

Transport Design Guide

Supplementary Planning Document



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PREFACE

THE ROLE OF THE NATIONAL PARK AUTHORITY

The Peak District National Park was designated in 1951 and was the first National Park to be designated within the United Kingdom. The designation was made in recognition of the National Park's natural beauty, wildlife and cultural heritage.

National Park designation places two statutory purposes on National Park Authorities¹; these are:-

- i) the conservation and enhancement of the National Park's natural beauty, wildlife and cultural heritage, and
- ii) the promotion of opportunities for the enjoyment and understanding of the National Park's special qualities

The two purposes have equal weight unless there is conflict between the two, when National Park Authorities are directed prioritise conservation and enhancement over the promotion of opportunities for enjoyment and understanding².

National Park authorities also have a statutory duty, which is to seek to foster the social and economic well-being of the Park's communities³.

Section 62 of the Environment Act (1995) also places a duty on all relevant authorities undertaking work affecting land within a National Park to have regard to National Park purposes.

This duty applies to all public or government bodies delivering transport infrastructure within or adjacent to the National Park boundary, or any agents acting on their behalf. In practice we would anticipate those delivering transport infrastructure to promote a design approach, which demonstrates regard to National Park purposes, and where ever possible provides enhancement. This approach is in recognition of the highest level of protection for landscape and scenic beauty within the National Park, and the great weight that is afforded to it by virtue of National Park purposes.

The National Park Authority is the Planning Authority for all of the land contained within its boundary, regardless of other constituent authority boundaries. However, the National Park Authority is neither a transport or a highway authority.

THE ROLE OF THIS DOCUMENT

Transport infrastructure has a functional role in ensuring that those travelling to, from and within the National Park are able to do so in a safe and informed way. The infrastructure should direct users to the most appropriate route for their journey. However, transport infrastructure is also highly visible to both visitors to and residents of the National Park.

¹ National Parks and Access to the Countryside Act (1949) and the Environment Act (1995).

² This is known as the Sandford principle (Department of the Environment (1976), Circular 4/76: Report of the National Park Policies Review Committee) and set out within Section 61 of the Environment Act (1995).

³ Section 62 of the Environment Act (1995).

Because of this, it's important that in addition to giving consideration to function, legislation and budget, that regard is also given to the National Park's landscape and setting, when planning new transport infrastructure.

The Peak District National Park Authority has prepared this Transport Design Guide Supplementary Planning Document (SPD) to provide further detail to transport design policy contained within the Local Development Plan for the National Park. This includes the Local Development Framework Core Strategy Development Plan Document (2011) and saved policies from the Peak District National Park Local Plan (2001). At the time of the production of this SPD, a replacement development plan document is being produced which contains a range of criteria based Development Management Policies. When adopted, this document will fully replace the 2001 Local Plan and form part 2 of the Local Plan for the National Park⁴.

Core strategy policy T3: Design of transport infrastructure sets out high level aspirations for the design of transport infrastructure within the National Park. These relate to the ambition for a careful and minimalistic approach to design being taken, that takes account of the National Park's valued characteristics, whilst performing its intended function. Paragraph 15.25 of the Core Strategy goes on to state that it will give consideration to the development of a Park-wide design code to provide further detailed advice; this SPD fulfils this commitment.

The primary function of SPD's is to provide additional detail and guidance to that which is contained within Development Plan Documents. The purpose of this additional detail is to guide specific areas of development that fall under the planning powers of the authority producing the document.

Whilst SPDs provide detail to a planning authority's development management documents, they can also provide material consideration under other regulatory regimes. These include 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 general guidance for developments which may not be subject to the planning system.

In this instance, the intention is that the SPD will also be used by bodies delivering transport schemes within the National Park that fall outside of the Authority's planning remit. The use of the Design Guide SPD for such schemes will help to demonstrate regard to National Park purposes.

There are three main areas where the use of the Design Guide SPD is of particular relevance, these are: -

- i. Minor transport schemes, including signage and other safety measures, minor changes of alignment and schemes supporting public transport use
- ii. Major road or rail schemes

⁴ It is anticipated that the Development Management Policies document (Part 2 of the Local Plan) will be adopted in the first half of 2019.

- iii. Other schemes associated with other development such as access roads and the provision of parking facilities.

MINOR TRANSPORT SCHEMES

The road network within the National Park boundary falls under the control of seven highway authorities⁵ plus that of Highways England (see Figure 1). Highway authorities have their own statutory powers and duties related to ensuring the safe maintenance and operation of the road network. Much of the work undertaken by highway authorities is known as permitted development⁶ and falls outside of the control of the planning system. However, where such work takes place within a National Park, Section 62 of the Environment Act applies, and in designing highway schemes, highway authorities and their agents are under a legal obligation to have regard to National Park purposes.

MAJOR TRANSPORT SCHEMES

Larger scale transport schemes within the National Park may be delivered either through planning application to the National Park Authority or in the case of major road and rail schemes through direct application to the Department for Transport. In both cases, the Environment Act (1995) makes the requirement for the promoting and delivery bodies to have regard to National Park purposes.

Large scale or major transport scheme proposals have the potential for a greater impact on National Park purposes. Therefore, there is an assumption that enhancement measures will be delivered that are sufficiently and proportionally weighted towards delivering a net environmental benefit, whilst addressing any potentially negative impacts of the scheme upon National Park purposes. The principles contained within the design guide seek to guide this approach. However, in the case of major transport schemes, early consultation with the Peak District National Park Authority will help enable such considerations and appraisal to be embedded within the scheme design. This will increase the opportunities for major schemes to deliver benefit to the National Park, whilst achieving their intended primary outcomes.

OTHER TRANSPORT SCHEMES

These are schemes that fall under the remit of the National Park Authority's planning powers. In such cases the scheme will be brought forward either as the whole of, or part of a planning application, which the Authority determines. Such schemes include, but are not exclusive to, new roads providing access to a development; car parks, either for visitor management or as part of a development; and bus stations.

The timely use of this document should inform the design of such transport schemes as referred to above, ensuring that regard to National Park purposes and the Park's special qualities is integral to the process. This approach should lead to schemes that are

⁵ The seven highway authorities are Barnsley Metropolitan Borough Council, Cheshire East Council, Derbyshire County Council, Kirklees Council, Oldham Council, Sheffield City Council, Staffordshire County Council.

⁶ Development relating to roads is covered under Part 9 of the General Permitted Development Order (2015).

functional, in keeping with legislation and which respect the National Park setting. Consideration of the Design Guide's principles should also offer opportunities for reducing scheme costs, by taking a minimalist approach to infrastructure.

The SPD is structured so that the earlier sections of the document contain background information and the rationale for the need for transport infrastructure to reflect the special qualities of the National Park. The remaining sections offer detailed draft design guidance, along with Case Studies which represent good examples of well-designed transport infrastructure. It is intended that the library of case studies will be provided on the Authority's website, as and when new examples of best practice come forward.

OUR WAY OF WORKING

The Transport Design Guide SPD has been developed through consultation with both key stakeholders and members of the public. The SPD will be used to influence transport design that falls outside of the planning remit of the National Park Authority; therefore, it is important that a consensual approach is taken.

The intention is to use the SPD to build on a partnership approach that has been undertaken between the Authority and one of its constituent highway authorities, and apply this across the whole of the National Park.

EMBEDDING THIS APPROACH

We would welcome adoption of the principles in this SPD by all relevant Highways Authorities wishing to produce or update their own environmental code of practice for streetworks and signage. Such a document could be applicable for schemes within the Peak District National Park and adapted for Conservation Areas and other sensitive settings elsewhere.

This SPD advocates an approach whereby the first question that developers or engineers ask themselves in designing a scheme is: -

"Is this infrastructure to be located either inside or adjacent to the boundary of the Peak District National Park?"

If the answer is yes, then this design guide should be used to ensure that the resulting infrastructure has been designed with regard to both National Park purposes and setting.

SUMMARY

This Supplementary Planning Document includes the following:

- i. It advocates a top-down approach to assessing transport infrastructure within the National Park based on **Park**, **Place** and **Element** (Chapter 1).
- ii. It clarifies the legal and policy framework against which our approach is set (Chapter 3).
- iii. It explains the distribution and role of transport infrastructure within the Peak District National Park (Chapter 4).
- iv. It explains the requirement for ensuring that the design of transport infrastructure enhances, rather than detracts from the special qualities of the National Park (Chapter 5).
- v. It sets out the considerations that designers should take account of, when working within the **Park** (Chapter 6).
- vi. It offers advice on the use of the Landscape Character or **Place** to assess ways in which transport infrastructure can blend into the landscape, without compromising functionality (Chapter 7).
- vii. It sets out some overarching considerations for the delivery of scheme **Elements** within the National Park (Chapter 8).
- viii. It offers guidance on the delivery of **Elements** in relation to road schemes, including junctions and access layouts (Chapter 9).
- ix. It offers guidance on the delivery of **Elements** in relation to parking facilities, including facilities for non-motorised users (Chapter 10).
- x. It offers guidance on the delivery of **Elements** in relation to road signing and lining (Chapter 11).
- xi. It offers guidance on the delivery of **Elements** in relation to the public realm including street furniture (Chapter 12).
- xii. It offers guidance on the delivery of **Elements** in relation to public transport, including both road and rail (Chapter 13).
- xiii. It offers guidance on the delivery of **Elements** in relation to enforcement cameras (Chapter 14).

- xiv. Finally, Chapter 15 offers advice in relation to the bringing forward of infrastructure **Elements** related to future technology.

CHAPTER 1 WHY PRODUCE A TRANSPORT DESIGN SPD?

BACKGROUND

- 1.1 The Peak District is located at the heart of England, surrounded by cities and urban areas including Greater Manchester, Sheffield City Region, Derby and Stoke-On-Trent. This proximity to large urban areas results in considerable transport flow to and through the Peak District as well as 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.
- 1.2 Given the large numbers of vehicle movements generated, it is important that thought is given to the balance between being a welcoming place for visitors, whilst minimising the impact of cross-Park and visitor travel on constituent and neighbouring communities. However, in all cases, consideration needs to be given to both user safety, and the impact of transport infrastructure on the National Park's special qualities.
- 1.3 The close proximity to major urban areas, coupled with the large number of administrative boundaries which cross the National Park results in a complex sharing of responsibility for transport infrastructure across the National Park. In addition to the responsibility of our seven constituent highway authorities and Highways England, Network Rail manages the Sheffield to Manchester railway line (the Hope Valley Line), which crosses the National Park. The National Park also falls within the boundary of six transport authorities, who are responsible for coordinating public transport policy and investment⁷.
- 1.4 This can result in inconsistencies in approach to the design of transport infrastructure across the National Park, and outcomes that can have negative impacts on both National Park purposes and the National Park's special qualities.
- 1.5 Providers of Transport Infrastructure are subject to national design standards and statutory duties in relation to functionality and safety. In producing this SPD the National Park Authority recognises and supports the importance of such constraints.
- 1.6 The design and development of transport infrastructure may have strict budgetary restrictions, and the Authority recognises that advocating a change in approach to design may raise concerns over the costs of both installation and on-going maintenance. This may be particularly the case where a highway authority may have to decide whether to adopt any new roads or junctions that form part of a new development.
- 1.7 However, the Authority believes that adopting a design approach which is sensitive to the special qualities of the National Park; whilst achieving the required safety objectives may, in many instances, provide a lower cost option whilst having regard

⁷ The six transport authorities are Cheshire East Council, Derbyshire County Council, Greater Manchester Passenger Transport Executive, South Yorkshire Passenger Transport Executive, Staffordshire County Council and West Yorkshire Passenger Transport Executive.

to National Park setting and purposes. Where a new development has potential highway implications, the relevant highway authority has an opportunity to provide comment in relation to any new infrastructure or impact on the existing highway. This opportunity should enable any concerns about future financial burdens to be brought forward.

- 1.8 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 within the National Park. In so doing, we aim to promote a consistent approach to the planning, designing and delivery of transport infrastructure within the National Park; that all relevant highway transport and rail authorities are able to follow and adopt.

SCOPE AND OBJECTIVES

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

- 1.10 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, to ensure that transport infrastructure is designed and installed in a way that fully reflects both statutory purposes and the special qualities of the National Park;
- To achieve a more consistent approach to transport infrastructure provision, which also reflects where appropriate, the particular characteristics of the delivery location in the National Park;
- To 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, whilst noting that guidance may bring cost benefits through appropriate design.

- 1.11 Whilst it lies outside the scope of the guidance provided within this document, the design of transport infrastructure must have regard for all users. This includes those with mobility issues and the visually impaired.

PARK, PLACE AND ELEMENT

- 1.12 The scope and objectives of the SPD requires an approach that is relevant across the whole of the National Park and based on National Park purposes and duty.

However, it also needs to acknowledge that different design principles will apply at different scales and at different locations, across a variety of different types of infrastructure within the park. To capture this range, the SPD guidance focuses broadly on '**Park**', through '**Place**', to hone in on the '**Element**' being delivered. The Authority believes that this approach achieves consistency at every level. In this context:

- 1.13 **Park**, considers characteristics and strategic measures that influence design to achieve structure and consistency of approach within the National Park. This should reflect the fact that work undertaken within a National Park should have regard to National Park purposes.
- 1.14 **Place**, uses a more detailed analysis of locality or area characteristics, and particularly landscape character to influence design. This should lead to a scheme design that has regard to both function and setting.
- 1.15 **Element**, provides guidelines on what designers should take into account when designing specific parts of transport infrastructure. This should mean that any particular scheme element is also of a scale and design appropriate to its function and setting.
- 1.16 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 both its landscapes and its 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

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

- A minimalistic 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 process to follow, and be informed by, the '**Park**', '**Place**' and '**Element**' approach;
- 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;
- Consideration of appropriate design for the National Park should be at the forefront of thinking when developing a scheme. This will help to avoid a retrofitting approach whereby the scheme is adapted at a later stage to take account of National Park purposes and special qualities;
- Retrofitting is a process that consists of adding new components to existing infrastructure either in order to extend its life, or to change or modify its

function. This may or may not be carried out in-situ, but in the case on transport infrastructure, usually is. Retrofitting may be an appropriate response to ensure that an established piece of infrastructure can be accommodated more comfortably within its setting. However, retrofitting a new scheme is time consuming and may compromise both the function of the infrastructure and its setting within the National Park. Consideration of the National Park's setting at the outset of design is a preferable approach.

CHAPTER 2 HOW TO USE THIS SPD

- 2.1 The SPD is structured so it can be used as a sequential tool in transport infrastructure design.
- 2.2 **Chapter 3** sets out the **legislative and policy context** of the National Park from the Environment Act (1995) through to the National Planning Policy Framework (2018) and the Peak District National Park Management Plan (2018-2023).
- 2.3 **Chapter 4** describes the **existing transport infrastructure within the National Park** and how the infrastructure responds to the needs of residents of and visitor to the National Park.
- 2.4 **Chapter 5** describes the **Special Qualities and Landscape Character of the Peak District National Park**. These qualities and characteristics can steer the design and scale of transport infrastructure, ensuring a functional approach with regard to both setting and National Park purposes.
- 2.5 **Chapter 6, Park**, provides guidance in a **National Park wide context** and is focused on measures to ensure a consistent approach to providing infrastructure within the National Park. 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.
- 2.6 **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.
- 2.7 **Chapters 8 through to 15** cover the **Elements** utilised to deliver transport infrastructure then provides guidance on the relevant type of transport infrastructure. The Chapters cover a wide range of infrastructure ranging from road and rail, though to parking and signage; and across all users including motorised and non-motorised use of transport infrastructure: -
- **Chapter 8** provides guidance on some of the **overarching considerations** to be taken into account when considering the elements of a scheme;
 - **Chapter 9** focuses on **roads, junctions and accesses**;
 - **Chapter 10** looks at **parking** infrastructure;
 - **Chapter 11** provides guidance on **signage and lining** schemes, and
 - **Chapter 12** focuses on the delivery of **street furniture and enhancements to the public realm**.
 - **Chapter 13** provides guidance on the provision of infrastructure supporting the operation of **public transport**.

- **Chapter 14** focuses on the delivery of **enforcement cameras**.
 - Finally, **Chapter 15** offers some insight into the approach to be taken for the delivery of infrastructure to support **newer and future technologies**.
- 2.8 The chapters recognise the requirement for all elements of infrastructure to be functional and safe, whilst catering for a wide range of users.
- 2.9 To demonstrate how the document might be used, we have provided three examples:
- For a **signage scheme** along a major highways route or a **junction arrangement** for a small housing development, Chapters 6, 7, and 11 would be relevant for both examples. Chapter 6 sets the **Park** context; Chapter 7 assesses the local landscape character, whilst Chapter 11 offers guidance on signage. In relation to the junction improvement, Chapter 9 offers guidance.
 - For a **wayfinding proposal**, Chapter 6 would 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 11 would be used for the **Element** (the signage itself), informed by a sequential process of decision making.
 - For the small **housing development**, Chapter 6 again sets out the approach for delivering transport infrastructure within the National Park. Chapter 7 should be considered in respect of the **Place** where the access arrangement is proposed. Chapter 9 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.
- 2.10 In all of the above examples, consideration should be given to the overarching principles of delivering elements within the National Park (Chapter 8). 2.11 The guiding 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.

CHAPTER 3 WHAT IS THE LEGISLATIVE AND POLICY CONTEXT?

- 3.1 The Peak District National Park is covered by a range of different legislative and policy documents, ranging from the National Parks and Access to the Countryside Act (1949), which led to the designation of the Peak District National Park, through to the Authority's own Development Management Plans and policies.
- 3.2 The following Chapter sets out the relevant documents and policies according to the weight given them in relation to their status. From this it is clear that National Policy in relation to National Park's takes precedence. However, for the day-to-day consideration of transport infrastructure schemes within the National Park, the Authority's Development Plan Documents form the starting point from which to assess such proposals.

THE ENVIRONMENT ACT (1995) AND THE STATUTORY PURPOSES AND DUTY OF THE NATIONAL PARK

- 3.3 The Environment Act (1995) provides an update to the National Parks and Access to the Countryside Act (1949) by establishing National Park Authorities as the Local Planning Authorities for National Parks. This Act also restates the statutory National Park Purposes and Duty.
- 3.4 The statutory purposes of National Parks, as set out in Section 61 (1) of the Environment Act (1995)⁸, are:
- “(a) of conserving and enhancing the natural beauty, wildlife and cultural heritage of the [National Park] ...; and*
- (b) of promoting opportunities for the understanding and enjoyment of the special qualities of [the National Park] by the public.”*
- 3.5 If there is any conflict between the two purposes, then the National Park Authority is directed to give greater weight to the purpose of conservation and enhancement⁹.
- 3.6 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.
- 3.7 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 HIGHWAYS ACT (1980)

- 3.8 The Highways Act 1980¹⁰ sets out a number of statutory duties for highway authorities in relation to public roads: -

⁸ The Environment Act (1995) restates the National Park statutory purposes and duty as set out in the National Parks and Access to the Countryside Act (1949).

⁹ This is known as the Sandford Principle, and has its origins in the National Parks Policy Review Committee (1974), which made the recommendation to aid decisions where there is a conflict between conservation and recreation.

¹⁰ The Highways Act (1980) <https://www.legislation.gov.uk/ukpga/1980/66>

- Section 41 of the Act sets out the statutory duty of the highway authority to “*to maintain Highways maintainable at public expense*”.
Other sections of the act apply to the duty of the highway authority to; indicate the depth of any flooding, on roads subject to regular flooding (Section 103); maintain the public right of way (Section 130); remove obstructions such as snow or soil from the highway (Section 150); and the use of available drainage for the highway (Sections 264 and 339).
- The Act also sets out a series of powers for highway authorities to enable the fulfilment of the duties described above¹¹.

THE WILDLIFE AND COUNTRYSIDE ACT (1981)

- 3.9 Sections 1, 9 and 13 of the Wildlife And Countryside Act (1981) set out the legislation in relation to the protection of wild birds, certain animals¹² and certain wild plants¹³. The Act allows for additional species of animals and plants to be added to the respective schedules.
- 3.10 In delivering transport infrastructure schemes, developers are obliged to consider impacts on protected species.

THE CONSERVATION OF HABITAT AND SPECIES REGULATIONS (2010 & 2017)

- 3.11 The Conservation of Habitat and Species Regulations (2010 & 2017) relate in particular to the European Sites (Natura 2000). The Peak District National Park has large areas of land that fall under these designations. In particular, the National Park is covered by the South Pennine Moors Special Area of Conservation (SAC), the Peak District Dales (SAC) and the Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA).
- 3.12 Where any development may impact on the habitats or species associated within the Natura designations then consent is required from Natural England prior to such works taking place.
- 3.13 The design of such works should avoid impact on Natura Sites. However, it also offers opportunities for enhancement, particularly where works are being undertaken either alongside or in close proximity to such sites. This approach is in keeping with a recent Government commitment for development to deliver environmental enhancement (see following section on ‘*A green future: our 25 year plan to improve the environment (2018)*’).

INCLUSIVE MOBILITY (DEPARTMENT FOR TRANSPORT 2005)

- 3.14 The Disability Discrimination Act (DDA) (1995) gives those with a disability a right of accessibility to goods, facilities, services and premises. The DDA sets out the expectation that service providers may have to make changes to physical features of

¹¹ Derbyshire County Council – Guidance Notes: Highways Statutory Duties and Vested Powers <https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/flooding/strategy/guidance-notes-highways-statutory-duties-and-vested-powers.pdf>

¹² Schedule 5 animals, these include a range of insects, fish, amphibians, reptiles and mammals; https://www.legislation.gov.uk/ukpga/1981/69/pdfs/ukpga_19810069_en.pdf

¹³ Schedule 8 plants; https://www.legislation.gov.uk/ukpga/1981/69/pdfs/ukpga_19810069_en.pdf

premises or other infrastructure to avoid discrimination against those with a disability. Inclusive Mobility states that the requirements of the DDA also applies to: -

“facilities and services in the pedestrian environment and in transport related infrastructure: bus stations and stops, airports and rail stations for example”.

Inclusive Mobility goes on to offer guidance in achieving the requirements of the DDA¹⁴.

GUIDANCE ON THE USE OF TACTILE PAVING SURFACES (DEPARTMENT FOR TRANSPORT 2007)

3.15 Guidance On The Use Of Tactile Paving Surfaces sets out the role of tactile paving surfaces in aiding navigation for pedestrians with a visual impairment: -

“Tactile paving surfaces can be used to convey important information to visually impaired pedestrians about their environment, for example, hazard warning, directional guidance, or the presence of an amenity. Research has determined that visually impaired people can reliably detect, distinguish and remember a limited number of different tactile paving surfaces and the distinct meanings assigned to them”¹⁵.

The document goes on to provide guidance on the appropriate use of tactile paving across a range of locations and uses.

THE EQUALITY ACT (2010)

3.16 The Equality Act (2010) provides legal protection from discrimination in the workplace and in wider society. The Equality Act specifically prohibits discrimination on the basis of age; gender reassignment; being married or in a civil partnership; being pregnant or on maternity leave; disability; race including colour, nationality, ethnic or national origin; religion or belief; sex; and sexual orientation.

3.17 In delivering transport infrastructure consideration should be given to direct or indirect discrimination, which may occur as a result of either design or delivery. Whilst there is potential for discrimination against any of the criteria given above, disability may be the one most adversely affected in the case of designing transport infrastructure.

THE NATIONAL PLANNING POLICY FRAMEWORK (2019)

3.18 The National Planning Policy Framework¹⁶ (the NPPF) states that: -

¹⁴ Inclusive Mobility (Department for Transport, 2005)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

¹⁵ Guidance On The Use Of Tactile Paving Surfaces (Department for Transport 2007)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/289245/tactile-paving-surfaces.pdf

¹⁶ Ministry of Housing, Communities and Local Government; National Planning Policy Framework (February 2019)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf

“Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues” (paragraph 172).

The NPPF also confirms that the conservation of wildlife and cultural heritage are also important considerations in National Parks and should also be given great weight. The high level of protection applied under the NPPF in National Parks applies to all development, including for transport infrastructure.

3.19 The Core Planning Principles of the NPPF also reflect that planning should *“contribute to and enhance the natural and local environment by.... recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services” (paragraph 170).*

3.20 The NPPF is also clear that good design is a key aspect of sustainable development, and that development should be *“sympathetic to local character and history, including the surrounding built environment and landscape setting” (paragraph 127);* whilst also creating safe and accessible environments.

3.21 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 whilst focusing on the particular item or items of infrastructure.

3.22 Where development takes place, there is the potential for it to affect the run-off of water, and ultimately the risk of flooding either at the site of the development, or elsewhere. The NPPF states: -

“Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere” (paragraph 155).

Paragraph 157 of the NPPF then sets out a sequential test for where development should take place. The delivery of transport infrastructure needs to have regard to both flood risk and the wider potential impacts of climate change.

A GREEN FUTURE: OUR 25 YEAR PLAN TO IMPROVE THE ENVIRONMENT (2018)

3.23 The Government’s 25 Year Plan to Improve the Environment includes a commitment to conserve and enhance the beauty of our natural environment, and make sure it can be enjoyed, used by and cared for by everyone. The Plan suggests that this will be achieved by *“safeguarding and enhancing the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage.”*¹⁷

¹⁷ A Green Future: Our 25 Year Plan to Improve the Environment - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

- 3.24 The Plan also seeks to embed an Environmental Net Gain Principle for development, including both housing and infrastructure. This approach applies to transport infrastructure and applies at both the local and national scale. This is particularly important in relation to the delivery of large scale transport schemes, which are likely to have negative impacts on the National Park landscape, special qualities or setting.

THE NATIONAL PARK MANAGEMENT PLAN

- 3.25 The National Park Management Plan 2018 – 2023 (The Management Plan) sets out the vision for the National Park. It brings together an integrated approach with stakeholders to achieve the purposes and duty of the National Park.
- 3.26 The Management Plan's Vision Framework comprises three strategic themes, and is focused on six key areas of impact. These areas of impact are of a scale that falls across the remit of a number of bodies; and as such will require a partnership approach to address them. Transport cuts across all of the six areas of impact, but is particularly relevant to: -
- a) Area of impact 1 – Preparing for a future climate
 - b) Area of impact 4 – A National Park for everyone
 - c) Area of impact 6 – Supporting thriving and sustainable communities and economy.

THE LOCAL PLANNING POLICY CONTEXT

- 3.27 ***The Local Plan Part 1: Core Strategy*** sets out to achieve the statutory purposes of the National Park, through planning policies which seek to conserve and enhance the National Park's special qualities and offer opportunities for their understanding and enjoyment.
- 3.28 The Core Strategy spatial vision for '*Accessibility, travel and traffic*' identifies the following outcome concerning how transport can help to secure National Park purposes:
- "Residents, visitors and businesses will access their needs in ways that conserve and enhance the valued characteristics of the National Park"*
- 3.29 Delivery of the spatial outcomes will be achieved through spatial objectives, which include a National Park-wide one of:
- "Local distinctiveness will be respected by better conservation and enhancement of the road environment"*
- 3.30 ***Policy T3: Design of Transport Infrastructure*** sets the tone for how transport infrastructure should be delivered inside the National Park boundary. It 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. The supporting text goes on to state that a design code will be considered to give further guidance. This SPD will contribute to this function by providing further details and clarity.

This will mean that transport infrastructure is designed to reflect landscape character, National Park purposes and special qualities.

- 3.31 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 environmental design and materials to be used. This approach is continued within policy DMT2 Access and Design Criteria which forms part of the Local Plan Part 2: Development Management Policies.
- 3.32 There are a number of Neighbourhood Plans under development across the National Park, whilst one, Bradwell, has been adopted. In most cases, these plans include Transport policies, often related to parking and traffic management. The SPD will be a material consideration in delivering schemes in relation to these policies.

CHAPTER 4 TRANSPORT INFRASTRUCTURE IN THE NATIONAL PARK

- 4.1 Transport infrastructure in the National Park serves a number of purposes. It provides routes to, from and within the National Park for residents and those visiting and enjoying the special qualities of the area. It also, provides strategic links across the National Park between major urban areas, the motorway and the mainline railway network.
- 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 National Park purposes and the protection of the National Park's special qualities.

ROAD INFRASTRUCTURE

- 4.3 The Peak District National Park contains one road which forms part of the national Strategic Road Network¹⁸. This road is the A628 Trunk Road, which provides a link across the National Park from Sheffield and the M1 transport corridor to the east, and Manchester and the M6/M60/M67/A57(T) corridors to the west. The A628 is the only Trunk Road within the National Park and operates at national speed limits, except where it passes through the villages of Hollingworth and Tintwistle¹⁹. In addition, the western / southern edge of the A616(T) forms the boundary of the National Park between Flouch roundabout and Langsett. The A616(T) provides part of the onwards SRN connection between the A628(T) and Junction 36 of the M1.
- 4.4 A number of other 'A' roads, described as cross-Park roads convey traffic to, from and through the National Park. These roads are all owned and managed by the National Park's respective constituent highway authorities and include the A6; A53; A54; A57; A515; A537; A619; and A623, these roads generally have a 50mph speed limit within the National Park, except where they pass through villages. With the exception of the A57, the proportion of HGVs on these main roads is higher than the national average.
- 4.5 The mix of destinations that can be accessed via cross-Park routes creates a diverse range of users with residents; visitors; businesses; public transport operators; freight hauliers; plus, longer distance travellers sharing the same road space. The National Park is also a very popular destination for leisure motorcyclists, particularly at weekends. The reasons for travelling will often dictate the preferred speed of movement. Local, commercial and cross-Park travellers are more likely to prefer a direct and speedy journey. However, visitors may be unfamiliar with the roads and prefer a more relaxed pace, or in some cases relish the challenge of the National Park's roads. In addition to motorised traffic, most roads within the National Park also carry non-motorised users, particularly cyclists.

¹⁸ The National Strategic Road Network (SRN) comprises trunk roads and motorways deemed to be of national importance and which are owned and managed by Highways England.

¹⁹ Where any works or development are planned that may impact on the Strategic Road Network Highways England should be consulted.

- 4.6 The mix of traffic and the range of preferred speed of travel can impact on road safety. Generally, road traffic collisions on rural roads have more serious consequences due to generally higher speeds and the presence of drystone walls, trees and steep drops on or near to the carriageway boundary. A number of roads within the National Park have historically had poor safety records and subsequently been adjudged to be of high-risk to users²⁰.
- 4.7 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. Such remedial measures have helped to address some of this risk. This includes the National Rural Speed Limit Review, which led to the majority of 'A' and 'B' Class roads in the National Park seeing a reduction from the National Speed Limit (60 mph) to one of 50 mph.
- 4.8 The SPD recognises that safety and efficiency are vital requirements of transport infrastructure. However, the SPD also promotes the principle that consideration should be given to the purposes and special qualities of the National Park, whilst designing and delivering infrastructure. A measured approach cognisant with the requirement for an awareness of the National Park's setting and the need to address safety and efficiency, can produce functional infrastructure with a reduced impact on the National Park.
- 4.9 In contrast to the main routes within the National Park, the minor roads are largely a product of their evolution over time in response to geography and transport needs. These roads tend to blend in with both topography and the landscape character, rather than follow highway design standards. The National Park's minor roads are often shared spaces, with other uses such as walkers, cyclists and horse riders alongside motorised vehicles. The majority of the minor and unclassified road network within the National Park is subject to the 60 mph National Speed Limit.
- 4.10 Because of the historic nature of minor roads, they are largely complementary to the special qualities of the National Park, and are often enhanced by historic boundary features such as drystone walls, ditches, mature hedges and trees. They are also most likely to retain directional finger posts and other historic infrastructure rather than large directional signs.
- 4.11 Minor roads are often narrow without centre or edge of carriageway lining. When coupled with topography and their use by non-motorised forms of transport, this can act to calm traffic. This has led to the designation of Quiet Lanes in some areas of the National Park, with a presumption of priority to vulnerable user groups. Whilst many of these roads carry the National Speed limit, vehicle numbers, speeds and the incidence of road traffic collisions tends to be lower than on the National Park's 'A' and 'B' roads (see Figure 4.1).

²⁰ The 2017 EuroRAP assessment identified four Peak District Roads as being within the 'High Risk' category – <https://roadsafetyfoundation.org/media/>



Figure 4.1 – Conksbury Lane and Bridge, part of the Youlgrave Quiet Lane Network

- 4.12 Directional road signs within the National Park vary according to their purpose and the road hierarchy. Signs on the strategic routes are aimed at directing traffic to the largest settlements both within and outside the National Park. These directional signs are usually designed for maximum impact, and were largely installed to meet the now obsolete National Speed Limit on most of the National Park's 'A' class roads. Directions road signs on the 'B' road network complement those on the 'A' road network directing traffic to smaller settlements and visitor attractions. Many are still of a scale more appropriate to the National Speed Limit, despite the wide adoption of the 50mph limit on most of the National Park's 'B' road network. Directional signs that serve the minor road network are largely smaller in scale comprising finger posts in some locations. Whilst the minor road network within the National Park commonly falls under the National Speed Limit; the road geography generally leads to lower vehicle numbers and speeds, meaning that signage can be scaled accordingly.

TRANSPORT INFRASTRUCTURE IN SETTLEMENTS

- 4.13 Roads within settlements usually reflect the scale and function of the settlement, and any required control of vehicles and pedestrians. For example, interventions in Bakewell are quite urbanistic and prescriptive. This is because the town is a busy market town located at an intersection of two strategic routes (the A6 and the A619). There is a strong emphasis on controlling traffic and pedestrian movements, with the associated infrastructure to do so. These interventions impact on the overall quality of the public realm.
- 4.14 In the other settlements, there are generally fewer interventions. The road system in villages and small hamlets reflects the historic settlement pattern. This can mean narrow roads with no pavements and buildings fronting directly on to the road. In some villages the road system reflects historic market type uses, meaning that the

right of way in relation to connecting roads is not obvious. Grass verges within the public realm are an attractive feature and can provide a good alternative footway provision on at least one side of the road. In other locations traditional stone sets may delineate the highway boundary.

- 4.15 Directional road signs within settlements are largely aimed at directing visitors to facilities and attractions within the immediate locale. Provision is variable across the National Park, dependent on both the settlement and the respective highway authority. Tourist attractions and parish councils have a role in determining the approach to signage for visitors; across the different settlements within the National Park (see Figure 4.2).



Figure 4.2 – Fingerpost to local attractions at Alstonefield village centre

RAIL INFRASTRUCTURE

- 4.16 The National Park is served by the Hope Valley Railway line between Sheffield and Manchester with stops within the National Park at Grindleford, Hathersage, Bamford, Hope and Edale stations. Other conventional rail infrastructure approaches the boundaries of the National Park as far as Buxton and Glossop from the west; and Matlock from the south-east, but terminates at these towns²¹. The Leeds to Manchester railway skirts the north of the Peak District with stations at Greenfield and Marsden providing onward access to the National Park.
- 4.17 Along with the railway lines themselves there are a number of associated structures including railway stations and their associated infrastructure. There are five railways stations located within the National Park, and all have a variety of infrastructure including car parks, station buildings, platforms, shelters and noticeboards.
- 4.18 Railway infrastructure also includes tunnels, viaducts, embankments, cuttings, goods

²¹ Peak Rail Heritage Railway provides onwards connection from Matlock to Rowsley, similarly the Ecclesbourne Valley Heritage Railway offers onward connections from Duffield to Wirksworth. Neither of these heritage railways currently offer a year-round daily timetable.

sidings, passing loops and signalling systems. Much of this infrastructure is historic in nature, predating the designation of the National Park. In many cases, the infrastructure can consist of designated or non-designated heritage assets, with different and varying levels of protection (see Figure 4.3).



Figure 4.3 – Totley Tunnel portal on the Hope Valley Line at Grindleford

BUS INFRASTRUCTURE

- 4.19 The Peak District National Park is surrounded by a number of urban areas with connecting public transport routes allowing access for residents to jobs, education and services. These bus routes also provide sustainable transport access to the National Park for visitors from surrounding urban areas.
- 4.20 Whilst in some areas, public transport provision has declined over recent years, there is still a good network of both commercial and publicly subsidised bus services serving the more densely populated areas of the White Peak and popular leisure destinations elsewhere across the National Park.
- 4.21 Bus related public transport infrastructure within the National Park varies from stone bus shelters (see Figure 4.4), through to request stop poles and flags. Some of the larger settlements such as Bakewell, Hathersage and Castleton offer interchange between a number of services and as such have a variety of infrastructure including bus turnaround facilities or a number of stands from which services can be caught.



Figure 4.4 – Stone bus shelter in the centre of Thorpe

TRAILS

4.22 The Peak District National Park is crossed by three national trails; the Pennine Bridleway which traverses the National Park from Hartington northwards to Tintwistle, the Trans Pennine Trail which crosses the National Park from Dunford Bridge in the East, along the Longdendale Valley to Hadfield in the West, and the Pennine Way, which traverses the National Park from Edale northwards to the A62, the northern boundary of the National Park. The Pennine Cycleway (NCN68) also crosses the National Park from the Southern end of the Tissington Trail at Ashbourne, through to Meltham in the North.

4.23 The National Park contains five local authority owned multi-user recreational routes (the High Peak; Monsal; Thornhill and Tissington trails, plus the Manifold Track). All of the above are routes along disused former railway lines (see Figure 4.5). There is also an extensive network of minor trails, bridleways and public rights of way, where use is predominantly recreational.

TRACKS

4.24 There may be a requirement for landowners to provide new tracks or alter existing tracks to enable sustainable management of moorland, grassland and woodland. The nature of such tracks means that they may require planning permission. A Guidance Note produced by the National Park Authority helps to clarify this position. This is Planning Guidance: Creation of New Tracks and Alteration of Existing Track (2017). Where such tracks are provided, they should be designed in such a way as to reduce their impact on the landscape and any special qualities associated with the

location. They should also ensure that they provide a safe access to and from the adopted highway or other point of access including private road, track or other point of entry.



Figure 4.5 – Istrian Kazun stone shelter on the High Peak Trail, north of Parsley Hay

DRAINAGE

4.25 As described earlier within this SPD, developers are directed by the NPPF to have consideration of flood risk, utilising a sequential test (paragraph 157). However, even if a scheme does not pose a flood risk, consideration should still be given to water run-off resulting from development. It is worth noting that utilities companies are not obliged to undertake to receive drainage from a transport development into the sewer system, therefore alternative options should be explored. In effect, surface water discharge to a combined sewer is strongly discouraged, and early consultation with the appropriate utility company would be encouraged.

CHAPTER 5 THE SPECIAL QUALITIES AND CHARACTERISTICS WHICH INFLUENCE DESIGN RESPONSE

OVERVIEW

- 5.1 The Peak District National Park is a special area valued nationally for its landscapes, and the recreation and enjoyment these provide to visitors and residents. The particular combination of varied landscapes and special qualities sets the Peak District apart from other areas in the country. It gives the National Park a strong and lasting identity that is both valued by, and inspirational to those who visit or live here. The National Park is a place of employment for 18,000 people, whilst being an area through which numerous people travel to and from destinations beyond the National Park boundary.
- 5.2 The high quality and diversity of these landscapes with their rich heritage and wildlife attracts large numbers of visitors, who participate in a wide range of activities. There are opportunities for the quiet enjoyment of tranquil areas of the National Park such as the high moorland to the north. There are also opportunities for more adventurous forms of recreation such as mountain biking, horse riding, hill walking or rock climbing. A number of settlements act as visitor destinations, including Bakewell, Castleton, Hartington, Tideswell, Tissington and Youlgrave. Wakes and Well Dressing festivals in particular draw in large numbers of visitors to these settlements. Similarly, there are large country estates such as Chatsworth, Haddon and Lyme Park which are also popular visitor destinations in their own right.
- 5.3 With the diverse range of destinations and activities, plus the large number of visitors to the National Park, it is important to fully understand the National Park's special qualities in order to conserve and enhance those qualities.

SPECIAL QUALITIES

- 5.4 Seven special qualities have been identified by the Authority and Stakeholders, which best describe and underpin the designation of the Peak District National Park. The presence of these special qualities is variable across the whole of the National Park. This means that various **Places**, whilst fundamentally connected at the **Park** level, present a unique experience at a more local level. Some of the special qualities may be either absent or be subtly expressed in certain **Places**; whereas in others, most if not all of the qualities may be easily recognised. However, the National Park's special qualities are expressed or experienced, they are present across the Peak District, giving it the unique character and identity, which is valued and protected.
- 5.5 The Special Qualities of the National Park are listed below, with the full detail being contained within Section 5 of the Peak District National Park Management Plan 2018-23²².
 1. Beautiful views created by contrasting landscapes and dramatic geology;

²² Peak District National Park Management Plan 2018-23
http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0005/1133942/NPMP-18-23-V5.pdf

2. Internationally important and locally distinctive wildlife and habitats;
3. Undeveloped places of tranquillity and dark night skies within reach of millions;
4. Landscapes that tell a story of thousands of years of people, farming and industry;
5. Characteristic settlements with strong communities and traditions;
6. An inspiring space for escape, adventure, discovery and quiet reflection;
7. Vital benefits for millions of people that flow beyond the landscape boundary.

THE LANDSCAPES OF THE NATIONAL PARK

- 5.6 The landscape of the National Park is the result of a combination of topography, geology and climate which has influenced settlement and land use over thousands of years. The result is the complex multi-layered landscape we see today, with its varied assemblages of vegetation and wildlife.
- 5.7 The landscape of the National Park is described in the Peak District National Park Authority Landscape Strategy and Action Plan 2009-2019 (LSAP)²³. 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
 - The South West Peak.

THE BUILT CHARACTER OF THE NATIONAL PARK

- 5.9 Whilst the National Park is predominately rural, the built character is also exhibited through settlements, whose built form largely reflects the local geology of either limestone or gritstone. Settlements are predominantly linked by transport corridors.
- 5.10 The built character of settlements in the National Park is also closely related to their surrounding landscapes, with historical origins related to agriculture, mining 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.
- 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 its transport infrastructure. These include mileposts, guide stoops, mounting blocks and other street furniture. These features also

²³ Peak District National Park Landscape Strategy and Action Plan 2009 – 2019
http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0003/90831/landscapestrategyandactionplan.pdf

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 diminishing the scenic value of the area, for example by reducing the importance of field patterns and traditional buildings as features in the landscape.
- The use of bright colours in signage contrasts harshly with natural hues of stone, grass and woodland; for example, the use of yellow backing boards for advance warning signage on many major routes.
- Signage on road edges can impinge upon views from elevated areas and along valleys.
- New or enlarged car parks or laybys could potentially create areas of additional visitor related pressure.
- Transport infrastructure associated with recreation has the potential to introduce new features. If such features are not carefully sited and designed, they could cumulatively affect the experience of travelling through the landscape. This is particularly the case within enclosed valleys. Improvements to multi-user trails have the potential to change the character of the routes, the destinations they serve; and the areas from which users travel to access the trails.
- 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.
- Large scale infrastructure or frequent small scale interventions have the potential to create a transport corridor of generic design that does not respond to the rural character of the landscape. This is particularly the case where the transport corridor passes through distinct LCAs.
- Signage and other infrastructure has the potential to create new focal points for views along valleys or edges, detracting from the character and quality of the landscape.
- Woodland is an important feature of the landscape and is sensitive to transport infrastructure.
- Small villages and farmsteads of vernacular buildings are sensitive to transport

infrastructure.

- The interfaces between rail, road, public transport cycling and walking routes can be of particularly importance in some areas. Directional clarity for visitors is needed, whilst minimising the impact of infrastructure on the setting.
- The provision of public transport infrastructure can create a focal point where people gather to access bus and rail services.
- Bus waiting areas can incorporate stone, wooden or aluminium and glazed shelters within the streetscape; and vary in colour and scale.
- The widening of minor roads or the creation of car parks and laybys could adversely affect the 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.
- A Conservation Area is defined as "*an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*"²⁴. Thought should be given to how to introduce necessary transport Infrastructure into a Conservation Area in order to avoid its discordance with both character and appearance. Traffic interventions, and signage can often appear to be in conflict with the public realm, potentially reducing the effectiveness of the measures and impacting on the special qualities that exist.

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

- 5.13 Landscape character is described in more detail in Chapter 7 of the SPD, including a brief description of the characteristics that influence design for each LCA. The inclusion of these extracts from the LSAP, 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.
- 5.14 The information provided is intended to be used to inform the design of transport infrastructure in its early stages. This will help with the identification of potential sensitivities and pressures for change, prior to the detailed design work taking place.

²⁴ Listed Buildings and Conservation Areas - Planning Act 1990
<https://www.legislation.gov.uk/ukpga/1990/8/contents>

CHAPTER 6 DESIGN GUIDANCE: PARK (INCLUDING GATEWAYS & WAYFINDING)

- 6.1 This chapter provides guidance on defining the identity of the National Park as a whole, and of its distinct places. It promotes the National Park as a special place, given the highest designation of protection in relation to its natural beauty, wildlife and cultural heritage. It also recognises the requirement for members of the public to be able to visit, enjoy and learn about the special qualities of the National Park. Transport infrastructure can be used to reflect the **Park's** setting and to promote awareness of its special qualities. Thoughtful delivery of such infrastructure can also help to promote behaviours consistent with the **Park's** purposes and special qualities. In keeping with this approach, this Chapter offers guidance on the use of Gateways and Wayfinding.
- 6.2 It also 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 user's experiences and behaviours at the strategic level.

A CONSISTENT APPROACH

- 6.3 The Peak District National Park lies within the constituent boundaries of seven highway authorities and six transport authorities. Nationally owned transport infrastructure within the **Park** is managed by Highways England and Network Rail respectively. In addition, there are a number of major landowners across the National Park who deliver publically available transport infrastructure on their property. These landowners include the National Trust, and three utilities companies.
- 6.4 The presence of such varied providers of transport infrastructure can lead to a piecemeal approach to the delivery and management of transport infrastructure across the **Park**. This SPD seeks to attain a consistent approach to how transport infrastructure is delivered within the National Park.
- 6.5 The design guide does not advocate a '*one size fits all*' approach to delivering infrastructure. It is important that the design and delivery of the infrastructure elements takes account of **Place**. However, the SPD does emphasise the need to firstly take account of the fact that the infrastructure is being delivered within the National Park. As such, any new infrastructure will be delivered in a location with the highest national landscape designation.
- 6.6 This awareness of **Place** should lend itself to a consideration of the National Park setting. In designing transport infrastructure, there is a paramount need to ensure that the end product achieves its intended function. However, there are opportunities in developing the design, to consider scale and materials appropriate to the National Park and the local landscape character. Chapter 7 offers guidance in relation to having regard for landscape character (**Place**) in the delivery of a scheme, whilst Chapters 8 to 15 offer advice as to how to ensure that **Elements** of a scheme are functional whilst being in keeping with the **Park** setting.
- 6.7 We would wish to see any organisation or body responsible for the design and

delivery of transport infrastructure within the National Park to set out with the intention of delivering infrastructure that helps to conserve and enhance the **Park**. For some infrastructure such as regulatory signage, the opportunities for enhancement may be more limited²⁵. Nevertheless, the approach should be to minimise and mitigate negative impact so far as possible, within the flexibility of the existing regulatory framework.

IDENTITY, BRAND AND GATEWAYS

- 6.8 The Peak District has a strong identity which is derived from its history, its historic development, its designation as a National Park, and its ongoing promotion across media.
- 6.9 The National Park has an iconic symbol in the form of the millstone, which forms part of the 'Park' brand across material published in the public domain (see Figure 6.1).



Figure 6.1 – Modern Millstone Gateway Feature, within the Trans Pennine Trail Car Park at Dunford Bridge

²⁵ Regulatory signs are those which deal with legally mandatory regulations; for example, speed limit and stop signs. Advisory signage is used to make motorists aware of potential hazards and is usually triangular in nature. Such signage is provided at the discretion of the responsible highway authority.

- 6.10 Many of the entry points on the road network into the National Park have gateway features in the form of the millstone. These gateways vary in form, from large stone plinth mounted original millstones, to cast plaques with representations of the millstone mounted on concrete posts. These gateway features, where they are present, are located on roadside verges and serve to inform travellers that they have crossed into the **Park**. However, they do not always accurately reflect the exact National Park boundary, being dependent on a safe visible location for their installation.
- 6.11 Most of the millstone gateway features have been insitu for a number of years, although one was recently installed at Dunford Bridge. This new gateway consists of a traditional gritstone millstone on top of a stone plinth. Where safe and appropriate, this is our preferred approach to the delivery of new or replacement millstone gateway features, at or close to the National Park Boundary.
- 6.12 In many cases, verge widths and potential visual or other impacts restricts the ability to be able to install millstone gateway markers on all roads into the National Park. Instead we rely on the landscape and other environmental factors to help visitors recognise that they are travelling within the Peak District National Park.
- 6.13 Transport infrastructure can have a clear role in informing travellers that they have crossed into a protected landscape (the **Park**). A design approach that seeks to minimise visual impact whilst retaining functionality is most appropriate for protected landscapes. It can also help to influence the behaviour of travellers, as the change in approach raises awareness of location and special qualities.
- 6.14 This chapter advocates an approach whereby the first question that developers or engineers ask themselves in designing a scheme is: -
- “Is this infrastructure to be located either inside or adjacent to the boundary of the Peak District National Park?”*
- If the answer is yes, then this design guide provides guidance to ensure that the resulting infrastructure has regard to both National Park purposes and setting.
- 6.15 In addition to National Park branding, there are a range of other brands that are visible on transport infrastructure within the National Park. These brands can be in relation to relate to either land ownership or the branding of particular routes. In both cases, they bring a sense of identity, which not directly attributable to the National Park Brand, are still associated with the place (see Figures 6.2 and 6.3).



Figure 6.2 – High Peak Trail branding at Parsley Hay



Figure 6.3 – Trans Pennine Trail branding at Dunford Bridge

SETTLEMENT GATEWAYS

- 6.16 Gateway features at the entrance to villages and settlements have become increasingly popular over recent years. Their aim is similar to that of the National Park boundary markers in that they seek to convey a sense of place and influence the behaviour of travellers passing through them. Gateways can create an impression that the carriageway is narrowing and usually carry messaging in addition to the settlement name (see Figure 6.4).
- 6.17 Settlement gateways vary in form across the National Park between actual gated features and planters. This guidance doesn't seek to determine the nature of settlement gateway features within the National Park. It is important that such features have regard to the setting of the settlement, any Conservation Area, and the

landscape character of the area. For this reason, we do not advocate a 'one size fits all approach', or the use of gateway features for every National Park settlement.

- 6.18 The Authority is keen to encourage communities to bring forward their own locally distinctive designs. Where settlement gateways are brought forward, suitable locations should be identified with the appropriate highway authority. Gateway features can act as a safety hazard in their own right because they take the form of infrastructure in close proximity to the highway.



Figure 6.4 – Stoney Middleton and Eyam village gateway features

- 6.19 The materials and scale of gateway features should reflect both landscape character and the built character of the settlement. For example, a white painted wooden gateway in an area on the edge of open moorland within the Dark Peak Landscape Character Area is unlikely to be appropriate. Whereas, a gateway feature mounted on local stone might be more appropriate.
- 6.20 Consideration should be given to safety when designing gateway features. No gateway features should be designed in such a way that they pose a threat to the safety of road users. This may require such features to be set back from the edge of the carriageway. Consideration also needs to be given to the materials used, to ensure that they do not pose a risk to road users.
- 6.21 Similarly, where gateway features are located adjacent to footways or pavements, they should not obstruct the use of the footway or pavement by pedestrians. Particular consideration needs to be given to wheelchair users, those with pushchairs or prams, or those with a disability. It is important that in such cases, the materials used do not pose a risk to pedestrians, through sharp or abrasive edges or surfaces.
- 6.22 Gateway features can act as a traffic-calming tool, particularly when coupled with obvious changes in road character or of speed limits. There are two locations within

the National Park, where gateways are used to influence visitor behaviours across a wider area. These are the Upper Derwent Valley and the North Lees Estate (Figures 6.5 & 6.6).



Figure 6.5 – Entrance to the Upper Derwent Clearway (A57, west of Ladybower)



Figure 6.6 – Entrance to the North Lees / Stanage Traffic Management Scheme

WAYFINDING ACROSS THE NATIONAL PARK

- 6.23 Effective wayfinding is critical in influencing decisions on travel routes to, from and within the National Park enabling efficient access to key destinations.
- 6.24 Wayfinding, gateway features, brown tourist signs and public realm installations provide an opportunity to raise awareness of the National Park and its setting, whilst also influencing the behaviours of travellers.
- 6.25 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 behaviour and activity to the advantage of the purposes of the National Park.
- 6.26 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 directional highway signage, brown tourist information signage and other features within the public realm.
- 6.27 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.
- 6.28 Many visitors to the National Park are reliant on satnav equipment, and it is a common occurrence for such visitors to arrive at the Authority's headquarters rather than their intended destination. The provision of adequate waymarking should assist in ensuring that visitors arrive at their intended destination, without lengthy detours.
- 6.29 Park residents, cross-park commuters and those familiar with the area are likely to know their preferred route. Nonetheless, wayfinding serves an important role for these groups by reinforcing the fact that other users may also be travelling on the same roads, and that hazards may exist.
- 6.30 As with all types of signage, a balance is required between adopting a minimalist approach and ensuring that destinations are 'signed' sufficiently well. Adequate signing can help to avoid both road user confusion, and the propensity to make erratic manoeuvres in reaction to poorly placed or missing signage. Similarly, where there is an overreliance on directional and other regulatory or advisory signage it can be difficult to see the wood for the trees. This can lead to late heavy braking and un-signalled manoeuvres, which affects the efficient movement of other road users whilst also compromising safety.

6.31 Wayfinding for non-motorised users is also important. This is likely to consist of signage providing direction on to footpaths, bridleways or other rights of way. In many cases, the wayfinding will provide direction into the open countryside and away from popular visitor destinations including recreation hubs. In settlements, the wayfinding can be used to provide routes away from main roads, offering traffic-free options for movement in and around a settlement. Further advice is contained within *Chapter 12 Design Guidance: Elements – public realm and street furniture*.



Figure 6.7 – Directional signage on the High Peak Trail at Parsley Hay



Figure 6.8 – Directional signage from the Tissington Car Park

BEHAVIOURS

- 6.32 The opportunity exists to influence user behaviours by communicating Park level special qualities, transport attributes, hazards, and reinforcing the message that infrastructure serves a variety of user types who are pursuing a range of leisure, domestic and business activities.
- 6.33 These messages can be communicated to alert transport users to the fact that they are within a National Park, with the implications that this has for topography, route geometry and weather. Raising awareness of this fact can prepare travellers for hazards and the variety of different users types within the National Park. This in turn can lead to a change in behaviour with road users adjusting speed and driving styles to reflect the road geometry and variety of users and hazards. Lower average speeds allow for the proportional, lower impact design of infrastructure at the local or Element scale.
- 6.34 An example of this would be a need to improve pedestrian safety on a road within a 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.
- 6.35 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 addressed through a less visually intrusive approach. However, in all cases the needs and safety of those who are blind or partially sighted needs to be taken into account.

IMPLEMENTATION

- 6.36 Design decisions at Place and Element level should consider opportunities to reinforce an awareness of the National Park setting. By influencing behaviours and sympathetic design, outcomes consistent with the National Park's purpose and special qualities can be achieved.

CHAPTER 7 DESIGN GUIDANCE: PLACE

- 7.1 This Chapter provides guidance for the design of transport infrastructure so that it responds to '**Place**', as defined by the Spatial Portrait under the Core Strategy. This 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 main town 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 the National Park's built and natural environments to 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.
- 7.4 The advice contained within this chapter is taken from the Peak District National Park Landscape Strategy and Action Plan²⁶. We would recommend reading the appropriate section within the Strategy to gain a better understanding of the landscape when designing a scheme.

THE WHITE PEAK, DERWENT VALLEY AND DERBYSHIRE PEAK FRINGE

- 7.5 Sensitivity to Transport Infrastructure:
- The well-defined and regular landscape pattern of small pasture fields enclosed by 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 the local palette of colour and materials;
 - Views from roads in elevated areas are susceptible to development;
 - The open, upland character of the landscape means that 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 north-eastern parts are a transition to more upland areas influenced by gritstone and the coal measures.
- 7.6 Pressures for Change:
- The main roads experience relatively high volumes of traffic. The imperative to reduce road risk may result in more signage and other safety or enforcement infrastructure on main roads. Villages are susceptible to road markings and

²⁶ Peak District National Park Landscape Strategy and European Landscape Convention Action Plan (2009-2019)

https://www.peakdistrict.gov.uk/_data/assets/pdf_file/0003/90831/landscapestrategyandactionplan.pdf

waymarking signage; and

- These areas are also influenced by unclassified roads and by cycle trails and footpaths. They are therefore 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.
- Changes in transport technology may lead to a demand for enhanced technology related to electric, connected or autonomous vehicles. Similarly, the provision of infrastructure to provide real time information for public transport users could increase urbanisation in and around traditional village settings.

7.7 Impacts of Transport Infrastructure:

- Large scale signage urbanises or dominates some sections of roads, reducing the importance of the field patterns, moorland 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 visitor 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. This can cause conflict between non-motorised users and vehicular traffic.

7.8 Design Guidelines for the White Peak, Derwent Valley and Derbyshire Peak Fringe:

- Access road, junction and footway arrangements will benefit from arrangements that are more informal. This includes 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, local gritstone or sandstone 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 where possible;
- 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. For parking, the use of materials should also be a consideration. Planting regimes should be agreed with the National Park Authority's ecology team to ensure native and appropriate species are used;
- 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 coordinated so as to avoid duplication and overuse of signage and ancillary features; whilst 'retrofitting' additional ancillary infrastructure should be avoided.

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

7.9 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, but with some archaeological remains;
- 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.

7.10 Pressures for Change:

- The main roads experience relatively 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.

7.11 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 when 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 long distance trails and footpaths, as well as other visitor destinations along 'A' and 'B' roads. This can cause conflict between vehicular traffic and non-motorised users including walkers, cyclists and horse riders.

7.12 Design Guidelines for the Dark Peak, Dark Peak Western Fringe, Dark Peak Yorkshire Fringe and Eastern Moors

- New 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 be avoided. In parts of the Dark Peak where there is woodland, screening through tree planting or hedgerows may be appropriate; consideration must be given to species and setting. Where practical and appropriate, 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.
- In valley areas, screening either through drystone walls or appropriate 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). Planting regimes should be agreed with the National Park Authority's ecology team to ensure native and appropriate species are used.

SOUTH WEST PEAK

7.13 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 focal points in the landscape;
- Any made-man features tend to contrast with the simple form of the topography and the land form. The upland landscape is largely unenclosed, with an absence of walls and fences;
- 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 is 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.

7.14 Pressures for Change:

- The main roads experience relatively high levels of traffic and are susceptible in particular to the addition of safety measures, such as cameras, barriers and signage;
- Key visitor attractions, 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 walking, cycling and horse riding. These pressures are smaller in scale.

7.15 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 number of interfaces between different types of transport – for example: where footpaths and bridleways intersect highways. This can cause conflict between non-motorised users and vehicular traffic.

7.16 Design Guidelines for the South West Peak:

- The positioning of signage, barriers and other 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 for the facing of retaining walls or delineating access or parking.
- For key visitor destinations related to recreational access, 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.
- There may be opportunities for the use of planning for screening within the lowland and valley areas of the South West Peak, where the landscape has a more enclosed topography. Any such planting regimes should be agreed with the National Park Authority's ecology team to ensure native and appropriate species are used.

BAKEWELL

7.17 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 direct 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;
- Most shops in Bakewell are owned locally, rather than forming parts of chains of businesses. This has led to a range of colours and designs for shop fronts. In

undertaking the design of shop fronts including signage, the Peak District National Park Shop Fronts Detailed Design Guide Supplementary Planning Document should be consulted²⁷.

- New bridge structures conveying transport routes over the River Wye have the potential to impact the historic character of the town; and
- There are a number of interfaces between pedestrians and road traffic within the town, including signalised crossing points. However, narrow footpaths and additional crossing desire lines can cause conflict between traffic and non-motorised users, including cyclists and horse riders accessing a number of entry points to the Monsal Trail which starts on the eastern edge of Bakewell.
- Over recent years there has been a number of documents produced which have looked at the relationship between Bakewell and the infrastructure that supports transport movements around the town. The most recent of these, 'The Gatherings' offers specific advice in relation to the public realm within Bakewell²⁸.

7.18 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 through 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.

7.19 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 road users and pedestrians. This can change the behaviour of motorised traffic by increasing vehicle speeds;
- Public realm on the main roads 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 or cyclists, where these interface, e.g. as pedestrians have to cross streets numerous times to effectively use town

²⁷ Peak District National Park Shop Fronts Detailed Design Guide Supplementary Planning Document
https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0008/528632/PDNP-ShopFronts-DesignGuide-2015-06.pdf

²⁸ The Gatherings: Bakewell Town Centre Public Realm Framework
https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0007/1390687/Bakewell-Public-Realm-Framework.pdf

centre services, whilst cyclists accessing the Monsal Trail from the town, may be those less confident or comfortable with road cycling;

- 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 is principally the result of a reactive approach, where signage and gateway features have been incrementally added or added without due consideration for the overall design and function;
- 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 inappropriate parking²⁹.

7.20 Design Guidelines for Bakewell:

- Traffic management interventions in Bakewell town centre should be managed on the basis of two principles:
 - a hierarchal approach, which away from the A and B roads, seeks to prioritise non-vehicular movement over vehicular movement; 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;
 - The widening of footways to rebalance the dominance of roads and, where appropriate, the associated removal of clutter including traffic barriers, road markings, bollards, 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, in locations where it does not obstruct pedestrian access. Suitable materials for street furniture are sandstone, limestone, timber and dark grey finished metalwork;
 - An audit of signage aimed at achieving an overall reduction; where signage is to remain, or is proposed, it should be located so as not to dominate views of the historic environment; and

²⁹ Concern over A Boards led to a joint piece of work between Bakewell Town Council and the National Park Authority.

- Whilst utilising existing buildings for lighting and signage may be appropriate, reducing visual impacts or effects on the fabric of the building must also be considered. This approach is less likely to be successfully achieved in the historic centre of the town.
- 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; and 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, however the safety of users may exclude the use of limestone setts for surfacing.
- The design of interfaces between different types of transport needs 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 coordinated 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 would be the preferred approach.

7.21 The residents and businesses of Bakewell are in the process of preparing a Neighbourhood Plan. The plan includes a range of policies, including in relation to the environment, the public realm and transport. When delivering transport infrastructure within Bakewell, the policies of the Neighbourhood Plan should be taken into account³⁰.

³⁰ Bakewell Neighbourhood Plan <https://www.peakdistrict.gov.uk/planning/neighbourhood-planning/neighbourhood-plans/bakewell-neighbourhood-plan>

CHAPTER 8 DESIGN GUIDANCE: ELEMENTS – OVERARCHING CONSIDERATIONS

- 8.1 This Chapter provides guidance on the design principles that should be adopted for “**Elements**” or components of transport infrastructure responding to the qualities and guidance on **Park** and **Place** set out in Chapters 5 and 6 of this SPD.
- 8.2 Chapter 7 considers the role of **Place** in influencing the design approach in relation to the Landscape Character of the National Park. This Chapter focuses on the elements that might make up a scheme proposal. However, there are a number of overarching considerations that should be taken in to account, prior to the design of the scheme **Elements**.
- 8.3 These considerations relate to the weight of National Park protection and the need to enable all users to interact with the infrastructure, in a safe and appropriate manner.

ENVIRONMENTAL NET GAIN

- 8.4 The Government published its 25 Year Plan for the Environment in January 2018. The Plan sets out a principle on environmental net gain for development. The Design Guide deals with infrastructure at a variety of scales, and as such wherever possible net gains should be sought. Where development cannot deliver environmental net gain, it should not result in environmental net loss.

ADDITIONAL STATUTORY NATURE DESIGNATIONS

- 8.5 Whilst National Park designation offers the highest level of protection for landscapes and scenic beauty, there are other high-level designations present within the Peak District National Park. The four additional high level designations are: -
- 1) **National Nature Reserve (NNR)** – the Derbyshire Dales NNR covers a number of sites across the Peak District, whilst there are also the more compact Dovedale and Kinder Scout NNRs.
 - 2) **Site of Special Scientific Interest (SSSI)** – SSSIs within the Peak District National Park boundary cover a total of 50,052 hectares or 35% of the total area of the National Park. The individual SSSIs vary in size, with much of the Dark Peak area of the National Park falling within the Dark Peak SSSI.
 - 3) **Special Area of Conservation (SAC)** – SACs within the Peak District National Park boundary cover a total of 45,948 hectares or 32% of the total area of the National Park. SACs are designated under the European Union Habitats Directive and are aimed at preserving habitats and species, which are considered to be in most need of conservation; bird species are excluded. As with SSSIs, SACs vary in size, with much of the Dark Peak area of the National Park falling within the South Pennine Moors SAC. Within the White Peak area, a number of dales are covered by the Peak District Dales SAC.
 - 4) **Special Protection Area (SPA)** – SPAs within the Peak District National Park boundary cover a total of 44,996 hectares or 31% of the total area of the National

Park. SPAs are designated under the European Union Directive on the Conservation of Wild Birds. The Directive is aimed at protecting the habitats of migratory birds and particularly those under the most threat.

- 8.6 Large areas of the National Park are covered by more than one statutory nature designation. For example, much of the northern area of the National Park falls under the Dark Peak SSSI, the Peak District Moors (South Pennine Moors Phase 1) SAC and the South Pennine Moors SPA designations. For much of the area within the National Park, the boundaries of these three designations are contemporaneous. Overall, more than one third of the land within the National Park is designated either as SSSI, SAC or SPA.
- 8.7 Where infrastructure is planned either within or adjacent to land covered under the designations listed above, then consideration should be given to the potential impacts on these designations. In all cases, Natural England are responsible for the protection of land covered under these designations. Because of this, consent is required from Natural England for work to be undertaken either inside of, or which affects land within these designations.

CONSERVATION AREAS

- 8.8 Conservation Areas are designated by Planning Authorities and are areas deemed to be worthy of protection because of their special architectural or historic interest. Conservation Areas are designated under Sections 69 and 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990³¹.
- 8.9 There are currently 109 Conservation Areas that fall wholly or partly within the National Park boundary. In most cases these cover the whole or part of a settlement. However, in the case of Edale, the Conservation Area covers the whole of the valley.
- 8.10 Where transport infrastructure is planned within Conservation Areas, consideration needs to be given to the impact of that infrastructure on both the setting of that Conservation Area as a whole, as well as on individual buildings. It should be noted that some buildings within a Conservation Area may be listed buildings. As such, any impact from the proposed infrastructure may have a level of significance above and beyond that of the Conservation Area as a whole.
- 8.11 When delivering new infrastructure within a Conservation Area, we would recommend using the Conservation Area Appraisal for the area if there is one available. These appraisals identify the special features of the Conservation Area, as well as offering advice on how they may be improved³². In addition, Consultation with the Peak District National Park Authority's Cultural Heritage Team is recommended.

³¹ Planning (Listed Buildings and Conservation Areas) Act 1990
<https://www.legislation.gov.uk/ukpga/1990/9/contents>

³² The Peak District National Park Conservation Area Appraisals are available via the following web-link: -
<https://www.peakdistrict.gov.uk/looking-after/living-and-working/your-community/conservation-areas/ca-appraisals>

ACCESS FOR ALL

- 8.12 Where transport infrastructure is being planned, consideration should be given to the needs of all users, including non-motorised users and those with a disability. Such considerations may vary according to the scale, location and type of proposed infrastructure.
- 8.13 For example, the design of footways should include dropped kerbs and blister paving to ensure easy access for those with a disability. Consideration needs to be given to desire lines for crossing points to ensure that the needs of those with a physical disability are met. It is also important to ensure that such where such infrastructure is delivered consideration is given to how to prevent obstruction by vehicles.
- 8.14 Similarly, in designing access points onto multi-user trails, footpaths or bridleways, it is important that the needs of all users are considered.
- 8.13 The National Park Authority is a supporter of the '*Miles without stiles*' approach, which seeks to encourage access for those with impaired mobility. Where achievable, trails and footpaths should provide easy access for all users including step and stile free access.
- 8.14 The '*Miles without stiles*' approach recognises the difficulty in providing access for all users at all locations and therefore uses a three stage criteria based approach to grade routes as '*For All*'; '*For Many*' and '*For Some*'. Further details on the criteria can be found on the Peak District National Park Authority's website³³.
- 8.15 Further guidance on improving access to the countryside for those with a disability can be found within the Fieldfare Trust's 'Countryside for All' Good Practice Guide³⁴. Similarly, the British Standard "*BS 8300-1: 2018 'Design if an accessible and inclusive environment – Part 1: External Environment – Code of Practice*" includes street design, landscaping, way-finding, horizontal and vertical movement and public facilities³⁵.

³³ Miles Without Stiles <https://www.peakdistrict.gov.uk/visiting/miles-without-stiles>

³⁴ Countryside for All (Fieldfare Trust) <http://www.fieldfare.org.uk/countryside-for-all/countryside-for-all-good-practice-guide/>

³⁵ BS 8300-1: 2018 'Design if an accessible and inclusive environment – Part 1: External Environment – Code of Practice' <https://shop.bsigroup.com/ProductDetail?pid=00000000030335801>

CHAPTER 9 DESIGN GUIDANCE: ELEMENTS – ROADS, JUNCTIONS AND ACCESS LAYOUTS

- 9.1 The characteristics and historic development of roads within the National Park is described in Chapter 4, whilst the relationship between delivering infrastructure and considering the special qualities of the park is covered in Chapter 5.
- 9.2 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

- 9.3 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 potential need for carriageway 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.
- 9.4 The design process should be holistic and consider the assembly of elements from the outset to provide a functional outcome that ensures the safety of road users, whilst recognising the National Park context and conserving and enhancing landscape character.

DESIGN SPEED

- 9.5 Vehicle speed influences the design of new roads, junctions and accesses. The higher the vehicle speed, the greater the distance needed for a driver to see and react to a road condition or hazard. Roads with higher vehicle speeds need to incorporate greater allowances for forward visibility and stopping distance to be safe.
- 9.6 The speed limit, design speed and actual vehicle speeds on a road can all differ:
- Speed limits are a legal limit set either locally or nationally, against which enforcement can take place. Within the National Park the National Speed limit of 60mph applies to single carriageway rural roads, unless a local limit is set through a Traffic Regulation Order³⁶. The local limit is generally 50mph, but occasionally 40mph in relation to specific traffic management measures. Speed limits in villages are usually 30mph or 40mph;
 - Design speeds influence the layout and features on a road to achieve safety at that speed, design speeds may be higher or lower than speed limits; and
 - Actual vehicle speeds, measured by survey, are influenced by both the speed limit and the design speed of the road. However, they can also be affected by many other factors both physical and behavioural, including weather, class or type of vehicle and state of repair of the road.

³⁶ There are relatively few sections of dual carriageway within the Peak District, where they do occur, the relevant National or Local speed limits apply.

- 9.7 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 advertised speed limit, and with a high incidence of exceedance.
- 9.8 Rural roads with a highly variable vertical and horizontal geometry and below standard forward visibility may carry the national speed limits for class, but show actual vehicle speeds significantly lower than the advertised speed limit because of their design. There are also likely to be fewer exceedances of the advertised limit.
- 9.9 A scheme aimed at improving a road to achieve national standards for road class at a particular location may result in an increase in actual vehicle speeds. When combined with substandard elements, elsewhere along the route, this can lead to the need for safety mitigation that can compound the visual impact of the scheme.
- 9.10 Conversely, a scheme that imposes speed limits lower than national standards for road class can lead to frustration and unsafe driver behaviours. This can then drive the call for further warning or enforcement measures, again with the likelihood of further visual impact.
- 9.11 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. Careful consideration needs to be given to the aims of the scheme to ensure that the design is likely to achieve the desired outcome.
- 9.12 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. This approach should also lend itself to ensuring that regard is paid to setting, and the potential impacts on that setting by the infrastructure, allowing for mitigation and, where feasible, enhancement.

STOPPING SIGHT DISTANCE

- 9.13 The criteria that most significantly impacts on a road design outcome is the stopping sight distance or SSD. This is the estimated distance required for a driver to see, react and then brake in a controlled way to avoid a hazard. Further detail on assessing SSD is provided within Appendix B.

ROADS

- 9.14 Roads should be designed taking in to account the place in which they are located. The geometry of roads within settlements 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.
- 9.15 The design of roads in the National Park has historically responded to landscape, features and topography. The result is that many rural roads with the National Speed

limit have lower vehicle speeds due to the road design. This can be beneficial to non-motorised users allowing for improved interaction with motorised users and both perceived and actual levels of safety.

- 9.16 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.
- 9.17 There has been a general presumption against road building in National Parks for more than forty years, this has continued through to the National Planning Policy Framework (2018)³⁷ and the UK Government Vision and Circular for National Parks (2010)³⁸. Given this presumption, it is likely that any road building within the Peak District on major roads will consist of remedial works to address structural integrity and or safety concerns rather than provide for increased capacity.
- 9.18 It is probable that such works will fall under the General Permitted Development Order 2015, where the works affect land either within or adjacent to the highway boundary. Where such works are planned, consideration needs to be given to the National Park setting, the landscape character and any additional designations that cover the land adjoining the highway boundary.
- 9.19 Early consideration of these factors can enable the design of a scheme that utilises appropriate materials. For example, there have been occasions over recent years where retaining walls have required repair and replacement. The use of local stone facing can help the new wall to blend into its setting. Similarly, appropriate planting of native grasses and other species can help the land around the works to revegetate, in a way that offers a valuable habitat.
- 9.20 The Peak District National Park is crossed by the A628 trunk road, which forms part of the Strategic Road Network, linking South Yorkshire with Greater Manchester; and ultimately the Humber and Mersey ports. This route is a largely single carriageway historic route crossing the southern Pennine watershed and susceptible to closure through bad weather including snowfall and high winds. This has led to a number of proposals for improvements to the route to both increase capacity and add resilience. Such schemes would fall within the remit of Highways England and outside of the planning powers of the National Park Authority. They would ultimately require Secretary of State consent for delivery. However, the Authority would expect any such proposals to take account of the design approach advocated within this SPD.
- 9.21 Where roads are proposed that form part of a new development, the use of appropriate materials for surfacing, pavements and curbing are important to ensure

³⁷ Paragraph 172, Planning Policy Framework (2018)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728643/Revised_NPPF_2018.pdf

³⁸ Paragraph 85, Defra English national parks and the broads: UK government vision and circular 2010

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/221086/pb13387-vision-circular2010.pdf

that the road blends in with its surroundings so far as possible. However, it is important that the cost of future maintenance is also considered, particularly if it is anticipated that the road will become part of the adopted highway.

- 9.22 Where routine maintenance of roads is being undertaken, there is an opportunity to reduce the impact of the road on the National Park. This could include the use of low-noise surfacing to reduce the auditory impact of the road. This may bring particular benefits in those communities bisected by main roads, and where roads pass through tranquil landscapes, particularly within the Natural Zone.

JUNCTIONS

- 9.23 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. 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.
- 9.24 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.
- 9.25 While there are limits resulting from land ownership or other existing fixed constraints, the location of a junction should be selected to achieve prescribed visibility requirements at the road's design speed, whilst requiring minimum engineering intervention to achieve this.
- 9.26 Visibility splays and verges, based on agreed design speeds, should be provided in a way that minimises impact or change to existing features. 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 outside of the required verges.
- 9.27 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 any other impact. Consideration should be given to the appropriate use of materials to ensure that so far as possible, they provide a functional design that enhances setting and landscape character.
- 9.28 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

regulation³⁹, the provision of directional 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 its setting, whilst achieving its intended function. An audit of existing signage at the location should be taken into account by designers to ensure both the seamless integration of new signage and the removal of redundant or unnecessary signage. This will allow for a minimisation of detrimental effects on character and quality of the location.

- 9.29 Consideration needs to be given to the needs of all users in designing junctions. For example, in the case of a junction into a new housing estate, thought will need to be given to ensuring that crossing points meet the needs of those with a disability. This may require the use of dropped curbs and tactile paving.

ACCESSES

- 9.30 Accesses, discreet from junctions, are considered to be for a 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 MfS1.
- 9.31 When considering accesses that will be frequently used by large vehicles such as HGVs or agricultural vehicles, it may be useful to consider the visibility splay for a driver's eye height of greater than 1.05 metres, particularly where the visibility splay is setback 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.
- 9.32 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 instead of a larger junction. Over-run areas can be formed in a strengthened verge that can vegetate while supporting wheel loading.

UNCLASSIFIED ROADS, GREEN LANES, BYWAYS OPEN TO ALL TRAFFIC

- 9.33 There are a number of unclassified roads, green lanes and other routes that carry a mix of users within the Peak District National Park. Generally, the levels of motorised use is low, but with regular use by a mix of other users including walkers, cyclists and horse riders. The amount of associated infrastructure is therefore low compared with the main road network. However, the principles of **Park**, **Place** and **Element** should still be applied when carrying out works to deliver any new infrastructure on these routes.

ACCESS TRACKS

- 9.34 Tracks are often required to provide access to farmland, moorland or forestry. Any creation or alteration to such tracks may require planning permission. Tracks of this nature fall outside the scope of this document. However, advice and guidance on

³⁹ Statutory Instrument 2016 No. 362 Traffic Signs and general Directions (2016)
http://www.legislation.gov.uk/uksi/2016/362/pdfs/uksi_20160362_en.pdf

such works can be found via the Peak District National Park Planning Guidance: Creation of New Tracks and Alteration of Existing Tracks (January 2017)⁴⁰.

SAFETY FOR ALL ROAD USERS

9.35 Roads within the Peak District National Park carry a mix of motorised and non-motorised users. These road users have a variety of expectations of the network: -

- Residents want to be able to access jobs, education and services, which in many cases lie outside the National Park boundary. Their mode of travel is predominantly the private car with the use of public transport and non-motorised modes being mainly by those without access to a car, including the young and elderly.
- Visitors want to be able to access the Park's many attractions by a variety of means, with both cycling and motorcycling being popular leisure pursuits. However, again the predominant means of access is the private car or van.
- Business and cross-Park traffic is again largely motorised and includes cross-Park commuting and the import and export of goods including quarry products and consumable materials. As with other locations, the growth in on-line shopping has led to an increase in light goods vehicle traffic to, from and across the National Park.

9.36 The mix of traffic on the Park's roads along with the terrain and geography can make for challenging conditions for road users, particularly in poor weather. The National Park has consistently seen some of its roads being described as being of high or medium to high risk⁴¹.

9.37 Whilst it is important to make sure that roads are safe for all users, there are some road users that are particularly vulnerable. These include those on two wheels, horse riders and pedestrians. This vulnerability can be particularly acute for those with a disability.

9.38 In some cases, there may be a requirement to use particular legislations to restrict undesirable behaviours. For example, Swainsley Tunnel in Staffordshire forms an on-road section of the Manifold Track (a former narrow gauge railway). The on-road sections of the track comprise of adopted highway and are open to motor vehicles. Issues of anti-social driving have led to the declaration of a Section 59 warning and the setting of a 20mph speed limit to protect users of the Manifold Track (see Figure 9.1)

⁴⁰ Peak District National Park Planning Guidance: Creation of New Tracks and Alteration of Existing Tracks (January 2017)

http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0004/888853/Planning-Guidance-Creation-of-Tracks-January-2017.pdf

⁴¹ <https://dangerousroads.ageas.co.uk/>



Figure 9.1 – Swainsley Tunnel and associated mandatory and advisory signage

9.39 The following sections deal specifically with a design approach aimed at improving safety for vulnerable road users.

DESIGNING FOR MOTORCYCLE SAFETY

9.40 The National Park attracts large numbers of leisure motorcyclists who enjoy the character of the roads available and the special qualities of the wider park.

9.41 Motorcyclists act in a number of ways depending on their reason for riding, 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. The majority of motorcyclists using roads within the National Park, especially at weekends are focused on the latter two purposes for riding.

9.42 The behaviours that effect safety on roads can be exaggerated for motorcyclists. This may be due to the mix of traffic, the topography, road geometry, delay and the trend of some riders towards travelling at higher speeds or through rapid acceleration. Safety for Motorcyclists needs to be considered when designing road schemes including junctions and other access points.

9.43 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 see 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 modern car design, with the use of integral safety features such as support pillars or frames, which may obscure the drivers lateral visibility.

9.44 Conversely, road infrastructure features aimed at improving safety for motorcyclists can encourage un-safe motorcyclist behaviours. For example, road widening for a ghost island at a junction, with associated traffic calming and improved visibility may be seen as an overtaking opportunity for a motorcyclist moving through traffic. This behaviour may increase the risk to both the motorcyclist and to other road users.

9.45 The theme of the SPD in delivering information from place to element is particularly important for motorcyclists. Design, education and enforcement can be used as coordinated tools to achieve safe behaviours in a consistent manner across the whole of the National Park.

9.46 The Institute of Highway Engineers publishes specific advice on highway design for the safe use of motorcyclists titled: 'Guidelines for Motorcycling, Road Design and Traffic Engineering'⁴². This document should be used as a resource in developing schemes on key routes used by motorcyclists, and in particular on those routes with a poor safety record for motorcyclists.

⁴² Institute of Highway Engineers: Guidelines for Motorcycling 3. Road Design & Traffic Engineering <http://www.motorcycleguidelines.org.uk/wp-content/uploads/2013/08/IHE-Guidelines-for-Motorcycling-Road-Design-Traffic-Engineering.pdf>

DESIGNING FOR CYCLE SAFETY

- 9.47 In recent years, cycling has become a more popular activity nationally, and this has been reflected within the Peak District. The National Park offers a wide range of experiences for cyclists across a number of disciplines. Road cyclists enjoy the iconic climbs and descents including Holme Moss and Winnatts Pass. For new cyclists or the less confident, there are a range of multi-user routes including the Monsal, High Peak and Tissington Trails, which offer traffic-free options with low gradients. For the more adventurous off-road cyclists, there are a range of bridleways and Byways Open to All Traffic with loose rugged terrain.
- 9.48 The main concerns for cycle safety are in relation to their interactions with the highway network and motorised users. This includes the road space available to or allocated to road cyclists, such as cycle lanes, as well as crossing points for bridleways and multi-user trails.
- 9.49 The Department for Transport produced a detailed Transport Note in 2008 on Cycle Infrastructure Design⁴³. Whilst the note largely reflects on-road provision in urban areas, it still has relevance for the planning of cycle infrastructure within the National Park. As with other design elements, the focus should be on ensuring that where transport infrastructure is delivered, it is functional and has regard to its setting within the National Park.
- 9.50 Existing infrastructure within the National Park is variable in character. For example, the Monsal, High Peak and Tissington Trails, which are medium distance multi-user trails are surfaced with a semi-bonded permeable dressing. Pale in colour, the top-dressing is in keeping with the White Peak landscape through which the trails pass (see Figure 9.2). However, the Manifold Track which incorporates short sections of on-road routing is surfaced with tarmac, providing a consistent surface for the on-road and off-road sections. The tarmac has weathered over time to a mid-grey, which also blends in with the surrounding Limestone landscape. This surface whilst having higher durability is impermeable to water.
- 9.51 In designing elements of road infrastructure, the characteristics of cyclists should be taken into account. The relatively small frontal aspect of a bike and rider makes it more likely that drivers will fail to see them, particularly at junctions. This effect is exaggerated where existing features further obstruct views. At junctions with a low approach angles, visibility can be obscured by the modern car design, with the use of support pillars or frames that can obscure the driver's lateral visibility.

⁴³ Department for Transport: Local Transport Note 2/08; Cycle Infrastructure Design (October 2008)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf



Figure 9.2 – The junction of the High Peak and Tissington Trails, south of Parsley Hay

- 9.52 The physical limitations of roads within the National Park may make it difficult to introduce cycle lanes on most public roads. The delivery of marked lanes, where there is insufficient space within the highway, does not really serve a useful purpose, whilst having an urbanising effect. However, there are locations within the National Park, including along a section of dual carriageway on the A6 and along wide sections of the A6187 in the Hope Valley, where cycle lanes have been introduced. These offer a degree of separation from traffic for cyclists. However, to ensure long-term usability, the installation of cycle lanes should be accompanied with an on-going maintenance plan. This is particularly important, as cycle lanes are usually installed at the edge of the carriageway, where much of the drainage is located, and where detritus is blown or washed from the centre of the road. The carriageway edge is also likely to be susceptible to surface crumbling, with the associated risk of potholes.
- 9.53 It is not unusual for cycle routes or multi-user trails to cross major roads, with the associated dangers that this entails. The use of appropriate advanced signage to warn both road and cycle route users is recommended; the location of such signage may be dependent on road and trail geography to ensure that adequate warning is provided. Dependent on the popularity of the cycle route or multi-user trail, and the volume of traffic, consideration may need to be given to the provision of signalised crossings. Where a road has higher traffic volumes, the use of buff road surfacing to raise driver awareness may be appropriate. In both cases, consideration needs to be given to functionality and the setting of the crossing point to arrive at an appropriate design response.
- 9.54 In designing access points onto or from multi-user trails, it is important that the needs of all cyclists are considered. For example, cycle hire facilities on the Tissington and High Peak Trails offer a range of cycles suitable for those with a physical disability.

It is important that users of such cycles either hired or otherwise have equal opportunities to explore the trail network. The National Park's multi-user trails often cross farm access roads, where gates are installed. These gates should be easy to open for all users. In addition, any signage associated with the gateway or route adjacent to the gateway should include provision for those with visual impairment.

DESIGNING FOR PEDESTRIAN SAFETY

9.55 As with cycling, the main concerns for pedestrian safety relates to their interactions with the highway network, and other routes where pedestrians, particularly those with a disability, are the most vulnerable users. This includes footways alongside carriageways, crossing points for footways, multi-user routes, bridleways and footpaths.



Figure 9.3 – On-street pedestrian walkway in Youlgrave

9.53 Many villages within the National Park either have very narrow pavements, or in some cases few pavements. Where this is the case, there may be other measures available to instil a sense of place with road users, slowing speeds and building an awareness of vulnerable users. For example, in Youlgrave, on-street lining denotes a pedestrian walkway, where the availability of existing pavements or space for new footways is limited (see Figure 9.3).

9.57 Some communities in the National Park have engaged with the appropriate highway

authority and the National Park Authority to produce plans aimed at reducing traffic impact within their villages. This is a useful approach and ensures that any potential solution is in keeping with the character of the village and also meets the legal requirements of highway management. The National Park Authority will work with any of its communities and constituent highway authorities on such an approach.

- 9.58 Where footpaths, bridleways and multi-user trails are bisected by main roads, thought should be given to ease of crossing. In the case of footpaths, it is not unusual for crossing points to consist of stiles through stone walls or hedges directly on to roadside verge, or the carriageway itself. The actual crossing point may be historic in nature, predating the era of the private car. However, there are still measures that can be taken to ease access and safety. For example, a flat access with sufficient width is preferable. This approach enables the less able to access the footpath, whilst also reducing the risk of trips, falls and stumbles onto the verge or carriageway. Similarly, ensuring that hedges are kept trimmed to ensure visibility of the carriageway can help prevent pedestrians stepping out in front of traffic.



Figure 9.4 – Pennine Way crossing of the A57 at Snake Summit

- 9.59 The use of appropriate advanced signage might be appropriate to warn road users, where a footpath, bridleway or multi-user trail crosses a busy main road. The location of such signage may be dependent on the geography of the road, to ensure that adequate forward warning is provided. Dependent on the popularity of the footpath, and the volume of traffic, consideration may need to be given to the provision of a signalised crossing point. However, away from built up areas, this may be either

impractical or inappropriate (see Figure 9.4). Where a controlled crossing point is provided, consideration should be given to the different potential user types, as well as the setting of the crossing point to ensure that the design is appropriate to any constraints of designation or landscape.

- 9.60 The Department for Transport has led on the Government's approach to encouraging active travel as a means of reducing congestion and delivering the associated health benefits. In support of this, the Department published Technical Guidance on the delivery of Local Cycling and Walking Infrastructure Plans in 2017⁴⁴. Whilst the document does not offer design criteria, it is still relevant in considering infrastructure for pedestrians and cyclists within the National Park.
- 9.61 In designing access points onto or from multi-user trails, it is important that the needs of all pedestrians are considered. For example, any gates should be able to be easily opened by wheelchair users, or by users of mobility scooters. In addition, any signage associated with the gateway or route adjacent to the gateway should include provision for those with visual impairment.
- 9.62 In some locations, where facilities cater for a range of users, there may be a requirement to protect pedestrians from speeding cyclists, particularly on steep inclines. On the Tissington Trail, staggered gates are used to encourage cyclists to dismount, and to regulate their speed (see Figure 9.5).



Figure 9.5 – Staggered gates to encourage slower cycling speeds on a ramp of the Tissington Trail

⁴⁴ Department for Transport: Local Cycling and Walking Infrastructure Plans - Technical Guidance for Local Authorities (April 2017)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

DESIGNING FOR EQUESTRIAN SAFETY

- 9.63 As with pedestrians and cyclists, the principle concern in relation to safety for horse riders is their interaction with motorised users of the road network. Horse riders use the highway network in a similar way to cyclists, in that they often utilise quieter roads for rides. These journeys may, or may not incorporate sections of bridleway or multi-user trail and require crossing points of busy roads.
- 9.64 Where equestrians use the highway network, they are usually the slowest moving of road users, with riders being particularly vulnerable because of their height above the ground. Similarly, horses may become spooked by motorised traffic that is either particularly noisy or which follows or overtakes without allowing horse and rider an appropriate amount of space.
- 9.65 Transport infrastructure can be designed in such a way as to allow its safe use by horse riders. For example, the Hope Valley Link off-road cycle route between Hathersage and Bamford is also available to horse riders and is signed accordingly. Similarly, ensuring that crossing points of roads regularly used by horse riders have clear visibility both too and from the road, with plenty of warning for both road users and horse riders can help to endure safety.



Figure 9.6 – Pegasus crossing of the A628 by the Pennine Bridleway at Tintwistle

9.66 Where a heavily used road is crossed by a popular route for horse riders, consideration should be given to a signalised Pegasus crossing, such as at the Pennine Bridleway crossing of the A628 at Tintwistle (see Figure 9.6). Consultation with user groups can ensure that the crossing performs a functional role in addressing safety concerns.

9.67 In designing access points onto or from multi-user trails, it is important that the needs of equestrians are considered. For example, any gates should be able to be easily opened from the saddle by horse riders, without the requirement to dismount. If this cannot be achieved, then the provision of mounting blocks will be required to enable easy use by equestrians. In addition, any signage associated with the gateway or route adjacent to the gateway should include provision for those with visual impairment.

QUIET LANES

9.68 There are a number of unclassified roads within the National Park that link footpaths and bridleways. These are widely used by walkers, cyclists and walkers. In some cases, these are designated as Quiet Lanes, which are appropriately signed to raise awareness of this use. The presumption on these lanes is that motorised users travel slowly and give way to non-motorised users.



Figure 9.7 – Youlgrave Quiet Lane scheme near Conksbury Bridge

9.69 There is a designated Quiet Lane scheme in the Peak District, located on minor roads around the village of Youlgrave (see Figure 9.7). The creation of such scheme can encourage active travel and recreational use of the area. However, as with other

schemes, consideration of safety, functionality and setting are required to ensure that the scheme delivers its objectives whilst having regard to the special qualities of the National Park.

ROADSIDE GREEN INFRASTRUCTURE

9.70 The green areas that border the road network can support species rich grasslands, heathlands, wetlands and woodlands of significance in their own right and play a vital role in both providing and linking habitats. Road verges support several Derbyshire Red Data list plants, as well as supporting a large number of beneficial insects, small mammals, reptiles and birds. Across the National Park, there are a range of different boundaries and edges to the highway: -

- **White Peak** – grassy roadside verges, some being species rich and supporting limestone grassland communities which have often been lost in the wider landscape. The verges are often bordered by limestone walls forming the highway boundary. A few verges contain patches of limestone heath, which is a rare habitat in the Peak District. Commonly have isolated trees and shrubs, with a variety of species including ash, sycamore and hawthorn (see Figure 9.8).



Figure 9.8 – Roadside verge at Conksbury Lane in the White Peak

- **Dark Peak** – grassy roadside verges reflecting the generally unimproved acid grasslands and moors beyond the boundary. They can provide a valuable food source for birds and small mammals as there is less grazing pressure in these

areas, giving dwarf shrubs opportunity to flower and fruit/seed. The highway boundaries can vary between gritstone walls, hedges or drainage ditches. Isolated trees and shrubs include hawthorn, rowan, heather and gorse. Mature woodlands which bound the highway are present in places such as the Hope and Upper Derwent Valleys. These support a number of woodland bird species that are in decline elsewhere (see Figure 9.9).



Figure 9.9 – Roadside verge along the A57 at Ladybower in the Dark Peak

- **South West Peak** – grassy roadside verges reflecting the generally unimproved acid grasslands and moors beyond the boundary. They can provide a valuable food source for birds and small mammals as there is less grazing pressure in these areas, giving dwarf shrubs opportunity to flower and fruit / seed. The highway boundaries can vary between gritstone walls, hedges or drainage ditches. Isolated trees and shrubs include hawthorn heather and gorse.

9.71 Roadside verges offer a valuable opportunity to provide environmental enhancement through appropriate cutting and management regimes that promote habitat regeneration. This approach ensures that verge maintenance takes account of seasonal growth, maintaining safety whilst benefitting plant and animal species.

9.72 The National Park would welcome opportunities to provide advice to Councils / Contractors so that we can work together to retain and enhance this interest. In considering new approaches to verge maintenance to enhance habitats, highway authorities are advised to liaise with the National Park Authority's Natural Environment & Rural Economy Team.

GUIDELINES

9.73 Design Guidelines for Roads, Junctions and Access Layouts include -

- In selecting stopping sight 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.
- Safety for all users should form a key consideration during design, particularly where non-motorised users cross or interact with the highway.

CHAPTER 10 DESIGN GUIDANCE: ELEMENTS – PARKING

- 10.1 Parking within the National Park performs a number of functions in relation to residents, visitors and the operation of businesses. The policies relating to size and requirement for parking provision are covered by the Authority's Core Strategy, Local Plan and emerging Development Management Policies plus the Peak District National Park Parking Standards.
- 10.2 Parking provision needs to take account of the type of user expected to visit a particular location, including those with a disability and those arriving by pedal or motor cycle.

CAR PARKING

- 10.3 According to the 2011 Census, the Peak District National Park is located within one hour's drive of 16 million people. Whilst the National Park is surrounded by urban areas with a number of good rail, and public transport links, the majority of visitors arrive by private car or van.
- 10.4 Car parks as designed elements can be significant contributors to a visitor's experience. However, as built interventions in the environment, they can also impact on the special qualities of the places where they are provided.
- 10.5 Therefore, whether considering improvements to existing car parks or developing new ones, a balanced approach is required to ensure that car parks are integrated into the landscape as far as possible. This needs to be achieved in a manner that provides sufficient capacity and a layout that is both effective and safe, whilst being resistant to crime.

PEAK DISTRICT NATIONAL PARK PARKING STANDARDS

OPERATION AND CAPACITY

- 10.6 The Peak District National Park Authority has formulated its own Parking Standards. These standards form an appendix to the Authority's Development Management Policies (Local Plan)⁴⁵. 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.
- 10.7 Parking capacity must therefore respond to a development's needs within both minimum and maximum values. While car parks that are minimal in scale may have lesser direct effect on the qualities of the National Park, the under provision of parking can encourage negative behaviours that may be equally damaging. For example, this can include inconsiderate, obstructive or illegal parking on streets, pavements or

⁴⁵ The Peak District National Park Development Management Policies have been through a formal Public Hearing as part of the Examination In Public, and subject to changes arising from that Examination are expected to be adopted early in 2019. It is not expected that any changes will be made to the Parking Standards, which are available from the following link: - http://www.peakdistrict.gov.uk/data/assets/pdf_file/0003/823404/DMP-Appendix-10-parking-standards.pdf

verges. The standards seek to strike a balance between appropriate levels of parking sufficient to the development or location against displacement or overspill parking in inappropriate locations.



Figure 10.1 – Overspill car park at Mapleton Lane⁴⁶



Figure 10.2 – Overspill car park at Hollin Bank

⁴⁶ It should be noted that Mapleton Lane Car Park, whilst owned and managed by the National Park Authority, falls outside the Peak District National Park boundary.

- 10.8 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 of up to 28 days per annum on land currently used for other purposes (see Figures 10.1 and 10.2). Consideration should be given to the design and use of materials to reduce visual and other impacts.
- 10.9 Where new or improved car parks are delivered in relation to popular visitor locations, they have the potential to generate traffic, drawing new and existing users to a particular location for recreation or enjoyment. Examples of this may be recreation hubs or iconic viewpoints. In these instances, the car park may in and of itself generate footfall, and may act to address inappropriate parking in its surrounding area.
- 10.10 Designers must achieve the right balance to provide reasonable and appropriate capacity whilst ensuring that car parks operate in a way that meets the original development requirement.
- 10.11 Well-designed car parks respond to a previously un-met need and deliver users to a designated space efficiently. Poor designs can be unclear to users and may result in inappropriate parking, for example on landscaped areas, blocking access or abuse of disabled parking bays.
- 10.12 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 the place.
- 10.13 Where car parks have very distinct surges in use, for example seasonal or event driven, the designation of a core parking area and an additional 'overflow area' may be beneficial. A core area can achieve a desired standard for normal operation, while the overflow area could be as simple as a grassed area, opened at the busiest times of operation. For example, Hollin Bank car park at North Lees has a simple grassed overflow area. When not in use, the overspill car park has the appearance of a small field, and is bounded by a wall adjacent to the road and shrubbery which screens the main car park. Such overspill areas are usually only utilised on busy days of the year and fall under the General Permitted Development Order (2015). When designating overflow areas, consideration should be given to provision for and access to and from the overflow car park for those with disabilities.
- 10.14 There may be occasions where a more durable but still sympathetic approach is required. This can take the form of 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. Other examples have included the use of permeable surfacing that allows grass to grow through it, to

achieve a firm but vegetated surface for overspill parking. It is important to ensure that any surfacing used, does not disadvantage those users with a disability.

- 10.15 The Peak District National Park has a mix of both free to use, and Pay & Display car parks. Pay & Display car parks are usually those that have a good level of facility provision, including public toilets, picnic facilities, a café or kiosk and cycle hire. Often the parking fees collected go towards the cost of maintain either the car park itself, or the management of the wider area around the car park.
- 10.16 Where pay and display parking is provided, it is not unusual for visitors to try and avoid paying for parking, by parking on the road or verge in close proximity to the car park or within the wider area. This displacement of parking can bring negative impact to verges and the efficient operation of the road network. In extreme cases, this can in turn impact on the amenity and safety of other road users and landowners. Where pay and display parking is planned, consideration should be given to managing the displacement of vehicles into the surrounding area.

LAYOUT

- 10.17 Parking bays should generally adhere to the Peak District National Park Parking Standards, normally with a length of 5.0 metres and a width of 2.5 metres, unless they are intended for users with a physical disability or to accommodate horse boxes or camper vans / motorhomes. 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. This may be the case in rural locations where layout is more influenced by natural features.
- 10.18 Angled parking bays should be considered as an option where a one-way system is preferable. They enforce a behavioural approach, 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.
- 10.19 The inclusion of parking bays for those with a disability should conform to the Peak District National Park Parking Standards, and the guidance provided by Inclusive Mobility⁴⁷ and British Standard BS 83001⁴⁸. The positioning of parking bays for the disabled should allow for safe and level entry and exit from the vehicle. Where disabled parking spaces are provided, there should also be easy and level onward access for wheelchair users to the town or village centres, services and visitor attractions served by the car park.

CONSTRUCTION MATERIALS

- 10.20 The construction materials used in car parks are subject to cyclic wheel loading,

⁴⁷ Inclusive Mobility

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

⁴⁸ British Standard BS 8300-1 <https://shop.bsigroup.com/ProductDetail?pid=000000000030335801>

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



Figure 10.3 – Different construction materials and techniques used within National Park Car Parks (Lathkill Dale, Tissington and Thorpe Car Parks)

10.21 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 both the surface and sub-surface layers so they behave in a predictable way, and are protected from frost heave and softening.

- 10.22 There is flexibility in surfacing type to achieve a desired outcome. Designs can be an impermeable bituminous or cementitious material (Bakewell Station car park); a porous engineered/natural material (Hooks Car, car park); or a loose unbound stone (Parsley Hay overspill car park). The selection of the appropriate material will be determined according to operational needs; location, loading, traffic volumes and design objectives (see Figure 10.3).

OTHER ELEMENTS

- 10.23 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. However, consideration should also be given to ensuring that any screening does not affect either, the perceptions of safety, or encourage crime.



Figure 10.4 – Stone setts are used to delineate parking bays at Mapleton Lane car park near Ashbourne⁴⁹

- 10.24 To achieve the most appropriate outcome, designers should identify all the elements necessary prior to progressing to a detailed design stage. As a general

⁴⁹ It should be noted that Mapleton Lane Car Park, whilst owned and managed by the National Park Authority, falls outside the Peak District National Park boundary.

principle, the simpler and clearer the design, the fewer the elements needed to achieve efficiency and deliver desired behaviours. 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 the 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. In some locations, the use of other materials such as stone setts, timber planks or bollards may be the appropriate approach (see Figure 10.4).

LOCATION

- 10.25 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.
- 10.26 In more urbanised areas, careful selection of location can bring multiple benefits; these include drawing visitors to attractions and influencing route choices; whilst removing traffic from the most environmentally sensitive places.
- 10.27 Bakewell highlights the potential benefits of locating parking outside the town centre to reduce the impact of traffic; however, the clarity of directional signing is important.
- 10.28 Many of the car parks within the Peak District National Park are well located and have some capacity for expansion; however, in some locations linkage to the village centres can be poor. For example, at Tissington access from the car park back to the village is via grass verges alongside access and main roads. As part of the delivery of new car parks, or the delivery of improvements to existing car parks the linkage to attractions should be considered and improved where appropriate. This would further the reduction of on street parking in villages as the quality of the experience between the village and edge of settlement parking is improved. Indeed, the journey becomes part of the attraction and reduces the issues of conflict between road users and pedestrians. This approach can also reduce pavement and verge parking within the settlement itself.

MOTORCYCLE PARKING

- 10.29 The Peak District National Park is a very popular destination for leisure motorcycle riders. Many of these riders focus on Matlock Bath, beyond the National Park boundary, as a location to access food and drink, both before and after leisure rides across the National Park. However, in order to spread the economic benefits of such visits across the various settlements and attractions within the National Park, adequate provision of motorcycle parking spaces is required.
- 10.30 Where such spaces are provided, consideration should be given to the security of

the location within the car park; and the ability to group motorcycle spaces, in order to make the best use of available space.

COACH PARKING

10.31 Where attractions bring in large numbers of visitors, consideration should be given to those arriving by private coach. Journeys made by coach are generally more sustainable than those made by private car and the space utilised in providing coach parking is less per head than that required for the private car.

10.32 It is important that the parking provided includes sufficient space for the safe loading and unloading of passengers and their luggage. Such spaces should also be located in close proximity to pedestrian routes providing level access to and from the town / village centre or visitor attraction.

PROVISION FOR NON MOTORISED USERS

10.33 Where possible, parking provision for cycles should be provided within car parks. This is particularly important for car parks adjacent to multi-user trails or which offer access to other cycling opportunities. Many of the public car parks within the National Park offer visitors access to toilets, cafes, interpretation, picnic tables and other facilities. The provision of secure cycle parking enables the use of such facilities by cyclists without the worry of leaving their bike unsecured (see Figure 10.5).



Figure 10.5 – Cycle parking provision at Parsley Hay, adjacent to the High Peak Trail

10.34 There are a number of public car parks within the National Park, which provide access to popular routes for horse riders. In the same way that cyclists may wish to access any facilities, the same opportunities should exist for horse riders. Facilities may include the provision of space for horseboxes and trailers, mounting steps and hitching rails. Hartington Station Car Park provides access to the Pennine Bridleway, and incorporates an appropriate range of facilities including parking for horse boxes (see Figure 10.6)



Figure 10.6 – Facilities for horse riders at Hartington Station Car Park includes mounting and hitching provision

10.35 Where car parks allow access to footpaths, bridleways and multi-user trails, consideration should be given to the point of access and its availability to all users as appropriate, including walkers, cyclists, horse riders and those with a disability (see Figure 10.7).



Figure 10.7 – Level access from Hartington Station car park towards the refreshment kiosk, seating and the Tissington Trail

- 10.36 Consideration should be given to the location of the spaces provide to cyclists and or horse riders to provide a safe and secure environment and to remove the risk of conflict with motorised users of the car park.
- 10.37 It is important that parking provision is available on or adjacent to multi-user trails for cyclists and horse riders, particularly where there are picnic benches or adjacent to other facilities such as cafes or public toilets.
- 10.38 Cycle parking is often provided within settlements away from car parks but in close proximity to shops and cafés. It is important that when planning such facilities that consideration is given to ease of use, security and visibility. As with other forms of infrastructure within the public realm, consideration should also be given to setting, design and the materials used, particularly if providing a bespoke option.

BRANDING AND MESSAGING

- 10.39 Car parks provide the opportunity to reinforce the branding and messaging of the National Park. The form of car parks varies across the National Park, according to location and the provision of facilities. For example, some car parks are located in popular visitor locations, with the appropriate level of facilities including cafes, toilets and large amounts of interpretation. Other car parks may be simple in form, with the entrance markers forming the only additional infrastructure, whilst others may in effect be wide lay-bys.
- 10.40 This variety of car parks means that the opportunities for branding and messaging are also variable. The ownership of car parks across the National Park also varies, with a range of local authority and private owners, all of which carry some branding

in relation to the owning organisation. It is important that car parks do not attract inappropriate amounts of signage, which can impact of setting and special qualities of the landscape and National Park. However, for the visitor, it may be unclear whether the location that they are visiting is located within the National Park or not.

- 10.41 Where possible and appropriate, the inclusion of visitor information including National Park messaging can raise awareness of location whilst encouraging desired behaviours (see Figure 10.8). Where possible tactile signing or smart technology could be used to provide messaging for those with visual impairment.
- 10.42 In all cases and locations, a balance will need to be made between the usefulness of signage and its visual interference on the setting of the car park and the wider landscape.



Figure 10.8 – Level access from Hartington Station car park towards the refreshment kiosk, seating and the Tissington Trail

CAR PARKING FOR NEW HOUSING DEVELOPMENTS

- 10.43 Inadequate parking facilities for new residential developments has the potential to cause issues both within the development and the wider area. This can include inconsiderate or inappropriate parking, with knock-on effects including obstruction and congestion. Inadequate provision can also compromise the amenity and safety of the development and potentially the wider area. However, there is a balance to be struck in ensuring that the land available for development is not lost to the oversupply of parking space. The National Park has its own Parking Standards, which include residential development. These standards suggest a minimum of 1.5 spaces per

dwelling and up to a maximum of 4 spaces for dwellings with more than 4 bedrooms.

- 10.44 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, for example 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.
- 10.45 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. However, within Conservation Areas in particular, the loss of front gardens to parking may create a negative impact on setting. There is also the potential for a loss of sustainable drainage, if the parking is surfaced with non-permeable materials.
- 10.46 Where new housing development is delivered, dedicated parking provision for visitors to the development should be included, otherwise this may also be displaced into the surrounding area. Where on street parking is necessary this should be monitored as opposed to controlled, thus avoiding the use of excessive white lines and road markings.
- 10.47 It is important to ensure that cars within residential developments are in view and not in secluded areas. Rear parking courts that are obscured from the view of residents or the public should be avoided. 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.
- 10.48 A combination of off-street provision, on-street bays and courtyard or rear facing car parks may be appropriate within a single development. The National Park Authority, the appropriate highway authority, district or borough council, parish council and police should be consulted as part of the planning application. This will ensure that any appropriate traffic management and (if required), enforcement measures are agreed and implemented as part of the development.

CAR PARKING AROUND BARN CONVERSIONS

- 10.49 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 streetscape. 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; this in turn reduces landscape quality. Sensitive design of car parking around barn conversions is therefore essential irrespective of the number of dwellings created through the conversion.
- 10.50 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 may offer screening and should be considered during design. The incorporation of native tree planting can also be useful in screening parking areas. However, inappropriate planting may in itself act to draw the eye, for example the use of conifer hedging. The Authority's Tree Conservation and Landscape Officers will be able to advise on the most appropriate approach. 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.
- 10.51 Where barns are converted for multiple occupancy 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 provide access and space for vehicles.

PARKING MANAGEMENT

- 10.52 The popularity of some parts of the National Park means that at busy time the demand for parking spaces outstrips their supply. In some circumstances, this is met through the provision of overspill parking areas. However, in some circumstances this is not possible due to either the constraints of the site, or the impact of additional parking provision on the special qualities of the location or the National Park as a whole. This can lead to the inappropriate, unsafe or obstructive parking of vehicles within the surrounding area.
- 10.53 In some cases, whilst there may be a plentiful supply of parking provision, with spaces available, visitors may choose to park on the road or verges within the surrounding area to avoid paying parking charges.
- 10.54. Where regular roadside or verge parking affects road safety, accessibility or damages footways and verges, there may be a need to bring forward measures to restrict such parking.

10.55 There has been a number of different approaches brought forward within the National Park to restrict parking in those areas where it is dangerous, or obstructive. Each of these approaches requires different levels or types of infrastructure, and may require the introduction of traffic regulation orders: -

- i. **Single yellow lines** are used to accompany seasonal or time limited on-street parking restrictions. Their use is aimed at restricting parking at times and in locations where it is only problematic at particularly busy times of the day, week or year.



Figure 10.9 – Single yellow line and associated signage at Hartington

For example, single yellow line parking restrictions in Hartington village centre apply from Good Friday through to September; the busiest time of year for visitors to the village (see Figure 10.9).. As discussed within Chapter 11 Design Guidance: Elements – Road Signs and Road Markings, yellow lines within the National Park should be at 50mm width and primrose in colour.

- ii. **Double yellow lines** are used to restrict parking within the highway at all times. Their use is aimed at removing on-street parking that is either dangerous or obstructive (see Figure 10.10). Double yellow lines may be used to remove on-street parking when new or additional off-street parking is provided; this approach has been undertaken on the roads adjacent to Longshaw Car Park. As discussed within Chapter 11 Design Guidance: Elements – Road Signs and Road Markings, yellow lines within the National Park should be at 50mm width and primrose in colour.



Figure 10.10 – Double yellow lines at the approach to Baslow Bridge

- iii. **Double white lines** along the centre of the road are aimed at ensuring road safety, where visibility or other features make overtaking or crossing the centre line dangerous. Where parked vehicles obstruct the carriageway and deflect traffic across the centre line, they are judged to be parked illegally. Warning signs are used to discourage such parking along the B6521 adjacent to Longshaw Estate (see Figure 10.11).



Figure 10.11 – Police warning sign at Upper Padley, used in conjunction with on-street parking bays

- iv. **Clearways** are a zonal approach to managing parking across a busy area.

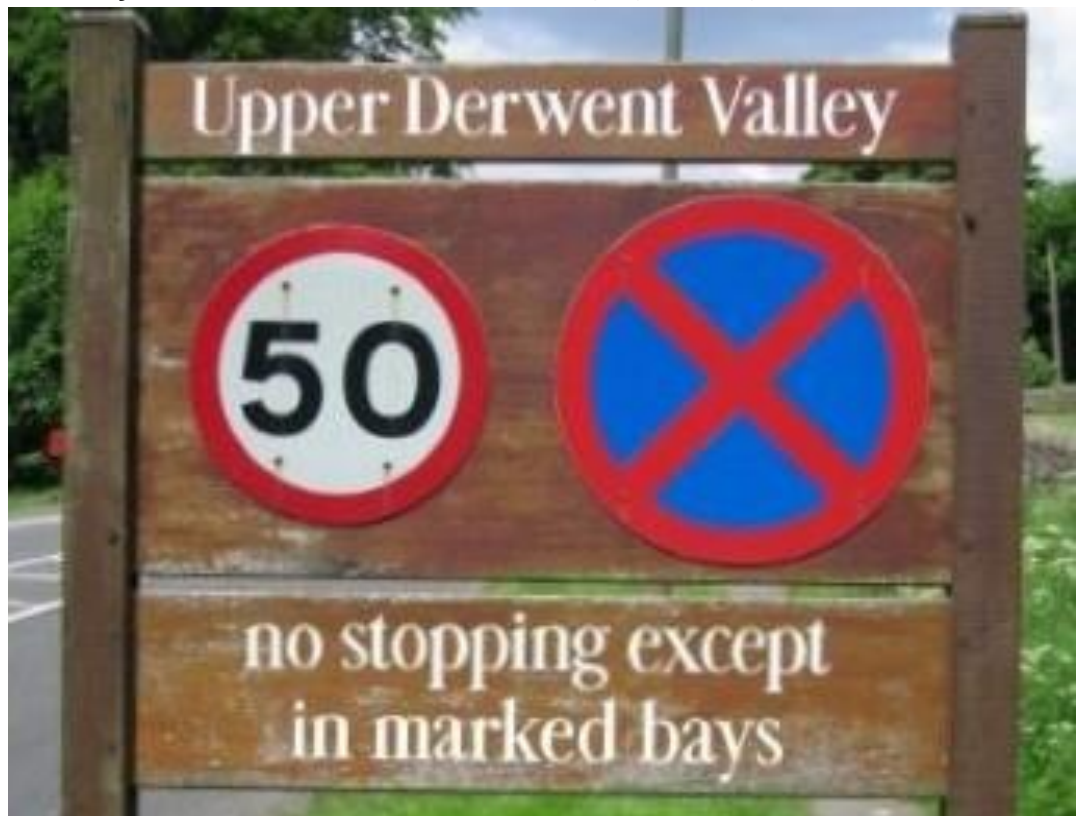


Figure 10.12 – The Upper Derwent Valley Clearway applies a zonal approach to traffic management

With clearways, there is a general presumption against on-street parking except in marked bays. There are two locations within the Peak District where Rural Clearways are used to assist with visitor management. These locations are the Upper Derwent Valley and the Roaches, where demand for access can outstrip capacity (see Figure 10.12).

- v. **Bunding** consists of earthworks at the edge of the carriageway, which elevates the roadside verge to restrict vehicle parking. This approach can include a raised footway for pedestrians, but limits opportunities for both cyclists and horse riders to access a refuge when being overtaken. Bunding causes a material alteration to the ground surface, and may therefore impact on vegetation, habitat and any historical or archaeological remains (see Figure 10.13).



Figure 10.13 – Roadside Bunding and verge on the A6187 at Surprise View, near Hathersage

- vi. **Fencing, planting and other border treatments** can be used to discourage inappropriate or unsafe parking. In some locations short wooden poles or stakes are used to delineate the highway boundary. In all cases consideration for the safety of all road users must be taken into account. It is recommended

that the appropriate highway authority is consulted in relation to such edge of carriageway treatments.

GUIDELINES

10.56 Design Guidelines for Car Parks include -

- Car park capacity should respond to the Peak District National Park 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 can 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.
- The location of car parks should consider travel routes and purpose to achieve the NP's purposes.
- Car parks should include provision for non-motorised users and for those with a disability.

CHAPTER 11 DESIGN GUIDANCE: ELEMENTS – ROAD SIGNS AND ROAD MARKINGS

- 11.1 Road signs and road markings are vital to enable road users to safely and efficiently make journeys on the National Park's road network. They make road users aware of hazards and provide directional advice, as well performing a traffic management function. All of the above are important to the various types of road user within the National Park.
- 11.2 However, over the last twenty years, changes in regulations combined with a fear of litigation has led to a proliferation in the number, size and visual intrusiveness of road signs and markings both nationally, and within the National Park.

ROAD SIGNAGE

- 11.3 A number of factors have played a part in the delivery of more signage within the National Park. The imperative to reduce accidents on rural roads, particularly on those with poor safety records led to the introduction of signs of a large scale, often with countdown markers at particular accident blackspots, including hazardous junctions. These signs were often of a size that required more than one supporting post and the need for passive resistance; increasing the overall size of the signage infrastructure. The use of backing boards on signs also increased the overall size of signs, whilst bright yellow backing boards increased their visibility. In most cases the 'x' height of such signage was designed to the maximum available for a road with a 60mph speed limit.
- 11.4 At around the same time, there was also a shift in technology with the use of large panelled Vehicle Activated Signs. As these require an electrical supply, and in some locations this was not readily available, such signs were topped off with wind-turbines and solar panels, increasing the overall size and intrusiveness of such signage.
- 11.5 In 2006, the DfT Circular 01/2006 Setting Local Speed Limits⁵⁰ directed highway authorities to review speed limits on rural 'A' and 'B' roads. This led to a number of roads within the National Park having their speed limit reduced from the National Limit of 60mph to 50mph. Whilst the National Speed limit requires only terminal speed limit signage, any change below this limit requires regular repeater signs to ensure that road users are reminded of the speed limit. This led to a rapid increase in road signs across the National Park within a short space of time. It also meant that a number of the other road signs installed on the National Park's roads are of a size that is incongruous in comparison to the revised lower speed limit.
- 11.6 Following on from the general proliferation in signage nationally, the Department for Transport launched a National Road Signs Review, aimed at amongst other things, reducing road sign clutter. This resulted in the Signing the Way: Traffic Signs Policy Paper (October 2011) which has since been superseded by the Traffic Signs Regulations and General Directions 2016. Both documents provide options for

⁵⁰<https://webarchive.nationalarchives.gov.uk/20120215031407/http://dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

ensuring that signage is appropriate to its location and the purpose for which it is required; with the emphasis on reducing clutter.

- 11.7 Based on this approach, road signage within the National Park should be as visually unobtrusive as possible whilst performing its design function of clearly conveying highway information. Bright sign backings should only be used where there is a safety prerogative to do so; the overuse of such backgrounds can compromise their effectiveness, whilst having a negative visual impact from the surrounding countryside. Buildings, walls and verges should be utilised as a backdrop, where possible. Similarly, such buildings can be used for mounting some signs to reduce the need for columns. Where signs need to be fixed to poles, the use of existing street sign poles is preferable, providing that this approach does not impact on safety or the ability to read the signs in question. Buildings can also be used to provide a backdrop to signs, which are not attached to them. A good example of this is at the junction of the B6001 and the A6187 at Hathersage (see Figure 11.1)



Figure 11.1 – Low Mounted directional signs in Hathersage

- 11.8 Many of the signage schemes on the 'A' and 'B' roads within the National Park were delivered when the road was subject to the National Speed Limit of 60mph. As such, the sign will have been designed accordingly at a size to reflect readability at a closing speed of 60mph. Where signage is renewed on such roads with a lower speed limit than the National Speed Limit, there is an opportunity to reduce the 'x' height to bring it in keeping with the lower speed limit, thus reducing the overall size of the road signs.
- 11.9 In order for signs to perform their function, they need to be clearly visible to the road user. However, there are examples within the Peak District where the proliferation of signage results in some signs obscuring the view of other signs, which are intended to provide guidance and information. As renewals take place, either through maintenance requirements or to aid traffic management, there is an opportunity to review existing signage and to declutter as appropriate.
- 11.10 Whilst it is accepted that road signs need to be clearly seen by road users, their visibility extends beyond the carriageway. In designing a road signage scheme, there

are some signage locations that are dictated by law. However, for some advisory or directional signs there is scope to adjust the location to restrict sky-lining or to enable the sign to sit against backdrops, which reduce its visibility beyond the highway.



Figure 11.2 – Low Mounted chevron at Upper Padley, near to Longshaw



Figure 11.3 – Low Mounted chevrons at Surprise View, near Hathersage

This approach helps to limit the visual intrusion of signage beyond the highway boundary (see Figures 11.2 and 11.2).

- 11.11 Wayfinding for non-motorised users from the highway is also important. This is likely to consist of signage providing direction on to footpaths, bridleways or other rights of way (see Figure 11.4).



Figure 11.4 – Signed multi user routes adjacent to the highway between Hathersage and Bamford (upper) and the Upper Derwent Valley (lower)

In many cases, the wayfinding will provide direction into the open countryside and away from popular visitor destinations including recreation hubs. In settlements, the

wayfinding can be used to provide routes away from main roads, offering traffic-free options for movement in and around a settlement. Further advice is contained within *Chapter 12 Design Guidance: Elements – public realm and street furniture*.

VEHICLE ACTIVATED SIGNS

- 11.12 Over recent years, there has been a move towards the reinforcement of road safety messages utilising vehicle activated signs. In some cases, these signs are permanent in nature, in others they may be more transitory, but with the retention of infrastructure for future use at a particular location. Vehicle activated signs are usually activated via an embedded sensor within the highway or via an infra-red beam. Common uses include reminders about speed limits, but they may be used to inform road users of hazardous junctions or low bridges.
- 11.13 Within the Peak District, the use of such signs has been fairly limited, but not isolated. Vehicle activated signs are usually used as an advisory tool and are not part of the statutory signage system. The messages provided on such signs is usually via a large electronic screen⁵¹; as such, they require a power supply. Where mains power is not available, power is usually derived via a solar panel / wind turbine array, which adds to the size and visual impact of the sign. In addition, the weight of the panel and power array may necessitate the inclusion of a sizable supporting pole or poles.
- 11.14 Overall, the combination of large electronic sign, solar panels, wind turbines and load bearing poles can lead to a sign that is more visually intrusive than standard road signs. The overall reliability of vehicle activated signs means that they are not used for statutory messaging, so they are additional to those signs required by law. However, if positioned amongst a large number of other road signs, they can themselves act as a distraction to road users.
- 11.15 Due to the restrictions of local authority funding over recent years combined with a rapid turnover in designs, it is not unusual for vehicle activated signs to become redundant quite quickly. If such signs are neither removed or replaced they quickly add to the roadside clutter, with their size making them particularly intrusive.
- 11.16 Whilst there are locations where vehicle activated signs are useful in addressing safety concerns, it is important that the need for their requirement can be clearly demonstrated, particularly as they do not address a particular legal need.
- 11.17 Where vehicle activated signs are perceived as being necessary, the scheme should include an audit of existing signage to ensure that the visual impact of new and large signage infrastructure is balanced with the removal of any redundant signage or other infrastructure.
- 11.18 Some vehicle activated sign sites within the National Park are temporary, with the sign being moved around a number of sites, according to either a set schedule or in response to a particular concern. These sites still require a fixed post and power

⁵¹ Whilst size varies, the sign surface area is greater than that of an equivalent standard road sign.

supply. However, they have the advantage of retaining an element of freshness to road users, and do not have the same ongoing impact of permanent signs (see Figure 11.5).

- 11.19 Where vehicle activated signs become redundant or the cost of repair makes them economically obsolete, they should be replaced or removed totally. We would recommend the inclusion of a budget to make good the removal of redundant infrastructure within the initial project costs.



Figure 11.5 – Temporary Vehicle Activated Sign on the A6187, west of Hathersage

VARIABLE MESSAGE SIGNS

- 11.20 Variable message signs have also become more commonplace over recent years, including within the Peak District National Park. Variable message signs, as the name suggests are utilised to provide guidance to road users. The main use of such signs, away from the motorway network is to inform road users of hazards or road closures. However, they can be used to reinforce safety messages related to particular road safety campaigns.
- 11.21 Because the messages conveyed by such signs have to be clearly legible to road users, the signage infrastructure tends to be large and intrusive within the National Park landscape. As with other signs, positioning can be key to ensure that variable message signs are functional, whilst minimising visual impact on the National Park.
- 11.22 The current use of variable message signs within the National Park is limited to those trans-Pennine roads that are particularly susceptible to closure in bad weather;

principally heavy snowfall, strong winds or fire risk. This generally means that the signs are only required to be operational on a few days of the year. Therefore, it is important that the signs generally blend into landscape when not in use. This is best achieved through the use of recessive colours for the sign background and mounting post.

- 11.23 Similarly, it is important that variable message signs are readily noticed when they need to convey urgent messages relating to hazardous conditions or road closures. Therefore, whilst the National Park Authority accepts the requirement for variable message signs in some locations, their use to convey non-urgent messaging should be avoided. Not only does such use create visual intrusion, it also negatively impacts on the likelihood of urgent messages being perceived and acted upon.
- 11.24 Whilst there are locations where variable message signs are useful in addressing in passing on information to road users, it is important that the need for their requirement can be clearly demonstrated. This is particularly important as they do not address a mandatory legal requirement.
- 11.25 Where variable message signs become redundant or the cost of repair makes them economically obsolete, they should be replaced or removed totally. We would recommend the inclusion of a budget to make good the removal of redundant infrastructure within the initial project costs.

ADVERTISEMENT SIGNS

- 11.26 In addition to highway signs (i.e. those that are proscribed within the Traffic Signs, Regulations and General Directions Manual), there are those that are installed by businesses for the purposes of advertising. These signs can either be of a temporary nature, to advertise a specific event or a more permanent feature.
- 11.27 In the case of temporary signage we recognise the usefulness of advertising for events. However, we expect all such signs to be retrieved as soon as possible after an event. Consideration also needs to be given to where they are located. Such signs should not be located on private property without the owner's consent. Similarly, they should not be attached to other organisation's infrastructure without consent. The inappropriate attachment of notices to posts or other pieces of infrastructure can inadvertently cause damage to equipment. Temporary signs should be no larger than 0.6m².
- 11.28 Where temporary signage is located on roadside verges, care should be taken to ensure that the signs do not obscure road users views of oncoming traffic, or distract drivers at junctions. Where signage is deemed to present a danger, or is located on private property it may be removed without prior consultation.
- 11.29 Temporary signs advertising village events or occasional agricultural shows away from permanent venues do not require planning permission. However, such signage should be in place for no more than 28 days prior to the event, and removed within 14 days of the event ending.

11.30 Where temporary signage relates to a commercial undertaking or event, then planning consent is required. Enquiries in relation to advertisement consent for temporary signage should be directed to the Peak District National Park Authority's Customer and Business Support Team.

11.31 In the case of permanent advertising signage, advertising consent is required for signs larger than 0.3m², and all illuminated signs. In the case of signs for businesses, in addition to requiring consent, there are a number of conditions that must be met; the signs must: -

- *be kept clean and tidy;*
- *be kept in a safe condition;*
- *have the permission of the owner of the site on which they are displayed (this includes the Highway Authority if the sign is to be placed on highway land);*
- *not obscure, or hinder the interpretation of, official road, rail, waterway or aircraft signs, or otherwise make hazardous the use of these types of transport;*
- *be removed carefully where so required by the planning authority⁵².*

BROWN TOURIST SIGNS

11.32 Traditionally brown tourist signs are used to direct visitors to tourist attractions. Such signs are primarily used to direct visitors to the attraction by the most appropriate route, rather than to advertise the attraction. Individual highway authorities develop their own codes of practice in relation to brown tourist signs. However, it is important that the signs do not detract from the safe operation of the surrounding highway network.

11.33 The criteria used for the installation of brown tourist signs also varies. In some cases, the number of visitors is a factor, for others, the number of days of operation may determine if a sign is appropriate. In Derbyshire, the standard of facilities is given consideration; with the expectation being that, visitor facilities at a location advertised by a brown sign should meet those in the Visit England National Code of Practice for visitor attractions.

11.34 The Peak District National Park is a popular visitor destination, with a range of tourist attractions. The Authority recognises the importance of tourist signs for informing and directing visitors to attractions (see Figure 11.6). However, as with other signage, a balance should be struck between the need for the signs, the location and the appropriateness of the sign to the facilities available. Brown Tourist signs are not, and should not be seen as a means of advertising.

⁵² Planning Portal – https://www.planningportal.co.uk/info/200130/common_projects/4/adverts_and_signs



Figure 11.6 – Brown tourist sign for the Tissington Trail, at Tissington

ROAD MARKINGS AND THE USE OF TRAFFIC REGULATION ORDERS

11.35 Signage and road markings such as double yellow lines can have a detrimental effect on the character both of historic settlements and sensitive environments in the open countryside. Whilst double yellow line restrictions offer one approach of managing parking, alternatives include Clearway Orders and the use of Restricted Parking Zones. Both approaches still require signage and road markings; however, the signage can be smaller and more discreet, whilst the need for road markings is reduced. Both alternative options allow the highway to function as required, but can minimise the impacts of the interventions on high quality historic or open countryside environments and settings. Where single or double yellow lines are required, the default should be for them to be painted in primrose yellow, with narrow lines (50mm line width), as specified within MfS2.

GUIDELINES

11.36 Design Guidelines for Road Signs and Road Markings include -

- Road signage schemes should be designed to the minimum scale appropriate to function, and speed limit, within the Traffic Signs Regulations and General Directions (TSRGD)
- All new signage schemes should be accompanied by an audit of existing signage to ensure that damaged, redundant or unnecessary existing signage

is removed as part of the scheme delivery.

- Advisory signage should be limited in number and size to that necessary for the safe and efficient operation of the highway.
- Where single or double yellow lines are required, they should be delivered in primrose yellow with a maximum width of 50mm per line.
- Vehicle activated signs should only be utilised where there is a demonstrable safety concern that cannot be addressed in a more sympathetic way.
- Where vehicle activated signs become redundant or economically obsolete, they should be removed at the earliest opportunity.

CHAPTER 12 DESIGN GUIDANCE: ELEMENTS – PUBLIC REALM AND STREET FURNITURE

- 12.1 Public realm is space within villages and towns generally available to everyone. Public realm elements can include, streets, pedestrian walkways, 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.
- 12.2 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 being dependent 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 provide ease of use by non-motorised users, including for those with mobility issues; whilst enabling full and safe motorised vehicular access.
- 12.3 Most shops within the National Park are locally owned, rather than forming parts of chains of businesses. This has led to a range of colours and designs for shop fronts. In undertaking the design of shop fronts including signage, the Peak District National Park Shop Fronts Detailed Design Guide Supplementary Planning Document should be consulted⁵³.
- 12.4 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 such as the streets, squares, walkways and parks that make up a settlement. Public realm consists of the outdoor spaces through which a place is accessed, viewed, experienced and enjoyed. The quality of public realm is critical to the understanding and appreciation of a settlement or location as it contributes to the character, history, quality and overall sense of place.
- 12.5 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

⁵³ Peak District National Park Shop Fronts Detailed Design Guide Supplementary Planning Document https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0008/528632/PDNP-ShopFronts-DesignGuide-2015-06.pdf

relationship of a road within the wider public realm is therefore an important consideration in sustainable design.

- 12.6 Successful public realm enhances settlements; it creates spaces that 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.
- 12.7 The historic nature of some settlements may mean that footways and alleyways are narrow, or have historic street furniture or stone setts, which inhibit easy level access for all users. When delivering new areas of public realm, or undertaking structural work to existing areas of public realm, consideration should be given to ensuring access for those with a disability. This may require the use of tactile paving or dropped kerbs to provide level access. However, it may not be possible to make all areas of public realm accessible to all users in all locations.
- 12.8 Public realm often becomes dominated by traffic. Traffic can sever connectivity and compete with pedestrians for the available space creating conflict and reducing the quality of the environment.
- 12.9 Conversely, improvements to public realm can bring improvements to vehicular transport movement, reducing conflict and creating a more attractive and interconnected streetscape. 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.
- 12.10 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 visual clutter and segregation between pedestrians and road users. Where such measures are introduced, the emphasis can significantly shift to streets, and settlements being dominated by vehicles both physically and visually. This 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 a negative one for pedestrians. This urbanisation can also affect how long people chose to stay in a location, which in turn can impact on visitor spend, the local economy and vitality of a place.
- 12.11 A strong dominance of design for motor vehicles, along with a high level of traffic can create a reduction in the aesthetics of a settlement. Road design which does not consider the surrounding context or incorporate extensive materials associated with traffic management can create areas of segregated public space that do not easily accommodate pedestrian and other non-motorised use. This approach also often conflicts with the unique identity or character of a settlement. A settlement which is dominated by its highway infrastructure can create a poor quality environment which reduces the experience of users.

- 12.12 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.
- 12.13 Youlgrave 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 feel of the main streets guide the behaviour and orientation of pedestrians and road users.
- 12.14 In both Parwich and Youlgrave, 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 means that the streetscape complements the buildings rather than introducing discordant elements that detract from character and quality of the streetscape 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

- 12.15 Due to the quality of the landscape setting of Peak District settlements, together with fine historic architecture and other heritage assets, 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, village greens, plus features and memorials. These provide a strong basis for any public realm improvements. Other elements that should be considered in public realm enhancement follow.

SETTLEMENT PATTERN AND LAYOUT

- 12.16 Settlement patterns vary between different landscape character areas and even landscape 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 consists of dispersed gritstone farmsteads. The Derwent Valley settlements vary across landscape character types. For example, in the valley bottom (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 preferable, coupled with on street parking.

MATERIALS

12.17 Materials should be informed by Landscape Character and the local vernacular; with locally sourced materials and traditional details where possible. For example, in the Dark Peak boundaries on higher areas are normally drystone walls formed from gritstone whereas on the lower lying slopes they would be comprised of 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 local 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 varies; it is therefore important to note the design of the walling traditions in a particular area.

12.18 This approach 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.

12.19 The use of local materials is important to maintain the character of the public realm, especially when replacing or repairing damaged elements that already utilise local materials. However, in some cases there may be a temptation to create or recreate false features that may in themselves detract from the setting of a settlement. For example, the use of heritage street lighting in locations where it may never have occurred, or the use of heritage paving that may not reflect the historic context of the location. In such cases the use of modern materials such as tarmac or modern LED lighting may suit the setting better, whilst reducing wider visual impact.

PEDESTRIAN AND NON MOTORISED VEHICLE ORIENTATED STREETS

12.20 Because of the rural setting of the National Park, there may be limited opportunities for the pedestrianisation of streets, or for setting them aside for general non-motorised use. However, a number of roads within Bakewell have been pedestrianised. Similarly, other roads in popular visitor management areas have a range of permanent, seasonal or weekend road closures. These road closures are aimed at enhancing the experience of visitors by providing largely traffic free routes. Where permanent pedestrianisation is being considered within an area, amendments to the road layout to facilitate exempted vehicular movement should be a consideration. Pedestrianisation of an area offers opportunities for 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, mobility scooters, or for those with an impairment of their vision should be assessed.

- 12.21 An assessment should be made as to whether pedestrian priority can be established through materials and levels in line with the above interventions.

GREEN INFRASTRUCTURE OPPORTUNITIES

- 12.22 Although many of the National Park's settlements lie within areas that 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.
- 12.23 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. However, native species appropriate to the landscape character area should be used; the National Park Authority's Tree Conservation Officer can offer advice on appropriate species.
- 12.24 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 greenspace can offer opportunities for habitat creation, particularly where native flower and grass seeds are used; the National Park Authority's Tree Ecology Service can offer advice on appropriate species. Such interventions will also have a positive impact on local drainage as micro Sustainable Urban Drainage Schemes (SUDS).
- 12.25 New multi-functional green infrastructure should be designed to enhance linkages with surrounding green networks and be utilised to incorporate sustainable drainage systems.
- 12.26 The incorporation of green infrastructure to public realm development brings a range of additional ecosystem service benefits, which include opportunities to improve physical and mental well-being, as well as clean air, clean water and reduce summer temperatures in built-up areas.

REMOVAL OF CLUTTER

- 12.27 Visual and physical clutter associated with highway and street furniture (fencing, railings, bollards, seating, lighting, signage and road markings) can degrade the public realm, obstruct views of key features within the streetscape or restrict movement if designed incoherently and in a piecemeal way. Similarly, the introduction of new street furniture and signage without consideration of the proliferation effect can also lead to increased clutter. 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. Any plans for new signage or street furniture should be accompanied with an audit to assess the current situation. This will allow for the removal of redundant elements, which should be a prerequisite for introducing new infrastructure.

12.28 Elements such as parked cars or delivery vans can also form clutter within the streetscape restricting access and views. Where this is an ongoing issue measures may be required to provide alternative parking or delivery bays, with appropriate measures to remove vehicles from areas where parking is problematic.

FOCAL POINTS WITHIN THE LANDSCAPE



Figure 12.1 – Fountain Square at Youlgrave



Figure 12.2 – Market place at Hartington

12.29 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. Village centres often have feature that act as focal points of public space, with seating located around specific features (see Figures 12.1 to 12.3).



Figure 12.3 – Heart of Hathersage

STREET FURNITURE

12.30 Street furniture is an important element within the landscape providing comfort, guidance and function, enabling the safe and enhanced use of the public realm. Street furniture should be functional, respond to its context and should always be safe to use, robust, plus easily and cost effectively maintained. It could utilise locally derived materials such as stone, metal or timber, and incorporate local designs or details and lighting. Where possible it should blend in with its context, whilst not detracting from the surrounding buildings, streets, parks and squares. Street furniture should be carefully placed and not obstruct movement, or detract from important views along streets, footways or focal points.

SIGNAGE FOR PEDESTRIAN AND OTHER NON-MOTORISED USERS

12.31 Signage is an important factor for facilitating access and circulation. A successful signage scheme should enable users to get from A to B quickly, easily and safely whilst enabling the features and assets of a place to be communicated and found.

The premise should be a minimalistic one where the size and number of signs are to the minimum necessary to achieve their objectives. Signage should be simple and consistent in its design approach; it should be instantly recognisable whilst maintaining a minimal impact within the landscape.

- 12.32 In planning signage, a holistic approach should be employed, which is mindful of arrival and destination points, and the desire lines for movement between the two. Signage should cater those who are unfamiliar with the location, whilst, so far as possible, directing movement to those routes used in preference, by those residents and visitors who are most familiar with the location. Where possible the inclusion of distance or journey time is recommended to offer confidence to those unfamiliar with a particular location or destination, and encourage non-motorised journeys. The use of fingerpost within a settlement can help to direct visitors to places of interest (see Figure 12.4)
- 12.33 A piecemeal approach should be avoided where possible, as this can lead to clutter whilst limiting opportunities for a consistent approach. However, where a scheme has been well designed, there will be opportunities for its evolution as and when required, if new arrival and destination points come forward. This allows a sustainable approach that offers value for money. In all cases, an audit of existing signage can be helpful in both the removal of clutter and the provision of an easily understood series of directional signs.



Figure 12.4 – Fingerpost with directions to places of interest in Alstonefield village centre

INTERPRETATION

- 12.34 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. 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. A consistency of approach across the National Park in terms of quality and an

awareness of the National Park context is important. However, local distinctiveness and style from community groups can also add interest and value for users; by reinforcing identity and a sense of place (see Figure 12.5). Examples in the National Park include major landowners such as the National Trust, Utilities companies, Chatsworth and Haddon Hall Estates. Where possible the use of tactile signage and smart technology can help to provide messaging for those with visual impairments and those who have difficulties with reading the written word.

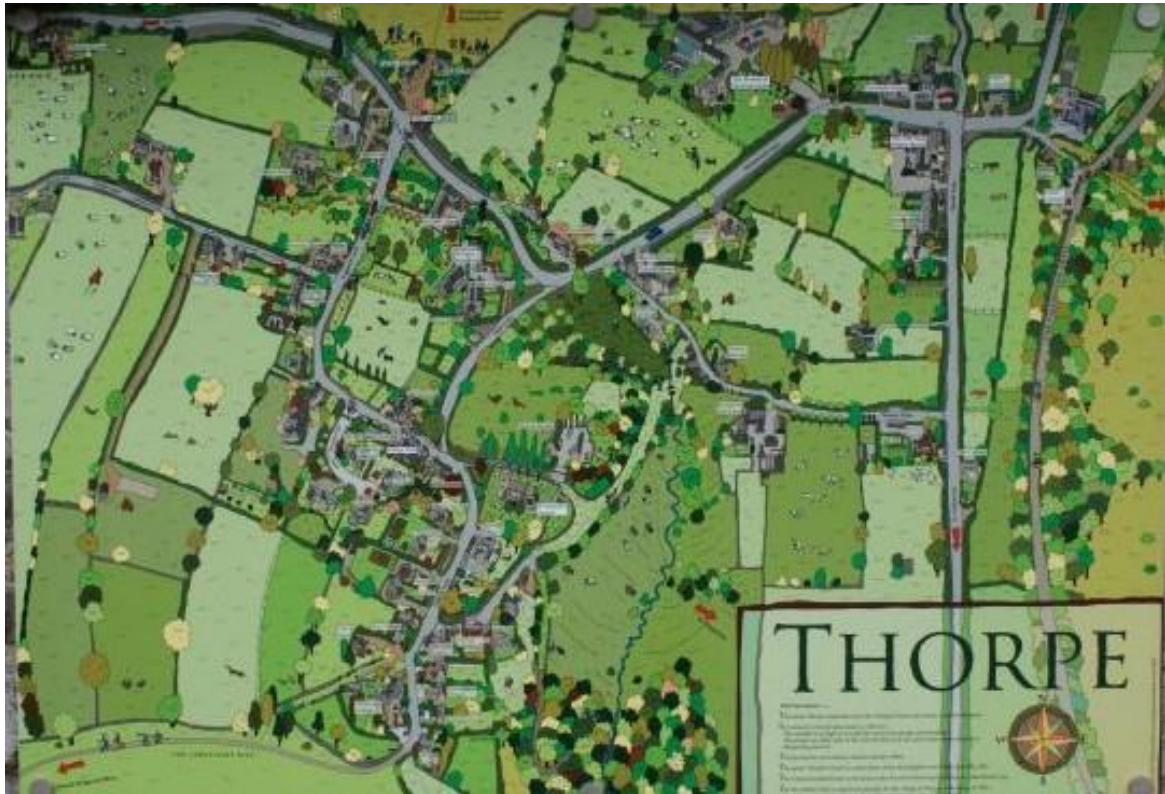


Figure 12.5 – Village map, located on the bus stop in the centre of Thorpe

LITTER AND DOG WASTE BINS

12.35 Litter bins should be accessible, 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 located in the correct position within the public realm for ease of use. Bins should be sufficient in number and location to ensure that dropped 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 within settlements 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, or where there is 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.

12.36 The provision of dog waste bins should be aimed at locations where there are large numbers of dog walkers, following particular desire lines, including along footpaths and pavements in the centre of settlements. In some cases, facilities for the disposal of dog waste are combined with litter bins. This is the preferred approach, as it reduces the amount of street furniture required. Where this is not possible, the same approach to the provision of litter bins is advised. It is important that in areas popular with dog walkers that there is sufficient provision of bins to ensure that dog waste does not become a feature of either footpaths or of surrounding trees and hedges.

SEATS

12.37 Seating is a key consideration to enable the enjoyment of the public realm. Seats should be comfortable with a range of styles to cater for different users. A mixture of seats and benches can be used; picnic benches may be an option where in areas adjacent to parks. Seating may vary in style within a settlement to reflect changes in character, but should have a common theme. Materials should be robust, easily maintained, warm and located to consider climatic conditions (especially exposure to wind and rain.). Materials vary across the National Park, with stone supports in some locations. However, the more common approach is the use of wood or cast black painted metal supports, along with wooden seating.

12.38 Consideration should be given to location, and the relationship to key views. It is useful to also to provide rest points at sufficient intervals along key routes to, from and within settlements. 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 be left for wheelchair users to sit alongside fixed seats.

12.39 Where cycle parking is provided, the provision of suitably located seating can encourage the use of other facilities such as cafes or shops. The provision of litter bins, where members of the public are likely to be making stops for food and drink, can reduce instances of littering.

WALL AND BOUNDARIES

12.40 Walls and boundaries should reflect the local setting and be constructed of appropriate local materials. Where appropriate, the scale and colour of surrounding walls and boundaries should be replicated. The retention or reinstatement of historic boundaries is encouraged where possible and appropriate. The placement of boundaries is important and should respect the settlement pattern, not restrict sight lines, whilst reinforcing the use for which they are required. New boundaries should complement the local arrangement of boundaries to ensure they remain in keeping with adjacent properties or boundary types.

LIGHTING

12.41 Lighting is an important aspect of the public realm and can be used to encourage use of public spaces outside of daylight hours. Lighting is a key element of orientation

within the landscape and can be used to accentuate architectural features. Where possible, lighting should be controllable to ensure that light in the early evening is brighter, when people are more likely to be active in the public realm, than later in the evening. This approach will help to reduce energy usage and associated costs, whilst minimising light pollution. LED lighting can reduce operating costs and provide a mixture of warm and white light as required. This can create the appropriate setting for buildings, roads and the public realm in general, depending on location.

- 12.42 The NPPF recognises the impact of light pollution from artificial light on amenity, areas of dark night skies and on the conservation of nature (paragraph 180), and advocates an approach through planning policy and development to limit this impact.
- 12.43 National Parks are known for their dark skies and even within the Peak District, which is surrounded by urban areas, night skies are relatively dark in a number of locations. The recommended frequency for LED lighting in Dark Sky reserves is at 3,000 kelvins, which produces a warm light, which carries over a smaller distance. Where replacement LED lights are installed, they should, where possible and appropriate, operate at 3,000 kelvins or less.
- 12.44 Historic lamp columns should be retained, where possible, as they make a positive contribution to the identity of a place. When new or replacement columns are required, it is important to avoid an approach that introduces fake heritage features. Consideration should be given to the possible use of walls and buildings for new lighting fixtures, although in areas with listed or buildings that constitute heritage assets, this might not be desirable. Lighting units can 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

- 12.45 Trees offer a range of benefits greater than their aesthetic value, including absorption of airborne pollutants including CO₂. Trees also offer uptake of water run-off from heavy rainfall, which can reduce flood risk. They also offer shade in periods of hot weather, as well as offering ecological niches to a wide range of species.
- 12.46 The choice of species of tree is as important as the placement of trees within the landscape and in any scheme or improvement. When considering planting, advice should be sought from appropriate officers at the Peak District National Park Authority⁵⁴. This approach is less prescriptive but enables dialogue with local experts who can advise on local tree planting initiatives and objectives including preferred species. The Authority's Officers can also identify species that may be vulnerable at any given time to disease, drought or other environmental constraints.
- 12.47 The species 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

⁵⁴ The Authority can offer advice on trees, landscape, ecology and conservation

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. The presumption should be for the use of native species, appropriate to the location and setting.

HARD LANDSCAPING IN THE PUBLIC REALM

12.48 The use of hard landscaping in the public realm is an important consideration. Materials should be chosen to enhance the existing architecture, so for example, in Bakewell limestone or sandstone could be used to reflect the surrounding buildings. However, cost and functionality are also a key consideration. For example, the use of limestone paving, whilst in keeping with the White Peak Area of the National Park may be expensive. More importantly, limestone becomes polished with use and weathering, thus providing a slippery surface, unsuitable for paving. Where cost or functionality prevent the use of local stone, tarmac offers a solution which weathers to mid grey and offers both low cost and a hard wearing surface.

12.49 A common palette of materials for hard landscaping ensures continuity and identity of the area, locality or individual settlement. In undertaking hard landscaping, it is important to consider the relationship with the highway, to ensure continuity of approach. For example, the careful choice of materials used can allow them to be used to delineate curtilage and boundaries for example, instead of the traditional use of white lines etc.

12.50 Shared surfaces and crossing points should allow an extension of the public realm from the public square towards 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. Shared surfaces may offer a solution in areas with very little use by motor vehicles, although there still needs to be consideration for the needs of those with a visual impairment. Even on shared surfaces a clear distinction between the edge of pedestrian areas and roads should be clearly defined. This may be through the use of different coloured and textured flush or slightly raised kerbs for example. When considering new or replacement hard landscaping, the following principles should be followed: -

- Retain historic ground surfaces – flagstones, setts, pitchings and limestone hoggins.
- 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

12.51 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. 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 and habitat connectivity into areas of hard landscape.

12.52 The use of soft landscaping along highways can be maintained as simple grass verges and hedges; however, alternative native local seed mixes should be used 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

12.53 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 (see Figure 12.6).

SUSTAINABLE USE OF MATERIALS

12.54 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. This is particularly the case within the White Peak area, where its historic presence extended to a number of settlements where ash forms part of the place name; including Monyash and Ashford.

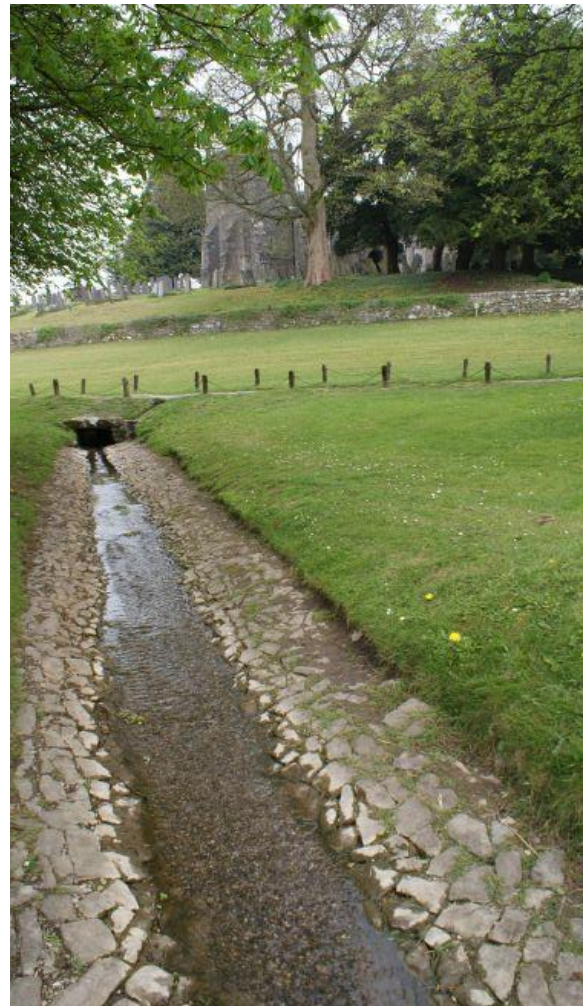


Figure 12.6 – Water features make up a key part of the public realm, within the village of Tissington

12.55 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.

GUIDELINES

12.56 Design guidelines for the public realm and street furniture include –

- 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;
- Utilise 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 and 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. It should constitute a secondary visual feature, and be well placed and subtle; in design;

CHAPTER 13 DESIGN GUIDANCE: ELEMENTS – PUBLIC TRANSPORT INFRASTRUCTURE

- 13.1 Public transport offers an alternative to the private car for visitors to access the Peak District National Park. It equally offers opportunities for residents of the National Park to access education, employment, goods and services without needing to travel by car. For some residents and visitors, public transport may be the only means by which they can easily travel, whilst for others it offers an alternative means of transport.
- 13.2 The facilitation of travel by public transport requires the provision of facilities for travellers. This can vary from a simple bus stop post and flag, informing bus users where the bus picks up, through to a range of buildings and other facilities at a busy railway station. In all cases, thought should be given to design and positioning to ensure that is functional, offers amenity to users, and is in keeping with its setting.
- 13.3 Generally speaking, public transport infrastructure is owned by either the appropriate transport authority, transport operator or Network Rail. In most cases the infrastructure is located to best enable public transport users to access bus or train services safely. The larger settlements and railway stations usually have facilities to enhance the experience of those waiting for a service, in the form of a shelter from the elements.
- 13.4 Other infrastructure associated with public transport is largely associated with its operation, and within the National Park is exclusively in relation to the railways. This includes the various structures that carry the railway, including bridges, viaducts, sidings, embankments and cuttings. In addition, structures such as signal boxes, lights and signals also facilitate railway operation.

BUS INFRASTRUCTURE GUIDANCE

- 13.5 Road based public transport is the most commonly used within the National Park and provides connections between the surrounding urban areas and the National Park's settlements and visitor destination. The National Park falls within the boundaries of six different public transport authorities⁵⁵.
- 13.6 The availability of road based public transport varies across the National Park, in line with its settlements, populations and proximity to urban areas. For example, the White Peak area of the National Park has the highest population by area, and also has the most comprehensive public transport network. Bus services across the Park are a combination of commercial or subsidised timetabled journeys and demand or semi-demand responsive bus operations. Bus operators range from nationally known operators, through to local companies and community transport providers.
- 13.7 The range of levels of provision of bus public transport has influenced the level of provision of facilities. For example, Bakewell as the only town and a popular

⁵⁵ The six public transport authorities are; Cheshire East Council, Derbyshire County Council, South Yorkshire Passenger Transport Executive, Staffordshire County Council, Transport for Greater Manchester and West Yorkshire Passenger Transport Executive.

destination, acts as a public transport hub. This means that there are a range of facilities including bus stop markings, bus shelters, raised kerbs and real-time information bus stop flags. By comparison, the bus stops at the entrance to Tideswell Dale car park are only served with a bus stop post and flag on either side of the road.

BUS STOP SHELTERS

- 13.8 Bus shelters offer amenity to bus users who are waiting for services to arrive. Whilst the National Park does not generally suffer from severe traffic congestion many bus services accessing the Park have a point of origin or destination outside of the Park boundary within one of our neighbouring towns or cities. As such delays to services can and do occur, and within the rural setting, alternative bus services are not as available as within the urban area. Similarly, because of the lack of availability of real-time information for at stops for bus users within the National Park, there is often an uncertainty as to the length of any delay. Therefore, the availability of suitable shelter provides a measure of comfort to bus users.
- 13.9 There are some settlements within the National Park where stone bus shelters are provided. These usually have a pitched wooden roof and are open at the front to offer visibility to and from the bus shelter. Such shelters are historically funded by the relevant parish council and would serve the main bus stop within a settlement. A timetable casement is often integrated into the stop or attached to the bus stop flag at the edge of the carriageway. The kerb may have been raised in order to facilitate step free access.
- 13.10 The provision of stone bus shelters can add to the character of a settlement (see Figure 13.1 and 13.2). However, consideration needs to be given to the setting of such facilities, particularly within conservation areas. Thought also needs to be given to location in relation to the prevailing winds. For example, an open fronted structure, which faces the direction of the prevailing winds will offer little protection from rain, and may well fill with snow drifts in winter.
- 13.11 Stone bus shelters should be constructed of local stone; limestone within the White Peak area and local sandstone or gritstone within the Dark and South West Peak areas. The structures should be single storey and modest in scale with consideration being given to the visibility and security of users. The integration of seating within the shelter is recommended, whilst parish noticeboards are also a common feature. Examples of stone bus shelters within the Peak District National Park include at Longnor, Thorpe and Tideswell. The floor of stone shelters must be able to allow water to drain from the shelter and provide a non-slippery surface for users.



Figure 13.1 – Tissington Bus Shelter



Figure 13.2 – Thorpe Bus Shelter

- 13.12 Where bus shelters are provided by transport authorities, they are usually shaped like an inverted 'L', although with some variability in profile of the roof section. These shelters are prefabricated and are made of aluminium or steel and glass or Perspex, and they may incorporate bench seats or rests. Such shelters usually have one wall, which may or may not extend fully to ground level, with the wall being wholly or partially glazed with glass or Perspex offering good visibility into and from the shelter. Such shelters are open on three sides with the enclosed side fronting onto the highway.
- 13.13 Where prefabricated bus shelters are provided, there is no opportunity to influence structural design. However, when locating such shelters within the National Park, thought should be given to colour. Bright colours draw the eye and are incongruous within a village setting, particularly within Conservation Areas. The preferred approach is the use of recessive colours that blend in with the surrounding built environment (see Figure 13.3).



Figure 13.3 – Hartington Bus Shelter

BUS STOP FLAGS

- 13.14 Bus stop flags offer the simplest indication to bus users that a bus picks up passengers from a particular location. They are also an indication to bus drivers that they can expect to pick up passengers at that particular place. Bus stop flags are generally simple in form, consisting of an aluminium or steel post with a metal flag on the top. The flag can carry a variety of information varying from the words 'Bus Stop' through to place name, bus route numbers that serve the stop, local authority logos

and the 'Traveline'⁵⁶ phone number. In some cases, they may also provide 'real time' information to passengers.

- 13.15 Bus stop flags are simple in design, however thought should be given to coloration. Whilst it is important that the flags are clearly visible for both bus users and bus drivers, this should be achieved without the use of garish colours. Similarly, the bus stop flag poles should be painted in a recessive colour, in keeping with the National Park setting, with grey being the preferred colour. This is of importance both within settlements, and in the open countryside, where brightly coloured infrastructure detracts from visual amenity.
- 13.16 When introducing new bus stop flags, thought needs to be given to their location. In the case of a new bus stop location, thought needs to be given to ensuring that the location is one from which it is safe for passengers to alight from or board a bus. Thought should also be given to the safety and security of passengers waiting for a bus. The location should also allow sufficient visibility for other road users to be able to safely overtake a stationary bus picking up passengers.
- 13.17 When introducing a new bus stop flag, thought must be given to the amenity of householders and other users of a footway. For example, new bus stop flags should not obstruct access to gateways. Similarly, they should not prevent the existing or future use of footways by those using wheelchairs, disability scooters, prams or pushchairs, if the footpath is already of sufficient width to allow their use. If it isn't the introduction of a bus stop flag may compromise pedestrian access, and this should be considered and addressed prior to installation.

TIME TABLE CASEMENTS

- 13.18 Time table casements provide useful information to bus users, and can be of particular value in those locations where a stop is served by more than one bus service. Whilst the information provided in timetable casements is available online, not all bus users will have access to a smart phone or a sufficient mobile signal to be able to access such information.
- 13.19 The provision of public transport information within timetable casements can act as an incentive to try out a bus service, whilst also supporting the use of existing passengers. Such casements are pre-assembled comprising a metal case with a Perspex front. As with other forms of public transport infrastructure, the preference is for the casement to be a recessive grey colour, and in keeping with its surroundings. It's also important that the size of casement used is appropriate to the information to be displayed. In many cases, replacement casements can be smaller than the previous one, as the number of services and therefore the amount of information required is likely to have diminished over recent years.
- 13.20 Where timetable casements are provided, the preference is for them to be incorporated within existing infrastructure. This could be within an existing bus

⁵⁶ Traveline is a national scheme which provides public transport information either by phone or via a website.

shelter, or attached to a new or existing bus stop flag post. Where possible, the provision of timetable casements and up-to-date information is supported, as a means of encouraging the use of public transport for journeys to, from and within the National Park.

RAISED KERBS

- 13.21 The use of raised kerbs at bus stops is common within town centres, and increasingly so within settlements. The use of these kerbs provides level access, making it easier for those with impediments to their mobility to board or alight from a bus. Such provision is a benefit to those with disability or with a pushchair or wheeled luggage. However, thought needs to be given to the setting of such measures.
- 13.22 The surrounding streetscape may incorporate stone flags or setts, which form part of the setting and cultural heritage of a settlement. Where the proposed location is within a Conservation Area, care must be taken to ensure that introducing a raised kerb does not detract from the Conservation Area or its setting. When undertaking such works within a Conservation Area, the National Park Authority's Cultural Heritage Team can offer guidance on any potential impacts, or ways of providing enhancement to the setting, through the choice of materials etc.

LOWERED KERBS

- 13.23 Where there are bus stops and shelters, the assumption should be made that those alighting or departing from the stop will have to cross the road in close proximity to the bus stop. Therefore, where there are pavements to either side of the carriageway, the provision of dropped kerbs in close proximity to the bus stop will support onward travel by those with a disability affecting their mobility of those with prams and pushchairs. This is particular importance within settlements. However, thought needs to be given to the setting of such measures.
- 13.24 As with raised kerbs, consideration should be given to the surrounding streetscape, which may incorporate stone flags or setts. Where the proposed location is within a Conservation Area, care must be taken to ensure that introducing a raised kerb does not detract from the Conservation Area or its setting. When undertaking such works within a Conservation Area, the National Park Authority's Cultural Heritage Team can offer guidance on any potential impacts, or ways of providing enhancement to the setting, through the choice of materials etc.

LINING

- 13.25 The lack of available off-street parking in some National Park settlements can lead to a prevalence of on-street parking, with all unrestricted areas utilised. This can impinge on access to and from bus stops for buses, with the subsequent obstruction to other traffic of buses picking up and dropping off at stops. It can also mean that passengers risk being left at stops, if the bus drivers view of the stop is obscured by parked vehicles. Where passengers do have mobility issues having to step off into the carriageway and then up on to the bus can also be problematic if the bus driver is unable to draw up to the kerb.

13.26 Yellow lining is often used to mark out the position of bus stops, whilst double yellow lines may be used to either side to direct buses allowing access to the kerb to pick up and drop off passengers. However, the provision of lining has the potential to impact on the setting of a village or settlement, particularly within a Conservation Area. As with other lining within a National Park, the approach should be minimalistic. All double yellow lines should be primrose yellow and narrow width (50mm line width), as specified within Manual for Streets 2. Similarly, with the bus stop markings, these should be to the minimum size to enable the bus stop to function properly and primrose coloured where possible; Manual for Streets 2 offers further advice.

REMOVING REDUNDANT BUS STOP INFRASTRUCTURE

13.27 Over recent years cuts to local authority budgets has resulted in the loss of bus services to some settlements or visitor attractions. Where this is the case, the removal of the infrastructure may be delayed to allow for future reinstatement of a service. However, over time the presence of public transport infrastructure with little likelihood of any new or replacement service is frustrating to residents. Therefore, redundant infrastructure should be removed at the earliest opportunity, both to improve the street scene and to avoid confusion to travellers, who may be unaware that a particular bus service no longer operates.

RAIL INFRASTRUCTURE GUIDANCE

13.28 Rail offers an important public transport link between the Peak District National Park and surrounding urban areas. It serves visitors accessing the National Park and residents accessing jobs, education and services in neighbouring towns and cities. There is one operational passenger carrying railway which crosses the National Park. This is the Hope Valley Line, linking Sheffield and Manchester. There are five railway stations within the National Park at which passenger services using the Hope Valley Line stop. These are, from east to west, Grindleford, Hathersage, Bamford, Hope and Edale.

13.29 The Hope Valley Line and its stations and car parks, generally fall under the ownership of Network Rail⁵⁷. At the time of preparing this SPD, the passenger operation of the Hope Valley Line falls under the Northern Railway Franchise⁵⁸, with the stations and other passenger facilities being largely managed by them. In addition to Northern Staff, Friends of Stations Groups also play a major role in maintaining the attractiveness of the Hope Valley stations to users of the railway⁵⁹.

STATION BUILDINGS

13.30 The Hope Valley Line was completed in 1894, with the stations being contemporary with this. The level of provision for passengers at each station is variable, but all

⁵⁷ In some cases, car parks and access roads can fall under the ownership of third parties.

⁵⁸ It should be noted that trains operated by East Midlands Trains and Trans Pennine also utilise the route along with freight trains.

⁵⁹ Such work is supported and grant funded via the franchisee and the High Peak & Hope Valley Community Rail Partnership

have modern prefabricated covered shelters, but with little in the way of traditional station buildings.

- 13.31 The shelters are built of aluminium or steel and Perspex, and are designed to offer relief from extreme weather conditions. Visibility into and from within the shelters offers security to passengers. The shelters on the Hope Valley Stations are painted in the colours of the franchise holder. This gives clarity to passengers as to the responsibility for facilities, whilst also advertising the brand of the franchise holder.

OTHER STATION FURNITURE

- 13.32 In order to encourage the use of railways, it is important that facilities are available for waiting passengers. This includes the provision of lighting, seating, noticeboards, ticket machines and public announcement systems. Our approach to all of the above at railway stations is supportive, whilst wishing to ensure that they are delivered at a size appropriate to functionality and National Park setting. An example of this is lighting. Whilst the stations are located within or at the edge of settlements, consideration should be given to the desire for dark skies and a reduction in light pollution. This can be achieved through the use of down-lighting and a colour temperature no greater than 3,000 kelvins. This approach helps to ensure that National Park visitors and residents are able to enjoy dark skies, whilst appropriate lighting is available for the safety and security of station users.

STATION CAR PARKS

- 13.33 The same design principles to car park design apply to station car parks, as to other visitor car parks with the National Park. Please see Chapter 10 for further information; along with the Peak District National Park Parking Standards for advice in relation to appropriate parking bay dimensions.

ACCESSIBILITY

- 13.34 As with other elements of transport infrastructure, the presumption should be to design new infrastructure to provide easy access for all levels of mobility, including those with a disability or with prams and pushchairs. Unfortunately, not all of the railway stations within the National park are able to offer level access to both platforms. There are calls from rail users to provide level access to all platforms at all stations. However, the delivery of this will require the introduction of new infrastructure at stations to enable step-free access. The National Park Authority is supportive of such measures, but would wish to ensure that as with any other new infrastructure that these are delivered in a way which enhances rather than detracts from the setting. We will work with Network Rail and other partners to ensure that this is the case, as and when any proposals are brought forward.

NEW RAILWAY INFRASTRUCTURE

- 13.35 The Peak District National Park Authority is supportive of the proposed Network Rail Capacity Enhancement Scheme for the Hope Valley Line. This involves the delivery of a 1km passing loop on the eastbound line between Bamford and Hathersage. The Peak District National Park Authority has worked closely with

Network Rail during the development of the scheme to minimise the impact of the scheme on the National Park, whilst recognising its national importance. Where any such scheme is brought forward, our policy approach is contained within the Authority's development management plans. However, regardless of this any proposed railway scheme within the National Park should be designed in such a way as to avoid or mitigate harm, and with the assumption of providing visual enhancement.

DESIGN GUIDELINES

13.36 Design Guidelines for Public Transport infrastructure include –

- Bus shelters should be positioned in such a way that they offer shelter from the elements whilst allowing good visibility in and out. This offers safety and security to users whilst enabling bus drivers to identify if travellers are waiting at the stop
- Bus stop flags should not be installed in such a way as to inhibit access to private property or prevent the use of public footways by those with a disability or with pushchairs etc.
- When delivering schemes to improve facilities at bus stops, avoid the use of bright or garish colours, which draw the eye from the surrounding streetscape or landscape.
- In the event of a destination no longer being served by public transport, ensure that redundant infrastructure is removed where appropriate. This particularly applies to bus stop flags, timetable casements and pre-fabricated bus shelters and any lining works.

CHAPTER 14 DESIGN GUIDANCE: ELEMENTS – ENFORCEMENT CAMERAS

- 14.1 Over recent years, changes in camera technology has led to their use for enforcement of traffic offences. There are a range of camera manufacturers that provide cameras to enforce speed limits and other moving traffic violations such as bus lane infringement or contravening red lights on traffic lights.
- 14.2 Successive governments have taken an approach of ensuring that those who commit such offences are given clear warning that they may be prosecuted. This has meant that the majority of camera's and mounting columns are brightly coloured to ensure their easy visibility and recognition by motorists. They are usually also accompanied by frequent (and in some cases colourful) signage to raise driver awareness of the presence of cameras.
- 14.3 The awareness of the presence of speed cameras usually has a traffic calming effect. In the case of average speed cameras, this may be over a whole stretch of road, whilst individual fixed speed cameras may act to influence driver behaviours at a more localised level.
- 14.4 The use of cameras for enforcing bus lanes and bus gates is usually restricted to towns and cities with sufficient road space to provide segregation for public transport vehicles. Cameras are also used to enforce against breaches of red traffic lights at busy junctions.
- 14.5 At the time of compiling this SPD, both average and fixed speed cameras were in operation within the Peak District National Park. However, there were no locations where bus lane / bus gate or traffic light enforcement cameras were being utilised.

SPEED CAMERAS

- 14.6 This document recognises the importance of ensuring that the road network within the National Park is both safe, and perceived to be safe by all users. The Authority also recognises the role that excessive speed can play in reducing safety for all users of the road network. Therefore, we are supportive of measures to address the issue of speeding vehicles within the National Park.
- 14.7 However, given the mix of traffic using the National Park and the use of the Park's roads by large numbers of leisure motorcyclists, it is important that any enforcement approach incorporates measures that are appropriate to all types of traffic. This includes the ability to enforce against speeding vehicles without a forward facing number plate.
- 14.8 The installation of speed cameras both average speed or fixed location has a significant impact on the landscape of the National Park. The law requires that all such cameras are highly visible to motorists and are accompanied with sufficient warning signs, to ensure that all road users are aware of the presence of the cameras. However, this amount of infrastructure can be challenging to accommodate within the National Park landscape, without it being visually intrusive.

14.9 Therefore, the Authority's preference would be for the use of alternative enforcement measures to fixed speed camera infrastructure. Such measures could include the presence of patrol vehicles including police motorcycles. We also recognise the value of the use of mobile speed camera enforcement. The unpredictability of this approach may also have served to be more of a deterrent to speeding generally, than fixed location sites.

FIXED LOCATION SPEED CAMERA SITES

14.10 There are currently four fixed speed camera locations either within or in very close proximity to the National park boundary. Fixed location speed cameras can be used to capture the front or rear number plates of speeding vehicles, dependent upon the manufacturer. However, they incorporate a large camera fixed to a large mounting post. The cameras are painted yellow to maximise their visibility, with the mounting posts usually being grey in colour. The posts are designed in such a way to allow easy raising and lowering of the camera for servicing.

14.11 The existing fixed location speed cameras within or adjacent to the National Park boundary are utilised to enforce speed limits within settlements (Bakewell and Hayfield). In both cases, the speed limit is set at 40mph. In both cases, the presence of the cameras has led to the provision of yellow backed speed limit roundel signs incorporating a speed camera warning. Whilst being a legal requirement to forewarn drivers, such signage adds a cumulative visual impact to that of the camera itself. Particularly, as such signage extends for miles in each direction along the roads in question.

14.12 Fixed speed camera cameras have an obvious impact on the setting of the National Park, its settlements and (through signage), the wider countryside. Therefore, the National Park Authority is cautious about their use. In the event of further sites being delivered, the Authority would wish to see convincing evidence of their requirement, and evidence that other traffic management or calming approaches had been tried. We would also wish to ensure that such infrastructure was located in such a way as to minimise its impact on the National Park setting, whilst still being able to fulfil its purpose and meet appropriate legislation.

AVERAGE SPEED CAMERAS

14.13 Average speed cameras cover a wider area than fixed location speed cameras. Therefore, they provide more of a wider traffic calming effect than fixed location speed cameras. However, this also means that the impact of associated infrastructure covers a wider area. The operating requirements for average speed cameras also mean that they are mounted on taller poles, which are more visible within the landscape. This is exacerbated by the legal requirement for the cameras to be brightly coloured so that they are easily visible to road users.

14.14 There is one average speed camera scheme within the National Park along the A54 / A537 Cat & Fiddle road. This scheme was introduced by Cheshire East Council and the Cheshire Safer Roads Partnership to address the issue of speeding

motorcycles along the route. Because of the open moorland landscape, the cameras and the accompanying signage have a significant visual impact on the surrounding area. However, in this instance, the National Park Authority supported the camera scheme because of the poor safety record along the route.

14.15 There is also an average speed camera scheme in operation on the A616 along the National Park boundary, at Langsett. In this case, the camera is accompanied by an infra-red lighting array, which significantly adds to the visual impact of the scheme. It is important that where schemes are delivered along the National Park boundary that they are treated in the same way as those within the National Park.

14.16 Whilst recognising the traffic calming effects of average speed camera schemes, the Authority is also concerned about the visual intrusion of such schemes. Given the visual impact that average speed cameras (and their associated infrastructure) have on the setting of the National Park; the Authority's preferred approach would be to utilise other measures as discussed above, to address the enforcement of speeding vehicles. The delivery of further average speed camera schemes should only be considered in extremis, and may be opposed by the Authority without sufficient evidence to support their introduction.

BUS LANE / BUS GATE CAMERAS

14.17 Currently, there are no locations within the Peak District National Park where segregated bus lanes or bus gates are a viable option. In the event of such measures being brought forward, the delivery of a bus lane and any enforcement measures should be considered in relation to the location and setting utilising the aforementioned '**Park**', '**Place**' and '**Element**' approach.

TRAFFIC LIGHT ENFORCEMENT CAMERAS

14.18 At the current time, there are no traffic light enforcement cameras in operation within the National Park boundary. In the event that such measures were deemed necessary, the Authority would wish to see an approach that demonstrated the need for such cameras, and then sought to ensure that their visual impact was minimal, within legal and functional requirements.

DESIGN GUIDELINES

14.19 Design Guidelines for Enforcement cameras include –

- An evidence-based requirement for such infrastructure should be brought forward to support their requirement within the National Park.
- Where there is a necessity for their introduction, fixed camera sites should be considered in relation to their setting as well as their purpose. Whilst their legality and function must not be compromised, there may be opportunities to minimise their impact
- When delivering camera schemes, avoid the unnecessary use of bright or garish colours, which draw the eye from the surrounding streetscape or

landscape. Whilst there may be a legal requirement for the cameras to be brightly painted, the poles and any accompanying infrastructure should be recessive in colour.

- In the event of a camera site no longer being required, the appropriate body should ensure that all redundant infrastructure is removed as soon as possible.

CHAPTER 15 DESIGN GUIDANCE ELEMENTS – FUTURE TECHNOLOGY

- 15.1 At the time of producing this guidance, it is clear that changes in technology over the next few years will have a marked impact in how transport infrastructure is delivered. For example, the Government has made a commitment to delivering a move away from sole reliance on the internal combustion engine by 2040. As more low emission and electrically powered vehicles enter the vehicle fleet, this will lead to the requirement for more charging points to fuel such vehicles.
- 15.2 Currently, the provision of charging points within the National Park is quite low. The retrofitting of infrastructure to public spaces including car parks, on-street parking bays and at roadsides will have a visual impact on our settlements and the National Park as a whole. Of equal or greater importance, is the impact that this may have on the availability of public space for walking and cycling. For example, the introduction of roadside charging facilities may reduce pavement width for other uses. Similarly, the lack of available off-road parking spaces may necessitate vehicle owners to run power cables to their cars across public footpaths, compromising the safety of other users.
- 15.3 The Peak District National Park Authority is supportive of the benefits of both the decarbonisation of transport and the removal of polluting tail pipe emissions. Therefore, we acknowledge the need for infrastructure to enable the shift from vehicles solely powered by the internal combustion engine to more environmentally friendly modes. However, it is important that the infrastructure to support this shift is designed in such a manner that: -
- i. Has regard to the needs of other users of the public realm such as pedestrians and those with a disability;
 - ii. Takes a design approach that is low key and uses visually recessive materials, colours and finishes; and
 - iii. Consideration is given to location of facilities in relation to the setting and purposes of the National Park.
- 15.4 The delivery of vehicle charging points is an important step towards reducing carbon emissions and tailpipe impacts on air quality. In order to provide maximum benefit, they will need to be located where they are easily accessed by members of the public. They also need to be in locations that members of the public already access, and where vehicles can be left securely and for a suitable time period to allow recharging. The obvious locations are within existing car parks, particularly those open to the general public on all or most days of the year. However, the provision of an adequate power supply, may restrict both the number of locations.
- 15.5 The development of new or enlarged parking facilities also offers opportunities for the provision of new or additional charging points as part of the development. In addition to the provision of electric vehicle charging points within public car parks, where developments are proposed to parking facilities at visitor attractions, consideration should be given to the provision of electric vehicle charging points.

- 15.6 The provision of electric charging points is not restricted to those suitable for cars and motorcycles. Electric bikes are also proving popular for encouraging cycling, particularly in hilly areas. The provision of charging points for e-bikes as part of cycle parking at visitor destinations or transport interchanges will be supported subject to any other constraints.
- 15.7 Nor is the advent of electrically powered vehicles the only potential for change. There are other motive powers that may come forward including hydrogen cell technology, which will require specialist infrastructure.
- 15.8 Similarly, the delivery of autonomous vehicles, connected vehicles or platooning technology may well require the installation of additional infrastructure. This infrastructure may be incorporated into existing signage etcetera, or it may be standalone. However, in both cases this will almost certainly have an impact on the setting of the National Park and its settlements.
- 15.9 Mobility as a service (MaaS) offers the potential for travellers to make journeys through a single payment and across a variety of modes, resulting in true door-to-door connectivity. Whilst the driver behind this approach is likely to be the ability to increasingly book, coordinate and pay for travel via mobile technology, there may also be the requirement for new or additional transport infrastructure to facilitate such journeys.
- 15.10 The intention is that this guidance document will evolve over time to take account of future types of infrastructure as they are brought forward. However, in all cases the principles described within this document should apply. In other words, all new infrastructure should be of a minimal size appropriate to its function and setting. In all cases in designing infrastructure, the '**Park**', '**Place**' and '**Element**' approach.

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 (MfS) 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 MfS2 also recognises the importance of technical standards, it cautions against using these as a starting point and avoids a ‘standards’ based approach. MfS2 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 importance in the Peak District National Park.

APPENDIX B – STOPPING SIGHT DISTANCE

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

Hazards can comprise road features; other road users travelling in either direction on the same carriageway; objects or obstructions; or users emerging from side roads, footways, cycleways etc.

The SSD is influenced by the horizontal and vertical curvature of roads; verge widths; and visibility splays. Design can be used to achieve an SSD that provides a safe environment in relation to design speed.

While an SSD provided through design can influence driver behaviour to deliver an outcome, there are minimum standards aimed at achieving a level of safety acceptable to the government, highway authorities and the general public.

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.

For locations where design speeds are less than 37mph (60km/h), 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/s².

MfS1 is adopted across England, and is generally incorporated within highway authority guidance.

For design speeds in excess of 37mph (60km/h), 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 2.45 m/s² (or 3.8 m/s² for one step below desirable minimum standard).

Manual for Streets 2 (MfS2), which provides companion guidance to MfS1, supports this approach, whilst offering specific guidance in relation to buses and Heavy Goods Vehicles. 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.

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, perceivable risks are fewer and less foreseeable.

While the DMRB may be the source of guidance for SSD for roads within the National Park where speeds exceed 37 mph, wider application of DMRB guidance alone may not achieve the best outcomes for the park. In some cases, where roads are less busy, DMRB guidance may not be appropriate, even in roads where the speed limit is in excess of 40mph. Local highway authorities will be best placed to make a judgement as to whether DMRB guidance on SSD on such roads should be followed.

MfS2 provides advice for a sensitive design approach to be followed in Bakewell and the Park's other settlements and in rural areas as summarised below:

- In Settlements, SSD guidance in MfS1 should be adopted and the design principles of MfS1 and MfS2 be applied.
- In areas where design speeds exceed 37 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.

Consultations with highways authorities can result in departures from guidance to reduce SSDs beyond those specified 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.