

Peak District Sustainable Transport Project



Presentation to the Peak District Local Access Forum - 12th June 2024

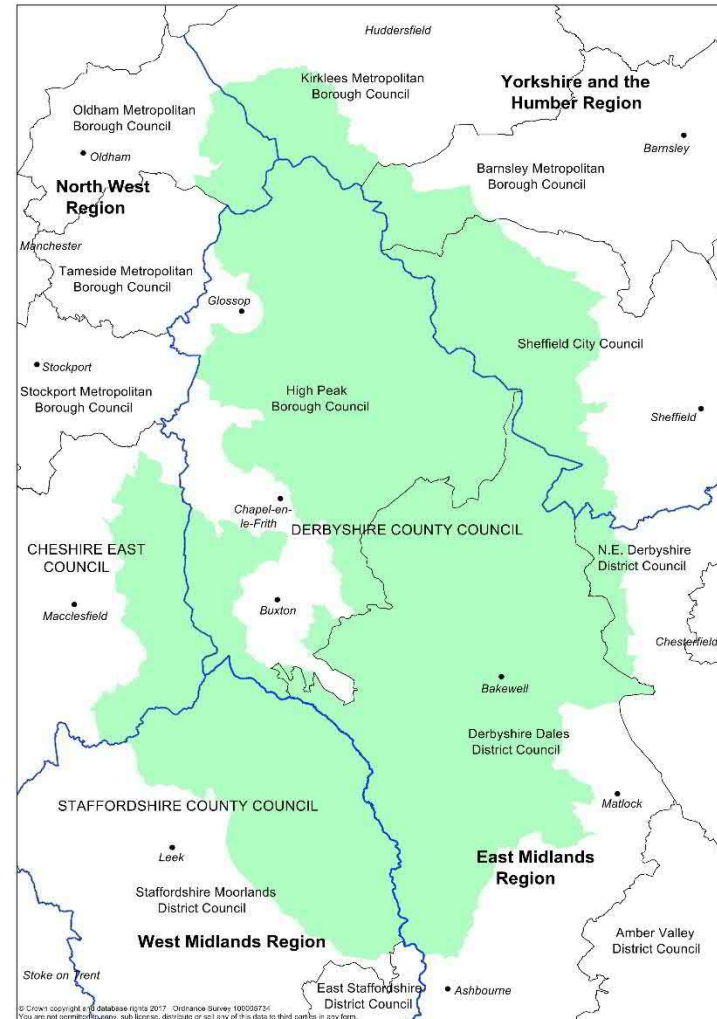
Presentation by: Matthew Eglin – Sustainable Travel Officer,
Tim Nicholson – Transport Policy Planner and

Introduction

1. Background to the Peak District Sustainable Transport Project (Tim Nicholson)
 - Strategic background
 - Research
 - Transport symposium
 - Outcome
2. Delivery of the Project (Matthew Eglin)
3. National Park Cycling and Walking Infrastructure Plan (Tim Nicholson)
4. How can the Peak District Local Access Forum help (Tim Nicholson)
5. Any questions

1. Strategic background

- Designated 1951
- 11 Constituent Authorities
- 7 Highway Authorities
- 6 Transport Authorities
- 4 Mayoral Combined Authorities
- 13.5 million people within 1 hour by car
- 26 million visits per year
- 81% of visits made by private car/van
- Covid Pandemic
- Authority Committee Report

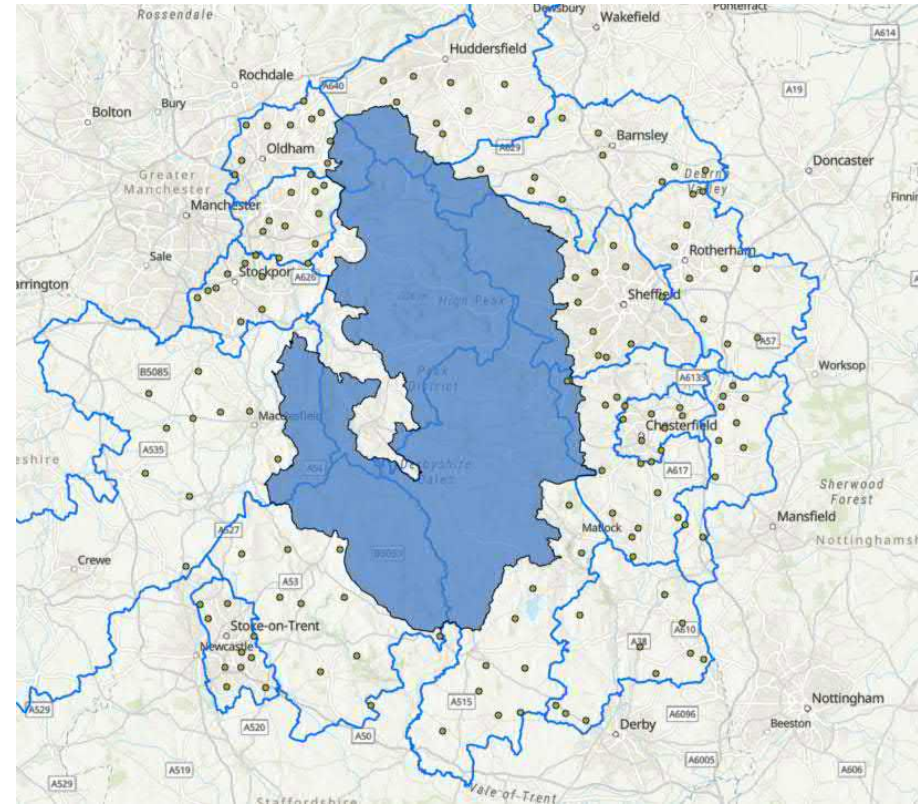


2. Research – Autumn 2022:

Public transport accessibility study

138 randomly generated post codes and:

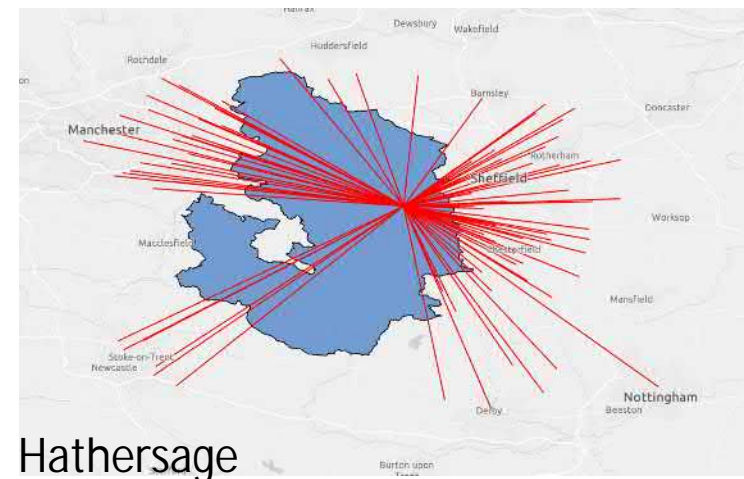
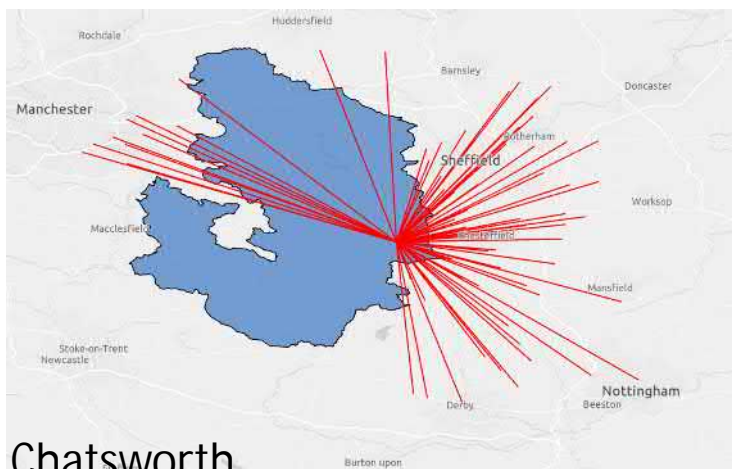
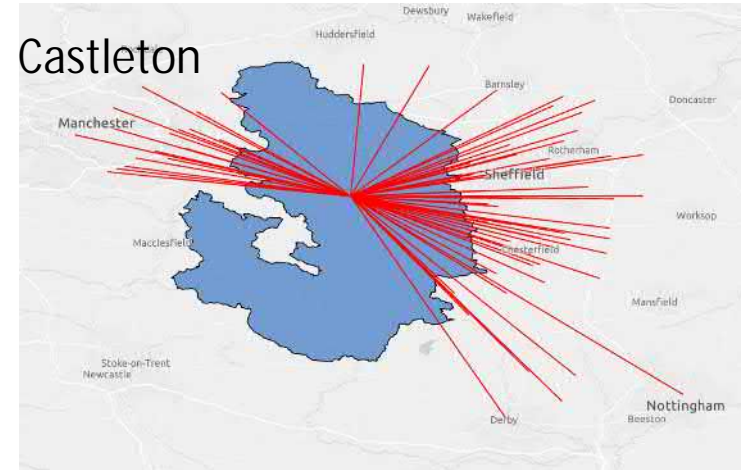
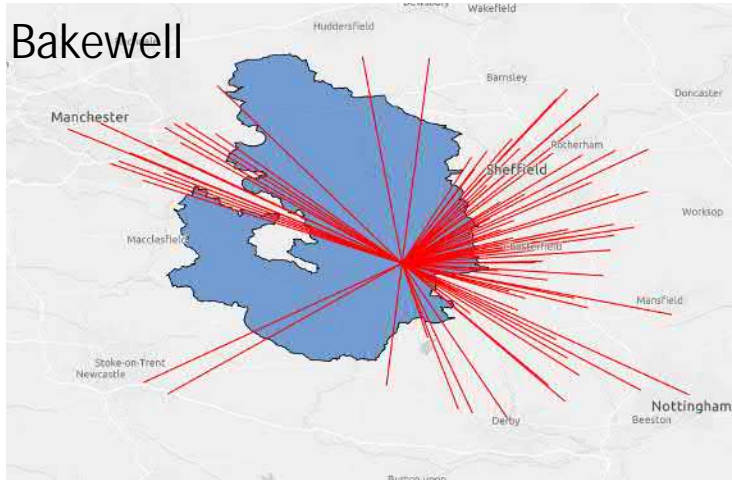
- Bakewell
- 10 Peak District villages – Alstonefield, Castleton, Edale, Eyam, Hathersage, Hartington, Longnor, Tideswell, Tissington and Youlgrave
- 10 Peak District Recreation Hubs – Chatsworth, Dovedale, Langsett, Longshaw, Millers Dale Station, Parsley Hay, Roaches, Stanage, Macclesfield Forest (Trentabank) and the Upper Derwent (Heatherdene)



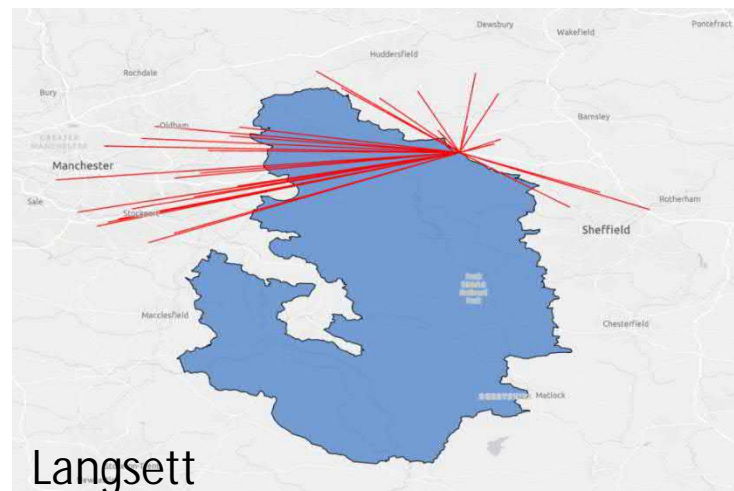
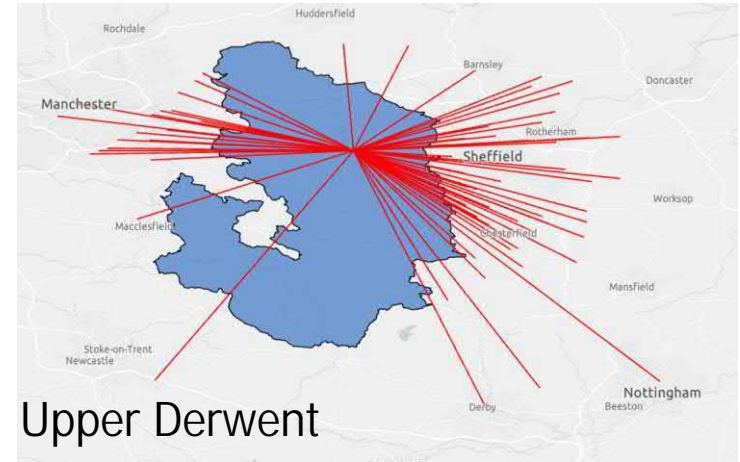
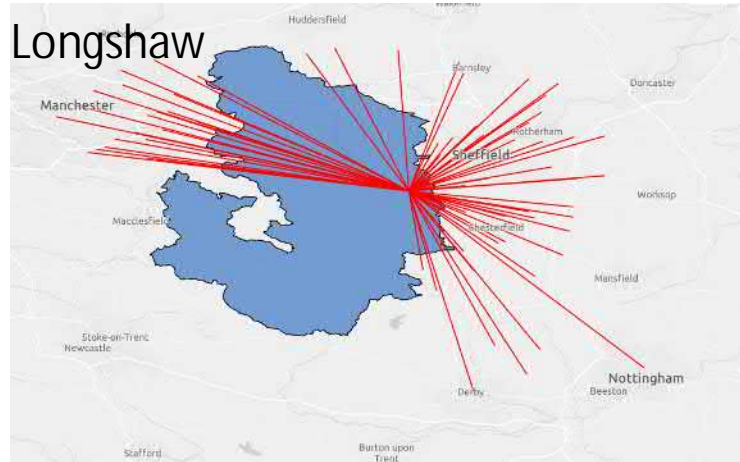
Public Transport Accessibility Study – Findings: Location accessibility

Location	Number	Percentage of possible journeys
Hathersage	84	61
Bakewell	80	58
Chatsworth, Longshaw	70	51
Castleton	68	49
Upper Derwent (Heatherdene)	67	49
Edale	58	42
Eyam	55	40
Tideswell	51	37
Langsett Reservoir	33	24
Millers Dale Station	12	9
Hartington, Longnor, Tissington	7	5
Youlgrave	3	2
Alstonefield, Dovedale, Parsley Hay, Roaches, Stanage, Macclesfield Forest (Trentabank)	0	0

Public Transport Accessibility Study – Findings: Location accessibility



Public Transport Accessibility Study – Findings: Location accessibility

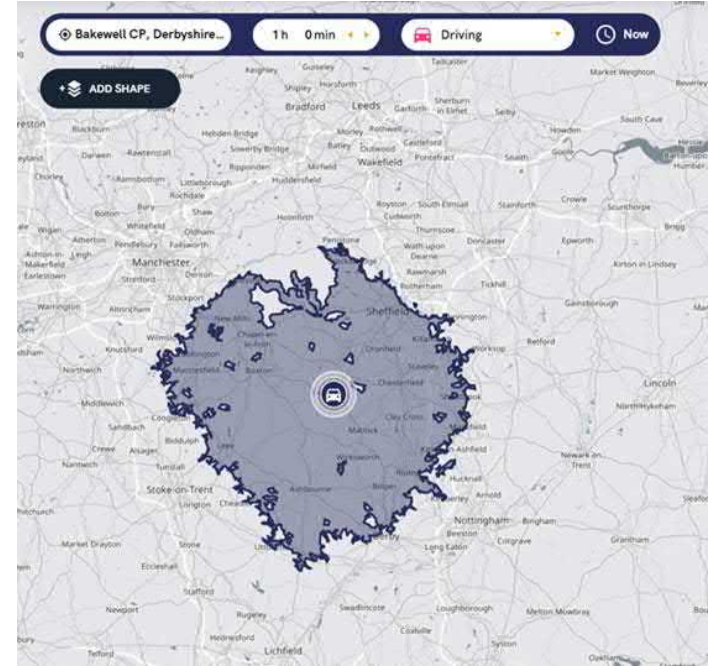
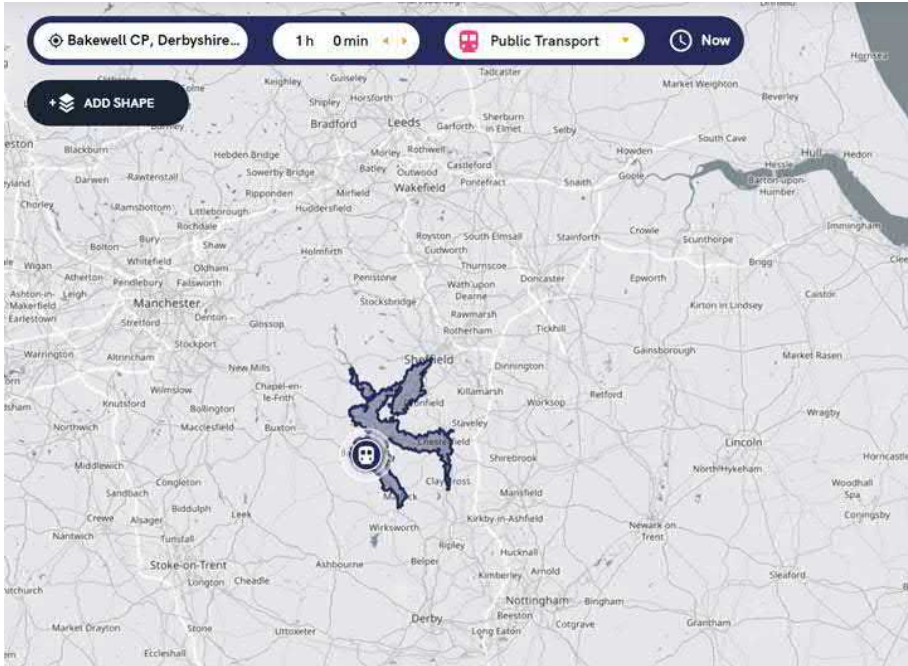


Findings – Averages

Where journeys could be made by public transport, on average –

- Both outbound and inbound legs involved 3 separate public transport services (minimum 1 & maximum 6)
- The round trip included 23 minutes walking to and from home, public transport stops and the destination (minimum less than one minute and maximum 59 minutes)
- Total travel time for the day was 3 hours and 49 minutes (minimum 24 minutes and maximum 5 hours and 52 minutes)
- Time available at the destination was 3 hours and 17 minutes (the minimum was 2 hours and the maximum was 7 hours and 2 minutes)

Public transport access compared to the car



Denton (M34 3BU) to Bakewell – Public Transport £43.10
 Car £5.12 (EV), £9.63 (D), £9.97 (P) plus £6.00 parking

5:11 travel, 2:21 dwell
 2:35 travel, 5:25 dwell

Two Dales (DE4 2FG) to Bakewell – Public Transport £4.00
 Car £1.12 (EV), £2.11 (D), £2.18 (P) plus £6.00 parking

0:48 travel, 7:03 dwell
 0:38 travel, 7:22 dwell

Research – Questionnaire survey

- Online survey
- Targeted at the National Park catchment via social media
- Launched ahead of the August Bank Holiday weekend, closed at the end of October 2022
- 362 respondents

Have your say on Public Transport and Access to the Peak District

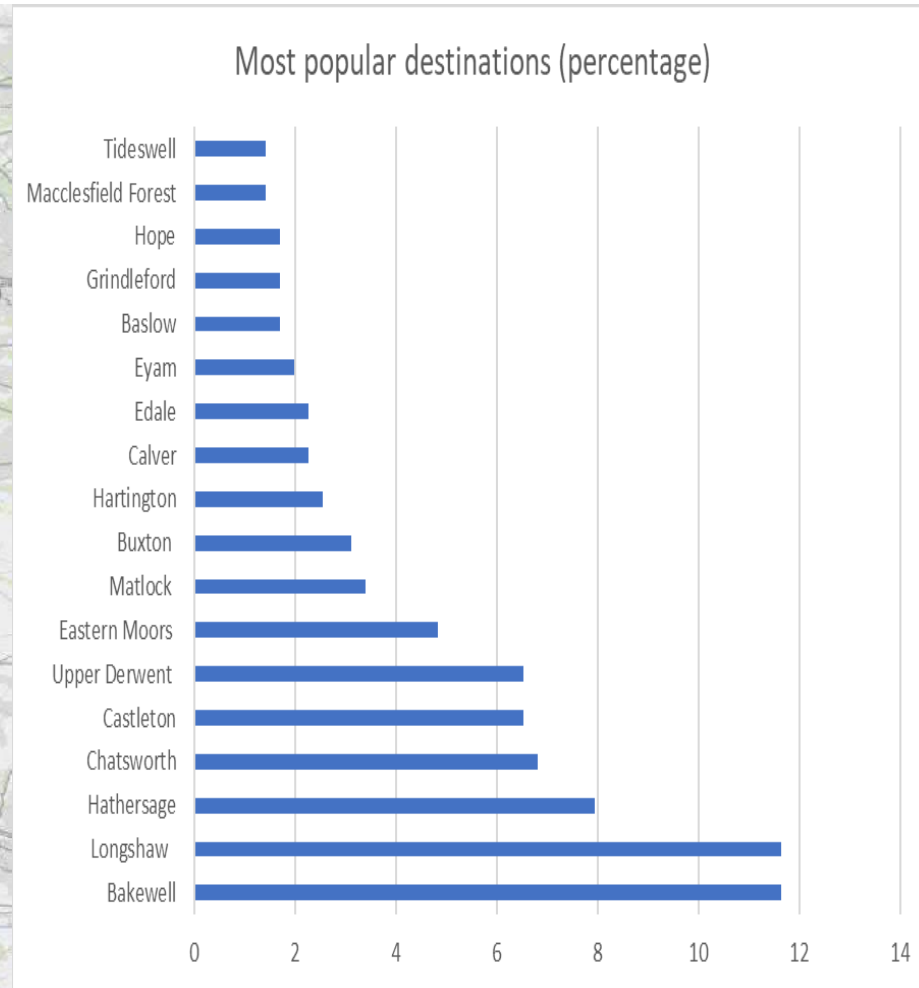
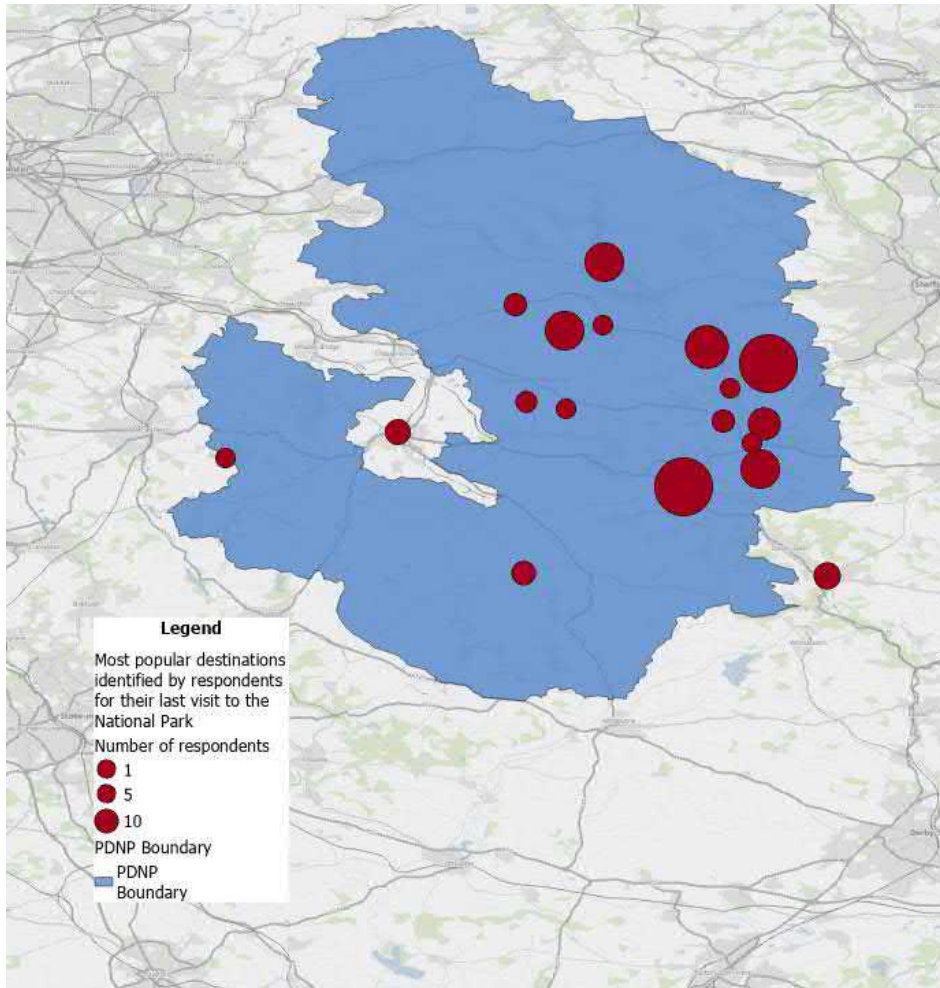
Approximately 13.5 million people live within one hour's drive of the National Park boundary making it accessible to millions of visitors every year. The Peak District National Park Authority are seeking your views to help us understand how you choose to travel to the National Park for leisure. This will help with our transport planning and management.

The survey should take about **2 minutes to complete** and does not ask for any personal information. We use the information to help us understand who visits the Peak District and to provide a better service.

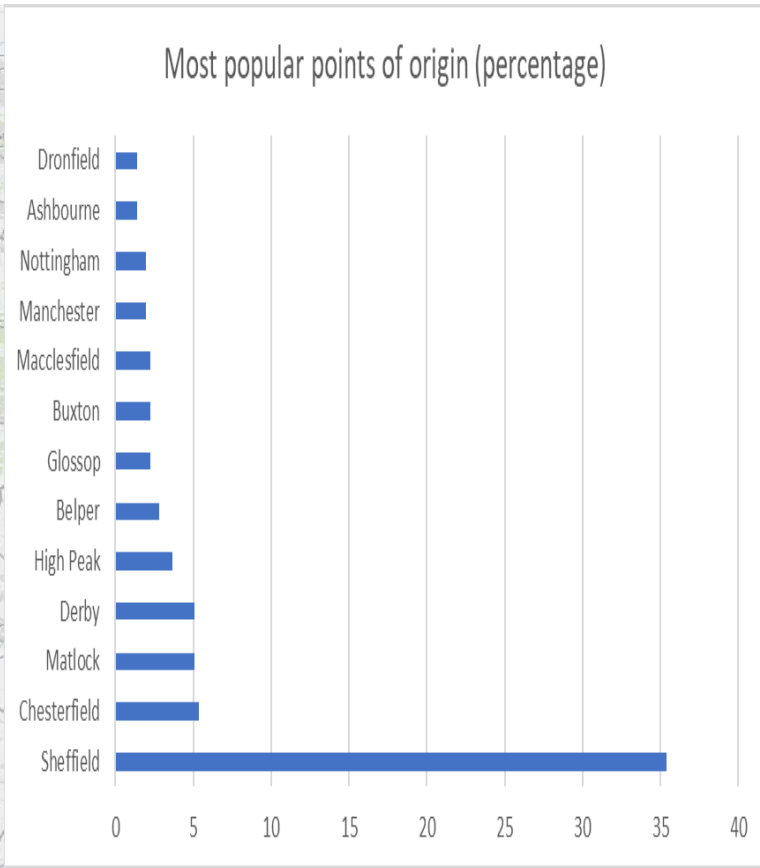
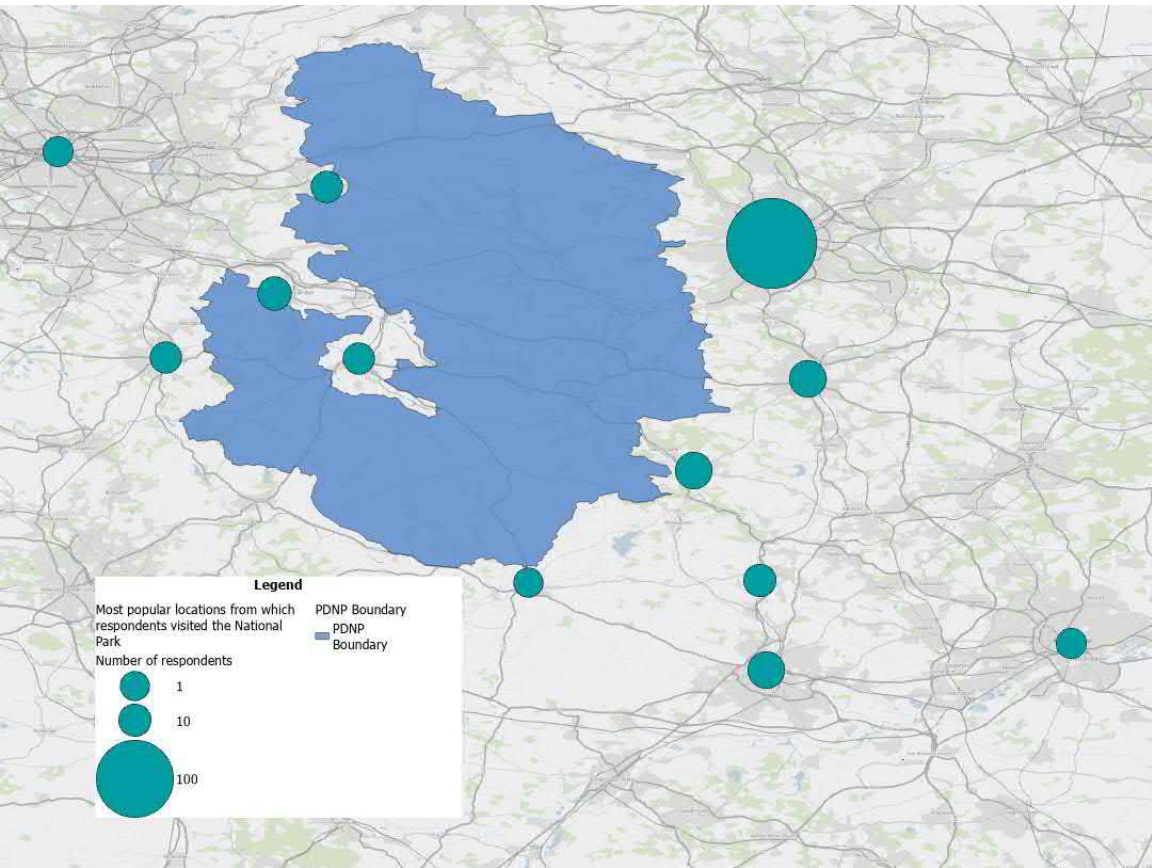
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Please tell us about how you travel to the Peak District

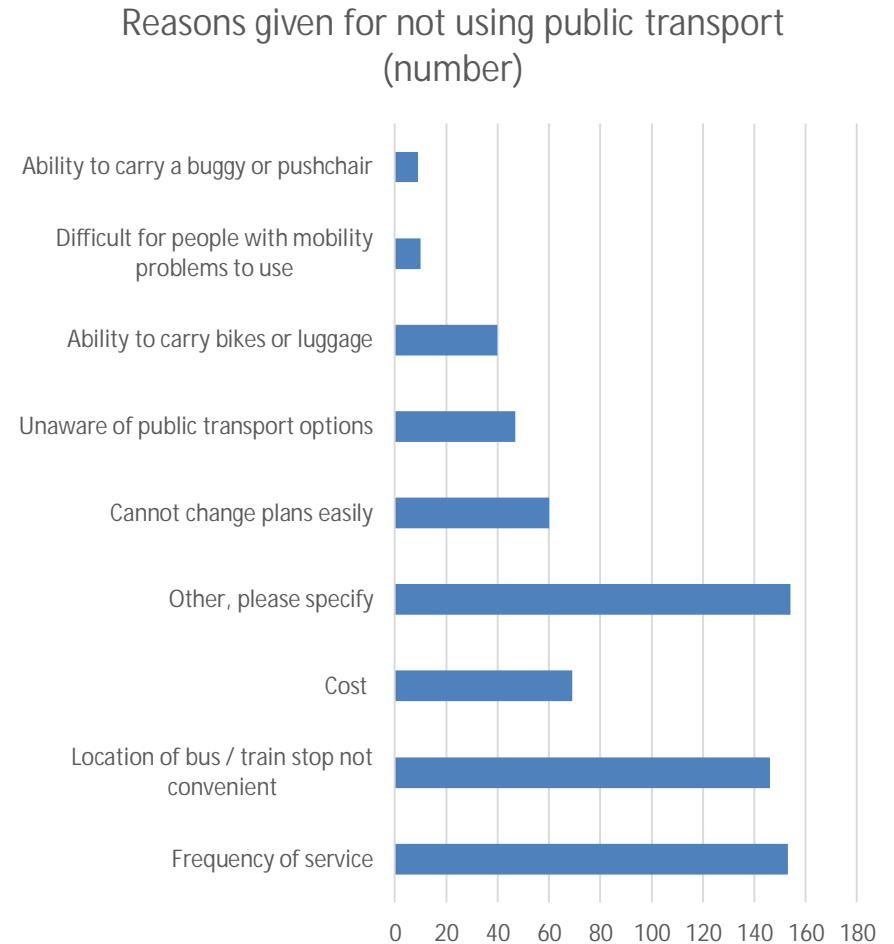
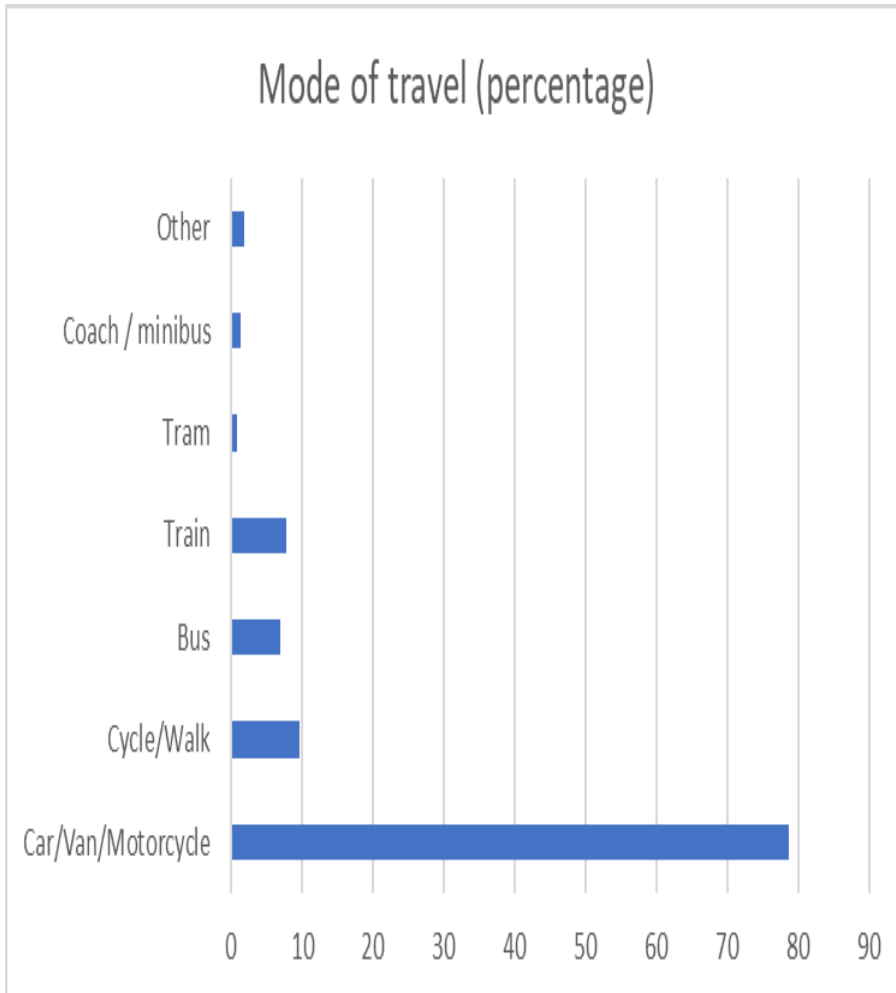
Questionnaire survey – popular destinations



Questionnaire survey – popular points of origin

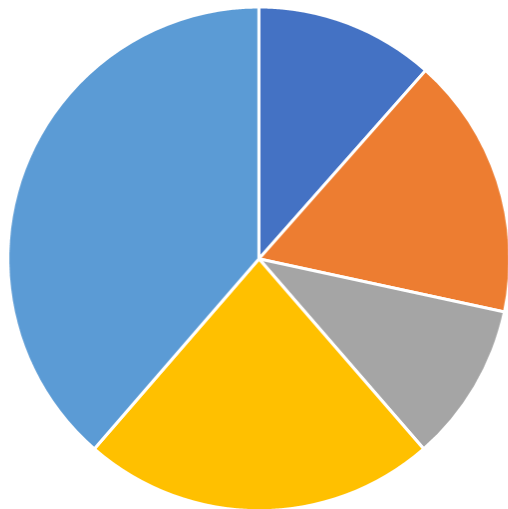


Questionnaire survey – mode of travel and reasons for not using PT



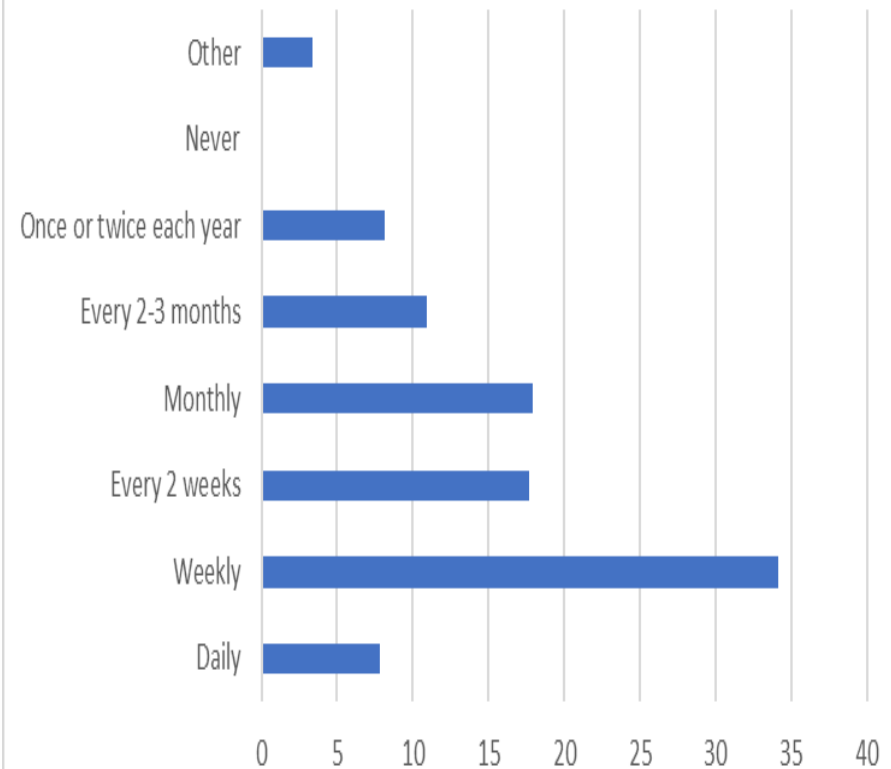
Questionnaire survey – willingness to use public transport and frequency of visit

Likelihood of using public transport in the future (percentage)



■ Very likely ■ Somewhat likely ■ Neither likely nor unlikely ■ Somewhat unlikely ■ Very unlikely

Frequency of visit (percentage)



Research - What the results were telling us

- There are a number of villages and recreation hubs that can't be accessed by scheduled public transport.
- Most visits by public transport involve at least 2 changes of bus or train; and would involve a longer time spent travelling than at the destination. By comparison, the car is quicker and often cheaper, even allowing for £2 fares and the cost of parking. This is particularly the case where the car is carrying more than one person.
- The majority of visits to the National Park are currently made by private car and the majority of those travelling by car are unlikely to switch to public transport as things stand.
- 78% of visitors travel to the National Park at least once a month and 60% at least every two weeks. Enabling frequent visitors to use public transport or active travel would reduce the negative effects of visitor travel on the National Park.

Transport Symposium – February 2023

Quieter roads, well-used bus networks and more walking and cycling opportunities were among the topics discussed at a roundtable event in Buxton held to consider new approaches to sustainable travel in the Peak District.

There was discussion about better promotion and connectivity of public transport, including super-fast bus routes and demand responsive local networks, plus extending active travel options like walking and cycling and the need to complete flagship projects like the White Peak Loop (a 60-mile/97km multi-user route around the Peak District). There was also support for exploring new and innovative initiatives around transport hubs, park and ride schemes, road charging and trialling seasonal car-free schemes in some honeypot locations.

Transport Symposium – Peaks District NPA Outcome

1. Establishment of the Sustainable Travel Officer Post
 - Three year fixed-term post from November 2023 onwards
2. Provision of a £50,000 budget to support the project
3. Recruitment of Matthew Eglin into post – Autumn 2023

2. Delivery of the Project (Matthew Eglin)

The Sustainable Travel Officer role is primarily aimed at addressing the need to reduce transport emissions in the Park under Aim One of the Park Management Plan - Climate Change. Progress along this pathway will depend on a combination of modal shift to public transport, increasing access to Park by active travel and reduction in the carbon intensity of all journeys.

The Park's Sustainable Travel Framework needs to address:

- An integrated, low carbon, public transport system providing reliable and regular service to settlements and key recreational sites in the Park.
- Great cycling, wheeling and walking connections into the Park
- To work to reduce the emissions from private cars

Sustainable Travel Plans will take into account the needs of residents, visitors and commuters.

The project is a data gathering phase to establish baselines for future efforts.

We are looking for funding to support research and programmes that recognise the need to improve travel and transport in the Park to protect the special characteristics of the Park whilst encouraging enjoyment of the Park.

Sustainable Travel and Local Access

The project brings a climate lens to these discussions and this will focus some additional attention on allowing active park users to avoid car use and still have good access.

3. National Park Cycling and Walking Infrastructure Plan Active Travel England Funding

- 2015 Wider Peak District Cycling Strategy published.
- 2017 DfT Cycling and Walking Investment Strategy published.
 - Sets out the requirement for Local Walking & Cycling Infrastructure Plans.
- 2022 Active Travel England established.
 - Becomes the body with responsibility for funding new walking and cycling infrastructure.
- 2024 Active Travel England invites NPAs to bid for capability funding.
- Each English NPA is successful and receives £100,000 to develop a Local Walking & Cycling Infrastructure Plan or equivalent.
 - The Plan must be developed within 12 months.

3. National Park Cycling and Walking Infrastructure Plan

Active Travel England Funding

- We aim to produce a high-level National Park Cycling and Walking Infrastructure Plan
- We will be working closely with our constituent and close neighbouring highway authorities.
- We want to add value to other Local Walking & Cycling Infrastructure Plan by filling obvious gaps
- Our bid divided the work into 4 clear areas:
 - Producing the Plan
 - Data and evidence collection
 - Facilitation and consultation
 - Scheme development (including route auditing)

3. National Park Cycling and Walking Infrastructure Plan Active Travel England Funding

- We would like the Peak District Local Access Forum to help by: -
 - Establishing a sub-group to help with the development of the National Park Cycling and Walking Infrastructure Plan
 - Widening out the membership of the sub-group to other interested parties

Thank you for listening, any questions?

