

6. CROSS CUTTING ISSUES

Two exemplary cross-cutting issues relate to (i) leisure and the environment and (ii) highways and public transport.

Leisure and the environment: the case of the BMX track.

Children have built a course for BMX bicycles in a wood in Chinley village. In so doing, they have taken equipment from a nearby and newly established allotment and they have taken over a picnic area in the wood. Some of their constructions are undoubtedly dangerous to use. There is evidently a demand for a BMX facility but the *ad hoc* provision of such a facility has both reduced the availability of other amenity (the picnic area) and damaged the wood.

The imagination and industry of the children, who are about 11 years old, is not to be discouraged. The theft of equipment from the allotments is a serious matter, as are the dangers inherent in the *ad hoc* design of the BMX course. Some means is necessary to provide the children with a safe, socially responsible, environmentally friendly alternative.

The proposal from the Parish Plan Steering Group is to engage the children and the community more widely in the restoration of the wood and the design and construction of the BMX facility. This will involve the participation of the children both at the design and construction stages and local businesses, such as builders, to provide the construction expertise. This exercise will enable the children and the wider community, to engage in solving problems together, create new amenities whilst preserving natural and constructed amenities.

Parking and train use

Chinley Station is used by commuters drawn from a wide area. Several express trains to and from Manchester stop at Chinley both at the start and the end of the working day. Because of the distances involved and low population densities, displacing cars with buses is not economic. At the same time, parking in the immediate area of the station creates a traffic hazard and is inconvenient for local residents. The station car park does not have the capacity to accommodate all cars left by commuters on busy days – though some of the car park is occupied by recycling bins and although there are several spaces for disabled parking, there is no disabled access to the station platform.

There must be some concern that, on days of peak demand, restricting car parking runs counter to public policy to encourage commuting by public transport. At the same time there are the social and highway safety issues. It is hard to see how these issues can be reconciled without consultation among residents, railway users, the railway companies and the highway authorities. There is at present no apparent mechanism for such consultation and certainly no public body has expressed any interest in consultation.

These and other similar issues have been explored in much more depth in earlier sections of the Plan

7. STRUCTURAL ISSUES

The local community is facing environmental, social and economic structural issues. None of these issues are of unique concern to any one parish and several have an impact on the Chinley, Buxworth and Brownside Parish but the physical manifestations are located largely or entirely in adjacent parishes.

While the High Peak is a largely agricultural area with a substantial share of tourism and some industry, there is little tourism in the Chinley, Buxworth and Brownside or contiguous parishes. Industry in the immediate area is declining with the closure of one factory (Kaleidoscope Coloration Ltd – Dorma brand name) near Chinley and the threat to the Ferodo brake lining factory in Chapel en le Frith as a result of the administrative bankruptcy of its parent company.