 2.8 The Peak District National Park straddles four regions, but in planning terms is situated in the East Midlands, and has one of the most complex local and regional governance situations of any National Park. The structure comprises:
- Three City Regions (Manchester, Sheffield and Leeds);
 - Three county councils (Derbyshire, Staffordshire and Cheshire);
 - Nine district, borough, city and metropolitan borough councils (Staffordshire Moorlands District Council, Derbyshire Dales District Council, North East Derbyshire District Council, Sheffield City Council, Barnsley Metropolitan Borough Council, Kirklees Metropolitan Borough Council, Oldham Metropolitan Borough Council, Macclesfield Metropolitan Borough Council and High Peak Borough Council);
 - 6 Local Transport Plans: (Derbyshire, Staffordshire, Cheshire, South Yorkshire, West Yorkshire, Greater Manchester);
 - 125 Parishes.
- 2.9 The NPA works with each of these organisations in the pursuit of its purposes and duty. It is also the unitary planning authority for those areas of the constituent authorities within its boundary. It has no highway powers, but does have access powers.
- 2.10 Having such an array of governing organisations within the National Park is in part a representation of the vast population that lives very close to the boundaries of the National Park. Approximately sixteen million people live within one hours travelling time of the Peak District National Park boundary.¹⁶

Visitor Profile¹⁷

- 2.11 During 2005, the Peak District National Park Authority undertook a piece of research to learn more about the characteristics of the visitors to the Peak District National Park.¹⁸

¹⁵ Circular 13/96. *Environment Act 1995, Part III, National Parks*. Department of the Environment 1996.

¹⁶ Peak District National Park Authority, (2006). *National Park Management Plan*. Available at <http://www.peakdistrict.org/index/looking-after/plansandpolicies/strategicdocs.htm>, cited 13/11/08.

¹⁷ Peak District National Park Authority (2005). *Peak District Visitor Survey 2005*. Available at <http://www.peakdistrict.org/index/pubs/visitorsurvey.htm>, cited 17/11/08.

2.12 This report revealed some interesting general statistics about visitors to the Peak District National Park including.¹⁹

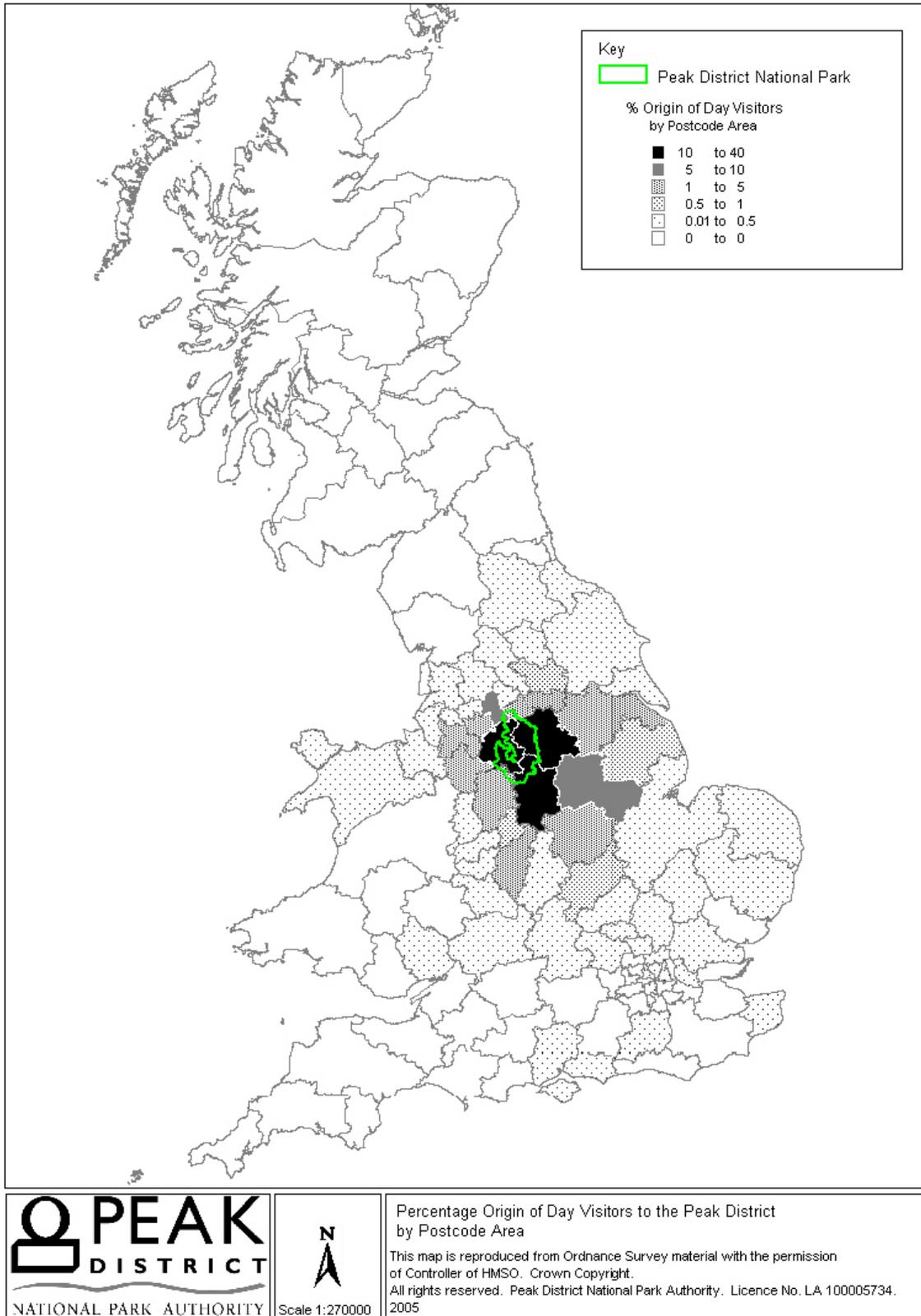
- 77% of visitors came for the day, 23% stayed for one or more nights.
- Fewer visitors came in the winter.
- Most of the people visited on a Saturday and a Sunday.
- Half of the visitors visited the Peak District National Park every three months.
- Around half the visitors were employed, a fifth retired and one fifth students.
- The most popular activity was walking.

2.13 In addition, the research identified a number of interesting findings pertaining to transport. It found that the majority of the day visitors came from the counties within and immediately around the Peak District National Park. This is shown on Figure 2-1.

¹⁸ *Ibid*

¹⁹ Peak District National Park Authority (2005). *Peak District Visitor Survey 2005*. Available at <http://www.peakdistrict.org/index/pubs/visitorsurvey.htm>, cited 17/11/08.

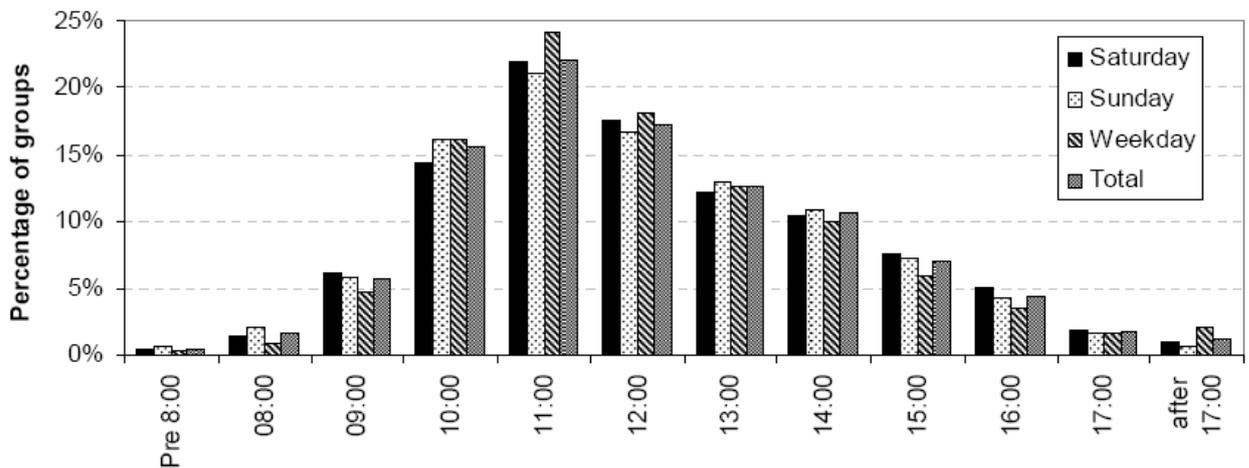
Figure 2-1: Home postcode of day visitors



2.14 The most popular mode of transport by visitors to the Peak District National Park was car/van with 85% of visitors arriving via those modes. The next most popular was coach (9%) with 2% arriving by public transport (defined as bus or train). The average occupancy per car was 2.8 persons.

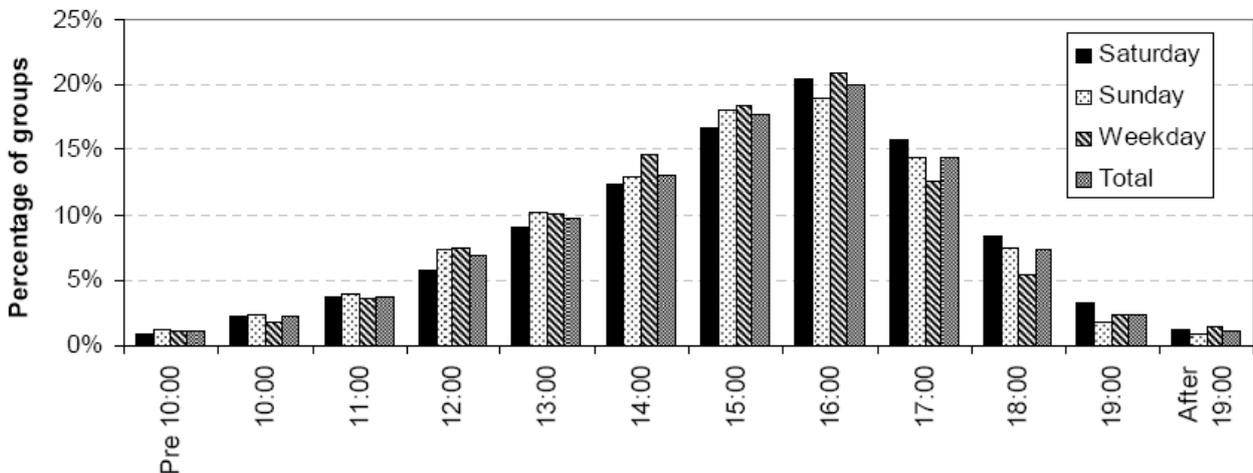
2.15 Some figures were collated regarding the distribution of arrival and departure times of visitors to the Peak District National Park. The arrival times are shown in Figure 2-2

Figure 2-2: Arrival time by day of visit



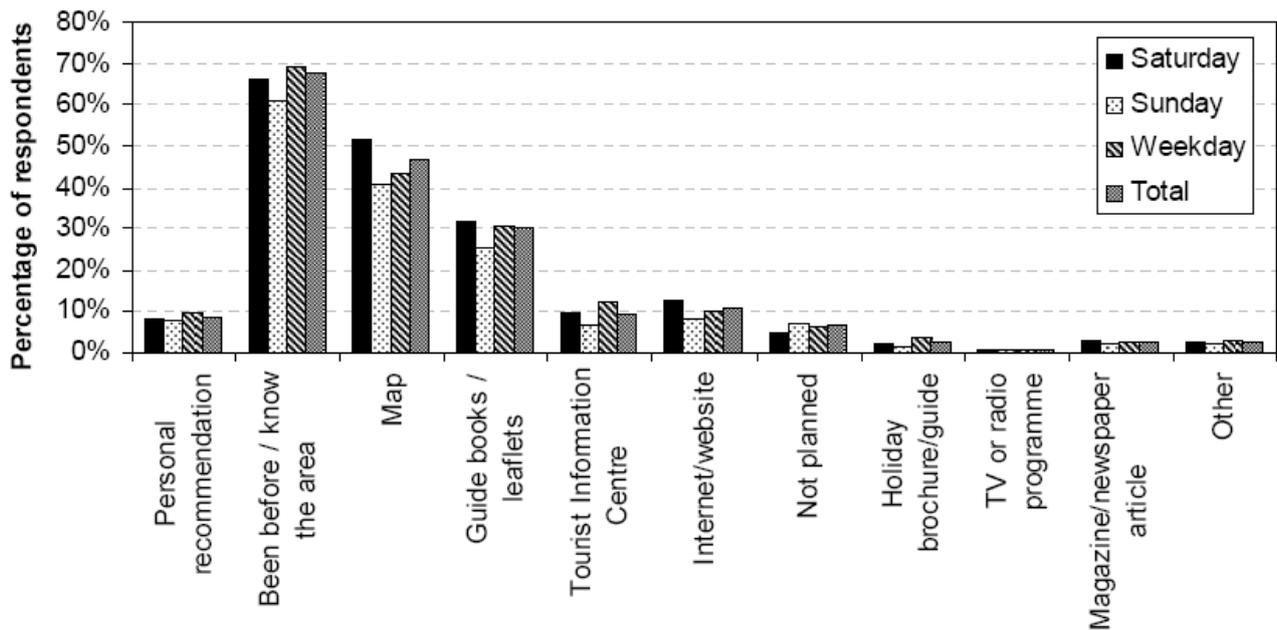
2.16 This indicates that most people arrive between 10 am and 2 pm with the peak in arrivals occurring at around 11 am. Figure 2-3 shows the departure times of visitors to the Peak District National Park. This indicates that most people leave the Peak District National Park between 3 pm and 5 pm, with the peak of departure occurring at around 4 pm.

Figure 2-3: Departure time by day of visit



2.17 Finally, some information was collected on the materials used by visitors when planning their trips. Although the information that visitors used included a wide range of sources, not all directly relevant to transport, it is included in this section because it provides useful information on vital visitor communication methods. The spread of planning aides is shown in Figure 2-4:

Figure 2-4: Planning aides used to plan trips to the Peak District National Park (by day of visit)



Resident Profile

- 2.18 Around 38,000 people live within the boundaries of the Peak District National Park.²⁰ They live in approximately 20,000 dwellings. About 60% of these residents are of working age with the highest paid occupations being professional and quarrying and the lowest being tourism and retail. The self-employed make up 25% of the total employed population within the National Park, this figure is twice the national average.²¹
- 2.19 Access to a car in the Peak District National Park is above the national average, with 87% of households having access to a car or van. The figure for England as a whole is 72%. In addition access to a second car or van is much higher in the Peak District National Park with 46% of households having access, compared to 29% across the whole of England.²²
- 2.20 The majority of people who live in the Peak District National Park travel to work by car, either as a driver (61%) or a passenger (5%). These levels are similar to those throughout the rest of the East Midlands, however the levels of public transport usage as a mode of travel to work are much lower, at 2% (bus, minibus or coach), compared to 7% in the remainder of the East Midlands.²³ Around 19% of people in the Peak District National Park work from home, much higher than the East Midlands region as a whole which is 9%. The level of walking to work is around 9% both within the National Park and the whole region.

²⁰National Parks (2008). *National Parks: Facts and Figures*. Available at <http://www.nationalparks.gov.uk/learningabout/factsandfigures.htm>. Cited 13/11/2008.

²¹ Peak District National Park Authority (2008). *A place called home*. Available at <http://www.peakdistrict.org/index/living-in.htm>, cited 17/11/2008.

²² Peak District National Park Authority (2002). *Living and working in the Peak District National Park*. 2001 Census of population results. Available at www.peakdistrict.gov.uk, cited 17/11/2008.

²³ *Ibid*.

Business Profile

- 2.21 In 2006 there were 2,605 businesses operating in the Peak District National Park. Some idea of the types of business can be gauged from the 2004 survey conducted of businesses in the Peak District National Park.²⁴ This report surveyed all of the businesses in the Peak District National Park and received 290 responses. The largest number of businesses were engaged with agriculture, followed by tourism, and nearly half of the businesses surveyed were sole traders.²⁵
- 2.22 The majority of the businesses had relatively low turnovers, with less than 10% turning over in excess of £1 million per annum.²⁶ The largest proportion of businesses (31%) had turnovers below £49,000.
- 2.23 The most recent Inter-Departmental Business Register data shows in the region of 2,800 business units within the Peak District National Park. Some three quarters of these businesses are micro-businesses, employing less than five people²⁷.
- 2.24 Altogether, business in the National Park employed 14,000 people in 2007, according to the Inter-Departmental Business Register. Eighteen percent of all employees worked in production based industries, the largest employer, and a further 15.4% in hotels and catering²⁸.

Travel and Transport in the Peak District National Park

- 2.25 Due to the geographic location of the Peak District National Park (near to a number a large urban areas) the variety of transport running in and around the Peak District National Park is diverse. Figure 2-5 depicts the main transport routes across the Peak District National Park.

²⁴ Derbyshire Chamber of Commerce (2005). *Survey of businesses in the Peak District and Rural Action Zone (Peak District National Park Area)*. Available at www.peakdistrict.gov.uk, cited 17/11/2008.

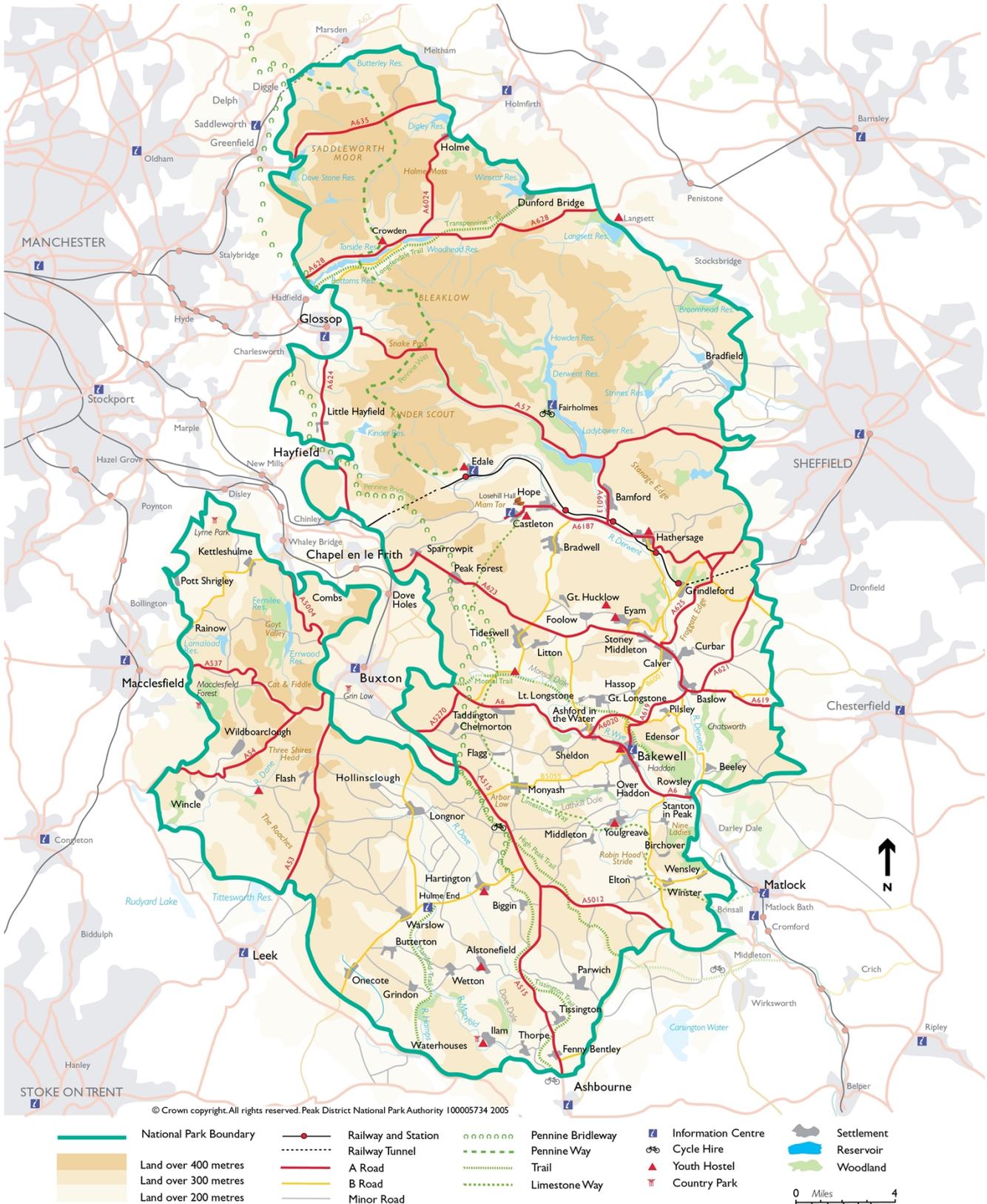
²⁵ *Ibid*

²⁶ *Ibid*.

²⁷ SQW Consulting, Contribution of the Peak District National Park to the Economy of the East Midlands, Final Report, November 2008

²⁸ *Ibid*.

Figure 2-5: Main transport routes across the Peak District National Park



- 2.26 The Peak District National Park has a number of cross-Park routes linking urban areas on the west and east sides of the Peak District National Park; one of these is a trunk road managed by the Highways Agency. These are shown on Figure 2-5.
- 2.27 The only railway line with stations in the Peak District National Park is the Hope Valley Line that runs from Manchester to Sheffield, with stops at Edale, Hope, Bamford, Hathersage and Grindleford within the National Park. There were 1,844 scheduled train services that stopped within the Peak District National Park between 2003-4.²⁹ The line from Buxton also runs from near the boundary of the Peak District National Park to Stockport and Manchester. Both the Glossop and Huddersfield Lines run close to the boundary of the Peak District National Park. The Glossop Line offers the potential to travel from Manchester through to Glossop, and the Huddersfield line provides the opportunity to travel from Manchester around the North West of the National Park. Finally the Derwent Valley Line provides a service from Derby to Matlock.
- 2.28 In terms of buses, the State of the Park Report (2004 update)³⁰ identified that 96 bus routes operated within the Peak District National Park, and these had a total of 181,093 scheduled services in 2003-4. This was a slight decrease in the number measured in 2000-1, with the same number of routes, which indicates a reduction in the frequency of the services.
- 2.29 The core network of commercial bus services that operate at least hourly Monday to Saturday provide a reasonable network that links.³¹
- Buxton with Glossop, Stockport and Manchester to the North, with Bakewell, Matlock and Derby to the south and with Macclesfield to the west;
 - Glossop with Ashton, Hyde and Manchester;
 - Hayfield with New Mills and Stockport;
 - Bakewell with Derby, Matlock, Baslow, Chesterfield, Stanton and Youlgreave;
 - Sheffield with Castleton, Hope, Bamford and Hathersage; and
 - Holme with Holmfirth and Huddersfield.
- 2.30 In the National Park, the majority of goods are, and will continue to be, transported by road. This is concordant with the national picture, where in 2005 82% of domestic freight lifted was carried by road.³² There are no navigable water-courses suitable for freight within the National Park, and only one significant rail freight link, albeit a major one - the Hope Valley Line. In the UK, domestic freight moved increased by 44% between 1980 and 1996.³³ This represents an increase in both the amount of freight lifted and trip distance. The majority of this increase is accounted for by a rise in amounts of road freight. Although this has grown at a slower rate since 1997, road freight continues to increase.

²⁹ Peak District National Park Authority (2004). *State of the Park Report (Update 2004)*. Available at <http://www.peakdistrict.org/index/pubs/sopr.htm>, cited 18/11/2008.

³⁰ *Ibid.*

³¹ SPITS (2007). *Rural Public Transport Strategy*. Available at <http://www.spits.org.uk/News/News.htm>, cited 10th December 2008.

³² DfT Transport Statistics Great Britain

³³ Transport Trends 2007 edition, DfT

- 2.31 Cycling and walking are popular activities within the National Park. In the 2005 visitor survey,³⁴ 53% of respondents walked between 2 and 10 miles. In addition 9% of respondents who visited the Dark Peak area went cycling or mountain biking although the figure was lower for the White Peak area. There are a number of multi-user trails within the White Peak part of the National Park including the Tissington, High Peak, Monsal and Manifold Trails. The Limestone, Midshires, Pennine and Goyt Ways are also within, or pass through the National Park.
- 2.32 There are 3005km of rights of way within the National Park, cyclist are able to use 323km of these and horse riders 293km.³⁵ In addition 250km² of land is designated as open access for walkers. Under the Countryside and Rights of Way Act (2000), local authorities have a duty to produce a Rights of Way Improvement Plan (RoWIP) for their area. Each RoWIP should consider the extent to which the current rights of way network meets the needs of the public, both for recreational purposes and for the purposes of accessing workplaces, schools and other facilities. It should also consider the accessibility of local rights of way for the blind, partially sighted, or those with limited mobility. Further consideration of RoWIPs is undertaken at 3.85.

Summary

- 2.33 This section has explained the legislation and governance arrangements that influence the day to day operation of the Peak District National Park Authority. In addition it has provided an overview of the characteristics that make the Peak District National Park unique, and summarised the attributes of those who live in, work in and visit the National Park.
- 2.34 The next section will provide more detail of the policies and plans that have an impact within and around the National Park.

³⁴ Peak District National Park Authority (2005); *Peak District Visitor Survey 2005*. Available to view here: <http://www.peakdistrict.gov.uk/visitorsurvey.pdf>. Cited 14 April 2009.

³⁵ Peak District National Park Authority (2004). *State of the Park Report (Update 2004)*. Available at <http://www.peakdistrict.org/index/pubs/sopr.htm>, cited 18/11/2008.

3 ANALYSIS OF EVIDENCE

- 3.1 This section forms the next stage of the development of the Peak District National Park Sustainable Transport Action Plan. It builds on the review of background information contained in Chapter 2 by providing more detail on the statutory policies of the Peak District National Park and other relevant authorities that inform all subordinate policies and Action Plans.
- 3.2 This section will review the myriad of policies and plans that influence the transport situation in the Peak District National Park. The Peak District National Park Authority is a planning authority and by definition does not have responsibility for day to day operation and maintenance of roads, railways or public transport. However, the policies produced by the Peak District National Park Authority have relevance to those authorities who do hold those responsibilities as the Environment Act 1995 requires the authorities to '*have regard to National Park purposes*'.
- 3.3 Firstly the review will look at the statutory documents of the Peak District National Park:
- ❑ National Park Management Plan (adopted 2006)
 - ❑ East Midlands Regional Plan (RSS8) (adopted 2009)
 - ❑ Local Plan (adopted 2001)
 - ❑ Structure Plan (adopted 1994; no longer a statutory document, but material to the proper understanding of the Local Plan)
- 3.4 Then it will look at the subordinate policies, performance reports and plans of the Peak District National Park:
- ❑ Corporate Outcomes and Actions (2007-8)
 - ❑ Performance and Business Plan 2008-9
 - ❑ Peak District National Park Climate Change Action Plan 2008-2011
 - ❑ Recreation Strategy (2003)
 - ❑ Sustainable Tourism Strategy (2000)
 - ❑ Peak Connections Action Plan (2007)
- 3.5 Next it will summarise relevant regional and local statutory policies, and national guidance, in terms of assessing the main factors pertinent to the Peak District National Park area including:
- ❑ Other Regional Spatial Strategies
 - ❑ Regional Economic Strategies
 - ❑ Local Transport Plans 2006-11
 - ❑ LTP3 Draft Guidance
 - ❑ Delivering a Sustainable Transport System (DaSTS)
 - ❑ Rights of Way Improvement Plans

Peak District National Park Authority Statutory Documents

3.6 This section will review the statutory documents produced by the Peak District National Park Authority. These comprise of the National Park Management Plan, the Local Plan and the Structure Plan.

*National Park Management Plan*³⁶

3.7 The National Park Management Plan (NPMP) is the overarching statutory strategic document for the Peak District National Park. It is underpinned by partnership working and sustainable development. The NPMP indicates how National Park purposes and the duty will be delivered. As such the National Park Management Plan has a Traffic, Travel and Accessibility outcome that outlines the Peak District National Park's strategy in this area.

3.8 It first describes how the highways, transport and infrastructure services in the Peak District National Park will have been improved by 2011 because they will:

- Meet the needs of residents, visitors and surrounding areas;
- Increase the proportion of visitors using methods of travel other than private cars;
- Reduce the adverse environmental impacts of travel on the special qualities of the National Park; and
- Enable more sustainable travel patterns that lead to a reduction in the levels of carbon dioxide emitted into the atmosphere, especially by supporting public transport.

3.9 The NPMP highlights particular issues with traffic and transportation within the Peak District National Park. These include the adverse environmental impact of visitors who frequently travel to and around the Peak District National Park by private car. Attention is also drawn to the impact of cross-Park freight and business travel.

3.10 There is some discussion about the effect of traffic within the Peak District National Park, especially on areas with a large amount of visitor and business traffic (for example Bakewell and the villages in the Hope Valley). The NPMP highlights that a range of measures can be used to tackle this, and suggests they should be explored with relevant highway authorities.

3.11 The suggestion of exploration of an environmental levy is also raised as something the government has made funding available to the highway authorities to explore. However, it is noted that with this type of measure within a National Park, care needs to be taken to ensure access for all, including both residents and visitors to ensure any scheme does not result in increased social exclusion.

3.12 Finally it is stated that a new sustainable transport strategy (Action Plan) is needed, involving a wider range of partners than just transport professionals. It is stated that this should bring together new ideas and initiatives and actions to achieve these.

³⁶ Peak District National Park Authority, (2006). National Park Management Plan. Available at <http://www.peakdistrict.org/index/looking-after/plansandpolicies/strategicdocs.htm>, cited 13/11/08.

Actions

- 3.13 The stated actions that need to be undertaken by partners and the Peak District National Park Authority to achieve their traffic, travel and accessibility aims are stated as:
- ❑ Seek to reduce the carbon dioxide emissions caused by motorised transport (as a way to address climate change) by assessing the impact of motorised transport on the National Park;
 - ❑ Ensure highway authority accessibility strategies reflect residents', visitors' and surrounding areas' needs without damage to the National Park;
 - ❑ Research an environmental levy in partnership with key stakeholders as a means of securing resources for conserving and enhancing the National Park, promoting its understanding and enjoyment as well as constraining the proliferation of traffic;
 - ❑ Adopt Local Development Framework policies that balance the needs for access within and across the National Park with the need to conserve and enhance the built and natural environment of the National Park;
 - ❑ Adopt a National Park Sustainable Transport Strategy which includes an integrated approach to parking, public transport, walking and cycling;
 - ❑ Review the Rural Transport Partnerships and their structures; and
 - ❑ Establish a range of innovative and viable transport schemes that provide a visitor experience and contribute to sustainable transport objectives (under the 'Transport 4 Tourism' Project).

Planning Policy

- 3.14 Currently the planning policy documents within the PDNP comprise the East Midlands Regional Plan, the Local Plan and Supplementary Planning Guidance. The Regional Plan and Local Plan are statutory documents and together form the Development Plan for the National Park. The Structure Plan, which was previously a statutory document, remains a material consideration by the National Park Authority as it was considered that: *"...whilst the saved Structure Plan policies are no longer statutory policies, they remain material to the proper understanding of the Local Plan and to the way in which that document helps to implement the East Midlands Regional Plan"*³⁷.

*East Midlands Regional Plan (2009)*³⁸

- 3.15 Within the Regional Spatial Strategy sits the Regional Transport Strategy (RTS). For the East Midlands this is based on *reducing the need to travel; improving opportunities for walking and cycling; promoting a step change in the level and quality of public transport, making better use of existing transport networks; and only developing additional highway*

³⁷ 27 March 2009 Authority meeting, agenda item 10.1; file reference A61442/PTA.

³⁸ GOEM, (2009). *East midland Regional Plan*. Available at <http://www.goem.gov.uk/497296/docs/229865/EMRP>. Cited 14 April 2009.

capacity when all other measures have been considered. Policies within the RTS are summarised below, focusing on areas of relevance to the National Park:

- POLICY 43: Regional Transport Objectives
Transport infrastructure should support sustainable development in urban areas; promote accessibility; support regeneration; support inter-regional and international linkages; improve safety and reduce congestion; reduce traffic growth; and reduce carbon emissions.
- POLICY 44: Sub-area Transport Objectives
 - iii) Peak Sub-area
 - P1: To develop opportunities for modal shift away from road based transport including for the quarrying and aggregates sector.
 - P2: To overcome the problems of rural isolation for those without access to a private car, particularly in the National Park itself.
 - P3: To improve transport linkages to the North West Region and the rest of the East Midlands, particularly by public transport, whilst having due regard to the statutory purposes of the Peak District National Park.
- POLICY 45: Regional Approach to Traffic Growth Reduction
Regional partners should work together to achieve a progressive reduction in the rate of traffic growth in the East Midlands through encouraging behavioural change; reducing the need to travel; restricting unnecessary car travel; managing the demand for travel; improving the quality and quantity of public transport; and encouraging cycling and walking for short journeys.
- POLICY 46: A Regional Approach to Behavioural Change
Regional partners should work together to reduce the need to travel through behavioural change towards transport modes. A variety of measures should be used including travel planning; public transport partnerships; educational and travel awareness programmes; teleworking; reducing speed limits; and the introduction of safe routes for pedestrians and cyclists.
- POLICY 47: Regional Priorities for Parking Levies and Road User Charging
All transport authorities should examine the feasibility and appropriateness of introducing fiscal measures to reduce car use. Particular consideration should be given to environmentally sensitive areas experiencing high levels of traffic or traffic growth such as the Peak District National Park, and also major urban areas.
- POLICY 48: Regional Car Parking Standards
In environmentally sensitive rural areas, opportunities should be taken to develop more challenging parking standards than those proposed as a maximum in PPG13, and based emerging public transport accessibility work.
- POLICY 49: A Regional Approach to Improving Public Transport Accessibility

Development decisions and decisions about investment in, and marketing of, public transport, should be taken in accordance with the Regional Public Transport Network map.

❑ POLICY 50: Regional Heavy Rail Priorities

Regional partners should work together to pursue improvements in rail passenger services, including through identification of investment priorities, improvements in performance of existing services and support for Community Rail Routes.

❑ POLICY 51: Regional Priorities for Bus and Light Rail Services

Regional partners should work together to achieve a regional increase in bus and light rail patronage of 12% by 2010.

❑ POLICY 52: Regional Priorities for Integrating Public Transport

Planning and transport authorities should work with service providers to locate development in locations with public transport interchange facilities, and to provide through-ticketing, public transport interchanges, foot and cycle access to public transport facilities, and park and ride facilities.

❑ POLICY 53: Regional Trunk Road Priorities

The Highways Agency should work with partners to identify and implement trunk road investment priorities, in accordance with RTS objectives.

❑ POLICY 54: Regional Major Highway Priorities

Local transport authorities should work closely with local planning authorities and other partners to identify and implement trunk road investment priorities, in accordance with RTS objectives.

❑ POLICY 55: Implementation of the Regional Freight Strategy

Regional partners should work towards implementation of the Regional Freight Strategy, which has priorities that include a reduction in the environmental impact of all freight.

❑ POLICY 56: Regional Priorities for Air Transport

Planning and transport authorities across the region should set out policies on non-car access to airports.

3.16 Appendix 6 of the Regional Plan includes two transport investment priorities for the Peak Sub Area (relevant to policies 43-46 and 49-51):

- ❑ Derby – Matlock Rail Service Improvements (programmed start 2008-11)
- ❑ Hope Valley Line Improvements (programmed start 2008-11)

3.17 Also included within the RSS is the East Midlands Regional Freight Strategy (2005). This strategy was developed to *'create a framework within the east midlands spatial strategy which helps industry and society to develop more efficient and sustainable use of distribution by 2021'*.

- 3.18 One of the issues that has been identified in the aforementioned strategies is the issue relating to transport of freight across the Peak District National Park and the impact this has upon the National Park. As such the Peak District National Park Authority is a partner in a number of actions identified within the strategy. These include:
- ❑ 2.1: Road Freight Routing and Delivery Framework (2006/7, Peak District National Park Authority as a supporting partner).
 - ❑ 2.3: Publicity and signing (2006/7, Peak District National Park Authority as a supporting partner).
 - ❑ 5.1: Planning for future expansion (2005/6 and ongoing, Peak District National Park Authority as a supporting partner in their role as planning authority).
 - ❑ 5.2: To facilitate 5.1 (2005/6 and ongoing, Peak District National Park Authority as a lead partner in their role as local planning authority).
- 3.19 Following the publication of amended regulations for the Local Development Framework (LDF) in 2008, the process of producing a LDF containing Development Plan Documents and Supplementary Planning Documents is now under way. The LDF will replace the Local Plan when it is adopted in 2010/11.
- 3.20 The Local Plan was designed to supplement the Structure Plan by providing detailed operational policies, while the Regional Plan provides a more strategic context. Together, these provide the policy base for controlling development in the Peak District National Park until the LDF comes into force in 2010.
- 3.21 The Development Plan Documents are also complemented by the National Park Management Plan. The emerging LDF is closely linked to the NPMP, but all planning decisions will be based on the LDF.

*Local Plan (2001)*³⁹

- 3.22 The Local Plan for the PDNP contains written statement of:
- ❑ Proposals for the development and use of land;
 - ❑ Policies for the control of development; and
 - ❑ Traffic management policies and proposals.
- 3.23 There are 23 Local Plan transport policies, and these are summarised below:
- ❑ POLICY LT1: Implementing the Road Hierarchy: the Main Vehicular Network
 - ❑ This policy aims to realise policy T2 through signing and road reclassification.
 - ❑ POLICY LT2: Implementing the Road Hierarchy: Very Minor Roads
 - ❑ Vehicular use of 'very minor roads' will be restricted where this traffic causes harm to the area or safety concerns.
 - ❑ POLICY LT3: Cross-Park Traffic: Road and Rail

³⁹ PDNPA (2001). *Local Plan*. Available at <http://www.peakdistrict.org/index/pubs/contents.htm>, cited 17/11/2008.

- ❑ Cross-Park transport infrastructure projects will be opposed unless there is a net environmental benefit to the Park. This policy safeguards land for the Matlock Buxton Railway, the Woodhead railway, and a passing loop on the Hope Valley Line.
- ❑ POLICY LT4: Safeguarding Land for New Road Schemes
- ❑ This policy states that land will be safeguarded for an A57/628 Mottram Tintwistle Bypass, A628/616 Tintwistle to Stocksbridge improvements, and an A6 to A619 Bakewell Relief Road.
- ❑ POLICY LT5: Public Transport: Route Enhancement
- ❑ The refurbishment of Hope Valley Line stations and improvements to their car parks will be supported. Improvements to bus waiting facilities on high-frequency bus routes will be supported.
- ❑ POLICY LT6: Railway Construction
- ❑ New passenger railway termini will be permitted provided that an overall environmental and economic benefit to the Park can be demonstrated.
- ❑ POLICY LT7: Public Transport and the Pattern of Development
- ❑ Housing, retail, industrial and recreational development should be located in areas served by good public transport.
- ❑ POLICY LT8: Improving Public Transport to Bakewell and Chatsworth.
- ❑ Further Park and Ride use of the Monsal Trail into Bakewell will be supported. Public transport improvements to the Chatsworth Estate will be sought.
- ❑ POLICY LT9: Freight Transport and Lorry Parking.
- ❑ This seeks to implement Structure Plan Policy T6 through traffic management and/or planning control measures.
- ❑ POLICY LT10: Private Non-Residential (PNR) Parking
- ❑ Parking of this type must be of a very limited nature. Existing PNR parking will be brought into public use wherever possible.
- ❑ POLICY LT11: Residential Parking
- ❑ The design and number of residential parking spaces must respect the valued characteristics of the area.
- ❑ POLICY LT12: Park and Ride
- ❑ Support will be given to park and ride schemes to the main tourist areas within the Park provided that the car parks are of appropriate size and can be safely accommodated by the landscape.
- ❑ POLICY LT13: Traffic Restraint Measures
- ❑ Traffic management measures will be sought to achieve a general reduction in speeds on roads in the National Park.
- ❑ POLICY LT14: Parking Strategy and Parking Charges

- ❑ The Authority will seek to establish an agreed strategy for parking provision and pricing within the National Park, with the amount of parking contained at or near 1996 levels. Various further policy elements clarify the means of delivering this approach.
- ❑ POLICY LT15: Proposals for Car Parks
 - ❑ This policy specifies various locations where new or improved car parks will be permitted, subject to there being no net increase in provision. Land will be safeguarded when known.
- ❑ POLICY LT16: Coach Parking
 - ❑ Coach parking facilities at key visitor sites will be enhanced where necessary. New developments will be required to make provision for coach parking where appropriate.
- ❑ POLICY LT17: Cycle Parking
 - ❑ The provision of secure parking will be encouraged in villages, at railway stations and at recreational attractions. New development will also be required to provide secure cycle parking.
- ❑ POLICY LT18: Design Criteria for Transport Infrastructure
 - ❑ The highest standards of environmental design and materials should be used in transport infrastructure to conserve and enhance the valued characteristics of the area. Traffic management schemes should permit safe access and access for the emergency services.
- ❑ POLICY LT19: Mitigation of Wildlife Severance Effects
 - ❑ Support will be given to measures that combat the wildlife severance effects of transport infrastructure.
- ❑ POLICY LT20: Public Rights of Way
 - Where developments affect a public right of way this should be retained, or a better quality and more attractive alternative provided.
- ❑ POLICY LT21: Provision for Cyclists, Horse Riders and Pedestrians
 - Three specific projects are named as being desirable: pedestrian and cycle improvements in the Winnats road, a footpath connecting Edale station and Barber Booth, and a cycleway from Hathersage to Castleton. Other improvements to rights of way networks will be pursued.
- ❑ POLICY LT22: Access to Sites and Buildings for People with Mobility Difficulty
 - New development for large numbers of people must not create any relative disadvantage for those with mobility difficulty; the principle is the same for rights of way providing the area's valued characteristics are not harmed. Facilities at railway stations, coach and bus stops will be improved for those with a mobility difficulty.
- ❑ POLICY LT23: Air Transport

- ❑ Land for use in conjunction with helicopter and other powered flights will be controlled to prevent adverse impacts on the area's characteristics and amenity.

Structure Plan (1994)

3.24 The Structure Plan (1994),⁴⁰ as a material consideration in development decisions for the National Park, sets out strategic policy issues. The overall objective for transport of the Peak Park Joint Planning Board was.⁴¹

'...to manage the demands for transport in and across the Park; to seek to alleviate the problems caused by traffic, so as to protect and enhance the valued characteristics of the Park; to support the provision of public transport between the towns, villages and recreational areas of the Park and from the urban areas around the Park; and to improve conditions for non-motorised transport and for those users with mobility difficulties.'

3.25 The eleven transport policies in the Structure Plan that are deemed of material consideration in planning terms are summarised as follows.

- ❑ Transport Policy T1: Reconciling Transport Demands with National Park Objectives.
- ❑ Subject to safety considerations, the primary criterion in National Park transport decisions will be environmental quality.
- ❑ Transport Policy T2: The Road Hierarchy
- ❑ This policy establishes a hierarchy of three types of road as a basis for investment decisions: the Strategic Road Network, the Secondary network, and all other roads. The Strategic Road Network is seen as being most appropriate for traffic entering and crossing the Park, while the final category is generally only for light traffic.
- ❑ Transport Policy T3: Cross-Park Traffic
- ❑ Transport developments that reduce cross-park road traffic will normally be supported, while new roads and major road alterations will not normally be permitted. The Woodhead Tunnels will be safeguarded for transport use.
- ❑ Transport Policy T5: New Road Schemes
- ❑ Land for certain new road schemes will be safeguarded, specifically where environmental improvements are envisaged as a result of their implementation.
- ❑ Transport Policy T6: Public Transport

This policy supports the improvement of public transport infrastructure, including the reinstatement of the Matlock to Buxton railway line and the safeguarding of the Woodhead rail route. Segregated public transport routes will be investigated in specified corridors.

⁴⁰ Peak Park Planning Board (1994). *Structure Plan*. Available at <http://www.peakdistrict.org/index/pubs/structureplan.htm>, cited 17/11/2008.

⁴¹ The Peak Park Joint Planning Board was replaced by the PDNPA in 1995, following the creation of NPAs in the Environment Act.

- ❑ Transport Policy T7: Freight Transport, Haulage Depots and Lorry Parks
- ❑ The Authority/Board will pursue traffic management options to control the use of unsuitable roads by heavy goods vehicles, especially on roads that pass through protected landscapes. Rail freight will generally be supported. Road haulage operating centres will be permitted if they are outside residential areas and accessible to the Strategic Road Network, and action will be taken to relocate existing centres that do not comply with these criteria.
- ❑ Transport Policy T8: Traffic Management and Parking
- ❑ Traffic management measures will be used to make best use of the road network, to improve road safety, environmental and traffic conditions, and to decrease conflicts between user groups. The policy includes a list of measures, including the control of parking, the control of speed, targeted traffic restraint, and road-pricing.
- ❑ Parking provision for non-leisure uses will be kept to a minimum, while leisure parking will be kept at current levels.
- ❑ Transport Policy T9: Design Criteria for Transport Infrastructure
- ❑ Transport infrastructure will be carefully designed to take full account of the valued characteristics of the National Park.
- ❑ Transport Policy T10: Cyclists, Horse Riders and Pedestrians
- ❑ The improvement of cycle and pedestrian routes will be supported. Development that adversely affects cycling, horse riding and/or pedestrian interests will not normally be permitted. The trans-Pennine Trail will be retained, regardless of any future re-instatement of the Woodhead Railway.
- ❑ Transport Policy T12: Pipelines, Conveyors and Overhead Lines
- ❑ New overground pipelines, overhead lines, and conveyors will not normally be permitted.
- ❑ Transport Policy T13: Air Transport
- ❑ Aircraft Landing sites will not normally be permitted.

Subordinate Peak District National Park policies, performance reports and plans

3.26 This section will summarise the myriad of other policies, performance reports and plans that have an impact upon this Action Plan.

*Corporate Outcomes, Actions and 2007/08 priorities.*⁴²

3.27 This document summarises the actions that contribute to the Peak District National Park Authority's response both to addressing the effects of climate change and to reducing emissions that contribute to climate change. It contains a section relating particularly to transport:

⁴² Peak District National Park Authority (2008). *Corporate outcomes, actions and 2007/08 priorities*. Available at <http://www.peakdistrict.org/index/looking-after/npa/corporatepriorities.htm>, cited 18th November 2008.

Relevant Transport Outcomes and Actions

- ❑ Adverse environmental impacts of traffic on the special qualities of the National Park are minimised by:
 - (a) Influencing decisions on transport infrastructure, land use development and traffic management to make them more sustainable;
 - (b) Encouraging people to change their patterns of behaviour to adopt more sustainable ways of travelling.
- ❑ People feel welcome in the National Park and have the opportunity to participate in recreational activities that enhance the quality of their lives by:
 - (a) Influencing partners and land managers to improve appropriate accessibility and opportunities for recreation.
- ❑ Promote sustainable tourism to improve the economic viability of the Peak District whilst ensuring a positive environmental and social impact by:
 - (a) Encouraging visitors to consider the environmental impact of their visit and take positive action.

Performance and Business Plan 2008-9⁴³

- 3.28 This document aims to inform people about what the Peak District National Park Authority has achieved in the last year, and its aims for the next year in line with various policies and plans within the Peak District National Park. It forms part of the performance management framework of the Peak District National Park Authority and alongside the Corporate Plan outlines what the Peak District National Park Authority will do to help achieve the outcomes of the NPMP.
- 3.29 Action one (2008/9) **Priority One**: Influencing decisions on transport infrastructure, land development and traffic management to make them more sustainable.
- ❑ Continue to provide input to the A628 Inquiry and any other significant infrastructure schemes within the Peak District National Park.
 - ❑ Provide input on consultations on transport documents.
 - ❑ Draft, consult and produce the National Park Sustainable Transport Strategy.
- 3.30 Action two (2008/9) **Priority two**: Encouraging people to change their patterns of behaviour to adopt more sustainable ways of travelling.
- ❑ Work with transport partners to improve and promote rail and bus use more effectively.
 - ❑ Continue to develop the Authority's sustainability through appropriate management of our transport fleet and our transport and subsistence policy delivering year on year reductions in carbon dioxide emissions.

⁴³ Peak District National Park Authority (2008). *Performance and business plan 2008-2009*. Available at <http://www.peakdistrict.org/index/pubs/bvpp.htm>, cited 18th November 2008.

Indicators

3.31 A number of indicators have been developed to monitor the implementation of these actions:

- ❑ Produce a National Park Sustainable Transport Strategy and Action Plan.
- ❑ Number of improvements to rail and bus schemes for National Park users.
- ❑ Percentage of NPA public meetings, events, walks and talks that are accessible by means of public transport (Achieved 05/06, 06/07, 07/08).

Peak District National Park Climate Change Action Plan: 2008-2011⁴⁴

3.32 This recently completed Action Plan outlines the potential negative impacts that climate change could have on the Peak District National Park and designates a number of themes under which actions to combat or reduce the impacts of climate change on the National Park are detailed. These themes include: Promoting understanding, ecosystems (biodiversity and carbon management), planning and land use policies, water management, energy conservation and small scale generation (renewable), transport, waste, land management and greening the economy and communities.

3.33 Obviously the actions contained in the transport section are most relevant to this Action Plan, and the Sustainable Transport Action Plan is explicitly stated as being an instrument through which the climate change transport actions could be delivered *'the forthcoming National Park Sustainable Transport Action Plan will be one way that these actions can be built into key partner plans including regional and local transport plans and more focus can be put into promoting lower carbon transport solutions'*.

3.34 The actions included in the Action Plan are:

- ❑ Ensure the National Park Sustainable Transport Action Plan contributes to climate change mitigation and adaptation issues;
- ❑ Promote local accessibility, walking and cycling routes and expand the existing network within the National Park;
- ❑ Support public transport investment (including to decrease road freight);
- ❑ Promote the use of public transport within the National Park, for example through the Peak Connections project;
- ❑ Encourage organisations to develop and adopt travel plans.

Recreation Strategy⁴⁵

3.35 The Recreation Strategy was drafted within the constructs of the NPMP 2000-2005 and the National Park Authority's Best Value Performance Plan 2001-2002. It develops the broad themes, objectives and outline actions given within the NPMP. Although this document was initially designed to operate for five years, it has not subsequently been superseded and therefore is treated as current for the purposes of this Action Plan. However, a new

⁴⁴ National Park Authority Committee (2008). DRAFT *Peak District National Park Climate Change Action Plan: 2008-2011*. Peak District National Park Authority, UK.

⁴⁵ Peak District National Park Authority (2003). *Recreation Strategy for the Peak District National Park*. Available at <http://www.peakdistrict.org/index/pubs/recreation-strategy.htm>, cited 18th November 2008.

Recreation Strategy is being developed concurrently to this Action Plan, which takes its lead from the NPMP 2006-11.

- 3.36 In terms of transport, a number of relevant points are incorporated. As part of its vision, the strategy articulates that it will *'encourage and promote the use of sustainable transport for recreation purposes'*.
- 3.37 Objective one of the strategy is to *'work in partnership with others to pursue an integrated approach towards recreation which is sustainable and socially inclusive'*. A number of actions were delineated within these objectives, one of which is particularly pertinent to this Action Plan due to its linkages to transport within the Peak District National Park.
- Action 1.2: Develop and encourage more sustainable transport for recreation purposes:
 - (i) Introduce the Derwent Lane Road Pricing Scheme (by 2003/4, with partners including Derbyshire County Council (lead), Peak District National Park Authority, Severn Trent Water, National Trust).
 - (ii) Continue to work through LTPs, SPITS, Peak Park Transport Forum, Rural Transport Partnerships, and Countryside Agency Initiatives to influence recreation and transport issues. (Ongoing, with partners including Peak Park Transport Forum (lead), Highways Agency, Rural Transport Partnership, Peak District National Park Authority, Countryside Agency, Constituent Authorities).

*Sustainable Tourism Strategy (2000)*⁴⁶

- 3.38 The Peak District Sustainable Tourism Strategy sets out the aims, vision, strategic objectives and suggested actions for the Peak District in terms of sustainable tourism. It was produced as a response to the downturn in the Peak District economy prior to the production of the strategy (2000). It was hoped the strategy could be used to harness new sources of funding within the Peak District. The strategy defines tourism in an economic and social, as well as an environmental context.
- 3.39 Some of the elements of the strategy refer specifically to transport. One of the aims was to *'reduce dependency on the private car when visiting the area'*. As part of the strategy's vision it was suggested that it would aim to *'improve public transport facilities and services'* amongst other things. The strategy was to be monitored through 13 indicators, one of which was *'public transport use by visitor'*. Within the strategy there were 11 objectives. Objective number 8 is particularly relevant in the context of this Action Plan:
- Objective 8: To increase uptake in use of public transport by visitors through:
 - (a) Producing, promoting and disseminating regularly updated Peak District public transport maps and guides;
 - (b) Ensuring that regular public transport services link the major heritage trails and walking and cycling routes;

⁴⁶ Peak District National Park Authority (2000). *Peak District Sustainable Tourism Strategy*. Available at <http://www.peakdistrict.org/index/pubs.htm>, cited 17th November 2008.

- (c) Encouraging and developing specialist and guided tourist services which enable visitors to access specific areas, or experience the story of the Peak District from a range of transport services;
- (d) Lobbying for, and promoting, integrated public transport services to (and within) the Peak District;
- (e) Promoting integrated holiday packages linked to the use of public transport from the main cities from which visitors originate;
- (f) Promoting a range of incentives for public transport users and providers;
- (g) Promoting park and ride opportunities.

*Peak Connections*⁴⁷

- 3.40 The Peak Connections project aims to market public transport in the Peak District National Park and to promote public transport use for travel to, from and within the Peak District National Park by making accessing public transport information easier. The project includes a family friendly set of guides with visitor and transport details for leisure days out to visitor attractions and walking.
- 3.41 The Peak Connections project was initially established in 2003 with funding from the Countryside Agency for a three year project. Its role is as a marketing brand associated with promoting sustainable transport across the greater Peak District. Following the cessation of the Countryside Agency in 2005 this funding source was no longer available and some changes were made to the project giving regard to potential future funding sources and past experiences.
- 3.42 The Peak Connections project officer is hosted by the Peak District National Park Authority and the project is supported financially (until March 2010) by Peak District National Park Authority and Derby and Derbyshire Destination Management Partnership. It is hoped that this arrangement can be built on in 2009/10.
- 3.43 In addition to financial support, the Peak Connections project works closely with other organisations and partnerships including Derbyshire County Council, Derwent Valley Community Rail Partnership, Hope Valley and High Peak Community Rail Partnership, the Peak District and Derbyshire Destination Management Partnership, and numerous tourist attractions.
- 3.44 The aims and objectives of the Peak Connections project are defined as follows:

Aims

- To encourage greater use of public transport as an alternative to the car, through partnership working within the Peak District region, by both leisure visitors and local residents;
- To promote a culture, by the use of a coordinated and innovative marketing approach, in which sustainable transport is perceived to be a viable, environmentally friendly, accessible and enjoyable mode of transport;

⁴⁷ Lavell, C.J. (2007). *Peak Connections Action Plan 2007-2010*. Unpublished.

- ❑ The Peak Connections website is further developed to signpost visitors to the Greater Peak District, to local public transport information and relevant tourism marketing.

Objectives

- ❑ To build on the success of the Peak Connections brand established in Phase One by the use of innovative and informative marketing;
- ❑ To develop a partnership working approach by maximising opportunities to work with, and promote links to partners who have similar aims and objectives in order to increase coverage and awareness of Peak Connections, and thus enable best use of resources;
- ❑ To broaden the project beyond a total public transport focus to include other sustainable transport initiatives;
- ❑ To raise awareness of the benefits of sustainable transport;
- ❑ To secure funding and/or develop partnership working to progress new marketing projects;
- ❑ Increase the availability and accessibility of public transport information for routes within the greater Peak District, thereby helping to maximise use of individual services.

3.45 The Peak Connections project is aimed at a number of key target markets. These include leisure visitors, greater Peak District residents, car users, families, existing public transport users, walkers, the environmentally concerned and students. The Peak Connections project currently only has limited funding for marketing and promotion along with funding for a part time officer. As such this funding is being used to maintain the project and to keep the brand alive. In addition it is being used to promote more generally the brand and locations from which the information can be accessed (for example the Visit Peak District website).

3.46 The project has reported good levels of success in some areas, these include:

- ❑ In 2005 around 1200 visitors used discount vouchers available to those who used public transport to travel to Chatsworth House.
- ❑ TM Travel and Hulleys reported passenger growth of 45% and 28% respectively since the initiative was launched.

3.47 Peak Connections has built on these past successes with new approaches. These include publication of a book of linear walks that use public transport, and an area-wide campaign aimed at children.

3.48 The Action Plan that was produced for the Peak Connections project sets out the future strategy until 2010. It is hoped that the project can continue with the majority of the marketing budget being used to finance the project maintenance (for example paying for the updating of electronic and printed leaflets) and new funding sources and partner support being sought to expand other areas of the Peak Connections work in line with the Aims and Objectives given above.

Other relevant statutory and supporting documents

3.49 This section will provide an overview of the Regional Spatial Strategies that have some bearing on the National Park, before reviewing the six relevant local transport plans. Finally, it will provide a brief summary of the LTP3 draft guidance that will have an influence upon the next round of LTPs that will be developed during the implementation of this Action Plan.

Regional Spatial Strategies (RSS)

3.50 There are 4 Regional Spatial Strategies covering the National Park. The objective of RSSs is to contribute to the achievement of sustainable development objectives. They are based on a timeframe of 15-20 years and contain a Regional Transport Strategy (RTS). Along with the rest of the RSS content, this is used to inform the development of Local Development Documents, Local Transport Plans and other regional and sub regional documents. For planning purposes the Peak District National Park is included wholly within the East Midland RSS. As a statutory planning document, this is considered at 3.15 above. However, the other RSSs have some bearing on other transport issues.

North West of England Regional Spatial Strategy (2006)⁴⁸

3.51 The RSS for the north-west provides a framework for the development of the region in the next 15-20 years. Of most relevance to this Action Plan is the Regional Transport Strategy (RTS) that sits within it.

3.52 The RTS supports the development of better transport links between the north west of England and the rest of the UK, and Europe. It advocates that this is delivered through managing and selectively improving the regions highway networks, and developing the quality and provision of public transport provision.

3.53 In addition the RTS considers the needs of rural areas in terms of transport. It advocates that:

- In terms of managing travel demand in rural areas the focus should be on major tourist areas where visitor pressures are threatening the local environment and quality of life. This should be dealt with through measures to discourage car use through the promotion of public transport, walking and cycling.
- In terms of the public transport framework, the RSS suggests that in rural areas the focus should be upon providing public transport from rural hinterlands to key service centres.
- With regard to managing the highway network in rural areas, the RSS encourages the emphasis to be on maintaining the tranquillity of the countryside. Where safety is not compromised highway measures should reflect local character including landscape and conservation.
- Finally it raises the point of concern that traffic growth in rural areas is increasing at a faster rate than other areas and the loss and fragmentation of tranquil areas, and light pollution are issues of concern.

⁴⁸ 4NW (2008). *North West of England Regional Spatial Strategy*. Available at <http://www.nwrpb.org.uk/>, cited 26/11/2008.

West Midlands Regional Spatial Strategy 2008⁴⁹

3.54 The overall aim of the West Midlands Spatial Strategy RTS is to ensure better integration between transport policies and priorities and the wider spatial strategy, bring together the outcomes of the multi modal studies affecting the region, and steering the development of the regions local transport plans.

3.55 The RTS is relevant to the Peak District National Park in a number of ways:

- It cites public transport improvement as being crucial to supporting regeneration and enhancing quality of life for rural communities. In addition it cites the vital role of buses as a social service and suggests an innovative approach is needed in the provision of public transport in rural areas that recognises the needs of communities and is sustainable.
- It suggests that in rural areas priority should be given to the development of community and public transport services, particularly those from rural hinterlands to key service centres.
- The RTS discusses the risk to rural areas of a growth in car use caused by regeneration and development of rural economies particularly through tourism. In addition it cites the risks posed from the use of rural roads by larger vehicles that serve businesses. It suggests an innovative approach through working with other authorities is needed to achieve sustainable transport in rural areas.
- It is also seen to be necessary to develop multi modal solutions to improve accessibility to and from rural areas without encouraging out commuting.

The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026⁵⁰

3.56 The RTS within the Yorkshire and Humber Plan ensures that transport and land use planning within the area is integrated while providing a strategic steer on transport investment and management in a more operational setting. It recognises the observation from the Regional Economic Strategy that transport, access and connectivity in the region are not good enough to support the regional economy.

3.57 It is particularly relevant to the Peak District National Park in the following area:

- The region will support the provision and improvement of rural transport, in particular the development of rural transport strategies; a focus on improving access to services while recognising the potential to move services rather than people; recognising the potential for sub regional coordination of rural transport provision and encouraging the development of partnerships; and using community based schemes designed to address the particular characteristics of different rural areas.

⁴⁹ Government Office West Midlands (2008). *Regional Spatial Strategy for the West Midlands*. Available at <http://www.communities.gov.uk/planningandbuilding/planning/regionallocal/regionalsspatialstrategies/regionalsspatialstrategies2/>, cited 16/01/2009.

⁵⁰ Yorkshire and Humber Government Office (2008). *The Yorkshire and Humber Plan: Regional Spatial Strategy to 2026*. Available at <http://www.communities.gov.uk/planningandbuilding/planning/regionallocal/regionalsspatialstrategies/regionalsspatialstrategies2/>, cited 16/01/2009.

Regional Economic Strategies

3.58 There are 4 Regional Economic Strategies (RESs) covering the National Park. These are prepared by Regional Development Agencies and each strategy states how regional stakeholders (including planning authorities) will pursue economic growth. RESs are reviewed every three years, although some cover longer timescales.

Regional Economic Strategy for the East Midlands 2006-2020⁵¹

3.59 This Strategy is organised into three themes: *Raising Productivity; Ensuring Sustainability; and Achieving Equality*. These in turn are divided into ten priorities. These include *Transport and Logistics* and a number of others which have a bearing on transport within the National Park: *Enterprise and Business Support, Energy and Resources, Environmental Protection, Land and Development, and Cohesive Communities*.

3.60 The Transport and Logistics priority includes the aim “to improve the quality of regional infrastructure to enable better connectivity within and outside the region.”

3.61 Actions follow from the identified priorities. Headline ‘transformational’ actions for transport connectivity and accessibility include the following:

- ❑ improve inter and intra-regional connectivity by strengthening links between the region’s main urban centres, improving reliability on key routes for passengers and freight, and address poor connectivity or capacity to key centres in other regions, including London, Leeds, Birmingham, and Manchester;
- ❑ improve international accessibility by improving surface access to NEMA and other airports serving the region (including Robin Hood Doncaster Sheffield), and strengthening connectivity to mainland Europe by a range of modes, including rail via London;
- ❑ support regional regeneration and growth by improving access from all communities to employment and maximising the impacts of economic drivers and growth areas, unlocking investment sites in disadvantaged communities, and addressing inequality by improving accessibility;
- ❑ contribute to environmental, quality of life, and wellbeing indicators by implementing demand management measures, and access to recreation, sport, and cultural facilities.

3.62 Although the East Midlands Regional Economic Strategy is not organised spatially, challenges for the Peak sub-area are identified. These include issues of connectivity with other parts of the East Midlands, although connectivity with Greater Manchester is accepted as being good.

⁵¹ East Midlands Development Agency (2006), *Regional Economic Strategy for the East Midlands 2006-2020*, available at: <http://www.emda.org.uk/res/docs/RESflourishingFINALA4.pdf>, cited 24/4/2009

Northwest Regional Economic Strategy 2006⁵²

3.63 The 'three major drivers' that form the basis for the NWRES are *improve productivity and grow the market, grow the size and capability of the workforce, and creating and maintaining the conditions for sustainable growth*. This final driver includes three transport objectives:

- improve and better manage the road and rail infrastructure;
- develop airports and ports; and
- link areas of opportunity and need.

3.64 The headline 'transformational' actions which follow-on from these objectives include '*reduce the level of congestion by increasing use of public transport and reducing peak traffic volumes*'.

West Midlands Economic Strategy 2007⁵³

3.65 The West Midlands Economic Strategy has three key themes: Business, Place and People. Each of these relate to headline 'challenges' which are relevant to travel and transport within the National Park. For example, a key challenge for the 'people' theme is *changing attitudes to sustainability and consumption* while the 'place' theme includes a key challenge of transport and communications improvements.

The Regional Economic Strategy for Yorkshire & Humber 2006-2015⁵⁴

3.66 This strategy includes six objectives, one of which is *Transport, Infrastructure and the Environment*. Actions which fall under this objective include improvements to rail services between Leeds, Sheffield and Manchester; improvements to the M62, including demand management measures; improved/extended local bus and tram networks; greater availability of broadband and ICT; and promoting sustainable approaches to tourism.

Relevant Local Transport Plans (LTPs)

3.67 There are six LTPs that cover various parts of the Peak District National Park area. Derbyshire County Council has responsibility for the largest portion of the Peak District National Park in terms of LTP coverage, whilst the LTPs of Staffordshire, Cheshire, Greater Manchester, South Yorkshire and West Yorkshire all have areas of the Peak District National Park within their LTP jurisdiction.

3.68 LTP 2006-11 was structured around the four shared priorities of tackling congestion, safer roads, delivering accessibility and better air quality. Within these themes some of the LTPs contained factors of specific relevance to the Peak District National Park.

⁵² 4NW (2006), *North West Regional Economic Strategy 2006*, Available at: <http://www.nwda.co.uk/pdf/RES06v2.pdf>, cited 24/4/2009

⁵³ Advantage West Midlands (2007), *West Midlands Economic Strategy*. Available at: <http://www.advantagemw.co.uk/what-we-do/connecting-to-success/default.aspx>, cited 24/4/09

⁵⁴ Yorkshire Forward (2006), *The Regional Economic Strategy for Yorkshire and Humberside 2006-2015*. available at: <http://www.yorkshire-forward.com/sites/default/files/documents/Regional%20Economic%20Strategy%202006-2015%20progress%20update.pdf>, cited 24/4/2009

- 3.69 With the distribution of the National Park area predominantly in Derbyshire, this is the LTP⁵⁵ that currently refers to the Peak District National Park the most. It acknowledges the need to protect the special environment within the Peak District National Park whilst undertaking highway maintenance, improving road safety and tackling congestion. It also highlights the need to tackle the impact of freight and visitor traffic on the Peak District National Park and improve access within the Peak District National Park (articulated in the Accessibility Strategy and delivered through accessibility partnerships).
- 3.70 The Staffordshire LTP 2006-11⁵⁶ acknowledges that the Peak District National Park is an important part of the county and a significant tourist attraction and trip generator. It also recognised that it is a particularly difficult area in terms of transport provision because it is very sparsely populated and suffers from high numbers of tourist transport trips.
- 3.71 Aspects of the Cheshire LTP 2006-11⁵⁷ that are particularly relevant to the Peak District National Park are the improvement of pedestrian and cycle routes, for commuter as well as leisure journeys and the promotion of travel choice and increasing traveller awareness.
- 3.72 The Greater Manchester LTP 2006-11⁵⁸ particularly looks to deliver improvements to the rail network, specifically by capacity increases, better integration of modes (including park and ride where this is able to deliver behavioural change) and investment in cycling and walking infrastructure to make it more safe, secure and convenient. In addition it refers to the Glossop Spur (proposed road) as this is promoted by Tameside, one of the partner authorities for the Greater Manchester LTP.
- 3.73 The South Yorkshire LTP 2006-11⁵⁹ recognises that parts of Barnsley and Sheffield are situated within the Peak District National Park area. In line with this it recognises significant cross boundary issues do exist. The LTP discusses the need to provide sustainable rural tourism (predominantly to the National Park) and is conscious of the need to reduce environmental pressures associated with this (potentially through the development of park and ride).
- 3.74 Finally the West Yorkshire LTP 2006-11⁶⁰ recognises cross boundary issues associated with the National Park and states that consideration will be given to traffic restraint measures on the A6024 and A635.

⁵⁵ Derbyshire County Council (2006). *Derbyshire Local Transport Plan 2006-11*. Available at http://www.derbyshire.gov.uk/transport_roads/transport_planning, cited 15/04/2009.

⁵⁶ Staffordshire County Council (2006). *Staffordshire Local Transport Plan*. Available at <http://www.staffordshire.gov.uk/transport/transportplanning/localtransportplan/>, cited 10/11/2008.

⁵⁷ Cheshire County Council (2006). *Cheshire Local Transport Plan*. Available at <http://www.cheshire.gov.uk/localtransportplan/>, cited 10/11/2008.

⁵⁸ Greater Manchester Joint Transport Team (2006). *Greater Manchester Local Transport Plan*. Available at <http://www.gmltp.co.uk/>, cited 10/11/2008

⁵⁹ South Yorkshire Local Transport Plan Partnership (2006). *South Yorkshire Second Local Transport Plan*. Available at <http://www.southyorks.gov.uk/index.asp?id=186>, cited 10/11/08.

⁶⁰ West Yorkshire Local Transport Plan Partnership (2006). *West Yorkshire Local Transport Plan*. Available at <http://www.wyltp.com/>, cited 10/11/2008.

*LTP 3 Draft Guidance (2008)*⁶¹

- 3.75 As one of the major opportunities to influence local transport policy is to influence the LTPs that apply within and around the boundaries of the Peak District National Park, the next round of LTPs and the associated guidance is particularly relevant to this Action Plan.
- 3.76 Although the guidance is at this stage only a consultation version, it is likely that the majority of the contents of the document will remain broadly the same. The new guidance will apply to all future LTPs and any current LTPs that are amended after 9th February 2009.
- 3.77 Of particular interest in the context of this Action Plan are the changes to the responsibility for LTP production in the metropolitan counties. In the case of the Peak District National Park there are three metropolitan counties who have some jurisdiction over transport within the Peak District National Park. These are WYPTA, GMPTA and SYPTA. Historically the PTA's have shared the responsibility for the production of a LTP with their constituent metropolitan borough authorities, however from 9th February 2009 the Local Transport Act 2008 give sole responsibility for the production of the plans to the PTA's (which are to be renamed Integrated Transport Authorities). There will however be a requirement for them to work closely with their constituent boroughs that is greater than the statutory requirement for the ITA to consult with local authorities within its area.
- 3.78 The LTP3's will be structured around five key goals and challenges that will replace the shared priorities of LTP2. At the time of writing these are:
- ❑ Tackle climate change;
 - ❑ Support economic growth;
 - ❑ Promote equality of opportunity;
 - ❑ Contribute to better safety, security and health; and
 - ❑ Improve quality of life.
- 3.79 Across these goals there is a strong emphasis on enhancing social inclusion and mitigating or minimising the environmental impacts of transport. The guidance also contains a section that discusses the requirement for authorities to consider the climate change and other environmental issues alongside their LTPs.
- 3.80 In addition the LTP3 should sit alongside and be integrated with regional policies and other local policies and targets. The performance of the LTP will be assessed through the LAAs using the Comprehensive Area Assessment (CAA). It is suggested within the guidance that LAAs and the associated arrangements for partnership working provide an ideal means through which a truly integrated transport provision can be implemented. At this point the guidance stresses the importance of fully utilising expertise and interests of partner bodies in developing and implementing the LTP.
- 3.81 Finally a point of particular relevance for this Action Plan and the Peak District National Park Authority relates to the development of the LTP. It posits that *'authorities should identify problems and priorities on the basis of clear evidence and data, for example on:*

⁶¹ DfT (2008). *Consultation on Local Transport Plan 3 Guidance*. Available at <http://www.dft.gov.uk/consultations/open/draftguidanceltp/>, cited 5th January 2009.

demographic trends; environmental issues; economic circumstances; existing transport infrastructure capacity; travel patterns and trip rates; connectivity of existing networks and stakeholder views' (p.26). The expert knowledge of the Peak District National Park Authority means that there is significant potential for them to have an influence in this area.

*Delivering a Sustainable Transport Strategy (2008)*⁶²

3.82 Following the Eddington Study and the Stern review the Government undertook a review of national transport policy. This was reported in *Towards a Sustainable Transport Strategy (TaSTS)* produced in 2007. The next stage of the process was to produce a delivery plan for TaSTS. This document, *Delivering a Sustainable Transport Strategy, (DaSTS)* was produced in 2008 and contains the overall goals of the strategy and discussion of how they fit together. It aims to provide a clear strategic framework through which local and regional authorities and the private sector have the confidence and certainty to develop their own delivery plans.

3.83 There are five goals of DaSTS:

- To support national economic competitiveness and growth by delivering reliable and efficient transport networks;
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of achieving a fairer society;
- To contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

3.84 The biggest challenge identified within DaSTS is associated with delivering economic growth alongside tackling climate change. Furthermore, of particular relevance to the Peak District National Park in relation to this Action Plan is the emphasis on transport being accessible, affordable, available and acceptable to all, and on connections, from and within the main population centres. Finally DaSTS places particular importance on the environmental impacts of transport and measures to mitigate these.

Relevant Rights of Way improvement Plans and Greenways Strategies

3.85 The Derbyshire Rights of Way Improvement Plan⁶³ has the following three key themes:

- Seek to preserve Derbyshire's heritage, landscape and wildlife;

⁶²DfT (2008). *Delivering a Sustainable Transport Strategy*. Available at <http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/>, cited April 24 2009.

⁶³ Derbyshire County Council (2007). *Rights of Way Improvement Plan for Derbyshire 2007 – 2012*. Available at: http://www.derbyshire.gov.uk/leisure/countryside/Access_recreation/rights_of_way/improvements/default.asp. Cited 14 April 2009.

- ❑ Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices;
- ❑ Encourage and create routes that support the local economy and boost tourism.

3.86 This RoWIP includes a statement of action which is based around five aims: ensuring that the rights of way network is open and available for use; providing a widely available definitive map; providing a more connected, safe and accessible network, improving promotion of the network; and encouraging local community involvement in managing local rights of way.

3.87 In Derbyshire, the RoWIP is partially delivered through a series of Greenway Strategies. One of these – the West Derbyshire and High Peak Greenway Strategy⁶⁴ – covers the majority of the National Park Area. Greenways are defined as *off-road routes designed for shared use by people of all abilities on foot, bike or horseback*. The strategy features a blueprint for future development of the area’s rights of way network, including maps of potential routes for further investigation.

3.88 The Staffordshire Rights of Way Improvement Plan⁶⁵ has the following five key themes:

- ❑ A better signed, maintained and accessible public path network;
- ❑ A more connected and safer network;
- ❑ Encouraging greater community involvement;
- ❑ Protecting the path network; and
- ❑ Encouraging greater use of the network.

3.89 The Cheshire Rights of Way Improvement Plan (2006 – 11)⁶⁶ has actions based around key issues:

- ❑ Health;
- ❑ Sustainable travel;
- ❑ Social inclusion;
- ❑ Tourism and Leisure;
- ❑ Cross cutting issues: *natural and historical landscape; network condition; management of byways and unclassified roads; the definitive map and statement; and the needs of land managers.*

3.90 The RoWIPs for Tameside⁶⁷ and Oldham⁶⁸ are both built upon agreed priorities for Greater Manchester, closely linking each RoWIP with the Greater Manchester Local Transport Plan:

⁶⁴ Derbyshire Countryside Service (2008). *West Derbyshire and High Peak Greenway Strategy*. Available at: http://www.derbyshire.gov.uk/leisure/countryside/Access_recreation/greenways/strategies/default.asp, cited 24/2/2009

⁶⁵ Staffordshire County Council. *Rights of Way Improvement Plan for Staffordshire*. Available at: <http://www.staffordshire.gov.uk/environment/e-land/RightsOfWay/plan>. Cited April 14 2009.

⁶⁶ Cheshire County Council (2006). *Cheshire’s Rights of Way Improvement Plan 2006 - 2011*. Available at http://www.cheshire.gov.uk/countryside/Prow/rowip_final_document.htm. Cited April 14 2009.

⁶⁷ Tameside Borough Council (2007). *Rights of Way Improvement Plan for Tameside 2007 – 2016* (draft). Available at: <http://www.tameside.gov.uk/rightsofway/improvementplan.pdf>. Cited 14 April 2009.

- ❑ Improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas;
- ❑ Improve road and community safety;
- ❑ Minimise environmental damage caused by transport, thereby improving the quality of life and health of the population;
- ❑ Increase the proportion of trips made by non-car modes;
- ❑ Improve accessibility by ensuring the rights of way network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice;
- ❑ Improve links with the rest of the country;
- ❑ Maintain, improve and make best use of existing rights of way, and ensure all schemes offer long-term value for money;
- ❑ Assist in improving health, the local economy and recreational opportunities.

3.91 Kirklees Council are yet to publish their RoWIP.

Summary

- 3.92 This section has provided a summary of the key National Park policies and regional policies that impact upon sustainable transport within the Peak District National Park. Although it has provided the detail of the NPMP and the Development Plans, it must be noted that this is purely because they are statutory documents that influence all the subordinate policies within the Peak District National Park and thus provide the underpinning for this Action Plan.
- 3.93 The RSSs influence the LTPs and therefore the transport situation currently within the National Park; however, the next round of LTPs (LTP3) are currently being developed, and as such now is the ideal time for the Peak District National Park to use this Action Plan to influence transport in the National Park in the future through these policy documents.
- 3.94 In addition now is the time for moving forwards with an integrated vision for transport in the Peak District National Park that draws together the myriad policies, plans and research that has already been undertaken and uses it to inform and develop a sustainable transport system for the National Park in the future. This is no small task, and the actions within the Action Plan reflect this, but by building on this knowledge base and having clear aims and objectives, more sustainable transport is certainly achievable in the future.
- 3.95 The next section of this report outlines the aim and objectives for this Sustainable Transport Action Plan.

⁶⁸ Oldham Metropolitan Borough Council (2008). *Oldham Metropolitan Borough Council Rights of Way Improvement Plan 2008 – 2017*. Available at: http://www.oldham.gov.uk/final_rowip_main.pdf. Cited 14 April 2009.

4 AIM AND OBJECTIVES

Aim

- 4.1 To ensure that the Peak District National Park's special qualities are safeguarded by improving the sustainability of transport to and within the National Park by working in partnership with those who have the power to influence transport within the National Park and make it more sustainable.

Objectives

Objective 1: Ensure the negative environmental impacts of transport, including those associated with Climate Change, are minimised:

- (a) Reduce the need to travel in the National Park, and encourage the use of more sustainable modes of transport for those journeys that are more necessary.
- (b) Ensure that businesses, whose travel impacts on the National Park, are aware of the potential negative impacts of their travel; and work with them to reduce these impacts.
- (c) Identify and publicise appropriate freight routes.
- (d) Ensure that transport infrastructure is in keeping with, and where possible enhances the special qualities of the National Park.
- (e) Reduce congestion that is not compatible with the special qualities of the National Park, including around popular visitor locations.

Objective 2: Improve and promote sustainable access to essential goods, services and activities for residents of the National Park:

- (a) Improve access to goods and services without the need to travel by private car.
- (b) Ensure new residential and business developments within the Peak District National Park have access to essential goods, services and activities through the use of planning policy measures.
- (c) Encourage the use of travel plans for new developments so that employees and residents are aware of their sustainable transport options.
- (d) Promote existing public transport services to both current and potential users to increase their patronage and therefore viability.
- (e) Improve the availability, reliability, connectivity and comfort of public transport services and waiting facilities within the National Park.

Objective 3: Increase the proportion of visitors who access, and travel within the National Park using sustainable means:

- (a) Ensure that there are suitable public transport facilities and connectivity of services to allow visits to and within the National Park by public transport.
- (b) Ensure there is coherent information to allow sustainable visitor travel to and within the National Park.

Objective 4: Ensure that there is a strategic network of well maintained footpaths, cycle tracks and bridleways to encourage walking, cycling and riding:

- (a) Implement new footpaths, cycle tracks and bridleways, and join up existing ones.
- (b) Develop sustainable transport links between footpaths, cycle tracks and bridleways, and public transport hubs and urban areas.
- (c) Ensure that footpaths, cycle tracks and bridleways are maintained to appropriate standards.
- (d) Ensure footpaths, cycle tracks and bridleways are appropriately signposted.

Objective 5: Improve road safety for residents, visitors and businesses to enable all users to feel safe when using the highways by any mode:

- (a) Reduce average speeds on roads and in villages in the National Park to improve the environment for cyclists, horse riders and walkers.
- (b) Ensure that drivers are aware of, and drive according to, road conditions.
- (c) Publicise the hazards of driving in the varying landscape of the National Park.
- (d) Identify routes with poor accident statistics, and develop appropriate measures to improve road safety.

Objective 6: Engage with stakeholders in and around the National Park to:

- (a) Increase awareness of the sustainable transport role and objectives of the Peak District National Park Authority.
- (b) Progress the sustainable transport objectives of the Peak District National Park Authority and other authorities through partnership working.
- (c) Lobby national government to highlight sustainable transport issues unique to National Parks.

5 OBJECTIVES AND ACTIONS

Please note outputs and outcomes to be added later.

Objective 1: Ensure the negative environmental impacts of transport, including those associated with Climate Change are minimised.						
Objective 1a: Reduce the need to travel in the National Park, and encourage the use of more sustainable modes of transport for those journeys that are more necessary.						
Ref.	Action	Lead Organisation	Partners	Timescale / Priority	Outputs	Outcomes
1a(i)	Establish the main work, educational, shopping and leisure patterns of National Park residents.	Accessibility Partnerships or appropriate accessibility officer	PDNPA, Highway Authorities			
1a(ii)	Identify and publicise existing car share schemes.	PDNPA – coordinating body	Highway Authorities, District & Borough Councils and businesses			
1a(iii)	Working with the health sector, education establishments and social services to provide information about accessing their services by sustainable modes.	Accessibility Partnerships or appropriate accessibility officer	PDNPA, Highway Authorities			
1a(iv)	Work with service providers to bring key goods and services to users.	Accessibility Partnerships or appropriate accessibility officer	PDNPA, Highway Authorities			
1a(v)	Extend the provision of internet access to enable more widespread access to remote services such as banking and on-line shopping	Accessibility Partnerships or appropriate accessibility officer	PDNPA, Highway Authorities, Internet providers			

1a(vi)	Research an environmental levy in partnership with key stakeholders as a means of securing resources for conserving and enhancing the National Park, promoting its understanding and enjoyment as well as constraining the proliferation of traffic.	PDNPA	Highway Authorities, DfT			
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Objective 1b: Ensure that businesses, whose travel impacts on the National Park, are aware of the potential negative impacts of their travel; and work with them to reduce these impacts.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
1b(i)	Encourage businesses to develop travel plans through working with the local authorities and existing businesses to encourage their implementation.	Accessibility Partnerships	PDNPA, Business representatives			

Objective 1c: Identify and publicise appropriate freight routes.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
1c(i)	Work with partners on a regional level to highlight the issues surrounding cross-Park and cross regional freight.	PDNPA	EMRA Regional Freight Group, Highway Authorities, Business Representatives, Freight Transport Representatives			
1c(ii)	Investigate the establishment of a Peak District National Park freight group comprising strategic partners to deal with freight issues effectively.	Highway Authorities	PDNPA, Freight Transport Representatives			
1c(iii)	Work with local highway	Highway Authorities	PDNPA, Freight			

	authorities to develop and implement appropriate signage that ensures freight vehicles do not use inappropriate routes.		Transport Representatives			
1c(iv)	Ensure existing local weight limits are enforced	Police	PDNPA, highway authorities			
1c(v)	Engage with regional level organisations in order to influence the regional freight strategies.	PDNPA	EMRA Regional Freight Group, Highway Authorities, Business Representatives, Freight Transport Representatives			
1c(vi)	Investigate a National Park Wide Weight Restriction to prevent access by HGVs over 7.5 tonnes, with the exception of those either beginning or ending their journey within the National Park.	PDNPA	Highway Authorities, Highways Agency, DfT			

Objective 1d: Ensure that transport infrastructure is in keeping with, and where possible enhances the special qualities of the National Park.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
1d(i)	Investigate innovative means of designing and implementing new transport infrastructure in similarly designated areas nationally and internationally.	ENPAA/PDNPA	DfT			
1d(ii)	Work with highway authorities to help them meet the requirement to 'have regard to National Park purposes' when designing and implementing new infrastructure.	PDNPA	ENPAA/Highway Authorities			

1d(iii)	Work with highway authorities to improve the visual amenity of the National Park through the audit and rationalisation of highway infrastructure.	PDNPA	Highway Authorities, ENPAA			
Objective 1e: Reduce congestion that is not compatible with the special qualities of the National Park, including around popular visitor locations.						
Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
1e(i)	Publicise the negative effects of car use to National Park visitors and residents, through existing communication channels.	PDNPA	District & Borough Councils			
1e(ii)	Promote public transport to car users in car parks in and around the National Park to highlight sustainable travel provision to residents and visitors using car parks in and around the National Park.	PDNPA	Transport Authorities, Bus Companies, Community Rail Partnerships, Train Operating Companies			
1e(iii)	Assess the potential for park and ride sites both from outside the National Park to within it, and as a means of reducing traffic problems in honey pot areas.	PDNPA	Highway Authorities			
1e(iiii)	Collate existing research and undertake any new research needed to establish visitor patterns and travel needs	PDNPA	Highway Authorities, visitor attractions			
1e(iv)	Identify the main locations where excessive car use has a negative impact on the local environment at peak times and take	PDNPA	Highway Authorities, Peak Area Transport Forum			

	appropriate steps to remedy this.					
1e(v)	Develop and implement incentives to encourage people to park in suitable locations.	PDNPA	Highway Authorities, District & Borough Councils			

Objective 2: Improve and promote sustainable access to essential goods, services and activities for residents of the National Park.

Objective 2a: Improve access to goods and services without the need to travel by private car.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
2a(i)	Ensure local residents are aware of local walking and cycling routes through localised publicity.	Highway Authorities	PDNPA			
2a(ii)	Assess the existence and effectiveness of current mobile service and other innovative means of providing access to key goods, services and activities within the National Park.	Highway Authorities/Accessibility Partnership(s)	PDNPA,			
2a(iii)	Assess service needs of communities and assess the viability of and need for more innovative service provision.	Highway Authorities/Accessibility Partnership(s)	PDNPA,			
2a(iv)	Develop links with local authority departments responsible for service delivery in order to facilitate the implementation of innovative service delivery.	PDNPA	Highway Authorities/Accessibility Partnership(s)			
2a(v)	Market the opportunity for innovative service delivery to local communities and facilitate the provision of further information and potential funding sources to them.	PDNPA	Accessibility partnerships, sustainable development fund.			

Objective 2b: Ensure new residential and business developments within the Peak District National Park have access to essential goods, services and activities through the use of planning policy measures.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
2b(i)	Use National Park planning policy with regard to transport to influence the locations of developments (both residential and commercial) within the National Park.	PDNPA	Other Constituent Local Authorities			
2b(ii)	Follow the guidance set out in PPG13, PPS12, LDF Frameworks and Regional Plans to integrate planning and transport within the National Park.	PDNPA	Highway, Transport Authorities			

Objective 2c: Encourage the use of travel plans for new developments so that employees and residents are aware of their sustainable transport options.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
2c(i)	Use powers as a planning authority to encourage new or expanding visitor attractions to implement a sustainable travel plan as a planning obligation.	PDNPA	Highway/Transport Authorities			
2c(ii)	Use powers as a planning authority to encourage businesses to develop travel plans.	PDNPA	Highway/Transport Authorities			
2c(iii)	Continue to implement the PDNPA travel plan to reduce the impact of National Park Authority employees on the environment	PDNPA				

2c(iv)	Work with county councils to assist with the delivery of school travel plans.	County Councils/Local Education Authorities	PDNPA, Accessibility Partnerships			
2c(v)	Ensure all new developments have a travel plan through use of planning powers.	PDNPA	Highway Authorities			

Objective 2d: Promote existing public transport services to both current and potential users, to increase their patronage and therefore viability.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
2d(i)	Audit the current public transport provision to key visitor attractors within the National Park and approach PT operators if potential markets identified.	PDNPA	Transport Authorities – Public Transport Group, Peak Connections			
2d(ii)	Work with Transport Authorities and PT Operators to develop and provide appropriate public transport information.	Transport Authorities/PDNPA	Bus Companies/Train Operating Companies			

Objective 2e: Improve the availability, reliability, connectivity and comfort of public transport services and waiting facilities within the National Park.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
2e(i)	Work with transport operators and local authorities to investigate and improve cross-boundary public transport opportunities.	Public Transport Authorities	PDNPA, Bus operators, Train Operating Companies, Community Rail Partnerships			
2e(ii)	Review existing services in order to identify minor changes that may affect their viability.	Public Transport Authorities	PDNPA, Bus operators, TOCs, CRPs			
2e(iii)	Identify public transport routes	Public Transport	PDNPA, Bus			

	within the National Park with some scope for patronage improvement either through route adjustment, frequency improvements, bus quality or other means.	Authorities	operators, TOCs, CRPs			
2e(iv)	Collate local knowledge and previous research to build an evidence base of places where 'innovative' public transport solutions may promote modal shift.	PDNPA	Public Transport Authorities			
2e(v)	Identify 'best practice' through liaison with other National Parks to ascertain what would enhance the current network in the Peak District.	PDNPA	ENPAA Group			

Objective 3: Increase the proportion of visitors who access, and travel within the National Park using sustainable means.

Objective 3a: Ensure that there are suitable public transport facilities and connectivity of services to allow visits to and within the National Park by public transport.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
3a(i)	Continue to use the Peak Connections brand to promote sustainable transport to visitors (both day visitors and longer-term visitors) to the National Park.	Peak Connections Project	Visitor Attractions			
3a(ii)	Continue to expand the role of Peak Connections website as a gateway to sustainable travel information	Peak connections	PDNPA, public transport operators, public transport authorities, Derby and Derbyshire Destination Management Partnership, TICs			
3a(iii)	Use visitor attractions and information centres as a means of distributing sustainable transport information through personal interaction, post, internet or telephone.	Peak Connections Project	Visitor Attractions, Visit Peak District, TICs			
3a(iv)	Investigate the potential for increased promotion of public transport services (including rail) to key visitor attractors through Peak Connections.	Peak Connections Project	Visitor Attractions, Visit Peak District, TICs, Bus Companies/Train Operating Companies			
	Develop an evidence base to demonstrate the success of	Peak Connections				

	Peak Connections and use it to demonstrate the potential for future routes to public transport operators					
3a(v)	Offer incentives to visitors to the National Park who use public transport services.	Peak Connections Project	Visitor Attractions, Visit Peak District, TICs, Bus Companies/Train Operating Companies			
3a(vi)	Market the benefits of public transport use to different groups of Peak District visitors (cyclists, walkers, etc).	Peak Connections Project	Visitor Attractions, Visit Peak District, TICs, Bus Companies/Train Operating Companies			
3a(vii)	Continue to make as many National Park events as possible accessible by public transport and assess the possibility of offering incentives to those who use it.	PDNPA	Bus Companies/ Train Operating Companies			
3a(viii)	Consider the trip patterns and purposes of visitors and work with transport operators to adapt public transport to reflect these demands.	Public Transport Authorities	PDNPA, Bus operators, Train Operating Companies, Community Rail Partnerships			

Objective 3b: Ensure there is coherent information to allow sustainable visitor travel to and within the National Park.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
3b(i)	Provide information through visitor organisations of public transport services that may be of use to visitors staying in the National Park for longer periods.	Peak Connections Project, Visit Peak District	PDNPA, TICs, Accommodation Providers			

Objective 4: Ensure that there is a strategic network of well maintained footpaths, cycle tracks and bridleways to encourage walking, cycling and riding.

Objective 4a: Implement new footpaths, cycle tracks and bridleways, and join up existing ones.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
4a(i)	Identify gaps in the footpaths, cycle tracks and bridleways in and around the National Park and develop measures to plug these gaps.	Highway Authorities	PDNPA, Cycle Groups, Accessibility Partnerships			
4a(ii)	Develop local knowledge and National Park user data to identify where new walking and cycling routes may be particularly useful and feasible.	PDNPA	Highway Authorities, Cycle Groups, Accessibility Partnerships			
4a(iii)	Influence the ongoing implementation and developments of relevant Rights of Way Improvement Plans	PDNPA	RoWIP Officers			

Objective 4b: Develop sustainable transport links between footpaths, cycle tracks and bridleways, and public transport hubs and urban areas.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
4b(i)	Work with partners to investigate the feasibility of carrying bikes on key bus and rail routes into and through the National Park.	Accessibility Partnerships, CRPs	PDNPA, Transport Authorities			

Objective 4c: Ensure that footpaths, cycle tracks and bridleways are maintained to appropriate standards.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
4c(i)	Identify any parts of the National Park where footpaths, cycle tracks or bridleways are falling below an acceptable standard.	Highway Authorities	PDNPA, Cycle Groups, Equestrian Groups, Accessibility Partnerships			

Objective 4d: Ensure that footpaths, cycle tracks and bridleways are appropriately signposted.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
4d(i)	Develop ways of providing appropriate Rights of Way signage that is particularly suitable for use in a National Park.	Highway Authorities	PDNPA, DfT, ENPAA, Cycle Groups, Highway Authorities, Accessibility Partnerships			

Objective 5: Improve road safety for residents, visitors and businesses to enable all users to feel safe when using the highways by any mode.

Objective 5a: Reduce average speeds on roads and in villages in the National Park to improve the environment for cyclists, equestrians and walkers.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
5a(i)	Work with road safety teams to publicise the dangers of high speeds on country roads and through villages in and around the Peak District.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			
5a(ii)	Consider the implementation of appropriate measures to reduce speeds (based on evidence collated of locations where this is a problem) and work with relevant partners to take these measures forwards.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			

Objective 5b: Ensure that drivers are aware of, and drive according to, road conditions.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
5b(i)	Identify roads within the National Park where weather conditions cause particular problems (for example ice or flooding).	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			
5b(ii)	Work with local highway authorities to design and erect appropriate signs in areas with particularly problematic issues in terms of micro climate.	PDNPA	Highway Authorities, Police, Road Safety/ Casualty Reduction Partnerships			

Objective 5c: Publicise the hazards of driving in the varying landscape of the National Park.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
5c(i)	Develop links with local radio stations (especially those with travel news) to publicise poor road and driving conditions to those travelling in or through the Peak District.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			
5c(ii)	Work with the Highways Authorities and local road safety teams to develop rural driving safety promotional campaigns.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			
5c(iii)	Work with the Highways Authorities to provide face to face advice on road safety – for example through road shows.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			

Objective 5d: Identify routes with poor accident statistics, and develop appropriate measures to improve road safety.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
5d(i)	Identify roads that have high KSI or collision levels within the National Park using local authority accident data.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			
5d(ii)	Research ways in which these levels could be reduced in line with the purposes of the National Park Authority and work with the relevant highway authority to progress these measures.	Highway Authorities	PDNPA, Police, Road Safety/ Casualty Reduction Partnerships			

Objective 6: Engage with stakeholders in and around the National Park.

Objective 6a: Increase awareness of the sustainable transport role and objectives of the Peak District National Park Authority.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
6a(i)	Ensure that stakeholders are aware of the PDNPA Sustainable Transport Action Plan through workshops and circulation of the final version to stakeholders.	PDNPA	Stakeholders			
6a(ii)	Produce a summary document of the Action Plan that identifies the role of the PDNPA and its objectives	PDNPA	Stakeholders			
6a(iii)	Provide stakeholders with regular updates on the progress being made towards achieving the objectives of the Strategy.	PDNPA	Stakeholders			

Objective 6b: Progress the sustainable transport objectives of the Peak District National Park Authority and other authorities through partnership working.

Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
6b(i)	Establish relationships with individual authorities to enable the PDNPA to influence transport policy development on a local and regional level.	PDNPA	Stakeholders			
6b(ii)	Work with others within the PDNPA to ensure transport is considered at all levels.	PDNPA	Stakeholders			
6b(iii)	Respond to relevant	PDNPA	Stakeholders			

	consultations with detailed comments summarising the key issues for the Peak District National Park and suggesting acceptable changes					
Objective 6c: Lobby National Government to highlight sustainable transport issues unique to National Parks.						
Ref.	Action	Lead Organisation	Partners	Timescale	Outputs	Outcomes
6c(i)	Work in partnership with other interest groups to lobby national government for policy and funding support for sustainable transport within National Parks.	PDNPA	ENPAA , ANPA			
6c(ii)	Use existing evidence base and future research to illustrate transport issues within the National Park to national government.	PDNPA	ENPAA , ANPA			
6c(iii)	Work with other National Park Authorities to share best practice and tackle common issues.	PDNPA	ENPAA , ANPA			

