Peak District National Park

Sustainable Transport

Presentation to the Peak District Local Access Forum

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by
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Key Issues

- 14.9 million visits of 3 hours or more in 2019
- Prior to the pandemic 83% of visits made by private car/van
- Overall, public transport patronage has fallen as a result of the pandemic
- Over recent years there has been a general decline in public transport provision – made worse by the pandemic
- Those without access to a private car would find it almost impossible to visit many popular areas of the National Park.
- Transport remains one of the major contributors to carbon emissions and climate change within the National Park.

Background information

- Between 13 and 26 million visits per annum

- 16 million people live within a 1 hour drive by car

- 7 Highway Authorities

- 6 Transport Authorities

- 2 sub-national transport bodies

- The Covid-19 pandemic has driven the desire to reconnect with nature.

Glover Landscapes Review

- Proposal 19: A new approach to coordinating public transport piloted in the Lake District, and new, more sustainable ways of accessing national Landscapes

- Government response –
  - the government supports the Lake District National Park Authority and Cumbria County Council developing new sustainable ways to access the National Park that may transform public transport in the area and become a blueprint for other protected landscapes.

  - Many protected landscapes require bespoke transport arrangements. For example, Peak District National Park Authority, with South Yorkshire Combined Authority and Derbyshire County Council, are to consider new types of Demand Responsive Transport (DRT) services.

Landscapes Review

Current projects

- Hope Valley Explorer
    - 2,600 passengers in 2019 (62 per day)
    - 1,811 passengers in 2021 (60 per day)
    - 687 passengers in 2022 (69 per day)*

- White Peak Loop
    - Visionary circular route of 54 miles (86km)
    - Incorporating the Monsal and High Peak Trails
    - Largely completed but with significant gaps

- Recreation Hubs
    - Recreation hubs offer the opportunity to ensure that future development is accompanied by opportunities to enhance sustainable access to, from and between neighbouring sites; and the public transport network.

Current projects

- Bus Service Improvement Plans
  - Six covering the Peak District
    - Derbyshire – successful
    - Greater Manchester – successful
    - West Yorkshire – successful
    - Cheshire East – unsuccessful
    - South Yorkshire – unsuccessful
    - Staffordshire – unsuccessful

- Demand Responsive Transport
  - Moorlands Connect ; "*Focused on the rural area between Leek, Ashbourne and Buxton, nearly two-thirds of the scheme's area is within the Peak District National Park.*"

- Travelling Light Project (HVCA)
  - Launched in July 2021 - aims to bring about transformative and sustainable change in the way local people and visitors travel to, from and within the Hope Valley.
  - Through promoting walking and cycling for everyday purposes, encouraging the use of bus and rail, and reducing the current dependency on vehicles powered by fossil fuels.
  - Financial contribution from the National Park Authority
  - Awarded £120,000 by the DfT for 2022/23

Ambition

Four main areas of focus: -

1. Revenue Funding

- Project Officer
    - Partnership based
    - Coordinating role, working with constituent transport and local authorities and other partners
    - Focussed on sustainable transport to, from and within the National Park
    - Minimum of five years funding required
    - Linked to National Park Management Plan

Ambition – starting small and scaling rapidly

2. Capital Funding

a) The Explorer Network

- A series of interconnected routes
  - Hope Valley Explorer
  - Heritage Explorer
  - Trails and Dales Explorer
- Focus on the experiential offer for visitors
  - Hop-on-hop-off ticketing
  - On-board commentary
  - Discounted entry to visitor attractions or other offers.
  - Multi-day tickets
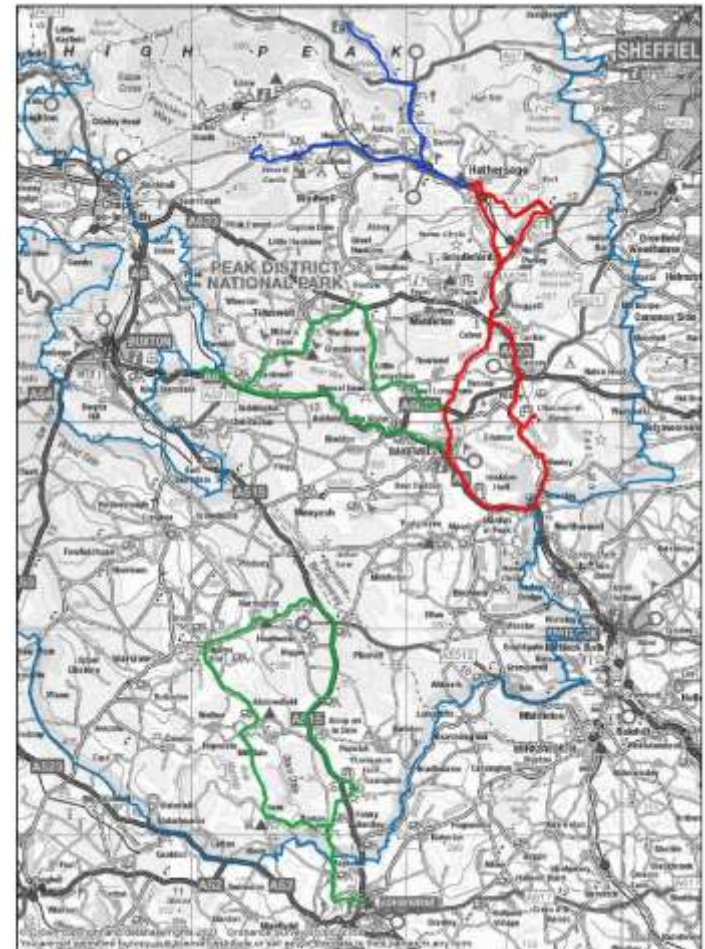
Ambition

2. **Capital Funding**

b) Peak District Connect (Demand Responsive Transport)

- Providing access to locations not currently served by public transport
- Pick-ups from key interchanges to the west of Sheffield
- Interconnections with existing fixed route bus and train services
- Operating in the east of the Peak District
- Opportunities for this approach to cover other parts of the National Park

Ambition

2. Capital Funding

c) Complete the White Peak Loop

- Buxton Rail Station to Fairfield Common (1.5km)

- Coombs Road, Bakewell to Rowsley (3.9km)

- Matlock Rail Station to Cromford (7km)

- Harpur Hill to Ladmanlow via HSE land (3.6km)

- Ladmanlow to Macclesfield Road, Buxton (1.7km)

- Macclesfield Road to Buxton Rail Station (1.8km)

Ambition

2. Capital Funding

d) EV charging points

- Low numbers of publicly available EV charging points in the National Park

- The National Park Authority is not eligible for local authority grants

- Limited power supply in many NP car parks

- Many Peak District car parks do not have a sufficient resident catchment to be considered for grants.
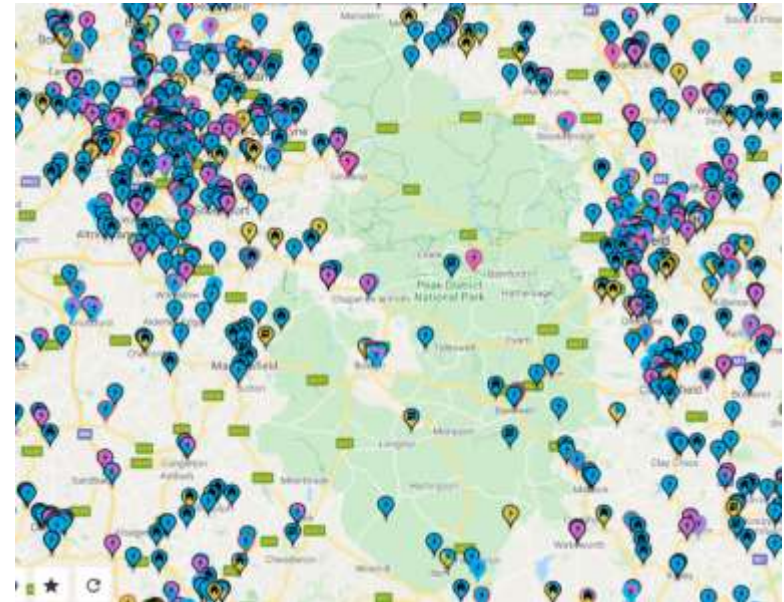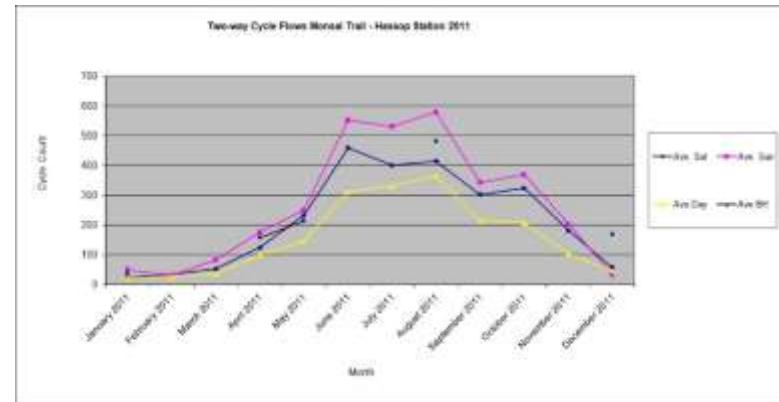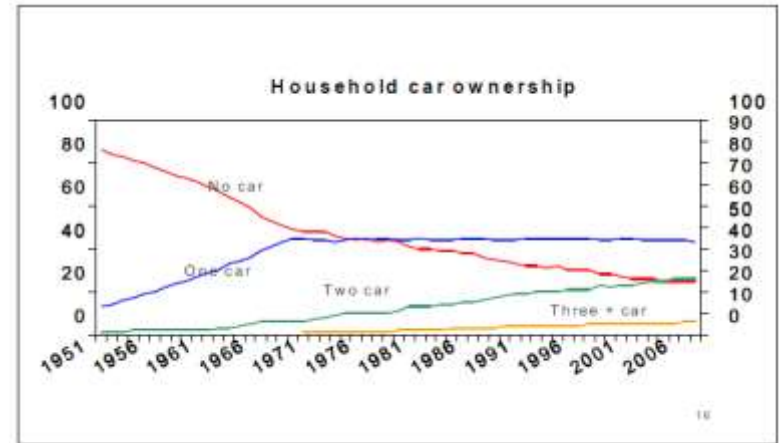
Ambition

3. Data

- Traffic flows
  - Automatic counters
  - Cordon counts
- Walking and cycling
  - Automatic counters
- Questionnaire surveys
  - Interview surveys
- Mobile phone data

  Plus the resource to analyse the data

Ambition

4. Leadership

The Peak District Sustainable Transport Project will require strong leadership that can bring together a range of public and private partners for the benefit of the National Park, it's residents, visitors and businesses.

The Peak District National Park Authority is the one body established to deliver national park purposes within the Peak District. Therefore, the leadership role rests with this Authority.

Transport Symposium

- Following on from the P&R Report in January 2022

- Summer 2023

- Involving: -
  - Constituent transport authorities
  - Transport operators
  - Wider stakeholders

- Seeking: -
  - Political support
  - Financial support

- Aligned with National Park Management Plan

Benefits

- Air quality

- Economic

- Climate change

- Inclusivity

- Wider environmental

- A good range of commonly branded public transport services accessing the National Park.

- Economic benefit for rural businesses