



CHAPTER 11: TRANSPORT AND ACCESS

Introduction

- 11.1 The aims of the Local Plan emphasise the importance of growth through sustainable development. A safe and efficient transport system is an essential component of this goal. However continued growth in road traffic is damaging the built and natural environment and may contribute to climatic change. Government policy therefore promotes better integration between transport and other environmental and economic concerns.
- 11.2 Land use planning has a significant part to play in supporting a better-integrated transport system. By shaping the pattern of development and influencing the location, scale density and mix of land uses the Local Plan can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport walking and cycling.
- 11.3 In particular Planning policies can steer new development to town centres and other locations accessible by public transport, create urban environments that favour pedestrians cyclists and users of public transport and safeguard land for necessary transport infrastructure.
- 11.4 Transport policy in High Peak is influenced not only by the Structure Plan and Regional Planning Guidance, but other important strategies:
- Derbyshire Local Transport Plan
 - South Pennines Integrated Transport Strategy (SPITS)
 - South East Manchester Multi Modal Study
 - The Review and Assessment of Air Quality in High Peak
- 11.5 The Derbyshire Local Transport Plan sets out the policies and priorities for transport in Derbyshire between 2001 and 2006. The Plan considers not just the road network, but transport in its widest sense, including travel choice, management and integration. In Autumn 2001 more detailed proposals were prepared for traffic management and transport improvement in Buxton and Glossop.



- 11.6 SPITS has been developed by the Peak Transport Forum in order to promote integrated transport between the north west and South Yorkshire / East Midlands, such that it protects sensitive areas of the Peak District from the adverse effects of through traffic. The strategy also aims to ensure an environment that is safer and healthier in which the overall impact of transport is reduced whilst ensuring access for everyone to everyday facilities based upon a more sustainable economy. The Key components are:
- Construction of Mottram / Tintwistle Bypass and improvement of A628(T)
 - Re-opening of Buxton – Matlock railway for freight and passengers
 - Traffic restraint on other routes across the National Park
 - Improved bus services across the area
- 11.7 The South East Manchester Multi Modal Study (SEMMMS) derives from the 1998 white paper on trunk roads. It recommends a combination of road and public transport improvements on the periphery of Stockport and Tameside, which will affect High Peak.
- 11.8 The Review and Assessment of Air Quality in High Peak, carried out in accordance with Part IV of the Environment Act 1995, has examined the pollution arising from a variety of sources including all forms of transport. The Review concludes that the air quality objectives will be met by the relevant dates. It also concludes that no development has taken place which could result in exceedences of the air quality objectives.
- 11.9 As the Plan Area and its hinterland is largely rural it should be acknowledged that the private car will remain essential for many local journeys. It is the Council's aim to minimise the need for car use within this context. In addition the Borough Council's responsibilities in transport matters are quite limited, and, in many cases, its role is one of encouraging and persuading other authorities and organisations to carry out improvements.

Policies and Proposals

Transport Implications of New Development

- 11.10 Virtually all forms of new development will have an impact on the movement of goods and people. It is important at the outset to consider new development against the context of achieving a more sustainable pattern of transport.



TR1 – TRANSPORT IMPLICATIONS OF NEW DEVELOPMENT

PLANNING PERMISSION WILL BE GRANTED FOR NEW DEVELOPMENT PROVIDED THAT IT SEEKS TO:

- REDUCE THE NEED TO TRAVEL
- WIDEN TRANSPORT CHOICE FOR PEOPLE AND GOODS
- INTEGRATE TRANSPORT AND LAND USE

The Strategic Road Network

11.11 The strategic road network comprises motorways and other trunk roads, the principal ('A' classified) roads and other roads which provide links with the main centres of population and industry. The Highways Agency has responsibility for trunk roads, namely the A628(T) "Woodhead" Trans-Pennine road. The A6(T) from Newtown through to Buxton and beyond is soon to be de-trunked. The Structure and Local Transport Plan identify two major road schemes within the Plan area:

i. A628(T) Mottram-Tintwistle By-Pass

11.12 The existing A57/A628 routes provide a direct link between Greater Manchester and South Yorkshire. They are subject to severe congestion and delays, hindering traffic movements between Glossopdale, Greater Manchester, the regional motorway network and the A628 trans-pennine route. The proposed Highways agency A57 / A628 Mottram / Tintwistle Bypass scheme will alleviate many of these problems and is a key component of SPITS. Improvement on the A628 Woodhead route may facilitate traffic restraint on other routes across the Peak District.

11.13 The by-pass scheme remains within the Government's roads programme and is now subject to further assessment. It is anticipated that draft orders will be published during 2002.

ii. A57 Glossop Spur

11.14 The A57 link road to the proposed A628(T) by-pass is of great importance to the Glossop area. It will channel heavy traffic directly onto the new road, so avoiding junctions at Woolley Bridge and Hollingworth, and improving local environmental and traffic conditions. It will also facilitate access to the proposed large employment site at Etherow Park.

11.15 The majority of the route is within Tameside and so is being progressed within the Greater Manchester Local Transport Plan. Land within the Plan area likely to be required for this link and the bypass needs to be safeguarded. This is shown on the Proposals Map.



TR2 - A57/A628(T) MOTTRAM - TINTWISTLE BY-PASS & A57 GLOSSOP SPUR

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL PREJUDICE CONSTRUCTION OF THE A628(T) MOTTRAM-TINTWISTLE BY-PASS OR ITS LINK ROAD TO WOOLLEY BRIDGE (A57), AS INDICATED ON THE PROPOSALS MAP.

The Local Road Network

- 11.16 There are several points upon the local road network where road improvement schemes, traffic management or traffic calming measures would be desirable to improve traffic flow, visibility, environmental conditions and/or vehicle and pedestrian safety. Such improvements are generally the responsibility of Derbyshire County Council, as highway authority. The Borough Council will continue to encourage the County Council to take appropriate action and will, where it can, assist, particularly in town centres.
- 11.17 There are three local road schemes proposed in the Plan Area. The first is the Fairfield Link Road in Buxton, which is being promoted by the Borough Council and private sector housebuilders. The main reason for the proposed new road is to address the environmental and traffic problems presently caused by heavy goods vehicles and other commercial vehicles, which pass through residential streets to serve the Tongue Lane Industrial Estate. The Industrial Estate itself has scope for further expansion, subject to better access. The proposed new road will remove heavy traffic from the residential streets, and provide the opportunity to open up further areas of land for development in the longer term. In addition, the road will offer an alternative route into and out of the Fairfield housing estate for the large number of people living there.
- 11.18 A planning application for the new road and associated housing development was approved in 2001 subject to the signing of a legal agreement. The proposal also includes a cycleway along the route plus footpath links to existing housing. Construction of the first part of the road could start in 2002, but until all elements of the scheme are completed it is considered important to safeguard the route.
- 11.19 The second local road scheme is the proposed road bridge over the River Goyt at Bingswood Industrial Estate at Whaley Bridge. This bridge is necessary to open up new employment land, improve operating conditions of existing businesses and alleviate congestion through the historic canal basin. Whaley Bridge Town Council has commissioned a feasibility study for the bridge and the scheme is being promoted with other private and public sector bodies through the Whaley Bridge Regeneration Partnership.
- 11.20 A significant element of the costs has been secured through a legal agreement attached to adjacent retail consent. Whilst the remainder of the funding package is being secured it is important to safeguard the line of the bridge crossing with its



access and ensure that adjacent development facilitates its eventual construction. The likely alignment is shown on the proposals map.

- 11.21 The third scheme is the new road access for the allocated housing land at Hogshaw. This will extend from the A6 at Fairfield Common, across some 200m of other land before reaching the housing site. The road will be built as part of the residential development.

TR3 – LOCAL ROAD SCHEMES

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL PREJUDICE THE CONSTRUCTION OF:

- **THE FAIRFIELD LINK ROAD, BUXTON**
- **ROAD ACCESS ACROSS THE RIVER GOYT AT BINGSWOOD INDUSTRIAL ESTATE, WHALEY BRIDGE**
- **ROAD ACCESS TO THE HOGSHAW HOUSING SITE, BUXTON**

INCLUDING THEIR ASSOCIATED WORKS, AS INDICATED ON THE PROPOSALS MAP

Traffic Management

- 11.22 Government policy places great emphasis on people being able to travel safely, whatever their chosen mode of transport. Whilst locational policies seek to minimise the need to travel, new development will continue to have an impact on surrounding transport networks. In a rural area such as High Peak, many journeys can only be carried out by motorised vehicles; consequently vehicular access to and from new development remains important. However access must be considered in the context of the needs and safety of all the community.
- 11.23 Many local roads in the Plan area do not meet modern highway design standards, being either steep, winding and narrow with poor junction visibility or a combination of these. Facilities for pedestrians, cyclists and the users of public transport are also often poor with narrow and congested roads limiting the opportunities for re-allocation of roadspace. Add to this limited off-road parking spaces for many older buildings, especially in residential and mixed residential/commercial areas, and situations can occur where new development would unacceptably worsen already difficult highway conditions. Impact on local roads can be mitigated by measures designed to promote the use of walking, cycling and public transport. Effective public transport improvements may require cumulative contributions towards facilities, which are planned across the wider settlement.
- 11.24 Where developments require off-site highway works, traffic management measures or improved public transport infrastructure the Council will seek safeguards through planning conditions and/or obligations to ensure that such



improvements are implemented before the development is brought into use. Where new development is likely to generate significant additional transport movements developers will be expected to provide a transport assessment in order to determine the potential effect of the proposals on the local transport network.

- 11.25 Development affecting the primary and trunk road network will require careful consideration in order to maximise the efficiency and safety of the highway network.

TR4 – TRAFFIC MANAGEMENT

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT, PROVIDED THAT:

- **THE CAPACITY AND DESIGN OF THE TRANSPORT NETWORK SERVING THE SITE WILL REASONABLY ACCOMMODATE THE ANTICIPATED INCREASE IN TRAVEL WITHOUT MATERIALLY HARMING HIGHWAY SAFETY OR LOCAL AMENITY; AND**
- **THE TRAFFIC GENERATED BY THE DEVELOPMENT WILL NOT UNDULY INTERRUPT THE SAFE AND FREE FLOW OF TRAFFIC ON TRUNK OR PRIMARY ROADS OR MATERIALLY AFFECT EXISTING CONDITIONS TO AN UNACCEPTABLE EXTENT**

WHERE A PROPOSED DEVELOPMENT GENERATES SIGNIFICANT TRAVEL MOVEMENTS, THE PROPOSAL WILL BE ACCOMPANIED BY A TRANSPORT ASSESSMENT STUDY TO ASSESS THE LIKELY EFFECTS OF THE DEVELOPMENT ON THE LOCAL TRANSPORT NETWORK.

WHERE APPROPRIATE, CONDITIONS WILL BE IMPOSED, AND/OR PLANNING OBLIGATIONS SOUGHT, TO ENSURE THAT ADEQUATE HIGHWAY IMPROVEMENTS, TRAFFIC MANAGEMENT MEASURES AND/OR PUBLIC TRANSPORT INFRASTRUCTURE ARE PROVIDED OR IMPLEMENTED BEFORE THE DEVELOPMENT IS BROUGHT INTO USE.

Access, Parking and Design

- 11.26 In order to reduce the dominance of and dependency on the private car, Government guidance advocates giving priority to people over ease of traffic movement. In particular more road space should be allocated to pedestrians, cyclists and public transport. Where the effect of development on local transport is a material consideration the views of Derbyshire County Council as local highway and public transport authority will be sought.
- 11.27 Government guidance advises that the availability of parking has a major influence on people's travel choices. It therefore recommends that levels of parking provision be reduced in order to encourage people to use their cars less.



Consequently the Plan adopts maximum parking standards, derived from PPG13 and the Regional Planning Guidance.

- 11.28 Guidelines upon local highway design in Derbyshire have been established in two documents prepared by the County Council, namely 'Roads in Housing' and 'Standards for Estate Roads. The former is currently being reviewed by the County Council as these documents no longer reflect current government policy, 'Standards for Industrial Estate Roads' is included for information in Appendix 6. The Council wishes to encourage new developments to depart from rigid highway standards in the interest of achieving high quality designs and layouts. In the short term the existing Highway Authority adoption regulations may remain a significant constraint in securing better designs. The Council will continue to encourage the County Council to adopt more imaginative road layouts, especially in residential areas.
- 11.29 Pending any reform in Highway Authority standards, where appropriate the Council will assess development proposals against established criteria such as the maximum numbers of car parking spaces or recommended dimensions of roads. These are set out in Appendix 1 and advice in other relevant documents including PPG.13. Design Bulletin 32 and its companion 'Places, Streets, and Movement'.
- 11.30 In addition to Transport Assessments, the Council may require the submission of Travel Plans with planning applications for retail, employment, leisure, educational and other developments likely to create a demand for travel by car. A Plan is essential for all developments exceeding the parking thresholds set out in Appendix 1. A plan may also be required for expansions to educational facilities and smaller development in locations with existing traffic problems. Travel plans are a means of promoting and delivering transport choice and should be prepared in conjunction with relevant local authorities and transport providers.
- 11.31 The parking standards will be applied in a common sense manner, recognising that much of the Plan area is within or serves rural areas where there are limited alternatives to the car for many journeys. In addition there are currently no on street parking controls outside the core town centres. If it appears that the demand for travel from a development will lead to on-street parking which is unacceptable in terms of residential amenity, highway safety or reduced highway capacity then a more flexible approach to parking provision may be required. Conversely, in some locations such as town centres certain development may be acceptable without any parking provision.
- 11.32 For some disabled people the private car can be the only viable means of transportation. Accordingly parking and access arrangements should take account of those with restricted personal mobility.

TR5 – ACCESS, PARKING AND DESIGN

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT, PROVIDED THAT:



- **IT WILL MAKE SAFE AND APPROPRIATE PROVISION FOR ACCESS AND EGRESS BY PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT USERS AND THE PRIVATE CAR.**
- **IT INCLUDES A HIGH STANDARD OF DESIGN AND LAYOUT HAVING REGARD TO THE PARKING, ACCESS, MANOEUVRING, SERVICING AND HIGHWAY GUIDELINES SET OUT IN APPENDIX 1 (PARKING STANDARDS), AND RELEVANT GOVERNMENT GUIDANCE AND GOOD PRACTICE, WHERE APPROPRIATE**

WHERE THE DEVELOPMENT IS EXPECTED TO GENERATE A HIGHER LEVEL OF CAR USE THAN CAN BE ACCOMODATED BY THE MAXIMIUM PARKING STANDARDS OR WILL SIGNIFICANTLY EXACERBATE EXISTING TRAFFIC PROBLEMS, THE APPLICANT SHOULD SUBMIT A TRAVEL PLAN TO REDUCE CAR DEPENDENCY.

WHERE APPROPRIATE, CONDITIONS WILL BE IMPOSED, AND/OR PLANNING OBLIGATIONS SOUGHT, TO ENSURE THAT ADEQUATE PARKING, MANOEUVRING AND SERVICING SPACE WILL BE AVAILABLE AT ALL TIMES.

Buses and Public Transport

- 11.33 The Derbyshire Local Transport Plan aims to create a more reliable and integrated public transport network. Within that context the Council will seek to secure improvements to bus and rail facilities as opportunities arise through the development control process. The Council also recognises the importance of transport partnerships such as the Hope Valley and High Peak Transport Partnership and North Staffordshire and West Derbyshire Transport Partnership in achieving this aim.
- 11.34 Reliable and frequent rail and bus services are important to the economic and social well-being of residents and businesses. Lack of public transport provision in rural areas is an important issue as this limits access to local services and the countryside. Better train and bus services, especially for commuters, provide an opportunity to alleviate traffic congestion, pollution and nuisance in the towns and villages and on country roads, as more people are able to leave their cars at home. They also enable those who do not have access to a car to get out and about to work, to shop and for pleasure. However, the scope to give priority to buses on the road network, for example through designated bus lanes, is extremely limited in the High Peak by the nature of the area, most roads being single carriageway only.
- 11.35 Taxis form an important part of the transport network at interchanges such as railway stations and access for taxis should be promoted and safeguarded.
- 11.36 In applying policy TR6, the Council will take account of the scale, necessity and location of the proposed development.



TR6 - BUSES AND PUBLIC TRANSPORT

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT PROVIDED THAT:

- **IT WILL PROMOTE THE INCREASED USE OF BUS, RAIL AND OTHER PUBLIC TRANSPORT SERVICES; AND**
- **IT SAFEGUARDS EXISTING PUBLIC TRANSPORT AND TAXI FACILITIES**

CONDITIONS MAY BE IMPOSED AND OBLIGATIONS SOUGHT TO SECURE NECESSARY IMPROVEMENTS TO FACILITIES, WHICH ARE NECESSARY AS A RESULT OF THE PROPOSED DEVELOPMENT.

New Railway Infrastructure

Gamesley Station

- 11.37 The Structure Plan and Local Transport Plan promote the construction of a new railway station at Gamesley. A feasibility study carried out in 1998 indicated that a station would be viable to run, but a number of funding and operational issues were also identified. The situation is also complicated by proposals to re-open the Woodhead railway, the possible expansion of Metrolink and uncertainty over passenger franchises.
- 11.38 A new station/halt at Gamesley is important because a relatively high proportion of residents in the Gamesley community do not have access to a car and unemployment rates are the highest in the Borough. Direct access to the rail network will enhance employment and social opportunities. A station in this location could also be reached by improved pedestrian and cycle links, including from the Simmondley area, providing an alternative to the private car. It will also provide built park and ride facility to complement more limited facilities at existing stations.
- 11.39 The Local Plan allocates land for new employment development off Glossop Road, Gamesley which has potential, in part, to be utilised for the development of a railway station/halt, including freight handling facilities. Part of the funding for the scheme has already been secured through residential development at Simmondley.
- 11.39 More recently, research by the High Peak & Hope Valley Transport Partnership into transport deprivation has once again confirmed the social case for the station at Gamesley. In addition, a new Train Operating Company (Northern Rail) is set to take over a new franchise for the line – and have confirmed their interest in principle at examining the case for a station. The case is further supported by the fact that the plans for the re-opening of the Buxton Matlock



have been delayed and attention is inevitably focussed within the local transport programme on those schemes, which may be able to proceed.

New Station in New Mills

11.40 The potential for a new station in New Mills on the Sheffield - Hazel Grove - Manchester line is also being investigated. This line is also used by the main express service between Sheffield, Stockport and Manchester. If accessed at New Mills it would reduce the dependence on car-borne travel both into Greater Manchester and into the Peak District National Park. A new station at New Mills would also be important in the context of the longer term effects of the opening of the Buxton - Matlock Railway. Another long term proposal which is being investigated as a result of the South East Manchester Multi Modal Study is the need to increase future usage of the Manchester - Sheffield line and to provide 'Park and Ride' stations along this route. This could include a Park and Ride at New Mills. Both these initiatives are, however, unlikely to come forward during the life of the Local Plan.

Hogshaw Sidings, Buxton

11.41 The Strategic Rail Authority's strategic plan identifies a possible scheme to extend railways sidings to the north east of Buxton to facilitate access by longer and therefore more economically viable freight trains to and from the Hindlow/Dowlow Branch. The narrow strip of land affected runs parallel to the east of the railway north of the existing railway sidings and Lightwood Road extending as far as the northern boundary of the disused workings

11.42 The Woodhead railway closed in 1981, but has since been the subject of various schemes for re-opening, including ongoing franchise proposals. There are many issues attendant with a resumption of rail use, notably the relocation of the Trans Pennine Trail. However, the route remains one of the few options for increasing hard pressed rail capacity between the North West and Yorkshire and so it is important that the line is not obstructed.

Other Railway Infrastructure

Buxton - Matlock Railway

11.43 A key component of SPITS and the Local Transport Plan is the re-opening of the Buxton – Matlock railway. This route formally formed part of the Midland mainline, running between Manchester and London. Re-instatement of the line will provide rail access for the heart of the National Park and enable a better train service to operate between the North West and the East Midlands.

11.44 A scheme to re-instate the Buxton–Matlock Railway for passenger use has been the subject of a feasibility study funded by Derbyshire County Council and the Strategic Rail Authority and a variety of other agencies. Whilst most of the route through the plan area is already in railway use as a freight line, some



reorganisation of railway infrastructure may be necessary in the Buxton area. This could in turn provide new development opportunities in the vicinity of the station and improve prospects for access to proposed development at Hogshaw. It may also lead to the reopening of the railway station in Chapel-en-le-Frith and improvements to Chinley Station in the longer term. Although there are no real prospects of the line being used for passenger services in the short term, the feasibility study suggests that economic and transportation prospects for re-opening will improve after 2025 and recommends that the route be safeguarded for the medium term and key structures should be maintained in good condition. Any proposed development in the vicinity of Buxton Station will be considered in the light of these findings.

TR7 - NEW RAILWAY INFRASTRUCTURE

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL PREJUDICE THE CONSTRUCTION OF:

- **A NEW RAILWAY STATION/HALT AT GAMESLEY**
- **NEW RAIL FREIGHT SIDINGS AT BUXTON**

INCLUDING OPERATIONAL LAND, ACCESS, PARKING AND SERVICING PROVISION, AS INDICATED ON THE PROPOSALS MAP.

Freight

- 11.45 Road and rail haulage is an important business in High Peak linked to area's extractive industries. Road haulage however carries a significant environmental cost. Whilst the majority of goods will continue to be carried by road, the Council will promote greater use of rail freight. The Plan Area includes a number of the railway lines and there is considerable scope to expand the use of railway transport, including the provision of additional freight interchanges.
- 11.46 Wherever possible new employment land is located so as to exploit rail freight opportunities. Elsewhere freight generating development will be considered in the context of reducing the environmental impact of road haulage. Mitigation measures, highway improvements and other controls will be imposed by condition or negotiated by agreement.

TR8 - FREIGHT

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT, PROVIDED THAT:

- **IT SAFEGUARDS OR PROMOTES EXISTING AND POTENTIAL RAILFREIGHT FACILITIES; AND**



- **IT ADEQUATELY EXPLOITS THE POTENTIAL OF THE RAILWAY FOR TRANSPORTATION OF FREIGHT; AND**
- **IT MINIMISES THE NEED FOR AND ENVIRONMENTAL IMPACT OF FREIGHT TRANSPORT BY ROAD**

CONDITIONS WILL BE IMPOSED, AND/OR PLANNING OBLIGATIONS SOUGHT, TO ENSURE BEST USE IS MADE OF RAILFREIGHT OPPORTUNITIES AND TO MITIGATE NEGATIVE EFFECTS OF ROAD HAULAGE.

Disused Railway Lines

- 11.47 There are disused railway lines in various parts of the Plan area. Some, such as those through Longdendale and the Sett Valley, have already been converted to successful trails. Increasingly these routes are also being considered for re-instatement as commercial freight and passenger lines.
- 11.48 Potential exists for further conversions of disused routes for a variety of purposes, including trails, leisure rail routes or reinstated or new transport routes. One of the chief benefits of this is the enhancement of the tourism potential of the Borough's countryside and villages through increased access. Where disused rail routes remain substantially intact, they should be protected from forms of development which would sever them, or otherwise prejudice their future re-use for such purposes.

TR9 - DISUSED RAILWAY LINES

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WILL PREJUDICE THE CONTINUITY OF A ROUTE OF A DISUSED RAILWAY LINE, WHERE THE ROUTE REMAINS SUBSTANTIALLY INTACT.

Pedestrian Facilities

- 11.49 Walking is an important mode of transport that accounts for a significant number of short trips and most journeys involve walking at some stage. Pedestrians often share the highways with motor vehicles and with the high level of motor traffic; this can lead to unpleasant, unhealthy and dangerous conditions. Despite our reliance on the motor car many journeys involve walking at some time, usually at the beginning or end of the journey. In order to improve pedestrian safety and convenience, and to help persuade more people to walk as an alternative to driving, it is important that efforts are made to improve conditions for pedestrians. New development should therefore include a high standard of pedestrian facilities to cater for the needs of users of that development.
- 11.50 The needs of pedestrians need to be considered at the outset of development, so as to promote walking as a prime means of access. Wherever possible the development should include links to existing or planned pedestrian routes (such as



trails) as well as local shops, schools, employment, community facilities and public transport. Gradient, path width, lighting, crime prevention features and landscaping will be important factors in ensuring the safety and convenience of pedestrians. Off site facilities such as new paths, footbridges and road crossings may be required to improve the situation for pedestrians walking to and from the development.

- 11.51 Where facilities are not likely to be quickly adopted by Derbyshire County Council as highway authority, this will usually mean the developer entering into an agreement with the Borough Council for the dedication and maintenance of the facilities. Commuted sums in lieu of maintenance by the developer will be calculated for periods of between 5 and 10 years, dependent on individual circumstances, or where structures are involved, for 15-year periods.

TR10 - PEDESTRIAN FACILITIES

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT, PROVIDED THAT:

- **IT INCORPORATES SAFE AND CONVENIENT PEDESTRIAN FACILITIES; AND**
- **IT INCLUDES SAFE AND CONVENIENT LINKS TO ESTABLISHED AND PLANNED PEDESTRIAN ROUTES, COMMUNITY FACILITIES, SHOPS AND EMPLOYMENT**

CONDITIONS WILL BE IMPOSED, AND/OR PLANNING OBLIGATIONS SOUGHT, TO ENSURE:

- **ADEQUATE CONSTRUCTION OF THE PEDESTRIAN FACILITY OR LINK, INCLUDING OFF SITE WORKS WHERE NECESSARY; AND**
- **WHERE APPROPRIATE, DEDICATION TO THE COUNCIL WITH ADEQUATE PROVISION FOR PUBLIC ACCESS AND ITS FUTURE MAINTENANCE OR SIMILAR ARRANGEMENTS.**

Pedestrian Priority and Traffic Calming

- 11.52 Pedestrian priority and other traffic calming measures (eg widening pavements) of shopping streets can introduce a number of benefits. For example, within town centres they can make shopping a more enjoyable activity by reducing the dangers and other nuisances generated by traffic; they can provide the opportunity for environmental enhancement schemes; and they generally enhance the viability and vitality of the centre, to the benefit of its businesses. Specific pedestrian priority opportunities within the towns of High Peak are identified in Chapter 6: Town Centres and Retailing.



11.53 The Plan also promotes the use of pedestrian priority measures in new residential and industrial estate developments as part of the drive to promote better design and layouts (Appendices 2 and 4), and the Council will continue to work with Derbyshire County Council and Parish/Town Councils to identify other opportunities.

Footpaths, Bridleways and Byways

11.54 The public rights of way network is a very popular and valuable asset. The presence of footpaths, bridleways and Byways Open to All Traffic (BOATs) in both the countryside and urban areas provides users with routes, which are visually stimulating and relatively safe. The public has a right to use all such legally recognised routes, which are an important recreational resource for local people and tourists. Walking in the Peak District attracts day and longer stay visitors who make a significant contribution to parts of the local economy.

11.55 The Council will use its powers and influence to ensure that the network of footpaths, bridleways and byways continues to be an asset. Particular emphasis will be placed on protecting and promoting such rights of way which link housing with employment areas, leisure facilities, open spaces and trails, shopping centres, schools and public transport services, and which are an integral part of a larger network. A good public rights of way network can provide an alternative option to motor transport for some journeys and contributes to sustainable transport.

11.56 It is inevitable that some new development sites will affect public rights of way. Where practicable, the route should be incorporated into the development in an attractive, convenient and safe manner. This may involve diversion where this can be achieved in a convenient and sympathetic way. Elsewhere, the Council will normally resist other development, which has an adverse effect on rights of ways and will oppose the loss of an established route if there is no convenient and attractive alternative route to use.

TR11 - FOOTPATHS, BRIDLEWAYS AND BYWAYS

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH WILL AFFECT A FOOTPATH, BRIDLEWAY OR BYWAY, PROVIDED THAT :

- **THE HORIZONTAL AND VERTICAL ALIGNMENT OF THE RIGHT OF WAY WILL REMAIN SUBSTANTIALLY UNCHANGED OR WILL BE ENHANCED; OR**
- **WHERE THE EXISTING ROUTE CANNOT REASONABLY BE INCORPORATED, THE DEVELOPMENT WILL MAKE PROVISION FOR A DIVERTED ROUTE WHICH WILL NOT MATERIALLY LESSEN ITS CONVENIENCE OR ATTRACTIVENESS TO ITS USERS; AND**
- **THE WIDTH, SURFACE TREATMENT AND LEVELS OF THE DIVERTED ROUTE WILL BE ADEQUATE FOR ITS USERS; AND**



- **ADEQUATE LANDSCAPE TREATMENT WILL BE PROVIDED AND EXISTING IMPORTANT LANDSCAPE AND WILDLIFE FEATURES WILL BE RETAINED AND, WHERE POSSIBLE, ENHANCED; AND**
- **PUBLIC SAFETY AND SECURITY WILL NOT BE PREJUDICED.**

WHERE A PUBLIC ROUTE CANNOT REASONABLY BE INCORPORATED INTO THE DEVELOPMENT AND ITS DIVERSION IS NOT PRACTICABLE OR DESIRABLE, PLANNING PERMISSION WILL NOT BE GRANTED, UNLESS CONVENIENT AND ATTRACTIVE ALTERNATIVE ROUTES OUTSIDE THE SITE EXIST.

Cycling

- 11.57 Cycling is increasingly both a popular recreation activity and an important means of transport. The ability of people to cycle in safer conditions may encourage more people to take up the activity on a regular basis, and to use the bicycle in preference to the motorcar to undertake short journeys to shops, school or work. A number of off-road routes, both short and long distances, exists, are planned or are underway in the Plan area.
- 11.58 High Peak's topography and settlement layouts do not lend themselves readily to the provision of segregated cycle facilities. Better facilities nevertheless remain important as a means of promoting cycling as an alternative means of transport. Secure cycle parking facilities at public transport interchanges can help increase the opportunities to use cycles in combination with public transport. It is important to ensure that, wherever possible, safe and secure cycle facilities to serve the needs of its users are included in all major developments, particularly in town centres, at educational institutions and employment and housing areas. Where the highway authority cannot adopt infrastructure, commuted sums for maintenance will be required, for a period up to 20 years.

TR12 - CYCLE FACILITIES

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT PROVIDED THAT:

- **IT WILL CATER FOR THE CYCLING NEEDS OF USERS OF THE DEVELOPMENT, WHERE APPROPRIATE, BY:**
 - **PROVIDING SAFE AND SECURE CYCLE PARKING FACILITIES; AND**
 - **PROVIDING CYCLE ROUTES TO EXISTING AND PLANNED ROUTES TO INTEGRATE WITH THE DEVELOPMENT IN A MANNER WHICH IS SAFE AND CONVENIENT TO PUBLIC USE**



CONDITIONS WILL BE IMPOSED, AND/OR PLANNING OBLIGATIONS SOUGHT, TO ENSURE:

- **ADEQUATE CONSTRUCTION OF THE FACILITY OR LINK; AND**
- **WHERE APPROPRIATE, DEDICATION TO THE COUNCIL WITH ADEQUATE PROVISION FOR PUBLIC ACCESS AND ITS FUTURE MAINTENANCE OR SIMILAR ARRANGEMENTS.**

Long Distance and Local Trails

- 11.59 The Council is keen to ensure that trails and footpaths, especially those within, close to or connecting built-up areas, can offer an alternative to using the car, especially for short journeys. In addition they provide a recreational resource and the long distant routes bring visitors into the area.
- 11.60 It is important therefore that an adequate network of trails is established and maintained. Existing and proposed trails and paths, which run within or through the Plan area, are shown on the Proposals Map. Some (e.g. Sett Valley Trail, Longdendale Trail) have already been constructed by Derbyshire County Council, United Utilities and other bodies. Many of the routes are, or will be, designed for use by walkers, cyclists, and horse-riders. Provision will be made for disabled users as far as is reasonably practicable. There may be other routes, such as an extension to the High Peak Trail, which may warrant investigation as and when resources permit.
- 11.61 The Council will wish to ensure that the trails are designed and constructed in such a way that the landscape and wildlife conservation interests of the area are respected. The route corridor must be sensitively designed and landscaped to reflect the existing environment where this is of a high visual quality or, where appropriate, to improve upon it. It is important also that the construction of the trails is robust enough to stand the test of time and potentially high levels of use. Details for trail paths and corridors are provided in Supplementary Planning Guidance.

TR13 - LONG DISTANCE AND LOCAL TRAILS

THE FOLLOWING TRAILS AND PATHS INDICATED ON THE PROPOSALS MAP WILL BE DEVELOPED, MAINTAINED AND, WHERE APPROPRIATE, IMPROVED AS STRATEGIC ROUTES:

EXISTING TRAILS:

- **SETT VALLEY TRAIL**
- **GOYT WAY**
- **HIGH PEAK TRAIL**
- **TRANS PENNINE TRAIL**



- **MIDSHIRES WAY**
- **WARMBROOK FOOTPATH**

PROPOSED TRAILS:

- **TRANS-PENNINE TRAIL (EXTENSION)**
- **PENNINE CYCLEWAY**
- **PENNINE BRIDLEWAY**
- **LYME TO LONGDENDALE LINK**
- **PEAK FOREST TRAMWAY**
- **GLOSSOP TRAIL**

The Protection and Construction of Trails

11.62 The routes of the existing and proposed long distance and urban trails are identified on the Proposals Map. It is clearly important that they are protected from development to enable continuous routes to be established and maintained on the ground. The quality of these trails as places for passive recreation and relaxation, and as transport routes, can also be marred if unsympathetic development is allowed to intrude.

11.63 New developments can also provide the opportunity to construct new sections of trail providing for the need for cycle and pedestrian routes arising from the development. Where the trail passes through or very close to sites where development is proposed, and the development creates the need for new cycle and pedestrian facilities, developers will be expected to establish, or pay for, the appropriate section of the route through that site, since it will serve the needs of people in that development. Where there are likely to be several developers the Council will negotiate an appropriate financial contribution from each to be held in a specific account for the trail's construction. The standards for trail design and construction are set out in Supplementary Planning Guidance.

TR14 - THE PROTECTION AND CONSTRUCTION OF TRAILS

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT UPON OR IN CLOSE PROXIMITY TO THE ROUTES OF THE TRAILS IDENTIFIED ON THE PROPOSALS MAP, PROVIDED THAT:

- **THE DEVELOPMENT WILL NOT PREJUDICE CONSTRUCTION OR UPGRADING OF THE TRAIL; AND**
- **THE DEVELOPMENT WILL NOT UNDULY OBSTRUCT OR PREJUDICE THE ENJOYMENT OF THE TRAIL DUE TO ITS USE, SITING, SCALE, DESIGN, EXTERNAL APPEARANCE, BOUNDARY TREATMENT OR ENVIRONMENTAL EFFECTS;**

AND, WHERE THE DEVELOPMENT CREATES THE NEED FOR CYCLE AND PEDESTRIAN FACILITIES:



- **THE SECTION OF THE TRAIL WITHIN THE CONTROL OF THE DEVELOPER WILL BE CONSTRUCTED TO INTEGRATE WITH THE DEVELOPMENT IN A MANNER WHICH IS SAFE AND CONVENIENT FOR PUBLIC USE;**
- **CONDITIONS WILL BE IMPOSED AND/OR PLANNING OBLIGATIONS SOUGHT TO ENSURE ADEQUATE CONSTRUCTION, DEDICATION, MAINTENANCE AND DIVERSION OF THE TRAIL AS APPROPRIATE.**

