PEAK DISTRICT NATIONAL PARK

Transport Design Guide

Supplementary Planning Document

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Front Cover: Thorpe Cloud, Peak District National Park: Arcus Consultancy Services Ltd. 2016

TRANSPORT DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT

ENSURING THAT THE DESIGN OF TRANSPORT INFRASTRUCTURE REFLECTS THE SPECIAL QUALITIES OF THE NATIONAL PARK

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1.0
INTRODUCTION

CHAPTER 1 INTRODUCTION

ABOUT THIS CONSULTATION DOCUMENT

1.1 The Peak District National Park Authority is preparing a Supplementary Planning Document (SPD) to provide further detail on transport design policy contained within the Local Development Framework Core Strategy Development Plan Document.

1.2 The National Park is by definition special and all development which takes place within it needs to reflect its intrinsic qualities and distinctiveness.

1.3 Transport infrastructure plays a key role and forms an immediate impression on residents and visitors as they travel in the National Park. Transport infrastructure design is also influenced by the planning process, budget and legislation requirements and duties placed on transport infrastructure providers.

1.4 It is intended the SPD will be used to ensure that the purposes and special qualities of the National Park are reflected in the planning, designing and installing of transport infrastructure. For this to be achieved there is a need for a consensual approach with stakeholders, in particular with transport infrastructure providers.

1.5 The SPD is structured so the earlier sections of the document contain the background and the rationale for the need for transport infrastructure to reflect the special qualities of the National Park. The SPD thereafter provides the detailed draft design guidance.

1.6 Case studies are also provided which both apply the guidelines to existing transport infrastructure and represent good examples of well-designed transport infrastructure within the National Park.

ROLE OF THE SUPPLEMENTARY PLANNING DOCUMENT

1.7 The purpose of an SPD is to provide further detail to specific policies contained within Development Plan Documents. SPDs enable further clarity to be given on planning policies and therefore provide more certainty on how Local Planning Authorities are likely interpret and implement their planning policies.

1.8 When SPDs are adopted, their principle function is as a material planning considerations in decision-making on planning applications. Following the process of SPD production and adoption means that more significant weight can be attached to the SPD, compared to other guidance which has not followed the same process.

1.9 SPDs are also capable of being material considerations under other regulatory regimes, including applications made under the Planning Act 2008, concerning nationally significant infrastructure development, Transport and Works Act 1992 Applications and Highways Regulations. SPDs can also provide guidance more generally for developments which may not be subject to the planning system.

HOW TO RESPOND TO THIS CONSULTATION

1.10 A consultation response form accompanies this consultation, which includes a number of questions to gauge views on each chapter of the SPD.

NEXT STEPS

1.11 Following consultation on this document and a consideration of the responses received, the National Park Authority will then adopt the SPD.

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WHY PRODUCE A TRANSPORT DESIGN SPD?

A623 (Westbound), Peak Forest. Peak District National Park: Arcus Consultancy Services Ltd. 2016

CHAPTER 2 WHY PRODUCE A TRANSPORT DESIGN SPD?

BACKGROUND

2.1 The Peak District is a relatively unique National Park in the United Kingdom because of its proximity to major urban conurbations. This results in considerable transport flow to and through the National Park as well movements generated within the National Park itself. This can result in considerable pressure on the transport infrastructure which can significantly impact on the purposes and special qualities of the National Park.

2.2 The proximity to major urban conurbations and the number administrative boundaries which cross the National Park results in a complex picture of who is responsible for transport infrastructure. The National Park falls within seven different Highway Authority areas, Highways England is responsible for managing the A628 Trunk Road and Network Rail is responsible for the Sheffield to Manchester railway line. The National Park also falls within the area of six transport authorities, who are responsible for co-ordinating transport policy and investment.

2.3 This can result in inconsistencies in approach to the design of transport infrastructure across the National Park, and outcomes that can have a negative impact on its purposes and special qualities.

2.4 It is recognised there are legislative and national design standard requirements which transport infrastructure providers have to consider, decision makers and design must consider safety and the needs of citizens. These factors are to be taken into account in producing the SPD.

2.5 Transport infrastructure operators have budget restrictions, and changing approaches to design may raise concerns over the costs of installation and maintenance. However, adopting a design approach sensitive to the qualities of the National Park, and considering alternative strategies that achieve safety objectives may, in many instances, best serve to protect the park and provide the lowest cost option.

2.6 This SPD represents an opportunity for planners, engineers, landscape architects, designers and other stakeholders to collectively bring their experience and skills together to provide effective design guidance.

SCOPE AND OBJECTIVES

2.7 The scope of the SPD is to provide both a strategic approach to the design of transport infrastructure across the National Park and to provide more specific guidance where the different character and infrastructure types warrant it.

2.8 In order for the SPD to be effective, it is considered that it needs to achieve the following objectives:

- To provide guidance that will be used in decision-making on planning applications and more broadly by all partners and by other regulatory regimes, to ensure that transport infrastructure is designed and installed to fully reflect the statutory purposes and special qualities of the National Park;
- To achieve a more consistent approach to transport infrastructure provision, which also reflects where there may be a need to reinforce the particular characteristics of the location in the National Park;
- Where appropriate, influence the potential to reduce or remove transport infrastructure which may be unnecessary, or have become redundant over time;
- Encourage a collaborative approach to maximise the likelihood that the guidance contained within the SPD is implemented.; and

- Recognise the potential cost implications of a changed approach to transport design, noting that guidance may bring cost benefits through appropriate design.

2.9 Whilst out with the scope of guidance in this document, design of transport infrastructure must have regard for all users. This includes those with mobility issues and the visually impaired.

PARK, PLACE AND ELEMENT

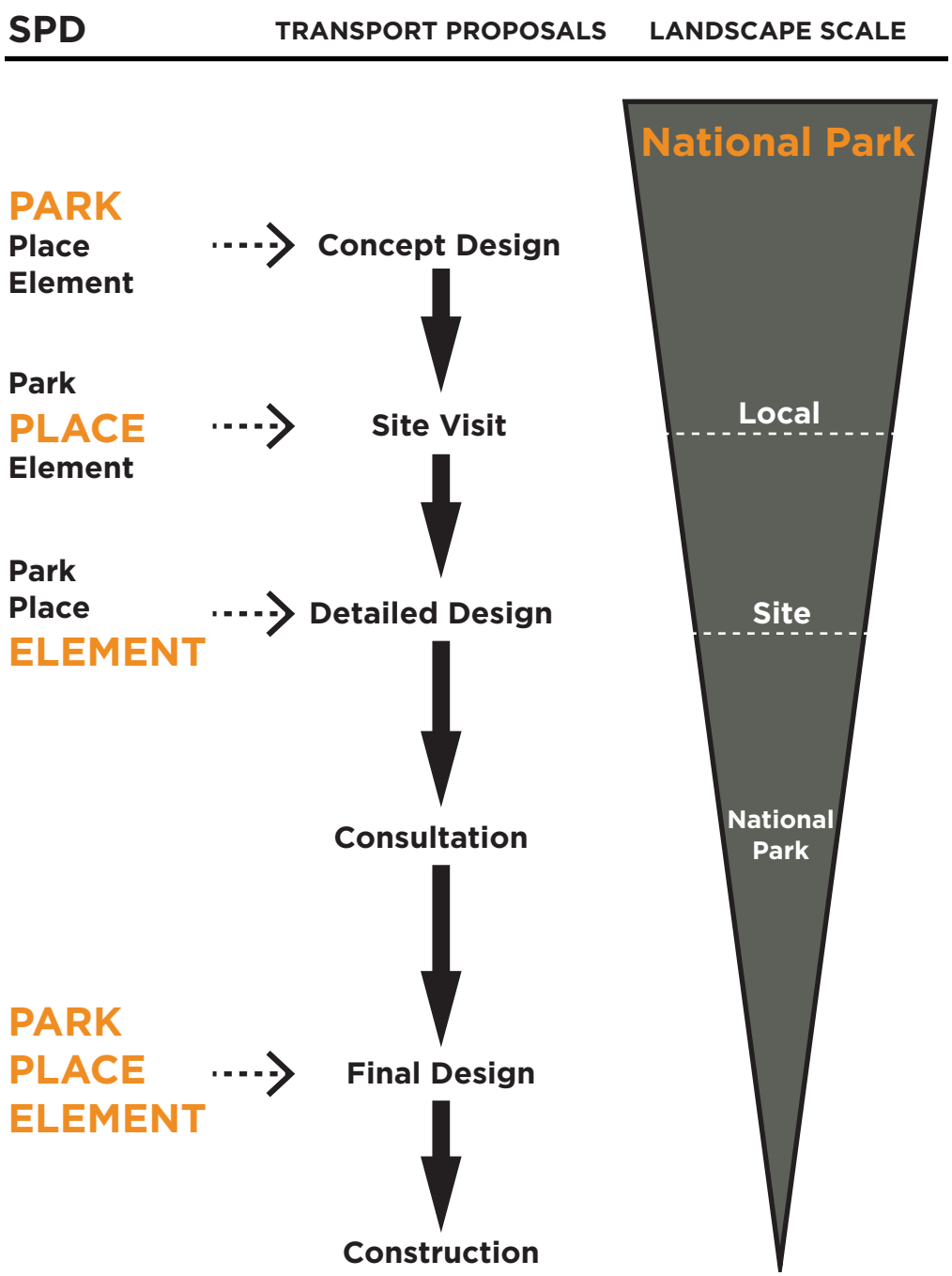
2.10 The scope and objectives of the SPD requires an approach that reflects principles that are relevant across the whole of National Park. However it needs to acknowledge that different design principles will apply at different scales, at different locations, and across a variety of different types of transport infrastructure within the park. To capture this range, the SPD guidance cascades from 'Park', through 'Place', to 'Element' to provide an approach that achieves consistency at every level. In this context:

- **Park**, considers characteristics and strategic measures that influencing design to achieve structure and consistency of message within the park.

- **Place**, uses a more detailed analysis of locality or area characteristics, and particularly landscape charicter to influencing design.

- **Element**, provides guidelines on what designers should take into account when designing specific parts of transport infrastructure.

2.11 While the Peak District has overarching attributes at a 'Park' level, its special qualities are not uniform and 'Places' within the park are influenced by the character and sensitivities of its landscapes and built environment at a more local level. Standard approaches to the design of 'Elements' that do not respond to 'Park' and 'Place' risk impacting negatively on the special qualities of the National Park as a whole.



GUIDING PRINCIPLES FOR TRANSPORT DESIGN

2.12 The guiding principles which are to be followed for the design of all forms of transport infrastructure are:

- A minimalist approach, recognising this is least likely to have impacts on the special qualities of the National Park;
- New transport infrastructure schemes must be informed by an audit of the existing transport infrastructure and transport needs;
- For design iteration to follow, and be informed by, the 'Park', 'Place' and 'Element' approach; and
- The design guidelines must be considered and addressed at the initial design stage of a development. It will not accord with the scope and objectives of the SPD if design is only considered at the later stages of a project.

HOW TO USE THIS SPD

2.13 The SPD is structured so it can be used as a sequential tool in transport infrastructure design.

2.14 Chapters 3 to 5, respectively, set out key aspects of legislation and policy; how existing transport infrastructure responds to travel needs in the National Park, the special qualities, and the characteristics which influence a design response. These are relevant to all forms of transport infrastructure and need to be understood in order to then consider the design of transport infrastructure.

2.15 Chapter 6, Park, provides guidance in a Park wide context and is focused on measures to enforce the brand through consistency in message and wayfinding. It seeks to help with the understanding of the identity of the National Park as a whole, and it's very distinct places; how transport infrastructure delivers on transport purpose; and reinforces the behaviours that are desirable through design.

2.16 Chapter 7, Place, is applicable to all forms of transport infrastructure and is fundamental to understanding the character of the location, so this properly informs design. Chapter 8, Element, then provides guidance on the relevant type of transport infrastructure.

2.17 To demonstrate, if a signage scheme along a major highways route or a junction arrangement for a small housing development was proposed, Chapters 3 to 5 would be relevant for both examples.

2.18 For a wayfinding proposal, Chapter 6 would t need to be considered as it relates to movement across the National Park; thereafter Chapter 7 would be used for each Place along the route and Chapter 8 would be used for the Element (the signage itself), informed by a sequential process of decision making..

2.19 For the small housing development, whilst Park might not be relevance considering the opportunities for reinforcing brand through wayfinding, Chapter 7 would have to be considered in respect of the Place where the access arrangement is proposed. Chapter 8 would then be used for the Element (the junction arrangement), again informed by the sequential process which has been gone through to reach that point.

2.20 The guidance principles which must be considered in designing transport infrastructure, or deciding whether the design is acceptable for the purpose of decision-making, is clearly set out in boxed text in the SPD. The case studies are included for practical examples of the guidance principles and for reference.

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WHAT IS THE LEGISLATIVE & POLICY CONTEXT?

Black Tor, Derwent Edge. Peak District National Park: Arcus Consultancy Services Ltd. 2016

CHAPTER 3 WHAT IS THE LEGISLATIVE AND POLICY CONTEXT?

STATUTORY PURPOSES OF THE NATIONAL PARK

3.1 The statutory purposes of National Parks, as set out in Section 61 (1) of the Environment Act 1995, comprise:

"(a) of conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified …; and

(b) of promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public."

3.2 The National Park is also required to foster the economic and social well-being of their local communities, within the context of the two purposes.

3.3 If there is any conflict between the two purposes, then under case-law, the conservation and enhancement of the National Park must take precedence.

3.4 Section 62 of the Act requires relevant authorities to have regard to the statutory purposes of the National Park. Public bodies, statutory undertakers and those holding public office are defined as relevant authorities. This includes most transport infrastructure providers.

THE PLANNING POLICY CONTEXT

3.5 ***The Local Plan Part 1: Core Strategy*** sets out to achieve the statutory principles of the National Park, through planning policies which seek to conserve and enhance its special qualities.

3.6 The Core Strategy vision identifies the following spatial outcome concerning how transport to can help secure the purposes of the National Park:

"Accessibility, travel and traffic

Residents, visitors and businesses will access their needs in ways that conserve and enhance the valued characteristics of the National Park"

3.7 The National Park spatial objectives, which are how spatial outcomes are to be achieved, for transport policies include that:

"Local distinctiveness will be respected by better conservation and enhancement of the road environment"

3.8 ***Policy T3 Design of Transport Infrastructure*** is the Core Strategy policy where this SPD will provide further details and clarity, so that transport infrastructure is designed to reflect the National Park purposes. The full wording of Policy T3 and the supporting text is contained in Appendix A to the SPD.

3.9 The policy makes it clear that a high standard of design is needed so that the valued characteristics of the National Park are respected. Care must also be taken to avoid or minimise the environmental impact of new, or existing, transport infrastructure.

3.10 The supporting text goes onto state that a design code will be considered to give further guidance. The SPD is intended to contribute to this function.

3.11 The Peak District National Park Local Plan (2001) 'Saved' policy LT18 'Design criteria for transport infrastructure for assessing planning applications' seeks for the highest standard of design to be used. This policy will be replaced by DMT2 Access and Design Criteria of the Local Plan Part 2: Development Management Policies, on adoption. The Bakewell Neighbourhood Development

Plan, currently under preparation, has also identified a number of relevant issues including improving accessibility and movement for non-vehicle users; 'A' board signage obstructing the public highway; and designing highways proposals to lessen the impact on the town centre environment.

3.12 **The National Planning Policy Framework** (the NPPF) confirms that National Parks have the *"highest status of protection in relation to landscape and scenic beauty".* The NPPF also confirms that great weight should be given to conserving landscape and scenic beauty. Conservation of wildlife and cultural heritage are important and are also to be given great weight in National Parks. The high level of protection applied under the NPPF in National Parks applies to all development, including for transport infrastructure.

3.13 The Core Planning Principles of the NPPF also reflect that planning should "*take account of the different roles and character of different areas, … recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it*".

3.14 The NPPF is also clear that good design is a requirement, not just an aspiration. There is a need to respond to local character and history, reflecting the identity of local surroundings and materials, whilst also creating safe and accessible environments. The NPPF also recognises specifically that poorly placed advertisement signage can have a negative impact on the appearance of the environment.

3.15 The Park-Place-Element approach of the SPD is considered to reflect the NPPF in terms of the need to require good design across the National Park and reflect the particular character of the location and the type of infrastructure.

THE NATIONAL PARK MANAGEMENT PLAN

3.16 The National Park Management Plan 2012- 2017 (The Management Plan) sets out the vision and desired outcomes for the National Park. It brings together an integrated approach with stakeholders to achieve the purposes and duty of the National Park. It also draws together a number of related strategies and documents.

3.17 The Management Plan's Vision Framework comprises four strategic themes with a number of specific delivery outcomes linked to these themes. The supporting text to delivery outcome DL 1 Landscape states that development will need to be managed in ways which protect the special qualities of the Park, whilst TV1 Sense of Place is clear that settlements in the National Park are to retain their valued integrity, whilst continuing to foster viable and healthy communities.

3.18 There are a number of references to transport infrastructure issues in the delivery outcomes, which concern improving access and sustainability of travel modes.

3.19 A review of the Management Plan has also commenced and it will be important the SPD is produced so as to be consistent with this review.

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TRANSPORT INFRASTRUCTURE IN THE NATIONAL PARK

CHAPTER 4 TRANSPORT INFRASTRUCTURE IN THE NATIONAL PARK

4.1 Transport infrastructure in the National Park serves a number of purposes. It provides routes into and around the Park for those visiting and enjoying the special qualities of the area, and provides strategic links across the Park between national transport corridors and major urban areas.

4.2 The main transport infrastructure guidelines that are currently used to inform design are summarised in Appendix A to the SPD. Whilst traffic infrastructure safety and regulatory guidelines are clearly important they cannot diminish the weight which must be applied to protecting the special qualities of the National Park.

ROAD INFRASTRUCTURE

4.3 The more strategic elements of road infrastructure provide a link through the Park to Sheffield and the M1 transport corridor to the east, and Manchester and the M6/M60/M67 corridors to the west. The A628 as the only Trunk Road within the National Park is operated at national speed limits. A number of other A roads convey traffic to and through the National Park, including the A6; A53; A54; A515; A537; A619; and A623, these generally have a 50mph speed limit. With the exception of the A57, the proportion of HGVs on main roads is above the national average.

4.4 This mix of destinations and strategic routes creates a diverse range of users with residents; businesses; visitors; public transport providers; hauliers; and longer distance travellers sharing the same road space.

4.5 Road traffic collision rates are high within the Park when compared to national averages with the occurrences of serious and fatal accidents being focused disproportionally on these main roads.

4.6 The design response to these characteristics to date has been to incrementally implement alterations to road infrastructure, and to provide significant local warning of road hazards through signage installation.

4.7 The SPD recognises that safety and efficiency are key needs of transport infrastructure in the National Park. However, the SPD also promotes the principle that, in designing and delivering infrastructure, the consideration of the purposes and special qualities of the Park, in conjunction with these needs, can influence outcomes that minimise impacts on the National Park.

4.8 In contrast to the main routes within the Park, minor roads demonstrate a characteristic influenced by historic evolution of transport needs, and respond to topography and valued land character rather than design standards. Minor roads are often shared spaces with other uses such as walkers, cyclists and horse riders.

4.9 With limited interventions, these roads are complementary to the special qualities of the Park, and are often enhanced by historic boundary features such as drystone walls, mature hedges and trees.

4.10 The response to the design and mixed use of minor roads is an influence on driver behaviour creating zones of low actual speed, and much lower incidence of road traffic accidents.

SETTLEMENT TRANSPORT INFRASTRUCTURE

4.11 Roads within settlements reflect the function of the settlement, and the control of vehicular and pedestrian traffic. Interventions in Bakewell are high as the town is located at an intersection of strategic routes. There is a strong emphasis on controlling traffic and pedestrian movements, and these impact on the quality of public realm.

4.12 In other settlements, there are fewer interventions, and smaller villages reflect more of a balance in space with the narrowing of roads. Verges and public realm are attractive, and there can good footway provision at least on one side of the road.

4.13 The design of directional road signs and wayfinding is focused on delivering users to towns and villages, but there is not a clear sense that the routes have been determined to achieve a preferred outcome. While there are some tourist brown signs on the road network, these are generally local and do not represent a strategy to guide a visitor.

RAIL INFRASTRUCTURE

4.14 The National Park is served by the Hope Valley Rail line between Sheffield and Manchester with stops in Hathersage, Bamford, Hope and Edale. Other rail infrastructure approaches the boundaries of the Park as far as Buxton and Glossop from the west and Matlock from the south-east, but terminates at these towns. The Leeds to Manchester railway skirts the north of the Peak District with stations at Greenfield and Marsden providing access to the Park.

TRAILS

4.15 The National Park is crossed by three national trails; the Pennine Bridleway which traverses the Park from Hartington northwards to Tintwistle, the Trans-Pennine Trail which crosses the Park from Dunford Bridge in the East, along the Longdendale Valley to Hadfield in the West, and the Pennine Way, which traverses the Park from Edale northwards to the A62, the northern boundary of the Park.

4.16 The National Park also contains four main recreational trails (High Peak; Monsal; Thornhill and Tissington) which provide routes on former railway lines. There is also an extensive network of minor trails, bridleways and public rights of way, again where use is predominantly recreational. Due to the rural character and topography, there are few trails which provide off road access between settlements, although a proposed cycleway between Bakewell and Ashford-in-the-Water would likely fulfil such a function.

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THE SPECIAL QUALITIES OF THE NATIONAL PARK & CHARACTERISTICS

Peak District National Park: Arcus Consultancy Services Ltd. 2016

CHAPTER 5 THE SPECIAL QUALITIES AND CHARACTERISTICS WHICH INFLUENCE DESIGN RESPONSE

OVERVIEW

5.1 The National Park is a special area valued for its landscape and natural environment and the recreation and enjoyment this provides to residents and visitors. The particular combination of special qualities present within the National Park sets it apart from other areas in the country and gives it a strong and lasting identity that inspires the people who live there and visit. It is also a place of work for many and an area through which people travel to and from destinations outside the National Park.

5.2 The high quality and diverse landscape and natural environment attracts large numbers of visitors who participate in a wide range of activities. There are opportunities for quiet enjoyment of tranquil areas of the National Park and opportunities for more adventurous forms of recreation such as mountain biking, horse riding or walking and rock climbing. Main settlements, such as Bakewell, and country houses, are also visitor destinations in their own right.

5.3 With such a diverse range of activities and large number of visitors to the National Park it is important to understand its special qualities in order that these vital resources can be sustainably managed.

5.4 It is the particular combination or balance of special qualities that sets the National Park apart from surrounding areas. The special qualities vary across the Park providing Places that, while connected, present a unique experience at a more local level. Some qualities may be absent or may be subtly expressed in certain Places whereas in others, there may be a number of special qualities strongly expressed. However the special qualities are expressed or experienced, they are present across the National Park, giving it a unique character and identity and for those reasons the area is valued and protected.

5.5 The Special Qualities of the National Park are contained in Appendix B to the SPD.

THE LANDSCAPES OF THE NATIONAL PARK

5.6 The landscape of the National Park is strongly influenced by a combination of topography, geology and climate which has influenced settlement and land use over thousands of years resulting in the complex multi-layered landscape we see today.

5.7 The landscape of the National Park is described in the Peak District National Park Authority Landscape Strategy and Action Plan (LSAP). The LSAP contains landscape guidelines that aim to protect, manage and enhance landscape character. The LSAP is based on 8 Landscape Character Areas (LCAs) and 19 different landscape character types.

5.8 The Core Strategy assembles the 8 LCAs into three distinct groups, as part of its Spatial Portrait:

- The White Peak, Derwent Valley, and Derbyshire Peak Fringe;
- The Dark Peak, Dark Peak Western Fringe, Dark Peak Yorkshire Fringe, Eastern Moors; and
- South West Peak.

THE BUILT CHARACTER OF THE NATIONAL PARK

5.9 Whilst the National Park is predominately rural, built character is also exhibited through settlements, whose built form largely reflects the local geology of either limestone or gritstone. Settlements are predominantly found in transport corridors.

5.10 The built character of settlements in the National Park are also closely related to their surrounding landscapes, with historical origins related to agriculture or other rural activities, or acting as a centre for local trade. Tourism continues this relationship between settlement and landscape. Built character is thus integral to landscape character.

Peak District National Park: Arcus Consultancy Services Ltd. 2016

5.11 The built character of the National Park is also historically significant, containing 109 Conservation Areas, plus country houses of national significance. The National Park also contains a number of other designated and non-designated heritage assets which historically form part of the transport infrastructure in the National Park, such as mileposts, stoops and other street furniture. These also contribute towards the special qualities of the National Park.

LANDSCAPE AND BUILT CHARACTER, AND THE DESIGN OF TRANSPORT INFRASTRUCTURE

5.12 Transport infrastructure has the potential to affect the landscape of the National Park in the following ways:

- Large scale signage can urbanise or dominate some sections of road reducing the importance of field patterns and traditional buildings as features in the landscape, e.g. signage on the A515 at Parsley Hay.

- Bright colours contrast with natural hues of stone, grass and woodland, e.g. use of yellow edged advance warning signage on most major routes.

- Signage on road edges can impinge upon views from elevated areas and along valleys, e.g. on the A623 at Peak Forest, signage at the various junctions along the A515.

- New or enlarged car parks or laybys could potentially create areas of additional pressure.

- Transport infrastructure associated with recreation has the potential to introduce new features which, if not carefully sited and designed could cumulatively affect the experience of travelling through the landscape on foot or bicycle particularly in enclosed valleys. Improvements to cycle trails have the potential to change the character of the routes and the destinations they serve.

- In landscapes with remote or wild character and relatively simple topography where views are important, transport infrastructure has the potential to adversely affect the experience of the special qualities, e.g. along the A57 from Ladybower Reservoir to Glossop.

- Transport infrastructure associated with recreation has the potential to introduce new features which, if not carefully sited and designed could affect the experience of the rugged, natural surroundings that perhaps inspire a sense of danger and remoteness, e.g. car parking for the Roaches.

- Large scale infrastructure or frequent interventions have the potential to create a transport corridor of generic design that does not respond to the rural character of the landscape, especially where there the transport corridor passes through distinct LCAs, e.g. A619 from Bakewell to the National Park boundary at Eastmoor.

Typical Drystone Wall: Peak District National Park: Arcus Consultancy Services Ltd. 2016

- Signage and infrastructure has the potential to create new focal points within views along valleys or edges detracting from the character and quality of the landscape, e.g. along the A6 between Bakewell and Ashford in the Water.

- Woodland is an important feature of the landscape and is sensitive to transport infrastructure, e.g. woodland along Taddington Dale (A6) and Monsal Dale (trails and minor roads).

- Small villages and farmsteads of vernacular buildings are sensitive to transport infrastructure, e.g. historic street patterns in villages such as Monyash or Youlgreave.

- The interfaces between rail, road and cycling/walking routes are particularly important in some areas, e.g. at Edale railway station.

- Widening of minor roads or the creation of car parks and laybys could adversely affect small scale character of the rural road network.

- Bridges and culverts can complement or enhance the experience of crossing a river. Rivers are natural, physical boundaries in the landscape and bridges are often points of access as well as crossing points. Bridges are therefore a key interface with the landscape and have the potential to affect landscape character.

- Transport infrastructure can appear discordant in Conservation Areas if not designed with the character and appearance of the Conservation Area in mind. Traffic interventions, and signage can often appear to be in conflict with the public realm potential, reducing the effectiveness of the measures and impacting on the special qualities that exist e.g. traffic islands, street furniture and signage in Bakewell Conservation Area.

ENSURING THE DESIGN OF TRANSPORT INFRASTUCTURE IS INFORMED BY LANDSCAPE AND BUILT CHARACTER

5.13 Landscape character is described in more detail in Appendix D to the SPD, including a brief description of the characteristics which influence design for each LCA. By including these extracts from the LSAP, this affords these elements SPD status for the purposes of the design of transport infrastructure. Conservation Area Appraisals should also be used to inform built character assessments.

The design of transport infrastructure shall include the following stages:

- **an appraisal of the key design constraints relating to the special qualities and character of the National Park;**

- **undertaking a field survey to identify the extent to which such qualities and characteristics are expressed at the site; and**

- **refining the design through a systematic analysis of design alternatives whereby each alternative must also be tested against the objective of the transport infrastructure element. The analysis of alternatives will consider other factors such as regulatory requirements, cost and safety for example.**

5.14 This information is be used to inform the design of transport infrastructure in its early stages helping to identify potential sensitivities and pressures for change, prior to detailed design work taking place.

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DESIGN GUIDANCE- PARK

A6187 (westbound) Hathersage: Peak District National Park: Arcus Consultancy Services Ltd. 2016

CHAPTER 6 DESIGN GUIDANCE: PARK

6.1 This chapter provides guidance on defining the identity of the National Park as a whole, and of its distinct places. It promotes reinforcement of the message through branding and transport wayfinding with the purpose of promoting understanding, optimising the use of existing infrastructure and informing the behaviours consistent with the purpose and special qualities of the park.

6.2 It sets out contributing factors to achieve consistency in design through an understanding of the wider landscape qualities and strategic opportunities that exist to develop transport users experiences and behaviours at the strategic level.

IDENTITY, BRAND AND GATEWAYS

6.3 The Peak District has a relatively strong identity which is derived from historic development, its designation as a National Park, and its ongoing promotion across media.

6.4 The National Park has an iconic symbol in the form of the millstone which is strongly represented across material published in the public domain.

6.5 Despite this brand and identity, the physical gateways into the National Park are weak and once within the park, there is little branding to transport infrastructure and wayfinding elements. While some routes do have a millstone mounted in the road verges at the park entrances, these are low impact as they are small in scale, ground mounted and often overgrown.

6.6 As a result, a visitor to the National Park is unlikely to know exactly when they have entered (or left) the designated area, and even when they have travelled well into the Park may not have a clear sense of place.

6.7 The resolution of this issue provides an opportunity to influence the knowledge and behaviours of those that travel into or through the National Park through enhancing their appreciation of its special qualities and directing their onward journey.

6.8 Significant benefit can be created through the provision of a 'family' of Park entrance gateways, and reinforcing brand consistently through transport wayfinding, signage and design throughout the area.

WAYFINDING ACROSS THE NATIONAL PARK

Gateway features should be designed to carry the National Park brand rather than the entire feature being the brand identity. By designing gateway features in this way it will be easier to adapt their design to while maintaining a recognisable Park identity.

Settlement gateways serve an important role in influencing driver behaviour by alerting them to a change in road conditions, and that a different environment should be expected.

Gateways could also be used to convey information about the places such as historical origins or connections in literature or art.

6.9 Effective wayfinding is critical in influencing decisions on travel routes from the entrances to the Park to key destinations.

6.10 Wayfinding, and specifically gateway features, brown tourist signs and public realm installations provide an opportunity to implement and repeat the brand of the National Park.

6.11 Wayfinding has to cater for a number of different types of transport infrastructure user, from first time visitors to residents. Although each user group will use wayfinding for different reasons and in different ways, well positioned information is essential for efficient movement and can influence activity to the advantage of the purposes of the National Park.

6.12 Some leisure visitors may arrive without a particular destination in mind. These users may expect information to be provided regarding possible tourist attractions, visitor centres, car parks, scenic routes or tourist trails. These visitors will navigate by wayfinding using both standard directional signage, brown tourist information signage and other cues within the public realm.

6.13 Other visitors may have a particular destination in mind but may be unfamiliar with the route, or may need confirmation that their chosen route is correct. These visitors expect key tourist areas, destinations and key routes to be signed at appropriate locations. It is important that routes are signed at key decision making points so that people are guided effectively. Road visitors will primarily navigate using brown tourist information signage, but will also use standard directional signage where their chosen destination is a town or village.

6.14 Park residents, cross park commuters and those familiar with the area will likely know their preferred route. Nonetheless, wayfinding serves an important role for these groups by reinforcing the fact that other users may be travelling and hazards may exist.

Strategic wayfinding within the Park should be used to direct visitors along key routes and to, and from, popular destinations. Key destinations for Park visitors will include settlements, recreational destinations, visitor centres, public services and car parks. Effective wayfinding at, and on the approach to, key destinations serves a number of important functions for the operation of the transport network by reducing congestion and driver frustration.

Once within the National Park information should increase in resolution to direct transport infrastructure users towards particular towns or visitor destinations.

The resolution or level of detail, of wayfinding information should be appropriate for the distance that a particular sign is away from the destination.

BEHAVIOURS

6.15 The opportunity exists to influence user behaviours by communicating Park level special qualities, transport attributes, hazards, and enforcing that infrastructure serves a variety of user types perusing a range of leisure and business activities.

6.16 These messages can be communicated to alert transport users to the probability of hazards in a strategic manner. This can result in a behavioural shift across the National Park that can result in proportional, lesser impact design outcomes at the local or Element scale.

Stanage Edge Car Park: Peak District National Park: Arcus Consultancy Services Ltd. 2016

6.17 An example of this would be a need to improve pedestrian safety on a road within valued streetscape. The undesirable behaviour may be excessive vehicle speeds and a desire line resulting in pedestrians crossing the road in an uncontrolled manner. A design response may be to install railings to direct pedestrians to a signalised crossing. Both the pedestrian railing and the traffic signals, while addressing a safety need, would impact visually and environmentally on the streetscape.

6.18 An alternative approach would be to communicate the attributes of transport infrastructure at Park level and reinforce the sensitivity and hazards at the entrance to the streetscape to influence behaviours and reduce vehicle speeds. The design response to address the safety need might then be reduced to a ‘zebra’ crossing, or shared space, with minimal impact on the streetscape.

IMPLEMENTATION

6.19 Design decisions at Place and Element level should consider opportunities to reinforce identity and brand through gateways and wayfinding. By influencing behaviours and sympathetic design, outcomes consistent with the National Park’s purpose and special qualities can be achieved.

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DESIGN GUIDANCE- PLACE

CHAPTER 7 DESIGN GUIDANCE: PLACE

7.1 This Chapter provides guidance for the design of transport infrastructure so that it responds to 'Place', defined by the Spatial Portrait under the Core Strategy. This is will enable the design of transport infrastructure to respond to the context provided by landscape character.

7.2 Guidance is also provided separately for Bakewell, with its particular focus of transport infrastructure design issues and as the major settlement within the National Park.

7.3 In order to properly design transport infrastructure, there needs to be an understanding by the designer of the sensitivity of transport infrastructure and the pressures for transport changes. These are provided for each Place and should also be used to gain understanding of the design guidance which follows.

THE WHITE PEAK, DERWENT VALLEY AND DERBYSHIRE PEAK FRINGE

7.4 Sensitivity to Transport Infrastructure:

- The well-defined and regular landscape pattern of small pasture fields enclosed by pale coloured drystone walls is sensitive to the introduction of new linear features;
- Large man-made features and materials and bright colours such as yellow, blue and red contrast with the existing scale of features and palette of colour and materials;
- Views from roads in elevated areas are susceptible to development;
- The open, upland character of the landscape and associated larger field size mean views are more open;
- In steep sided dales, views are enclosed or channelled by the dales which creates short distance views or views that suddenly open out. The scale of these landscapes is relatively small with a diversity of predominantly natural landscape features; and
- The northern parts are a transition to more upland areas influenced by gritstone.

7.5 Pressures for Change:

- The main roads experience high volumes of traffic. Any future road accidents may result in more signage on main roads. Villages are susceptible to road markings and waymarking signage; and
- These areas are also influenced by unclassified roads and by cycle trails and footpaths. It is thus susceptible to recreational transport infrastructure such as cycle and footpath improvements and ancillary development such as waymarking posts, cycle stands, gates, fences and line markings. These pressures are smaller in scale.

7.6 Impacts of Transport Infrastructure:

- Large scale signage urbanises or dominates some sections of roads, reducing the importance of the field patterns and traditional buildings as features in the landscape;
- Bright colours on signage and road markings contrast with the natural hues of stone, grass and woodland;
- Signage that is sited on road edges can impinge upon views from elevated areas;
- New car parks or laybys could potentially create areas of additional pressure;
- Transport infrastructure associated with recreation has the potential to introduce new linear features which, if not carefully sited and designed, could cumulatively affect these areas;

- The diversity of landscape features means it is easily compromised by a uniform and generic approach to transport infrastructure;
- There are a considerable number of interfaces between different types of transport – for road, rail and trail.

7.7 Design Guidelines:

- **Access road, junction and footway arrangements will benefit from more informal arrangements, such as the use of setts to define and narrow the appearance of highways arrangements. More informal arrangements for car parking using geotextile grid structures should also be considered;**
- **The pale limestone should be used where a built element of transport infrastructure is required, such as retaining or defining walls. In the more northerly parts of this area, gritstone will be more appropriate;**
- **The positioning of signage needs to avoid prominent and elevated locations in both the open upland and dales areas. The use of brighter colours to increase the visual presence of the signage should also be avoided;**
- **Linear transport infrastructure and new car parking needs to consider the use of landscaping and planting to minimise the strong visual presence of these features;**
- **New transport infrastructure should not require the removal of drystone walls, and should where at all possible avoid having to re-position drystone walls to accommodate transport infrastructure;**
- **Ancillary facilities associated with recreational transport infrastructure, such as cycle stands, need to be carefully sited and landscaping should be considered, to minimise visual impacts. Fingerboards should be used for waymarking off road with short posts as directional markers on routes; and**
- **The design of interfaces between different types of transport need to be co-ordinated so as to avoid duplication and overuse of signage and ancillary features; whilst 'retrofitting' additional ancillary infrastructure should be avoided.**

Typical Park Signage: Peak District National Park: Arcus Consultancy Services Ltd. 2016

THE DARK PEAK, DARK PEAK WESTERN FRINGE, DARK PEAK YORKSHIRE FRINGE AND EASTERN MOORS

7.8 Sensitivity to Transport Infrastructure:

- Views tend to be extensive and panoramic on the moorlands, in particular on plateau edges with little screening afforded by trees or settlements;
- Open, unenclosed moorland landscapes with infrequent drystone walls or fencing;
- Sensitivity may be perceived to be reduced by the existing road network which crosses the high moorland and lack of associated development pressure;
- Narrow valley floors tend to be enclosed, including through woodland, although this can increase the impression of a view where there are glimpses of more open landscapes, or when leaving enclosed valleys; and
- Edale represents a contrast, where small to medium sized pastoral fields are bound by drystone walls.

7.9 Pressures for Change:

- The main roads experience high volumes of traffic, in particular the trans-Pennine routes and are susceptible in particular to the addition of safety measures, such as barriers and signage;
- Potential for significant transport infrastructure proposals to improve trans-Pennine connections between Sheffield and Manchester; and
- Potential recreational transport infrastructure pressures, associated with reservoirs and around Edale.

7.10 Impacts of Transport Infrastructure

- Across moorlands, all types of transport infrastructure have the potential to impinge on character and views, due to the open nature of the landscape;
- The general wildness and remoteness of much of this area means that if transport infrastructure that is badly sited or designed is encountered, then this will disrupt the ambience and experience of this landscape; and
- Severance issues caused by trans-Pennine transport infrastructure and visitor destinations along A roads, which can cause conflict between pedestrian and vehicular traffic.

7.11 Design Guidelines

Transport infrastructure which is not associated with an existing transport route should be avoided in upland areas, due to the extensive and open nature of landscape impacts;

Transport infrastructure associated with existing routes needs to pay particular regard to siting and size, due to a lack of screening. Introducing screening through built enclosure or fencing would also be out of character, and should thus be avoided. In parts of the Dark Peak where there is woodland, screening through tree planting or hedgerows may be appropriate. Where practical, incorporating millstone rock or setts into designs should be considered, maintaining the rugged nature of geology.

Transport infrastructure measures designed to address severance issues should where at all possible be sited within existing settlements or groups of buildings, or structures. The design, colour finish and materials should seek to minimise visual impacts.

A635 (Westbound): Peak District National Park: Arcus Consultancy Services Ltd. 2016

In valley areas, screening either through drystone walls or planting, should be considered to reduce the visibility of the transport infrastructure from the wider landscape, together with careful use of materials (gritstone or wood) and a limited signage strategy (low post height, avoiding multiple signs in one location).

SOUTH WEST PEAK

7.12 Sensitivity to Transport Infrastructure:

- Views tend to be extensive with the large scale plateau character of much the landscape, giving a sense of isolation. Geological features such as the Roaches and Ramshaw Rocks form dramatic and prominent features;
- Any made-man features tend to contrast with the simple form of the topography and the land form. The upland landscape is unenclosed, with an absence of walls and fences; and
- Sensitivity may be perceived to be reduced by the existing road network and lack of associated development pressure; and
- The landscape character of the western and southern areas are transitional in nature connecting lower lying areas outside of the National Park to the elevated plateau landscapes, and can be markedly different in character with enclosed landscapes.

7.13 Pressures for Change:

- The main roads experience high levels of traffic and are susceptible in particular to the addition of safety measures, such as cameras, barriers and signage;
- Key features, such as the Roaches, are susceptible to car parking and ancillary development; and
- Due to proximity to large settlements outside of the National Park, the area can be susceptible to recreational transport infrastructure related to cycling and walking. These pressures are smaller in scale.

7.14 Impacts of Transport Infrastructure:

- Transport features associated with recreation destinations have the potential to introduce features that affect the rugged and natural surroundings;
- Generic and uniform approaches to design along transport corridors will not respond to the transitional character of the South West Peak from lower lying areas to the upland landscapes;
- Bright colours on signage contrasts with dark hues of millstone, and grass and woodland;
- Signage that is sited on road edges and safety camera infrastructure can impinge on views; and
- There are a considerable number of interfaces between different types of transport – for road and trail.

7.15 Design Guidelines:

The positioning of signage, barriers and safety camera infrastructure needs to avoid prominent roadside locations. The use of brighter colours to increase their visual presence must be avoided

Gritstone should be used where a built element of transport infrastructure is required, such as signage or delineating access or parking.

For key visitor destinations related to geological features, informal arrangements for car parking using geotextile grid structures or simply the existing underlying ground materials on site should be considered. These destinations also represent an opportunity for gateway features. If required, other signage and ancillary features such as waste bins, must be discretely sited making use of any natural screening. Fingerboards should be used for waymarking off road with short posts as directional markers on routes.

Transport infrastructure associated with existing routes that cross the upland landscape of the South West Peak needs to pay particular regard to siting and size, due to a lack of screening. Introducing screening through built enclosure, or fencing would also be out of character, and should thus be avoided.

BAKEWELL

7.16 Sensitivity to Transport Infrastructure:

- The historic town centre, which is designated as a Conservation Area, is highly sensitive to the introduction of all forms of transport infrastructure;
- Modern features, materials and bright colours contrast with the historic palette of colour and materials;
- Views and vistas through the town form part of its historic character, and are often enclosed by buildings to channel views down transport routes;
- Roadside locations are susceptible to further development, including transport infrastructure development, such as car parks;
- Buildings are susceptible both to directs impacts on their fabric from transport infrastructure, such as directly attached signage or lighting to buildings, and from air quality impacts from motorised traffic movements; and
- Bridge structures conveying transport routes over the River Wye have the potential to impact the historic character of the town.

7.17 Pressures for Change:

- Bakewell experiences high volumes of all types of traffic as a destination in its own right for residents and visitors alike, and as through traffic on the A6 and A619 passes directly though the town centre. Bakewell is thus highly susceptible to transport infrastructure interventions which aim to manage the high volumes of traffic; and

- As the main settlement in the Peak District, Bakewell is also susceptible to higher levels of development and thus the associated transport infrastructure that seeks to accommodate such development.

7.18 Impacts of Transport Infrastructure:

- Large scale traffic management interventions and associated structures, such as traffic islands, bollards and signage, dominate the town centre, detracting from the historic environment. Space is heavily defined and separated between motorised traffic users, and pedestrians and cyclists. This can change the behaviour of motorised traffic users by increasing vehicle speeds;

- Public realm is largely dictated by traffic management interventions, and so does not provide a pleasing environment for pedestrians or cyclists;

- Despite traffic management measures, there remains a high degree of conflict between motorised traffic users and pedestrians and cyclists, where these interface, e.g. as pedestrians have to cross streets numerous times to effectively use town centre services;

- New developments may present standardised approaches to transport infrastructure design, such as through access layouts or parking, rather than reflecting the historic character of Bakewell;

- The wayfinding strategy for all users is not clear. This has principally being caused by an uncoordinated approach, where signage and gateway features have been incrementally added or 'retro fitted';

- Similarly at interfaces between transport modes, such as car parks, there may be no obvious framing point for the location, so the user is uncertain of how then to continue their journey to their destination; and

- Pedestrian users can find their space obstructed by the inappropriate placing of A-boards advertising town centre services, service vehicles or parking.

7.19 Design Guidelines:

Traffic management interventions in Bakewell town centre should be managed on the basis of two principles:
- a hierarchal approach, with pedestrians and cyclists first, and motorised vehicle user second; and
- a reduction in the clutter of interventions, thereby improving the historic environment and public realm.

In order to successfully achieve these interventions:
- Use sandstone or limestone surfacing, or other natural high quality surfacing where justified, and avoiding a predominance of tarmacadam;
-The widening of footways to rebalance the dominance of roads and the associated removal of traffic barriers, traffic markings, bollards, signalised crossings and signage;
-Where spaces need to be defined between transport users, utilise green infrastructure or subtle changes in surfacing. Avoid the use of bollards and barriers;
-Simple use of street furniture and to be used only where it will not obstruct pedestrian access. Suitable materials for

street furniture are sandstone, limestone, timber and dark grey finished metalwork;
- Overall reduction in signage, and where signage is to remain, or is proposed, it is located not to dominate views of the historic environment; and
- Whilst utilising existing buildings for lighting and signage may reduce visual impacts, effects on the fabric of the building must also be considered.

Transport infrastructure for new developments needs to reflect the historic character of the town. This can be achieved by reflecting the traditional layout through narrowing access roads and junctions, the positioning of parking to the rear of buildings with development enclosing footways. The use of sandstone or limestone should be considered in built aspects of transport infrastructure including for surfacing, setts and enclosure.

The design of interfaces between different types of transport need to provide a framing point, so users are clear how to progress their journey to their destination. Gateway features should be considered as the means of providing the framing point. Gateway features do however need to be co-ordinated so as to avoid duplication, and overuse of signage and ancillary features. Retrofitting additional ancillary infrastructure should be avoided. A single gateway feature at each interface should be the preferred approach.

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DESIGN GUIDANCE- ELEMENT

CHAPTER 8 DESIGN GUIDANCE ELEMENTS

8.1 This Chapter provides guidance on the design principles that should be adopted for "Element" or components of transport infrastructure responding to the qualities and guidance on park and place set out in Chapter 6 and 7 of this SPD.

ROADS, JUNCTIONS AND ACCESS LAYOUTS

8.2 The characteristics and historic development of roads within the National Park has been described in this supplementary planning document (SPD), as has the objective that the special qualities of the park should be one of the primary considerations when determining options and final outcomes of new elements of infrastructure.

8.3 This section provides direction on new designs for roads, junctions and accesses as elements of infrastructure which can significantly affect the environments in which they are placed.

Approach

8.4 An element of road infrastructure, such as a junction on a rural road, may be considered relatively low in impact when considering only the metalled road surface itself. However, once the need for road widening, signage, visibility splays, verges, drainage, fencing, and changes to boundary walls or hedges are considered, the overall result can be a significant change in the character of the place.

8.5 The design process should be holistic and consider the assembly of elements from the outset to provide an outcome that ensures the safety of road users and preserves the qualities of place.

Design Speed

8.6 Vehicle speed influences the design of new roads, junctions and accesses. Higher vehicle speeds increase the distance needed for a driver to see and react to a condition or hazard. Roads with higher vehicle speeds need to incorporate greater allowances for forward visibility and stopping distance to be safe.

8.7 The speed limit, design speed and actual vehicle speeds on a road can all differ:

- Speed limits are the parameter for enforcement through traffic regulation. They are either the national speed limit for a road class, or a lesser speed defined by a traffic regulation order;
- Design speeds influence the layout and features on a road to achieve safety at that speed; and
- Actual vehicle speeds, measured by survey, are influenced by the speed limit and the design speed of the road; but can be effected by many other factors both physical and behavioural.

8.8 A high quality section of road designed to national standards for class, but with a speed limit below the national limit is likely to have actual vehicle speeds close to the speed limit with a high incidence of exceedance.

8.9 Roads with a highly variable vertical and horizontal geometry and below standard forward visibility may operate at national speed limits for class, but may have actual vehicle speed significantly below that limit as a result of design with few incidences of exceedance.

8.10 A scheme to improve a road to achieve national standards for road class at a location may result in an increase in actual vehicle speeds. When combined with substandard elements, this can lead to the need for safety mitigation that can compound the visual impact of the scheme.

8.11 Conversely, a scheme that imposes speed limits lower than national standards for road class can lead to frustration and unsafe driver behaviours.

8.12 In itself, restricting the design speed or speed limit of a road scheme may not provide a benefit in responding to the special qualities of the National Park while maintaining road safety.

8.13 However, understanding the place in which an element of road infrastructure is located and its function within the transport network can assist in defining a design speed that reflects actual vehicle speeds and responds to driver behaviours. In doing so, the greatest flexibility in design can be realised while achieving road safety objectives.

Stopping Site Distance

8.14 The criteria that most significantly impacts on a road design outcome is the stopping site distance or SSD. This is the estimated distance required for a driver to see, react and the brake in a controlled way to avoid a hazard.

8.15 Hazards can be either a road feature; other road users; objects or obstructions; or users emerging from side roads, footways, cycleways etc.

8.16 The SSD directly influences the horizontal and vertical curvature of roads; verge widths; and visibility splays to provide a safe environment for a design speed.

8.17 While an SSD provided through design can influence driver behaviour to deliver an outcome, minimum standards exist to achieve a level of safety acceptable to road and highway operators and the public.

8.18 There is a single equation for determining SSD applied throughout the UK. The only variables within the equation are: design speed, driver reaction time, and deceleration rate.

8.19 For locations where design speeds are less than 40mph (60 kph), the recommendations in Manual for Streets 1 (MfS1) are based on a driver reaction time of 1.5 seconds and a deceleration rate of 4.41 m/s^2.

8.20 MfS1 is adopted across England, and is generally incorporated within highway authority guidance (for example The 6 Counties Design Guide).

8.21 For design speeds in excess of 40mph (60kph), the Design Manual for Roads and Bridges (DMRB) variables should be considered. The DMRB uses a reaction time of 2 seconds and a deceleration rate of 0.25 m/s^2 (or 0.38 m/s^2 for one step below desirable minimum standard).

8.22 Manual for Streets 2 (MfS2), which provides companion guidance to MfS1, supports this approach. It recognises the evidence that, while in urban areas design features influenced by SSD (such as frontage access and junction spacing) have a lesser effect on accident rates, effects in rural areas become statistically significant.

8.23 This can likely be correlated to driver awareness in the two scenarios. In urban areas, drivers evaluate the many external influences that have the potential to generate risk and behave accordingly, whereas in rural areas, risks are fewer and less foreseeable.

8.24 While the DMRB may be the source of guidance for SSD for roads within the National Park where speeds exceed 40 mph, wider application of DMRB guidance alone may not achieve the best outcomes for the park. MfS2 provides advice for a sensitive design approach in urban / village and rural areas summarised as follows:

- In urban / village areas, SSD guidance in MfS1 should be adopted and the design principles of MfS1 and MfS2 be applied.

- In areas where design speeds exceed 40 mph, and/or in rural areas, SSDs defined in the DMRB should be used as the guidance, but the principles of MfS1 and MfS2 should be considered in developing designs.

8.25 Consultations with highways authorities can result in departures from guidance to reduce SSDs beyond those set out in guidance with suitable mitigation for safety. While designers should consider departures as a tool in arriving at the best outcome that considers the special qualities of the park, they should also consider the effects of any mitigation proposed. Often mitigation can take the form of increased signage and other measures which have a corresponding negative visual effect and can detrimentally impact on the character and quality of a place.

Roads

8.26 Roads should be designed taking in to account the place in which they are located. The geometry of urban roads should be based on national guidance for lower speed roads, while taking into account the guidance provided in this SPD regarding materials and the conservation objectives of the National Park. An emphasis should be placed on balancing features that influence behaviours by clearly defining expectations, purpose and use.

8.27 The design of roads in the National Park has historically responded to landscape, features and topography. The result is lower actual vehicle speeds by design, and potentially improved interaction with a variety of users in shared space environments.

8.28 Careful consideration is needed for routes that are strategic in nature or have the potential to be short cuts, ‘rat runs’, or are desirable for a particular user type (i.e. motorcyclists). In these instances, road users can trend towards higher speeds, whether due to the design of the road, or a particular imperative that risks frustration and behaviours that negatively impact on safety.

Junctions

8.29 Junctions provide access to new developments, or are modified as part of road improvement schemes. They are made up of a number of design elements to achieve an overall design objective. While some design elements are required by regulation (e.g. stop or give way signage and road marking), and some are determined by guidance (e.g. junction form, corner radii and visibility splay), many of the components that impact on appearance and effect can be influenced by design choice.

8.30 Where the actual vehicle speed on an existing road is likely to be less than the speed limit, agreement should be reached with the highway authority on an appropriate design speed. This can be validated by a site survey which can be inexpensive yet derive significant benefit to the outcome.

8.31 While there are limits resulting from land ownership or other existing fixed constraints, the location of a junction should be selected to achieve visibility requirements at the design speed with minimum intervention as a priority when planning development.

8.32 Visibility splays and verges, based on agreed design speeds, should be provided in a way that minimises impact or change. Where existing features of value are likely to be affected (e.g. walls, historic street furniture, trees or hedges), the design should look firstly to retain such features in situ. Where retention is not possible the design should seek to sympathetically reinstate these out with the required verges.

8.33 Requirements for drainage features, footways, cycleways, bus stops and other elements at junctions should be defined at an early stage so that their design can be integrated and cumulative impact assessed. Where footways or cycleways are needed at rural locations, agreement with the Highway Authority should be reached on design with the objective of minimising the road corridor width and impact.

8.34 Direction signage at junctions should be proportionate to purpose, benefit and the volume of traffic. While the actual design of all road signage must comply with regulation, the provision of direction

signage is not mandatory. Designers should first consider if signage is necessary taking into account the character and quality of the location. If signage is required it should be designed and positioned to avoid or minimise effects on the character and quality of a place. Existing signage at the location should be taken into account by designers to ensure seamless integration of new signage and minimisation of detrimental effects on character and quality.

Accesses

8.35 Accesses, discreet from junctions, are considered to be for single curtilage dwelling, a small business or a farm. The geometry of the access should be determined by likely vehicle usage, and guidance is provided in the DMRB and MfS.

8.36 For accesses where large vehicles (HGV's, tractors etc) are frequently used, a driver's eye height greater than 1.05 metres may be appropriate at visibility splay setbacks more than 2.4 metres. In such instances, large vehicles at the junction will be visible, but will allow low walls or hedges to be provided out with 2.4 metres of the road edge.

8.37 Where accesses have dominant small vehicle use, with very occasional use by a larger type, the design should consider the use of an over-run area in favour of a larger junction. Over-run areas can be formed in a strengthened verge that can vegetate while supporting wheel loading.

Designing For Motorcycle Safety

8.38 The National Park attracts a high number of motorcyclists who enjoy the character of the roads available and the special qualities of the wider park.

8.39 Motorcyclists act in a number of ways depending on purpose – whether the motorcycle is simply for transport to reach a destination, for leisure to experience the environment, for challenge due to the variable road types, or a combination of these.

8.40 The behaviours that effect safety on roads can be exaggerated for motorcyclists as a result of the traffic, delay and the trend of some riders towards higher speeds. Motorcycle safety should be a particular design factor on key routes within the National Park as at present the accident rate exceeds the national average.

8.41 In designing elements of road infrastructure, the characteristics of motorcycles should be taken into account. The relatively small frontal aspect makes it more likely that drivers fail to identify them, particularly at junctions, and this is enhanced where existing features further obstruct views. At junctions with a low approach angles, visibility can be obscured by the design of a car itself with support pillars or frames obscuring view.

8.42 Conversely, road infrastructure features that create greater visibility for users can encourage un-safe motorcyclist behaviours. For example, road widening for a ghost island at a junction can be seen as an overtaking opportunity for a motorcyclist creating a risk to road users.

8.43 The theme of the SPD in delivering information from gateway to element is particularly important for motorcyclists. Design, education and enforcement should be used as co-ordinated tools to achieve safe behaviours in a consistent manner across the park.

8.44 The Institute of Highway Engineers publishes specific advice on design of safety titles 'Guidelines for Motorcycles – Road Design and Traffic Engineering' and this should be used as a resource in developing schemes on key routes.

- **In selecting stopping site distance (SSD) and justifying reductions in design speed, the measures used to influence actual speed and driver behaviours that take into account the qualities of the park must be a core consideration in design and justification.**
- **In developing road infrastructure schemes, all elements required should be assembled and considered in review of options against objectives of the National Park.**
- **Effects of junctions and their visibility splays must be minimised by siting, sensitive design and considering variable driver's eye height based on vehicle type.**
- **Accesses for single curtilage development should be designed for the main vehicle use, with soft engineered surfaces provided for other occasional use vehicle types.**
- **On key routes, motorcyclist behaviour must be considered as part of design and safety review.**

CAR PARKING

8.45 While the Peak District National Park has public transport infrastructure that serves the main areas of attraction, the privately owned vehicle remains by far the dominant mode of travel creating the need for car park facilities.

8.46 Car parks as designed elements can be significant contributors to a visitor's experience. As built interventions in the environment, they can also impact on the special qualities of the places where they are provided.

8.47 Whether considering improvements to existing car parks, or the development of designs for new ones, the principal aim should be to integrate with the landscape and landform, to have sufficient capacity, and to provide a layout that is effective and safe.

Design Guidelines

Operation And Capacity

8.48 In developing its Development Management Policies Document (Local Plan), the National Park Authority has formulated its own Parking Standards, attached at Appendix C) . These standards contain a combination of minimum and maximum standards for various types of development. This approach seeks to ensure that new development makes best use of the limited amount of land available within the National Park for development, including for parking.

8.49 Capacity must therefore respond to a development's needs within both minimum and maximum values. While car parks that are minimised in scale may have lesser direct effect on the qualities of the National Park, under capacity of parking can encourage negative behaviours that may be of equivalent or greater effect – illegal parking on streets or parking on landscaped verges being

examples. The standards seek to strike a balance between the over-provision of new parking against displacement or overspill parking in inappropriate locations.

8.50 Working within the Local Plan and the Peak District parking standards, designers should consider normal and peak use in determining car park capacity, and look to innovate to achieve the best outcomes that respond to user and National Park needs. Examples of this include, 'soft engineered' overflow facilities and 'General Permitted Development Orders' for temporary car parking on land currently used for other purposes.

8.51 New car parks or improvements to existing car parks, essential for the management of the area, have the potential to generate traffic, drawing users to a particular location for recreation or enjoyment. Examples of this will be locations of interest – special landscape views for example. In these instances there is no development that generates foot fall, rather the presence of the car park facility itself draws use (and may address existing negative behaviours).

8.52 Designers must achieve the right balance to ensure that capacity meets reasonable demands, and that car parks operate in a way that meets development and operational objectives.

8.53 Well-designed car parks respond to needs and deliver users to a designated space efficiently. Poor designs can be unclear for users and result in parking on landscape areas, blocking access, abuse of disabled parking and other negative impacts.

8.54 The clearer the message to users on the expected behaviour through well designed features and prompts, the better the operation and the greater the opportunity to provide a facility sympathetic to the qualities of the National Park and place.

8.55 Where car parks have very distinct surges in use, for example seasonal or event driven, the designation of a core parking area and an 'overflow area' may be beneficial. A core area can achieve a desired standard for normal operation, while the overflow area could be durable yet sympathetic – for example an unbound or reinforced surface that allows blending with the wider landscape. Parsley Hay car park off the A515 to the north of Newhaven is a good example of permeable surfacing used on a secluded overflow car park where existing landform and trees provide integration.

Layout

8.56 Unless parking bays attract long term parking, bays should generally adhere to good practice standards – normally with a width of 2.5 metres, unless they are intended for users with a physical impairment. One way aisles in car parks can be an effective method of maximising capacity and controlling search patterns. This can be an advantage in car parks that have a high rate of turnover, or where the search patterns are sinuous, which may be the case in rural locations where layout is influenced by natural features.

8.57 Angled parking bays should be considered as an option where a one way system is preferable. They enforce a behaviour, and operationally can perform well, particularly in rural environments as more space is created around the vehicle to load and unload. For full detail please refer to the Peak District National Park Parking Standards.

Construction Materials

8.58 The construction materials used in car parks are subject to cyclic wheel loading, and torsional forces from vehicles turning. There may be use by HGVs during maintenance, and loads and forces can be enhanced if a car park is also used by buses and coaches.

8.59 The construction methods and materials should reflect the loads and forces applied to achieve a desired lifespan and maintenance regime.

8.60 In securing a robust running surface, the two most critical elements are the strength of the formation and drainage. The formation is the 'foundation' of a road or car park and can be either the existing ground material if it has sufficient engineering qualities, or an imported material. Drainage ensures the performance of the formation, and removes water from the surface and sub- surface layers so they behave in a predictable way, and are protected from frost heave and softening.

8.61 There is flexibility in surfacing type to achieve a desired outcome. Designs can be an impermeable bituminous or cementitious material; a porous engineered/natural material (Hooks Car – Stanage Popular End); or a loose unbound stone such as that used at Parsley Hay overspill car park. The selection of the appropriate material will be determined by operator needs, location, loading, traffic volumes and design objectives.

Hooks Car – Stanage Popular End reinforced grass paving: Arcus Consultancy Services Ltd. 2016

Other Elements

8.62 In addition to vehicle running surfaces, car parks can comprise many other elements including hard and soft landscaping, kerbing, edging, road marking, signage, footways and ticket machines and fencing. All these elements should be designed to help screen or integrate parking into the landscape, minimising detrimental visual impacts and impacts on character and quality of landscape.

8.63 To achieve the most appropriate outcome, designers should identify all the elements necessary prior to progressing to detailed concept stage. As a general principle, the simpler and clearer the design, the fewer the elements needed to enforce behaviours to achieve efficiency. A car park with a search pattern that is logical and defined by prompts such as planting, edging and geometry can almost dispense with the need for signage, road marking and enforcement that can negatively impact on the qualities of the National Park. Where road markings or delineation are necessary then minimum marking out and segregation should be adopted with the use of markers or studs instead of full lines.

Location

8.64 An important consideration in the design of new car parks or alterations to existing car parks is their location and placement within the landscape. There are a number of successful car parks within the National Park situated at the start of popular walks which are located within treed areas and woodland fringes (e.g. Fairholmes Visitor Centre and Tissington car parks) or enclosed by drystone walls or landform (e.g. Parsley Hay car park). Careful consideration of the location of car parks can minimise their impact within the landscape.

8.65 In more urbanised areas, careful selection of location can bring multiple benefits – drawing visitors to attractions and influencing route choices while removing traffic from the most valued/ and sensitive places.

8.66 Bakewell highlights the potential benefits of locating parking outside the town centre to reduce the impact of traffic in these locations, however clarity of directional signing is important as demonstrated at Hartington.

8.67 Parking in the village of Hartington highlights how parking can easily dominate an attractive rural village. Here a large car park (58 spaces) lies just outside the village centre however the journey between car park and village is not clearly defined either through signage or the public realm. Also village centre parking is retained, creating a hierarchy of parking use favouring village centre parking. The removal of the parking within the centre of Hartington with the exception of minimal on street parking would encourage use of the edge of village car park and together with improvements to the public realm, signage and access would create an enhanced setting for the village. This response would however need to be undertaken in conjunction with the above capacity study to ensure capacity is adequate. In similar examples an assessment of locations outside the village core including temporary/seasonal parking could be considered to displace on street parking that detracts from the character and function of the village.

8.68 Many of the car parks within the Peak District National Park are well located and have some capacity for expansion; however as highlighted at Hartington the linkage to the village is often poor. At Tissington access from the car park back to the village is via grass verges alongside access and main roads. As part of improvements to new and existing car parks this linkage to attractions should be improved where appropriate. This would further the reduction of on street parking in villages as the quality of the experience between the two is improved, indeed the journey becomes part of the attraction and reduces the issues of conflict between road users and pedestrians; together with reducing erosion along landscaped verges.

Tissington - poor linkage between car park and village: Arcus Consultancy Services Ltd. 2016

Branding

8.69 Car parks provide the opportunity to reinforce the branding of the National Park, – particularly at rural attractions. While the form of car parks will differ across the National Park, consistency in entrance gateway, sign design and message can enhance the sense of place and influence how users interface with the facilities in a positive way. The current approach to signage at car parks within the park is subtle and elegant; however it is also easily missed due to scale and inconsistency of arrival points. Here a balance needs to be drawn between accessibility of signage and visual interference; alongside a common approach to branding.

Car Parking In New Small Housing Schemes

8.70 Inadequate residential parking in new residential developments has the potential to create parking issues and can result in congestion in the wider area as residents seek alternative car parks or on street parking. Inadequate provision can also compromise the amenity and safety of the development and potentially the wider area. The National Park has its own Parking Standards included as Annex XXX) for provision in new housing development which identifies a minimum of 1.5 spaces per dwelling and up to 3 spaces for dwellings with more than 4 bedrooms.

8.71 Where possible parking should be within the curtilage of buildings although such parking must be designed to ensure that it does not break up the frontage of the housing development or compromise the overall quality of design. This may not be achievable in every case e.g. in higher density developments. Where curtilage parking is not possible, allocated parking bays on one or both sides of the street in line with the road and/or perpendicular to the street should be provided. Such parking can be sensitively designed to include flush kerbing with natural materials to delineate the parking areas; together with tree or shrub planting to soften the parking areas. A change in surface material can also be used to delineate the parking area. In many rural villages within the National Park the housing pre-dates the car and therefore parking is to the front gardens or converted outbuildings. This approach works successfully for large or small properties as the car is often screened behind boundary walls or vegetation. This approach retains the car parking as a secondary element within the landscape with its presence being intermittent and not permanent. Where on street parking is necessary this should be monitored as opposed to controlled avoiding the use of excessive white lines and road markings.

8.72 The below image highlights a parking design at a new development at Hannah Bowman Way in Youlgreave. Although the response to parking utilises sensitive material in terms of drystone walls this approach accentuates the parking creating a permanent feature whether utilised by users or not. In this instance the use of stone/ granite sett surfacing material should be utilised to define car parking without creating a feature of them. Here the introduction of street trees to create a visual break to car parking should be adopted, enhancing the streetscape and landscape setting creating a visual distraction. In a larger development such as this the introduction of a formal avenue may be adopted; however for smaller developments informal planting would be more appropriate. It should be obvious to users where car parking is located but they should be ignorable within the landscape/streetscape.

8.73 It is important to ensure cars within residential developments are in view and not in secluded areas. It may be appropriate to use courtyard or square parking in new development to allow surveillance or to accommodate adequate parking in the space available. Such parking should be for no more than 10-15 cars in order to avoid parked cars dominating surroundings and detracting from high quality design. Courtyards can be designed as attractive spaces through the addition of trees or shrubs and detail in kerbing and paving or shared surfaces.

Excessive visual reinforcement and use of asphalt concrete surfacing for parking areas: Arcus Consultancy Services Ltd. 2016

8.74 A combination of off-street, on-street bays and courtyard/ rear car parks may be appropriate for a single development. The local plan suggests dialogue is required between the highway authority borough/district council, the Authority, police and parish council to ensure that the appropriate traffic management and enforcement measures are agreed and implemented.

Car Parking Around Barn Conversions

8.75 Historic barns are important buildings within the National Park. They are evidence of the long history of settlement and vital to an appreciation of the landscape of the National Park. They are often focal points in the landscape or townscape. Insensitively designed car parking within the curtilage of barn conversions has the potential to affect the setting of the building such that the importance of the barn within its original landscape context may be adversely affected which in turn reduces landscape quality. Sensitive design of car parking around barn conversions is therefore as essential for conversion to one dwelling as it is for conversion of the barn to many.

8.76 The design of barn conversions should consider the immediate setting of the existing barn and views towards it from the wider area. Car parking should be located to ensure that parked vehicles do not detract from the setting of the building. Incorporating boundary walls, built of materials and detailing in keeping with the local vernacular and tree planting to assist in screening car parking areas should be considered during design (as above). Parking immediately in front of the barn may not be appropriate and alternative locations to the rear or side of the barn should also be considered. This may have implications for access to the converted barn.

8.77 Where barns are converted for multiple occupancy the same principles apply and it may be appropriate to use more than one courtyard parking area to avoid parked vehicles dominating the curtilage of the building. The use of the buildings themselves for integral parking should also be considered where possible as many large barns have cart entries which could incorporate car parking.

- **Car park capacity should respond to national guidance and needs.**
- **Needs to reflect the fact that it is in a National Park, not an urban area – hence own parking standards**
- **To minimise the impact of car parks location and layout must respond to their context, landscape and the landform.**
- **One way aisles and diagonal parking should be considered, particularly in rural locations.**
- **User behaviours should be influenced by sensitive design rather than enforcement and signage.**
- **Car parks with distributed peaks in demand should consider a 'core' and 'overflow' arrangement to allow a variation in treatment within the design.**
- **In urbanised areas, the location of car parks should consider travel routes and purpose to achieve the NP's purposes.**

PUBLIC REALM AND STREET FURNITURE

Design Guidelines

8.78 Public realm is space within villages and towns generally available to everyone. Public realm elements can include, streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, transportation hubs, gateways, parks, waterfronts, natural features, view corridors, landmarks and building interfaces'. For the purposes of this guidance the focus is on transport features within the public realm.

8.79 Transport within the public realm is an integral element that needs careful coordination. Public realm ranges from simple static space such as a courtyard to a more complex series of interconnected spaces - the streets, squares, walkways and parks that make up a settlement. Public realm consists of the outdoor spaces in which a place is accessed, viewed, experienced and enjoyed. The quality of public realm is critical to the understanding and appreciation of a settlement as it contributes to the character, history, quality and overall sense of place.

8.80 It is important to consider that roads form some of the oldest elements of settlement. Historically settlements were often sited in strategic locations. For example, Bakewell within the valley of the River Wye at a crossing point of the river. The role, siting and scale of roads often develops over centuries with the built form expanding along roads, forming streets and creating the fabric of a settlement. Architecture is strongly associated with roads and is designed to be seen from the surrounding streets and public spaces as well as forming a part of the public realm. All of these elements become part of the public realm and form the character and sense of place. The relationship of a road within the wider public realm is therefore an important consideration in sustainable design.

8.81 Successful public realm enhances settlements, it creates spaces which function not just as separate areas of public open space, and highway, but as an integral part of the transport network and settlement. As such it should be designed to be safe and convenient to move around, legible and should enhance the experience of visiting or living in a place.

8.82 Public realm can often become dominated by traffic, such as in Bakewell. Traffic can sever connectivity and compete with pedestrians for the available space creating conflict and reducing the quality of the environment.

8.83 Conversely, improvements to public realm can bring improvements to vehicular transport movement, reducing conflict and creating a more attractive and interconnected urban landscape. Any improvements should consider the public realm holistically and how an integrated design approach can significantly enhance a place, its connectivity and the ability of both to function at their best.

8.84 A common visual detractor and safety issue in modern road design in settlements is the extensive use of vehicular barriers, signs, and levels (physical barriers) within roads and junctions. These create

Rutland Square, Bakewell: Arcus Consultancy Services Ltd. 2016

visual clutter and separation between pedestrians and vehicles. Where such measures are introduced, the emphasis significantly shifts to streets, and settlements dominated by vehicles both physically and visually. The sense of separation can lead to increased vehicular speeds as drivers see pedestrians as protected and therefore assess the perceived danger as being mitigated. This can make the experience of working, living or using the street negative for pedestrians and can affect how long people stay which in turn impacts upon the local economy and vitality of a place. This can be demonstrated on the images to the right.

8.85 Strong vehicular dominance and design creates a reduction in the aesthetics of a settlement. Road design which does not consider the surrounding context or incorporates extensive materials associated with highway use can create a series of segregated public space that does not accommodate pedestrian use and conflicts with the unique identity /character of a place. A highway dominated view can create a poor quality environment which reduces the experience of users. An example of this is found at Hartington where the village is framed by the landscape and contains a rich tapestry of architecture, built from locally derived materials, creating an attractive village. However, the village centre comprises an expanse of tarmac where the roads and surface material have permeated into the central pedestrian islands, footpaths and building frontages of the village creating a vehicle dominated experience and significantly reducing the quality of the village and how it is perceived (see Hartington Streetscape Analysis in Appendix D). Visual clutter associated with the highway (signage, bus stops) disrupt views along Mill Lane, obscuring views of key buildings. Within the smaller villages the effect is less intrusive due to the widths of roads forming narrow streets. Here, the roads are contained by the landscape and/or built elements (boundary walls, building curtilage or village greens and verges) and this should be preserved and emulated in new design.

Existing View, Mill Lane, Hartington: Arcus Consultancy Services Ltd. 2016

Proposed View, Mill Lane, Hartington: Arcus Consultancy Services Ltd. 2016

8.86 The use of local stone in buildings, paving and boundary features within settlements creates a strong sense of identity and distinctiveness that is sensitive to change. For example, the village of Parwich in the Derbyshire Peak Fringe has narrow, hilly streets with the gardens of stone cottages fronting onto the road with no pedestrian footway. The narrow, hilly, winding streets naturally reduce the speed of traffic and limit the scope for placing street furniture and signage. The resulting environment is very positive for pedestrians, motorists and residents.

8.87 Youlgreave in the White Peak is a larger village, again with many narrow streets without pedestrian footways. Within the village, the existing hard landscape has been added to or modified to retain historic features, such as setts defining the entrance to a courtyard, blending into the pavement and highway. The value of retaining traditional kerbing is evident even where a 'drop kerb' is required at a property entrance to allow vehicular access. Minimal street furniture is used and road markings are used sparingly as the narrow streets and compact urban grain provide legibility and orientation to pedestrians and motorists. In both Parwich and Youlgreave there is a strong relationship between the proportions of buildings and the width of the highway. The appearance of the highway surface and limited use of road markings mean that the streetscape complements the buildings rather than introducing discordant elements that detract from character and quality of the townscape as a whole. The villages therefore retain a consistency and unity in design that reinforces their distinctive identity and creates a positive environment for residents and visitors.

Public Realm Guidance

8.88 Due to the quality of the landscape setting of Peak District settlements; together with fine historic architecture there are many references to draw from when assessing the public realm. Key elements to utilise are views of surrounding landscape (borrowed views), architectural focal points and buildings, public or market squares, greens and features/memorials. These provide a strong basis for any public realm improvements. Other elements to consider in public realm enhancement are as follows:

Settlement Pattern and Layout

8.89 Settlement patterns vary between different character areas and even character types, it is therefore important that any development reflects the specific local design. For example: White Peak settlements are strongly nucleated whereby the Dark Peak is mainly unsettled and where there is settlement this is often dispersed gritstone farmsteads. The Derwent Valley settlements vary from character type to type e.g. in the valley (farmland with villages) there are a mixture of villages, hamlets and farmsteads, whereas the slopes and valleys with woodland have scattered farmsteads. Street layout will vary from village to village so it is important to reflect specific local character in a particular settlement. In some villages buildings should front onto the back edge of footways (if appropriate) with parking to the rear, whilst in another, enclosed front gardens may be required; together with on street parking.

Materials

8.90 Materials should be informed by Landscape Character and the local vernacular e.g. locally sourced materials and traditional details. For example, in the Dark Peak boundaries on higher areas are normally drystone walls formed from gritstone whereby the lower lying slopes would be mixed deciduous hedging. In the White Peak boundaries are often drystone walls, built from limestone. Whilst in the South-West Peak there is a mixture of walling and hedgerows. Here, the stone has a redder colour therefore in this area the use of local provenance stone is crucial for continuity. The construction and detailing of boundary walls vary, it is therefore important to note the design of the walling traditions in a particular area. This also relates to street furniture and ground surfaces. Buildings in

Bakewell for example are a mix of buff sandstone and limestone, reflecting the town's location on the edge of the Derwent Valley Landscape Character Area. It is therefore important to ensure that materials in the public realm are chosen to reflect the locally derived materials or to complement character and quality where alternative materials are proposed.

Pedestrian orientated streets

8.91 Opportunities for pedestrianisation should be assessed; and amendments to the road layout to facilitate vehicular movement should be a consideration, whilst creating more public space and opportunities for shared surfaces, where safe and practical. The ease of access along streets, footpaths for all users including those using wheelchairs, pushchairs and partially sighted users should be assessed; as well as whether opportunities exist for level crossing points or as above for shared surfaces.

8.92 Assess whether pedestrian priority can be established through materials and levels in line with the above interventions.

Green infrastructure opportunities

8.93 Although many of the settlements within the National Park lie within areas which are well treed, there is generally a lack of trees and vegetation within settlement centres and streets. Green Infrastructure is an important element in creating a sustainable and attractive public realm but also helps to create structure and form within urban environments, especially in areas of highway dominance. Trees should be used where appropriate to add to the character and historical context within streetscapes, urban squares, parks, gardens, and where safe and practical, within the highway in place of bollards and railings to demarcate areas and junctions. Other elements of Green Infrastructure include converting areas of hard landscape to soft landscape to create a network of connected green spaces for either visual or amenity uses. Such interventions will also have a positive impact on local drainage as micro Sustainable Urban Drainage Schemes (SUDS).

Remove clutter

8.94 Visual and physical clutter associated with highway and street furniture (fencing, railings, bollards, seating, lighting, and signage and road markings) can degrade the public realm, obstruct views of key features within the streetscape or by restricting movement if designed incoherently and in a piecemeal way. Street furniture should be placed along clean lines, be compact and with sufficient space to allow movement around it. It should not obstruct key views and should form a secondary element, integrating within the streetscape. Redundant street furniture and signage should be removed. Elements such as parked cars or delivery vans can also form clutter within the streetscape/townscape restricting access and views.

Focal points within the landscape

8.95 Buildings, views, public art, trees, and monuments all contribute to the landscape and affect how a landscape is seen and understood. Church towers for instance enable orientation within streets and convey a sense of place. Views of these features should be maximised and protected; together with the access to such views.

Access for All

8.96 The urban and rural environment can both be difficult to access for a large number of users from the elderly, wheelchair users, families with pushchairs and young children, the partially sighted or those with no sight. Where possible, the public realm should therefore be level, accessible with street furniture located together to aid movement. Shared surfaces with nominal upstands (15mm max.) should be applied where appropriate.

Street Furniture

8.97 Street furniture is an important element within the landscape providing comfort, guidance and function, enabling the safe and enhanced use of the public realm. Furniture should respond to its context and should always be robust and maintainable. It could utilise locally derived materials such as stone, metal or timber, and incorporate designs/details and lighting. Where possible it should harmonise with its context and not detract from the surrounding buildings, streets, parks and squares. Street furniture should be carefully placed and not obstruct or detract from important views along streets or focal points.

Pedestrian Signage

8.98 Signage is an important factor for access and circulation. A successful signage scheme should enable users to get from A to B quickly and effectively whilst enabling the features and assets of a place to be communicated and found. The premise should be a minimalistic one where size and number of signs are to the minimum necessary to achieve their objectives. Signage should be simple and consistent in its design approach (instantly recognisable whilst maintaining a minimal impact within the landscape) and located through a holistic strategy which examines arrival points and places of interest. A piecemeal approach should always be avoided where possible as this limits uniformity and becomes disjointed; although that is not to say that a well-researched and designed scheme cannot continue to evolve if required, to remain sustainable and offer value for money.

Road Signage

8.99 Road signage should be as visually unobtrusive as possible whilst still clearly conveying highway information. Sign backgrounds should only be used where there is a safety prerogative. Buildings, walls and verges should be utilised as a backdrop, where possible, to reduce the need for columns or the requirement to provide a background for the signs. Where signs need to be fixed to poles, use existing street sign poles where possible, providing that this does not impact on safety or the ability to read the signs in question.

Interpretation

8.100 The use of clear interpretation can be invaluable to creating a sense of arrival at a place as well as providing opportunity for community engagement and dissemination of local knowledge. Again interpretation should be considered in a holistic way with uniform materials/boards and graphical style. The shape, size and position of way marking and interpretation should be designed to complement or enhance the location. Ideally, this would be part of a wider National Park strategy; however local distinctiveness and style from local groups or for instance the National Trust, Utilities companies, Chatsworth and Haddon Hall Estates can also add interest and value for users, reinforcing identity and sense of place.

Litter Bins

8.101 Litter bins should be accessible, and maintainable and where possible integrated into other street furniture. A simple design which can be kept clean and well maintained is an important feature. Bins should be functional and in the correct position within the public realm and sufficient in number and location to ensure litter is not an issue. Materials are less important than colour or integration with existing street furniture and should generally be black or dark grey or, timber in more rural areas or approaches to settlements. Materials, colour and size should be considered carefully in order to integrate litter bins successfully into the public realm without detracting from its character and quality. This is particularly important for small villages with a strong vernacular and sense of place and limited space for street furniture. Litter bins can be successfully integrated with other street furniture

such as bus stops and seating, providing they are of a similar style, colour and material and do not become overbearing.

Seats

8.102 Seating is a key consideration. Seats should be comfortable with a suite of furniture that caters for multiple users. A mixture of seats and benches should be utilised. They can be different styles to reflect changes in character within a settlement location but should be of the same language. Materials should be robust and maintainable, warm and located to consider climatic conditions (especially wind and aspect); to appreciate key views and to provide relief at sufficient intervals along key routes to and from, and within settlements. Materials in Bakewell for instance could be limestone and sandstone to reflect the architecture, with a mixture of black metal and timber benches. Seating in the correct place can enable interaction between users and encourage people to stay for longer. Fixed seating should be located away from highways, and only view the highway if a view beyond can be appreciated. Space at the side of seats should also be left for disabled users to sit alongside fixed seats.

Walls and boundaries

8.103 Walls and boundaries should reflect the local context and be constructed of local materials as per the materials section. Where appropriate, the scale and colour should be replicated. The retention of historic boundaries is encouraged along with reinstatement, where appropriate. Boundary placement is also important and should respect the settlement pattern, not restrict sight lines, but reinforce the use for which they are required. New boundaries should reinforce the local arrangement of boundaries to ensure they remain in keeping with adjacent properties or boundary types.

Lighting

8.104 Lighting is an important aspect of the public realm and can be utilised to encourage longer use of public spaces. Lighting is a key element of orientation within the landscape and can accentuate architectural features. In the long term it should be controllable to ensure that light in the early evening is brighter than later in the evening to reduce energy, costs and to minimise light pollution. LED lighting should be used to reduce running costs and a mixture of warm and white light should be implemented as required to create the appropriate setting for buildings, roads and the public realm depending on location. Historic lamp columns should be retained, where possible, as they make a positive contribution to the identity of a place. New lighting columns should be avoided where possible and the use of walls and buildings should be considered (with the exception of listed buildings. Lighting units should be simple and contemporary, or in keeping with the local context). Light pollution can affect the experience of Dark Skies within the National Park and should be designed out to a minimum using the highest quality luminaries and LED's possible in new and existing environments.

Trees

8.105 Trees can be utilised to minimise urban pollution, reduce run off of precipitation thus reducing the likelihood of flood events, and also help to reduce urban heating and create distinct micro-climates.

8.106 The choice of species of tree is as important as the placement of trees within the landscape and in any scheme or improvement, advice should be sought from the National Park Authority's Tree/ Landscape, and Conservation officer. This approach is less prescriptive but enables dialogue with local experts who can advise on local tree planting initiatives and objectives including preferred species and help to identify species that may be vulnerable at any given time to disease, drought or urban constraints. The species

of trees chosen will depend on the location which will also dictate the size and specification of trees. Where space permits, large specimens should be considered to create impact. Where space is limited trees with a narrow upright form can be used. High clear stems should be specified to ensure no conflict with traffic or pedestrians but also to ensure shop frontages and signage are not obstructed in settlements. Native species should be utilised where possible in consultation with the above officers.

Hard Landscaping in Public Realm

8.107 The use of hard landscaping in the public realm is an important consideration. Materials should be chosen to enhance the existing architecture so for instance, in Bakewell sandstone should be utilised to reflect the buildings or contrasting materials such as granite. A common palette of materials ensures continuity and identity of the area, locality or individual settlement. It is important to extend high quality materials and detailing into the highway too where possible, and often paving can replace white lines to delineate curtilage and boundaries for example.

8.108 Shared surfaces, crossing points etc. should allow an extension of the public realm from the public square into the highway. This approach creates a visually cohesive public realm and enhances the overall quality of the space. Crossing points should be well-defined for users and vehicles with a clear understanding of priority for users. Safety is paramount; however, it is recommended that shared surfaces are considered in the centres of larger settlements to create an open environment where the pedestrian has advantage over vehicles. Even on shared surfaces a clear distinction between the edge of pedestrian areas and roads should be clearly defined by different coloured flush kerbs for instance. Shared surfaces also enable the dropping off of goods whilst maintaining a flush and continuous surface type, thus broadening the extent of uniform surface treatment. This approach has been illustrated in case study ‘improving the public realm through highways interventions: Bakewell Town Centre’ with the following principles:

- Retain historic ground surfaces – flagstones, setts, pitchings and limestone hoggin.
- The design and specification of new paving should respond to the site and its context.
- New ground surfaces should be carefully considered and be fit for purpose, high quality and well-detailed, e.g. avoid numerous cuts in flagstones.
- Materials such as aggregate rolled in asphalt (base course), could be considered. In less used areas unbound self-binding surfaces might also be considered.

Soft Landscaping in the Public Realm

8.109 Soft landscaping within the highway context should be simple and site specific. Soft boundaries are typically grassed verges against boundary walls or mixed native species hedges. Soft landscaping within settlements is predominantly maintained grass which creates a clean open setting for buildings to be viewed. Shrub planting is generally limited to front gardens with the exception of formal beds and screen planting within some areas of open space. Opportunities exist to convert areas of hard standing and wide sweeping areas of tarmac to grassed verges or greens. This approach has been demonstrated in the image at Hartington where the dominance of the highway has created a void in the centre of the village with remnants of green space remaining as segregated spaces with little amenity function. Through simple intervention such as greening of these areas of tarmac the public realm can be significantly enhanced whilst retaining the existing highway functions. Planting is often extensive around car parks creating screening and soft edges. This approach is successful

and could be readily emulated where appropriate, for existing schemes and new car parks. Where appropriate the use of native species should be favoured to create natural planting extending the countryside context into areas of hard landscape.

8.110 The use of soft landscaping along highways can be maintained as simple grass verges and hedges; however alternative seed mixes should be considered along grass verges to introduce a greater diversity of species including local wildflowers. Maintenance of grassed verges could also be amended, reducing the cutting frequency could soften the highway edges helping to in part screen the highway but also to reduce its apparent maintained width. It is recognised that maintenance to the immediate highway edge is important for visibility at junctions for example and this should be maintained as necessary to ensure safety for users.

Water

8.111 Water forms a significant element of the public realm within many areas of the National Park defined by both natural and manmade water bodies. These assets should be preserved in their landscape setting and incorporated into the public realm in a positive way whether it be a village pond, river or stream. Water is a defining element in the landscape and aside from its aesthetic qualities creates interest to visitors and residents alike, as well as providing valuable local habitat for wildlife.

Sustainable use of materials

8.112 Where possible, materials should be sourced locally. Soft landscaping materials should also be locally sourced using local provenance seed and plants. This is particularly important given the threat from ever evolving arboriculture and plant diseases which threaten the character of the area. Chalara dieback of ash (Hymenoscyphus fraxineus) for instance poses a significant threat to the character of the National Park woodland in particular the White Peak given the extent of this tree species within the landscape.

Road Markings and use of traffic regulation orders

8.113 Signage and road markings such as double yellow lines can have a detrimental effect on the character of historic settlements and within sensitive environments including popular visitor locations within the open countryside. The use of traffic regulation orders may be considered within such locations to maintain parking restrictions, for example through Restricted Parking Zones. This still requires signage and markings; however, signage can be smaller and more discreet. In addition, different materials, including the introduction of studs can be used instead of road markings. This approach allows the highways to function as required but ensures that these interventions are acceptable within a high quality historic context.

8.114 Public realm strategies/design codes can help achieve high quality public realm for individual settlements. These help establish a sound baseline understanding of what defines and makes these places special. Elements of the public realm would always need to be designed to reflect place, ensuring that character is preserved. However, the design of elements is the most important stage in the process with the success of schemes dependant on the quality of detailing. The principles and guidelines identified in a public realm strategy should be considered at the detailed design stage. This will result in successful schemes where the public realm and highway work in a sustainable pedestrian orientated way whilst enabling full and safe vehicular access.

Public realm makes an important contribution to the character, appearance and setting of settlements within the Peak District. Where possible, the public realm should be improved to enhance the quality of life for residents and visitors alike and should be an integral part of transport links through towns, settlements and villages. To ensure the balance is addressed between highway safety and highway dominance, and to ensure that the character of a place is maintained whilst still enabling a fit for purpose sustainable highway, the following principles should be applied:

- **Understand the origins, development and local character of the place and materials;**
- **Reduce traffic dominance through surface treatment and layout;**
- **Reduce visual clutter;**
- **Reflect local details character and materials in design;**
- **Maximise useable public space whilst accommodating vehicular movement;**
- **Assess the use of shared surfaces and flush crossing points;**
- **Introduce Access for All principles;**
- **Introduce Green Infrastructure into the public realm where appropriate;**
- **Protect key views and access to them;**
- **Street furniture should integrate with the streetscape be a secondary visual feature, and be well placed and subtle; in design;**
- **Signage and interpretation should be clear and visually unobtrusive;**
- **Lighting should utilise LED's, limit light pollution, be controllable and limit the use of columns.**

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CASE STUDIES

Rakes Road/ Tagg Lane Junction, Monyash. Peak District National Park: Arcus Consultancy Services Ltd. 2016

CHAPTER 9: CASE STUDIES

IMPROVING THE PUBLIC REALM THROUGH HIGHWAYS INTERVENTIONS

- ***BAKEWELL TOWN CENTRE***

9.1 Bakewell is a good example of a Peak District Town with a strong urban grain and high quality, historic architecture, built from locally sourced natural materials.

9.2 Although the town is popular with tourists and as a community in its own right, Bakewell is heavily influenced by transport and the resulting traffic. The town is heavily dominated by its roads, associated parking and highway infrastructure, and this has culminated in a large amount of visual clutter in the form of signage, traffic lights, lighting, railings and bollards etc. which detract from the intrinsic value of the public realm and character of the built form.

9.3 Surfaces are also heavily dominated by functional materials, such as tarmac, which provide a standard highway treatment and detract from Bakewell's sense of place. This is not prevalent within the whole town centre, as there are areas of relief provided by reference to limestone or other natural stone setts and flags from which to draw precedent. Although these materials are highly appropriate incorporating the local vernacular, their design in places also reinforces the dominance of cars within the townscape by reinforcing a standard road layout.

9.4 Image 1 shows the current view for people and cars entering Bakewell via the A619, over the River Wye (known as 'Bakewell Bridge'). Whilst this provides an attractive entrance, it is compromised by the dominance of the highway and associated components within the streetscape.

Existing View - Bridge St / Bast St Junction, Bakewell

Proposed View - Bridge St / Bast St Junction, Bakewell

9.5 Image 2 shows that with simple interventions to highway design within built up areas (such as changes in materials) can have a profound effect on attractiveness and sense of place.

9.6 Interventions include:

- The use of high quality natural surfacing referencing the local vernacular and reflecting the quality and character of the buildings in the public realm, and enhancing their setting;
- A reduction of signage which would be accommodated at points appropriate to ensuring correct use of the highway without dominating views and streetscape within Bakewell;
- Additions of green infrastructure to create a more natural setting and to better define space (as opposed to highway bollards for instance);
- Simple street furniture in traditional colours and/or materials;
- Removal/Reduction of A boards, so that A boards do not obstruct pedestrian use of footways or shared space. A simpler public realm will help local businesses by encouraging users to spend more time in streets and squares;
- Wider footpaths where possible to accommodate outdoor seating for cafes and restaurants and to rebalance the dominance of roads; and
- Introduction of shared surfaces to help create a pedestrian orientated hierarchy and access for all, including pedestrians that are visually impaired or have reduced mobility.

9.7 The fundamental focus of this approach is not to reduce or obstruct traffic, simply to address the dominance of vehicular passages through built up areas. This approach enhances both the streetscape and setting of the buildings within the view and addresses the hierarchy of use from one of traffic dominance to pedestrian dominance.

9.8 It is important to stress this approach must also ensure that safe motorised vehicular access is maintained; however the passage of vehicles through towns and villages within the National Park should acknowledge the importance of such places in preserving the character of the National Park.

LESSENING THE VISUAL IMPACTS OF HIGHWAYS SIGNAGE WHILST MAINTAINING SAFETY STANDARDS – EXAMPLE 1

- ***PEAK FOREST – A623 WESTBOUND***

9.9 The A623 is one of the main roads that cross the National Park connecting Chesterfield to the east with the A6 on to Manchester in the West. As a strategic route, traffic volumes are high, and the proportion of HGV's to all traffic is over 7% and therefore higher than the national average.

9.10 Traveling from the east, the A623 traverses a relatively flat plateau. The road gradients are slight, the alignment is straight and vehicle speeds are close to the speed limit of 50mph. The road is bounded on both sides by low drystone walls. There is limited road signage, the boundaries between the road and the surrounding landscape are soft and the visibility is good.

9.11 As the route approaches Peak Forest, there is a significant change in elevation which is accommodated by three small radius bends which allows the A623 to cut across the sloped ground to achieve acceptable gradients. Road traffic collision records show a cluster of serious incidents at this location. There is therefore a need for intervention on the grounds of safety.

9.12 The information provided to westbound drivers approaching the hazards is, in the following order:

- A double bend warning sign with 'for half a mile' text plate;
- Double solid centre line parks to prohibit overtaking;
- A 50mph speed restriction repeater sign;
- Two single chevrons signs with yellow backing for the right bend at a normal mounting height;
- A double chevron sign at normal mounting height for the left bend; and
- Five single chevron signs mounted approximately 4 metres above road level with yellow backing for the left bend.

9.13 Image 1 shows the last of these signs which in particular has a significant negative impact on views and the landscape.

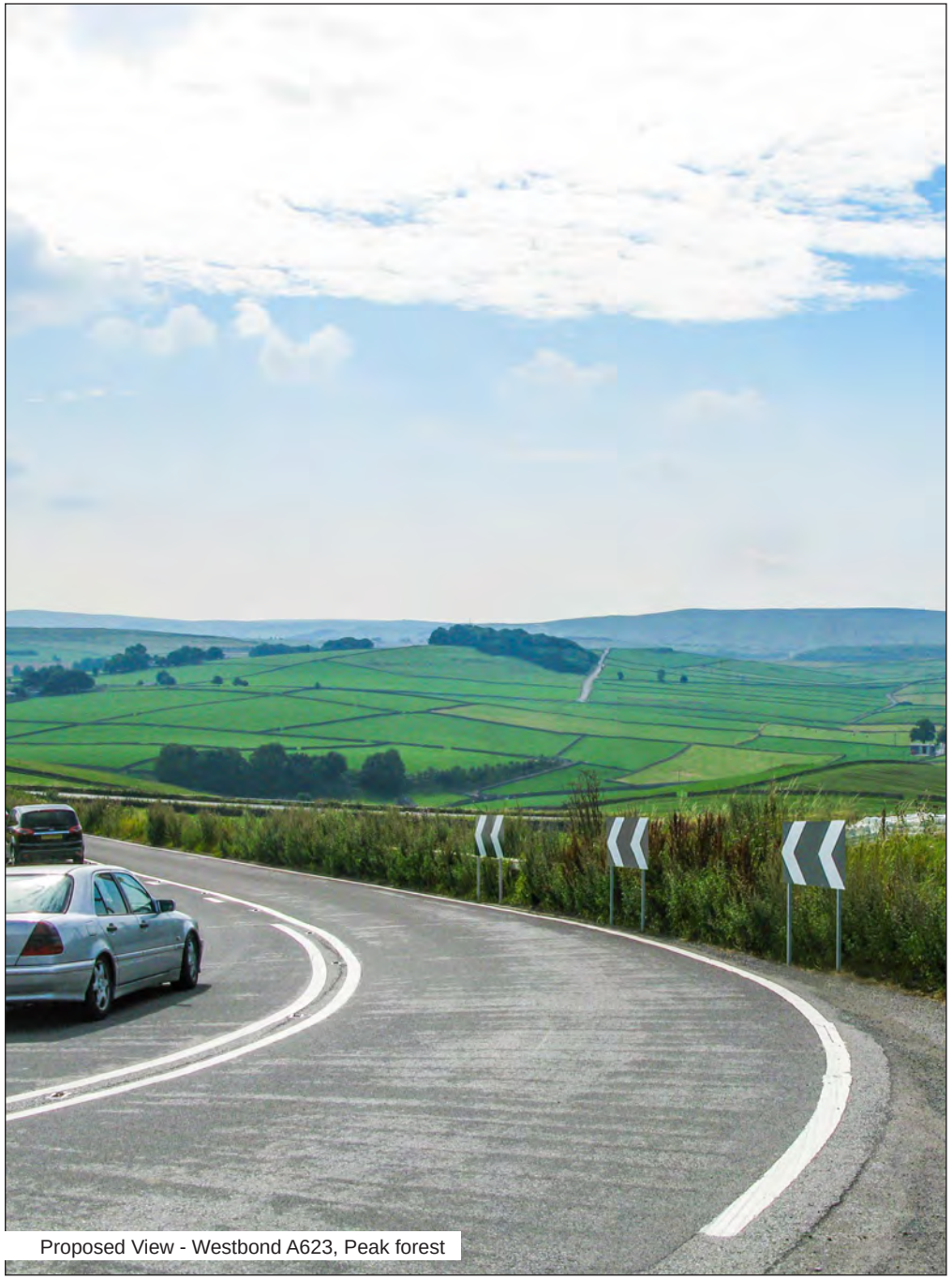
9.14 From a design perspective, the location of 50mph repeater sign conflicts with the hazard warning strategy. The elevated chevrons are intended to give advanced warning to drivers in advance of a blind crest. However they could cause confusion at night when they would be illuminated above those for the preceding right bend.

9.15 An alternative strategy would be to remove the elevated chevrons by clarifying in advance the behaviours required. For example, relocating the 50mph repeater away from the hazard, providing a second 'double bend' warning closer to the hazard with a 'max speed 30 mph' text plate (Traffic Signs Regulations and General Directions Diagram 513.2), and 'slow' road marking (Diagram 1058.1).

9.16 This would enable the five single chevron signs mounted approximately 4 metres above road level to be replaced by three double chevrons signs at normal mounting height, which is approximately the same height as planting found behind the signs. This simple intervention is shown on Image 2.

9.17 By adopting such an arrangement, sign mounting heights are reduced, and views are unimpeded. It would also maintain safety standards as it would accord with the relevant regulatory framework, the Traffic Signs Regulations and General Direction 2016.

Existing View - Westbond A623, Peak forest



Proposed View - Westbond A623, Peak forest

LESSENING THE VISUAL IMPACT OF HIGHWAY SIGNAGE WHILST MAINTAINING SAFETY STANDARDS – EXAMPLE 2

- ***A537 AT ANKERS LANE JUNCTION***

9.18 The A537 is a road connecting Buxton to the east and Macclesfield to the west, passing through the National Park. Known as the Cat and Fiddle, it is renowned for its scenic views, and is very popular with motorcyclists. It has had a very poor accident record due to conflicts between road user behaviours compounded by a substandard road geometry.

9.19 There has been significant investment in safety measures along the route, including the installation signage 'motorcycle friendly' barriers and average speed cameras. These have led to a reduction in the accident rate.

9.20 Through the historic development of the road corridor and the safety schemes, there has been a creep in road side elements that impact on views and the qualities of the park.

9.21 This case study has been selected, and described to delineate between appropriate safety measures and the cumulative effect of information signage.

9.22 The location is the junction of the A537 with Ankers Lane. It is located on a typical section of the Cat and Fiddle with a sinuous geometry. There are 'gateway' hazard signs in both directions typical of the wider route strategy with 'bends' and 'cross road' hazard signs mounted on a yellow backing.

9.23 Over a section of 300 metres there are 24 different sign faces in the verges. The information provided exceeds what can reasonably be absorbed while driving a substandard section of road. Of the 16 signs on the A537 itself, only 4 are mandatory - the 50 mph repeaters, and speed camera notification signs (although there is flexibility in their position) and a further 5 are warning signs consistent with the route safety scheme and comprise yellow backed hazard signs and chevrons.

9.24 A review of the remaining 15 signs can provide both a safety and visual benefit.

9.25 Eastbound on A537:

- Combine the junction advanced direction sign (ADS) and brown ADS for the Stanley Arms Hotel into a single sign located against the backdrop of the group of trees.
- Pointer sign to Salterford is obscured by another sign, and due to bend is not visible to eastbound drivers until late. Combine eastbound and westbound pointer signs on same posts.
- Move repeater and camera signs further east out with the junction area.
- Pointer sign to Wildboarclough is small and of limited benefit. Could be removed or combined under chevron signs.

9.26 Eastbound on A537:

- Move repeater and camera signs further east out with junction area.
- Pointer sign to Wildboarclough is small and of limited benefit. Could be removed or combined under chevron signs.

9.27 Ankers Knowl Lane:

- The mandatory bus exclusion and give way signs could be relocated on lower signs.

9.28 Ankers Lane:

- Relocate weight restriction warning sign on separate, lower post.

Existing View - Eastbound A357, Anken Lane Junction, Walkers Barn

Proposed View - Eastbound A357, Anken Lane Junction, Walkers Barn

CREATING SAFE ACCESS TO REFLECT THE VALUED CHARACTER OF PLACE

- *HOUSING DEVELOPMENT, YOULGREAVE*

9.29 It is important that when new developments are proposed in the National Park, safe access is designed that respects the character of 'place'.

9.30 Peak District Rural Housing Association and Youlgreave Community Land Trust proposed an affordable housing development of eight dwellings for local people on agricultural land on Conksbury Lane, to the north of the centre of the village. The southern boundary of the site also abuts Youlgreave Conservation Area.

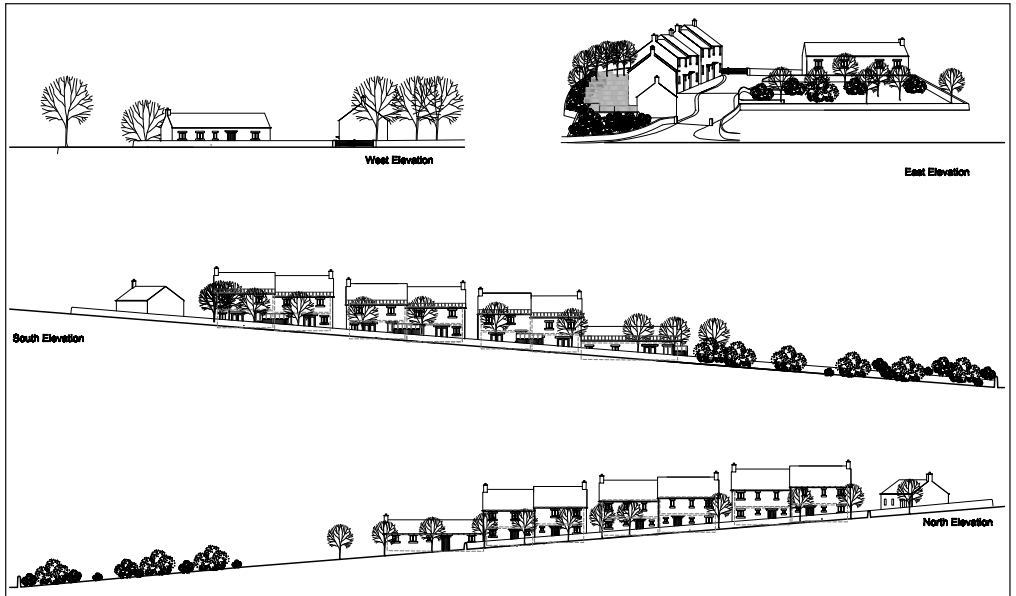
9.31 The potential impact of access arrangements, in particular the visual impact of the new junction that was required to access the development was a key consideration with the planning application.

9.32 Following discussions between the National Park, the Applicant and Derbyshire County Council, a solution to access and highways issues was agreed that was in keeping with the special qualities of the village. This entailed a number of measures that improved the design of the highways infrastructure:

- widening of the pavement on Conksbury Lane opposite the new junction to access the site in order to narrow the carriageway (and reduce vehicle speeds);

- use of stone setts which visually narrows the appearance of the junction, and which also provides a 'run over' area that can be used by large service vehicles;

- use of stone setts also to define a footway on the south side of the access road to present a more informal and rural character to the streetscene;



Youlgrave Housing Scheme Proposals, Peak District National Park: Derek Trowell Architects, 2013

- the surfacing of part of the access road with a geotextile grid structure infilled with looser material, which is also water permeable, to give a more informal appearance; and

- Discrete location of car parking between dwellings and parking bays, in landscaped areas.

9.33 The design solution markedly differs from more typical highways standards based access. In particular the design seeks to narrow the road carriageway at site access; limits the use of raised tarmac footways and applies flexibility over the extent of the site access road that would normally be adopted.

9.34 The development demonstrates the benefits of a consensual approach to highways design that can deliver a scheme that respects the character of 'place', and thus also respects the special qualities of the National Park.

CREATING RAIL INFRASTRUCTURE TO MAINTAIN THE SPECIAL QUALITIES OF THE NATIONAL PARK

- *HATHERSAGE FOOTBRIDGE*

9.35 The Hope Valley railway line forms a linear transport corridor through the National Park and therefore it is important that the railway line does not sever and fragment cohesive areas of valued landscape that underpin the special qualities.

9.36 Network Rail is proposing improvements to increase capacity on the line between Bamford, Hathersage and Dore. Part of the works involves the closure of the Hathersage West level crossing and the diversion of a PROW over a new footbridge.

9.37 The new footbridge will enable pedestrians to continue to use the PROW between Jagger's Lane and Castleton Road. Whilst the footbridge is important to prevent severance of the PROW, it is also important that it maintains the special qualities of the National Park, especially as it is an elevated structure.

9.38 The original design of the footbridge reflected a standardised approach to rail footbridge crossing which, as the associated Environmental Assessment submitted with the Transport and Works Act Order application acknowledged, would have resulted in a 'major adverse impact'.

9.39 In order to overcome the negative impact on the special qualities of the National Park, and following fruitful discussions between the National Park and Network Rail, a revised footbridge design was produced. The key issues to inform the revised design to reduce impacts on the National Park were the consideration of:

- reduced height of bridge (as electrification of line is not proposed);
- narrower supporting columns;

Hathersage Footbridge, Peak District National Park: Network Rail 2016

- use of more open/mesh structure to the bridge;
- sympathetic planting and landscaping; and a
- neutral colour and paint finish;

9.40 The revised design for the footbridge is considered to represent a good example of the need to reconcile the special qualities of the National Park with the need to safely provide transport infrastructure for users of the railway line and for pedestrian users of the PROW.

LESSENING THE VISUAL IMPACT OF CAR PARKS WHILST MAINTAINING SAFETY STANDARDS

- ***FAIRHOLMES CAR PARK***

9.41 Fairholmes Car Park is located to the south of the Upper Derwent Reservoir and Derwent Dam accessed off Derwent Lane. The car park itself is a good example of both car park location and layout in terms of its placement within a woodland and containing trees within the car park to further screen its presence. It is in line with the car parking guidance in chapter 8.?? as its location responds well to the landscape and landform. The signage used is generally subtle and sensitive.

9.42 However,the car park access would benefit from improvement and the car park itself also contains a large amount of visual clutter albeit low in height and utilising rustic materials. The use of seating areas within the car park should be reconsidered as these would be better located where further enjoyment of the landscape can take place.

9.43 Approaching from the south along the edge of Lady Bower Reservoir, access is via a narrow two lane road with an asphalt paved footway on the east side. As the road enters the forested area, the first visible feature is the car park exit junction which includes 'no entry' signage. After the exit, the footway becomes informal, and paths lead off towards the car park and walks.

9.44 Before the car park entrance roundabout there is a bus stop with a Perspex and steel frame shelter on the east side.

9.45 The roundabout is formed with a raised central island, low block paved splitter islands, and central over-run strip. While the central island appears to be a tiered feature created using local stone walling, vegetation is unstructured and overgrown.

Fairholmes Car Park, Peak District: Arcus Consultancy Services Ltd. 2016

Fairholmes Car Park, Peak District: Arcus Consultancy Services Ltd. 2016

9.46 The impression of the roundabout is that the surfaced areas are excessive, and that the central island landscape feature does not achieve its potential as a positive gateway.

9.47 The traffic benefit of the roundabout is unclear. There is no deflection for northbound traffic and allowance for HGV's seems to have been a core consideration in the design.

9.48 Roundabouts control traffic flows and speeds, and create a strong gateway to a development if designed sensitively.

9.49 Simple improvements could be made to the central island planting and landscaping to enhance the feature and provide a better fit.

9.50 More intrusive works could be:

- Alter the arrangement to a simple 'T' junction, reducing the intervention at this location; or

- Review the roundabout layout, possibly moving the central island to the east and creating a deflection for northbound traffic. Over-run areas in a more natural stone and sensitive landscape design could create a visually attractive yet functioning roundabout that achieves traffic objectives and fits with the place.

9.51 And:

- Combine the entrance and exit into a single junction arrangement, removing the existing exit lane.

- The bus shelter could be improved using local materials that blend better with the place.

9.52 An image taken further up the road shows an area of less formal parking. This shows how trees have been planted adjacent to the road in the verge which creates a filtered screen between the car park. Further along the view in the foreground timber bollards define the boundary creating an open view into the car park. This is far less successful as the car park appears visually obtrusive in the view. An option here would be to continue the tree line along the length of the highway frontage; together with an understorey native species hedge to create a low level screen of up to 2m to remove the view of the car park form the viewpoint.

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APPENDICES

CHAPTER 10: APPENDICES

APPENDIX A - EXISTING TRANSPORT INFRASTRUCTURE GUIDELINES

The principle document which is being currently utilised for the design and operation of the highways infrastructure is the ***Design Manual for Roads and Bridges*** (the DMRB), which sets out technical requirements and guidance on a wide variety of highways matters.

Whilst the DMRB was prepared for trunk roads and motorways, and is of specific relevance to the A628 only, it is in common usage by all highways authorities in the National Park. It is however for highway authorities to decide the extent to which the DMRB is used and how it is applied to local circumstances, in part so that its applications do not "*have an unacceptable impact on the environment*", as well as safety and value for money considerations.

Manual for Streets (MfB) **1 and 2** provides guidance more aimed at minor routes, and therefore is highly relevant to the National Park and is more appropriate for usage than the DMRB. Whilst MfB2 also recognises the importance of technical standards, it cautions against using these as a starting point and avoids a 'standards' based approach. MfB2 seeks to give greater confidence for road design to respect local character, which accords with the objectives of this SPD.

Traffic Signs Regulations and General Direction 2016 introduces less of a regulatory approach to road signage than previous iterations. The document expressly seeks to reduce the proliferation of traffic signage and reduce visual impacts on the environment, which again accords with objectives of the SPD in terms of minimising signage in the National Park.

Regulatory guidance for railway infrastructure principally relates to safety requirements that are set out under the ***Railways and Other Guided Transport Systems (Safety) Regulations 2006***. Whilst railway structures must clearly be safe for all users, safety requirements can still be met whilst also ensuring structures are not overly engineered, and using appropriate design and materials in order to minimise their impacts.

Historic England's Streets for All and the associated ***Regional Streetscape Manuals*** set out a number of useful general principles based on local distinctiveness concerning surfacing, street furniture, ancillary highways elements, and traffic and environmental improvements, utilising photographic evidence to cite good and bad practice. Sheepwash Bridge in Ashford in the Water is cited as good example of where surface improvements have improved the local character.

There are limited local guidelines that reflect local character and the special qualities of the National Park specifically in respect of transport infrastructure. Derbyshire County Council has produced a ***Highways Signs Environmental Code of Practice*** which seeks to maintain a safe and well managed highway whilst *"causing the minimum damage to the environment"*. Whilst this useful document applies across Derbyshire, the need to limit the impacts of signage on the environment is of particular resonance in the National Park.

APPENDIX B - THE SPECIAL QUALITIES OF THE NATIONAL PARK

The National Park Authority has identified the following special qualities:

- Natural beauty, natural heritage, landscape character and landscapes;
- Sense of wildness and remoteness;
- Clean air, earth and water;
- Importance of wildlife and the area's unique biodiversity;
- Thousands of years of human influence which can be traced through the landscape;
- Distinctive character of hamlets, villages and towns;
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features;
- Significant geological features;
- Wealth of historic buildings, parks and gardens;
- Opportunities to experience tranquillity and quiet enjoyment;
- Easy access for visitors and surrounding urban areas;
- Opportunities to experience dark night skies;
- Vibrancy and sense of community;
- Cultural heritage of history, archaeology, customs, traditions, legends, arts and literary associations;
- Opportunities for outdoor recreation and adventure;
- Environmentally friendly methods of farming and working the land;
- Craft and cottage industries;
- Opportunities to improve the physical and emotional well-being;
- Special values attached to the national park by surrounding urban communities; and
- The flow of landscape character across and beyond the national park boundary.

The special qualities are currently under review as part of the National Management Plan update.

APPENDIX C - PEAK DISTRICT NATIONAL PARK PARKING STANDARDS

INTRODUCTION AND SCOPE

The standards set out in this document will be both the minimum and maximum requirements for off-street parking, where new development is undertaken. This approach is a departure from the previous parking standards, which set a maximum requirement only. Through this new approach we aim to ensure that sufficient parking is provided as part of any new development, commensurate with type, size and location, whilst discouraging over provision.

Any land uses or types of development which are not specifically mentioned will be subject to consideration on an individual and site-specific basis, as will combinations of types of developments which are treated individually in this document.

These standards ensure a balance between the size of developments, their use and the provision of vehicle parking and servicing, so that the efficient flow of traffic and safe use of adjacent highways by all users is not adversely affected. They are compiled for guidance in development control decision making in line with the recommendations of the Department of Communities and Local Government National Planning Policy Framework.

MULTIPLE USE

Where there are applications for multi-use developments, for example mixed business and residential use, either across a site, or within one building, parking provision will be aggregated across the uses. In some cases, the uses may be complementary, for example a school and an attached sports centre, where demand occurs at different times of day. In such cases, this may allow a reduction in the required aggregate total.

INTERPRETATION

The standards refer to a number of different uses, which lie within the same Planning Use class (e.g. restaurants and public houses). It is intended that they be controlled via conditional approval for a specific use in order for that standard to apply. Where a developer does not wish to be constrained by such a condition, the most intensive standard within the use class shall be applied.

Where an existing building or buildings are subject to an application for a change of use, the appropriate standards for the new use should be applied. However, some flexibility

may be acceptable where the development relates to the reuse of buildings of an historical or architectural interest.

All stated areas within this document are gross inclusive floor areas, measured externally, unless otherwise referred to (for example dining area or public waiting space). Where appraisals of parking need are based on the number of staff, this is for the maximum possible number of employees on duty at any one time rather than the total number of employees.

DIMENSIONS FOR PARKING AND TURNING

Car parking spaces created as part of a new development shall have minimum dimensions of 5.0 metres by 2.5 metres unless they are for the specific use of people with a physical impairment, in which case they shall be laid out in accordance with the Traffic Advisory Leaflet 05/95 - Parking for disabled people[1] and as shown in **Annex A**.

Unless there are exceptional circumstances, the longitudinal gradient of parking spaces should not exceed 1 in 14, whilst the cross fall should not exceed 1 in 40.

In the case of dwelling houses, the provision of space within a garage of a minimum internal space of 5.0 metres by 2.5 metres shall be deemed to be the equivalent of a car parking space. However, in all cases garages should be set back at least 6 metres from the limit of the subject access frontage. Where parking bays are provided, the car parking spaces shall have minimum dimensions as shown in the scale drawings in **Annex B**.

Where developments are serviced by commercial vehicles, or elsewhere as required by the appropriate highway authority; the provision of turning facilities separate from parking spaces shall be required. Parking is not acceptable within these turning areas. Typical examples of car turning areas are provided in **Annex B**.

REMOTE PARKING

Parking provision should be within the same curtilage as the development that it serves. Where this is impractical, the parking area must be in close proximity to the development and have safe and convenient pedestrian access. In this case, excessive walking distances, and / or a requirement to cross busy roads, or those on which traffic travels at high speeds, does not meet the criteria for safe and convenient pedestrian access.

[1] http://tsrgd.co.uk/pdf/tal/1995/tal-5-95.pdf

Remote parking should be shown within the application site edged red for development management purposes or subject to an appropriate legal planning agreement.

PROVISION FOR DISABLED DRIVERS AND PASSENGERS

Many people with a disability rely on cars as their primary mode of travel and it is essential that adequate parking is provided for them.

'Disabled spaces' should be constructed and marked out in accordance with Traffic Advisory Leaflet 5/95 and as shown in Annex A. In addition they should be clearly marked with the British Standard "Disabled" symbol in accordance with IS EN 1436[2].

Where parking fee concessions are in place, they should be clearly stated at the location of the parking space. In addition, spaces should generally be as close as possible to the entrance of the development that will be used by any disabled drivers or passengers and to any ticket machines. A minimum of one 'disabled space' should be provided at shopping, commercial, industrial or leisure developments, with one additional space for every 25 standard parking spaces.

PROVISION FOR CYCLISTS

No specific standard has been included for cycle parking, as in most cases the question of separate provision does not present a problem. However, where such provision is likely to become a material consideration the Authority will seek to determine, in conjunction with the highway authority and the Developer, an appropriate level of cycle parking accommodation.

SHOPS

1. General Shops	Minimum	Maximum
Customers	1 space per 30m^2	1 space per 25m^2
Staff	1 space per 100m^2	

[2] https://www.edinburgh.gov.uk/site/custom_scripts/proxy.php?file=/documents/4578/EDIR%204578%20-%20A%20Guide%20to%20IS%20EN%201436%20European%20Standard%20for%20Road%20Markings.pdf

2. Individual superstores	Minimum	Maximum
Customers below 1000m^2	1 space per 25m^2	1 space per 20m^2
1000-3000m^2	1 space per 20m^2	1 space per 15m^2
Customers above 3000m^2	1 space per 15m^2	1 space per 10m^2
Staff	1 space per 100m^2	

3. Individual non-food retail warehouses	Maximum
Customers	1 space per 20m^2
Staff	1 space per 100m^2

4. Retail parks

To be assessed as a combination of the different uses described above.

5. Garden centres	Minimum	Maximum
Customers	1 space per 30m^2 covered area plus 1 space per 50m^2 open area of display areas generally given to public access	1 space per 20m^2 covered area plus 1 space per 50m^2 open area of display areas generally given to public access
Staff	1 space per 100m^2 covered area	

FINANCIAL AND PROFESSIONAL SERVICES

1. Public services offices	Minimum	Maximum
Customers and staff	1 space per 20m^2	1 space per 15m^2

2. Betting Shops	Minimum	Maximum
Customers	1 space per 20m^2	1 space per 15m^2
Staff	1 space per 100m^2	

FOOD AND DRINK

1. Restaurants, cafes and hot food take-aways

	Maximum
Customers and staff	1 space per 4m^2 dining area or public waiting space in take-aways

NB. Roadside (motorists) restaurants are included in this category.

2. Public houses, licensed clubs and bar areas of restaurants

	Maximum
Customers and staff	1 space per 2m^2 public drinking area plus 1 space per 10m^2 of beer gardens

NB. Any Food and Drink development which includes residential accommodation must provide extra spaces complying with the Dwelling houses standards.

BUSINESS

Administrative offices, high technology industry and science parks

	Minimum	Maximum
Staff and visitors	1 space per 40m^2	1 space per 35m^2

GENERAL INDUSTRIAL

1. Industrial processes

	Minimum	Maximum
Staff and visitors	1 space per 50m^2	1 space per 40m^2

2. Vehicle service, repair and spares stores	**Maximum**
Customers	1 space per 15m^2
Staff	1 space per 30m^2

Tow vehicles	1 space minimum, appropriately sized

STORAGE OR DISTRIBUTION

1.	**Warehousing**	**Maximum**
	Below 235m^2	
	Staff and visitors	1 space per 25m^2
	Above 235m^2	
	Staff and visitors	7 spaces plus 1 space per 100m^2 internal plus 1 space per 200m^2 external storage area

HOTELS AND HOSTELS

1. Hotels, boarding and guest houses

	Maximum
Customers	1 space per bedroom
Staff	1 space per 10 bedrooms
Coaches	To be assessed individually but, as a minimum, satisfactory facilities should be provided, generally clear of the highway, to enable coach passengers to embark or disembark in safety and coaches must be able to enter and leave the site in a forward gear.

NB (i) *The bedroom total should include both guest and staff bedrooms.*

(ii) *Where bar and restaurant facilities are also provided, the additional parking provision for these must meet half of the appropriate Food and Drink standards.*

(iii) *Conference facilities: 1 space per 3m^2.*

2. Residential hostels and community homes

	Maximum
Residents and staff	1 space per 4 bedrooms

RESIDENTIAL INSTITUTIONS

1. Aged persons care homes **Maximum**

Visitors and staff 2 spaces plus 1 space per 4 bedrooms

NB. The bedroom total should include both resident owner and residential staff bedrooms.

2. Sheltered accommodation **Maximum**

Residents, visitors and staff 2 spaces plus 1 space per 3 residential units

3. Residential schools, colleges and training centres; halls of residence hospitals and community housing for disabled people

To be assessed individually.

DWELLING HOUSES		**Minimum**	**Maximum**
1.	**One bedroom dwellings**	1 space per unit plus 1 space per 2 units for visitors	2 spaces per unit plus 1 space per 2 units for visitors
2.	**Two and three bedroom dwellings**	2 spaces per unit	3 spaces per unit, of which no more than 2 shall be in line.
3.	**Four (and over) bedroom dwellings**	3 spaces per unit, of which no more than 2 shall be in line.	4 spaces per unit, of which no more than 2 shall be in line.
4.	**Aged persons residences**	1 space per residential unit plus 1 space per 2 units for visitors	2 spaces per residential unit plus 1 space per 2 units for visitors

NB. These units are limited to residential use by people over the national retirement age, with no provision for a warden.

Maximum

5.	**Holiday residences**	1 space per 1 and 2 sleeping room units 2 spaces per 3 (and over) sleeping room units **Maximum**
6.	**Caravan sites**	1 space per caravan plus restaurant and bar facilities to comply with the Food and Drink standards and office requirements to comply with the Business standard.

NON-RESIDENTIAL INSTITUTIONS

(a) Medical or health service surgeries

Maximum

4 spaces per consulting room or room used by a medically qualified person.

NB. Veterinary surgeries are included in this section.

(b) 1. Crèches and day nurseries

Maximum

1 space plus 1 space per 10m^2 (0 to 3 year old children) or 1 space per 20m^2 (3+ to 8 year old children) of child accommodation/internal play area plus 1 extra space where the licence is for 20 or more children.

NB (i) In addition, satisfactory facilities should be provided clear of the highway to enable children to enter and leave parked cars and mini-buses in safety, without vehicles reversing, unless the proposed development is in a location where vehicles can wait to set down or pick up children in safety without affecting the free and safe flow of traffic.

(ii) The higher standard (1 space per 10m^2) will apply if the group age of the intended children is not stated in the application.

2.	**Day centres**	**Minimum**	**Maximum**
		1 space per 2 staff	1 space per 1 staff

Plus appropriate turning, standing and parking facilities for coaches and minibuses.

NB. Where the centre is purpose designed for people with physical impairment all spaces should be appropriate for their use (see Appendix A) and there should also be an individual assessment of the need for additional car spaces for disabled people.

(c) 1. Infant, primary and secondary schools

Minimum	**Maximum**
2 spaces per classroom or teaching area plus 1 space per 15 sixth form students for their use where appropriate.	2.5 spaces per classroom or teaching area plus 3 spaces per 15 sixth form students for their use where appropriate.

Sufficient additional hard-standing should be provided on play areas, etc for out of hours parking by parents or mature students

NB. Facilities should also be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing.

2.Colleges of further and higher education

Parking requirements will be assessed individually and based on the nature of the educational establishment, type and number of staff and students (e.g. full or part time) and the location of the site.

(d) The following uses, will all be assessed on an individual basis: -

i) Art galleries
ii) Museums
iii) Libraries
iv) Public or exhibition halls
v) Places of worship and religious instruction.

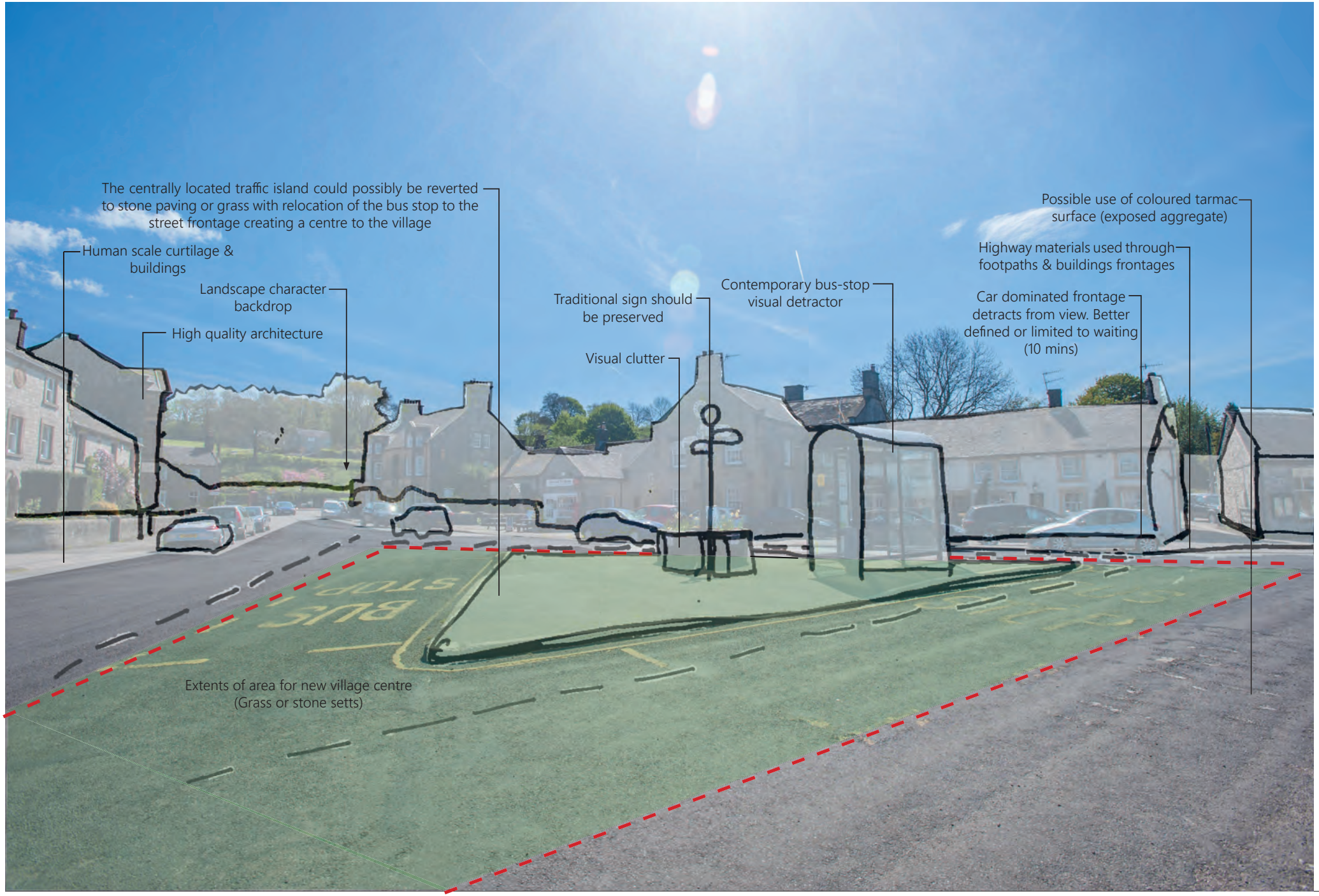
CRITERIA NOT MENTIONED ELSEWHERE

All uses not mentioned within the guidance, including, but not exclusive to the following: -

abattoirs, auction rooms, camp sites, car valeting, cemeteries, cinemas, theatres, golf clubs, fuel filling stations, livery stables and riding schools, livestock markets and ambulance, fire and police stations, etc;

will all be assessed individually with particular regard to periods and frequency of use.

APPENDIX D - PEAK DISTRICT NATIONAL PARK STREETSCAPE STUDY


The centrally located traffic island could possibly be reverted to stone paving or grass with relocation of the bus stop to the street frontage creating a centre to the village
Human scale curtilage & buildings
Landscape character backdrop
High quality architecture
Traditional sign should be preserved
Visual clutter
Contemporary bus-stop visual detractor
Possible use of coloured tarmac surface (exposed aggregate)
Highway materials used through footpaths & buildings frontages
Car dominated frontage detracts from view. Better defined or limited to waiting (10 mins)
Extents of area for new village centre (Grass or stone setts)

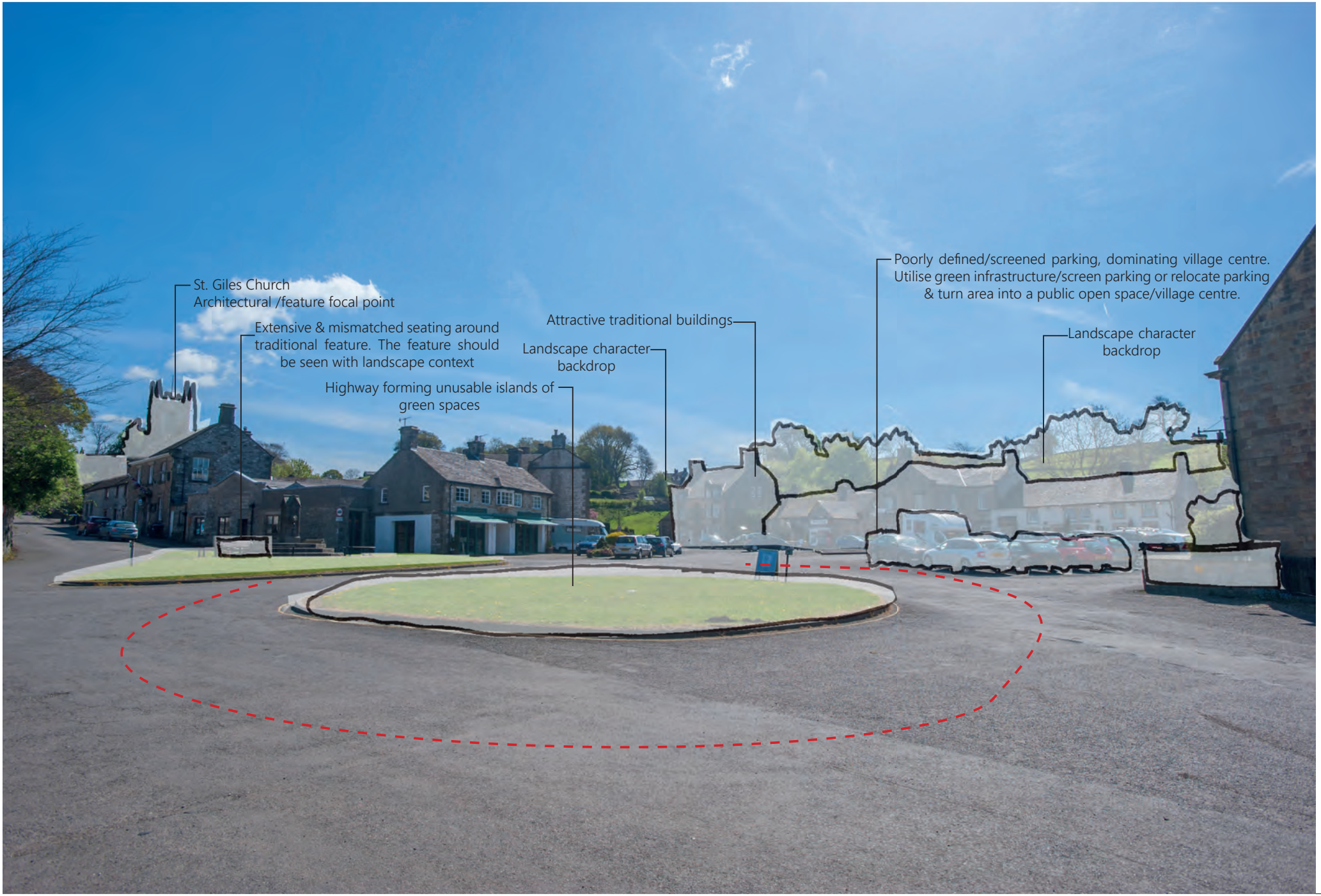

High quality architectural setting
Landscape of the park
Restaurant
Tea Room
Highway elements


Usage of modern sign post
Restricted & undefined crossing spaces for pedestrians
Visual clutter
Building frontage dominated by views of cars.
Extensive areas of undefined parking
Highway dominated surface
General lack of tree planting

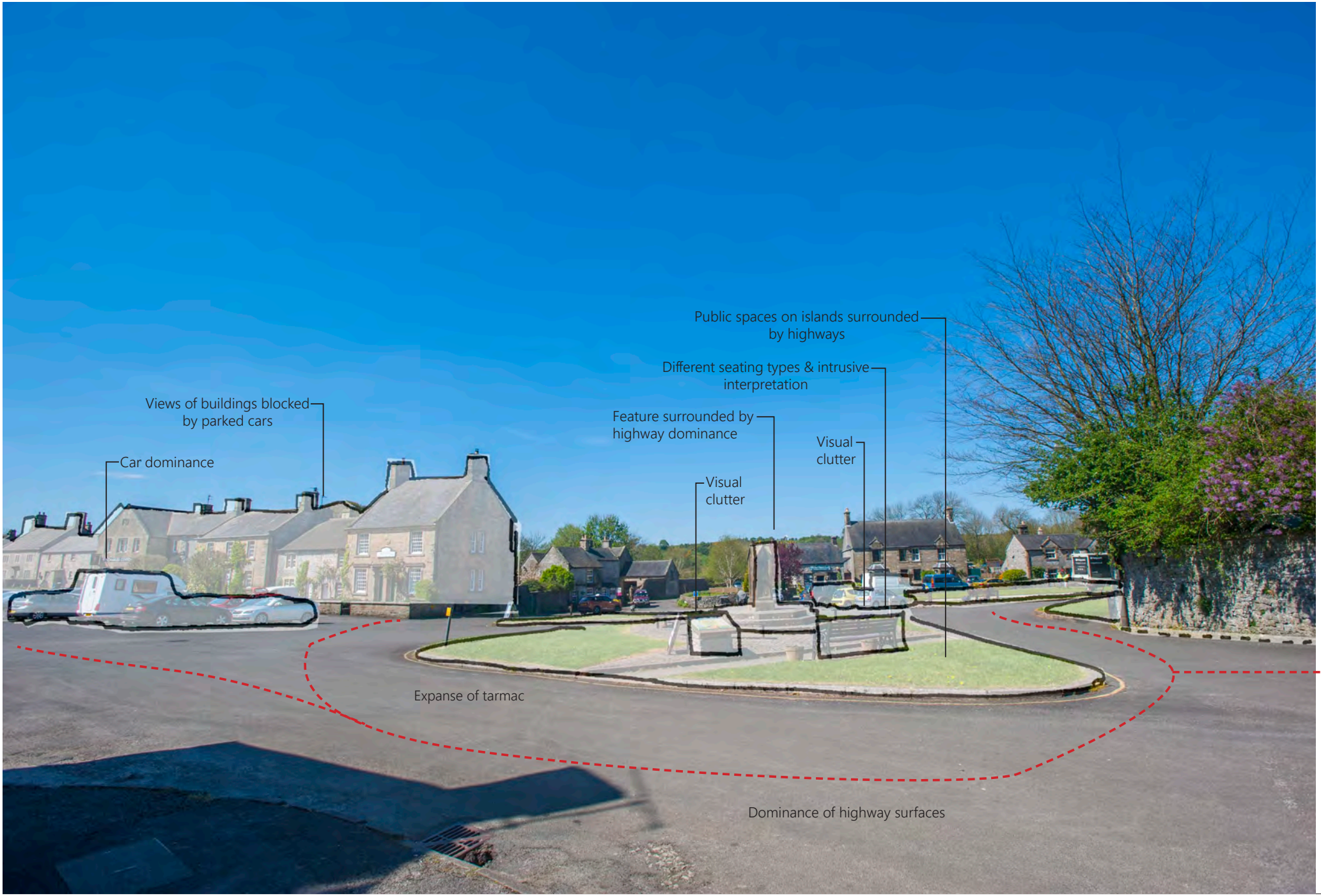

Views dominated by parking
St. Giles Church
Architectural feature/focal point
Landscape character backdrop
Village
character
Landscape character backdrop
Car parking dominance
Highway dominated surface / expanse
of tarmac


Seating opportunity diminished by parking
Extensive parking
View line shows public realm dominated by highway
Visual clutter
Car parking dominance
Highway surface dominated footpath
Extensive car parking
Highway dominated surfaces


Potential for stone surfaces in parking bays, footpaths & building frontages
Car dominance
Visual clutter
Modern street lights
Lack of curtilage
A-board
Highway surface used across footpath
Thermoplastic paint
MARKET PLACE


St. Giles Church
Architectural /feature focal point
Extensive & mismatched seating around traditional feature. The feature should be seen with landscape context
Highway forming unusable islands of green spaces
Landscape character backdrop
Attractive traditional buildings
Poorly defined/screened parking, dominating village centre. Utilise green infrastructure/screen parking or relocate parking & turn area into a public open space/village centre.
Landscape character backdrop


Bus-stop located at central village feature
Focal point building blocked by clutter
Modern signage
Traditional sign post should be retained
Visual clutter
Car dominance
Car dominance
Memorial hidden by parking
Landscape character backdrop
Attractive water feature hidden from view
BUS STOP
Thermoplastic paint
Highway dominated surface


Public spaces on islands surrounded by highways
Different seating types & intrusive interpretation
Views of buildings blocked by parked cars
Feature surrounded by highway dominance
Visual clutter
Car dominance
Visual clutter
Expanse of tarmac
Dominance of highway surfaces

PEAK DISTRICT NATIONAL PARK

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