

## 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.

Agriculture in the area is virtually entirely animal husbandry. One consequence of the stresses facing animal husbandry in particular is a trend for grazing land in the High Peak to be sold to recreational smallholders who keep hens, horses and some rare breeds of sheep as leisure activities.

Within the area, some residents and local politicians and the High Peak Borough Council are seeking to make it economically viable for younger residents to stay in the area by discouraging developments that lead to immigration by commuters from Sheffield and Manchester and by encouraging affordable housing schemes and the like.

The policy objectives of the Borough Council, several of the parish councils and Derbyshire County Council do not, in published plans, take account of the changing social mix and the changing economic base of the High Peak. These changes have natural links in the effect of economic change on the scale and type of employment in the area. They are also linked by environmental considerations

### **7.1 Employment**

According to Government Statistics ([www.neighbourhood.statistics.gov.uk](http://www.neighbourhood.statistics.gov.uk)) the High Peak has a higher level of employment of full-time, part-time and self-employed people than the national average. However, since the demise of several of the local factories, many of these people will be travelling out of the parish to work, to the detriment of the local economy and with the resulting frustrations of public transport covered earlier.

### **7.2 Social**

The mix of age groups in the parish (also taken from the same statistical source as in 2.1) shows that the number of retired people is above the national average whilst the number of students is below. This is a trend that we would very much like to reverse, and by addressing the issues within the Plan we hope to achieve this. On the plus side, these statistics also show that our Parish residents are healthier than the national average so we don't expect to have any difficulty finding able bodied, energetic volunteers.

### **7.3 Tourism**

As already mentioned, this is a sadly neglected area. Despite being located within the Peak Park, in one of the most beautiful parts of the country, visitor numbers to the Parish are very low. Again, only by providing better facilities such as toilets, a café or pub, better access to/from trains etc. (most of which are currently non existent) can we hope to develop this area.

### **7.4 Housing**

Within the parish a large number of households are owner-occupied (over 92%, with the national average at 78%; of which nearly 40% are owned outright) the remaining 8% are rented, either through the local authority or private landlords. This again gives credence to the idea that the area is very much one to which people retire.

### **7.5 Need for collaborative action**

This has become apparent in all areas of the plan. Contacts have and will be made across all the geographical and social boundaries possible to make the best use of all facilities and skills.