

Corporate Objectives:

- 1. Influence decisions on transport infrastructure and traffic management through (i) our land use policies and through (ii) implementing traffic management schemes (Priority level 3)*
- 2. Increase the proportion of visitors using sustainable methods of travel other than private car (Priority level 2)*

The Preferred Options for the transport section of the Core Strategy have been prepared, and the National Park Sustainable Transport Action Plan is being revised. The Action Plan contains actions for both ourselves and our partners, and will be used to influence local and regional bodies and City Regions.

The Authority has provided input to a number of transport consultations during the year. They include the emerging Longdendale Integrated Transport Strategy, the East Midlands Route Utilisation Strategy, and road sign consultations. All have been responded to within the given timeframes, and we estimate that our influence has been as expected, with some views taken account of and others not.

The Authority is preparing green travel plans for the Estates we manage, to guide how we will encourage the public to access these properties in the future, taking account of sustainability and access issues. One such example is the Stanage Forum where we continue to implement and review the plan agreed with all stakeholders in 2002. Last year, we continued to balance the needs of hundreds of thousands of visitors with landscape and wildlife conservation. In future we aim to increase the numbers of users of our services who use sustainable means of transport to access our services.

Through partnerships, we contributed to 17 improvements in the way that sustainable transport is targeted. This exceeds our target. Through Peak Connections, these included promotional material for journeys to Chatsworth, Hop on and Explore the Peak District, the Edale to Castleton service, Upper Derwent Park and Ride, Sheffield to the Peak District, the Stanage Bus, Ride and Ramble, Kedleston Hall and Derby. Working in partnership we have also contributed to the Guided Walks and Folk Trains in the Hope Valley and High Peak, and Great Days Out from the Derwent Valley Line.

Looking ahead to 2010/11

For 2010/11 our key focus will be to produce the Sustainable Transport Action Plan.

Key actions for 2010/11 include:

- *Minimising landscape impacts of new and replacement road signs*
- *Helping to find an innovative solution to congestion through the villages on the A628*
- *Developing green travel plans in our own estate management plans and through influencing others*
- *Promoting cycling*
- *Developing the Peak Connections partnership*
- *Working with constituent councils on the provision of sustainable transport options*

Supporting Rural Buses

For many years the Authority has assisted in funding some key bus services within the National Park, in partnership with the public transport authority. The premise is that it supports sustainable travel and aims to encourage modal shift from the private car to public transport. This philosophy is being taken forward into the emerging National Park Sustainable Transport Action Plan and will assist us in meeting the following three objectives from the draft Action Plan:

- Ensure the negative environmental impacts of transport are minimised
- Improve and promote sustainable access to jobs, essential goods, services and activities for residents of the National Park
- Increase the proportion of visitors who access and travel within the National Park using sustainable transport

We support, to the value of £30,000, two types of bus route:

- Routes to access very environmentally sensitive areas, to ensure there is an alternative form of transport to the car, for example, the Upper Derwent Bus, service 222, which runs from Bamford to Derwent and on to Kings Tree and the 260 Edale to Castleton Service on Saturdays
- Routes that provide sustainable access to the National Park so that the National Park is accessible to all people, for example, service 181, which runs from Sheffield to Bakewell and on to Hartington and the 215/140 Sheffield to Matlock / Ripley Service

A recent survey among visitors to the Upper Derwent, identified that 55% of respondents were aware of the traffic management scheme (part of the road is closed at peak periods to reduce the impacts of the car on an environmentally sensitive area, and offering alternative bus access). Of those, 39% indicated that the visible elements of the scheme, for example, parking restrictions and the road closure, influenced their decision about visiting the area, and 90% saw the scheme as a positive influence, citing benefits such as ease of cycling and walking.