

Transport

Key:

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| + | Likely to have a positive impact |
| 0 | Likely to have no/neutral impact |
| - | Likely to have a negative impact |
| +/- | Mixed /uncertain impact |

| | 1. To protect, maintain and enhance the landscape and townscape of the National Park | 2. To protect biodiversity, flora and fauna and geological interests | 3. To preserve, protect and enhance the National Park's historic and cultural environment | 4. To protect and improve air, water and soil quality and minimise noise and light pollution | 5. To minimise the consumption of natural resources | 6. To develop a managed response of climate change | 7. To achieve and promote sustainable land use and built development | 8. To promote access for all | 9. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds | 10. Promote good governance | 11. To help meet local need for housing | 12. Encourage better access to a range of local centres, services and amenities | 13. Promote a healthy Park wide economy | 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car |
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| Amended Issue 1a - The demand for new road schemes to accommodate current and future levels of traffic growth | | | | | | | | | | | | | | |
| Option 1a.1: Permit the building of new road schemes as and when deemed necessary by the Highways Agency and relevant Highway Authorities, provided that proof is provided of adherence to Section 62 of the Environment Act 1995 and PPS7. | - | - | - | - | - | - | 0 | 0 | + | 0 | 0 | + | + | +/- |
| Option 1a.2: To retain the current approach, which includes the safeguarding of land for new road schemes where considered appropriate and within the limits of DOE Circulars 4/76 and 125/77. | - | - | - | - | - | - | 0 | 0 | + | 0 | 0 | + | + | +/- |
| Option 1a.3: Adopt an approach of resistance to all new road schemes within the National Park. This is based around the DOE Circulars 4/76 and | + | + | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | +/- | + |

Transport

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| <p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p> | <p>I25/77 and The Future of Transport White Paper 2004, all of which oppose the building/upgrading of new roads in National Parks except in exceptional circumstances. This approach could lead to the removal of the "in principle support" of Tintwistle relief road and the A628 Tintwistle to Saltersbrook and A628/A616 Saltersbrook to Stocksbridge schemes. This approach could also lead to the removal of safeguarding of land for the A619 to A6 (Bakewell Relief Road).</p> | <p>Option 1a.1: Permitting the development of new road schemes will have a negative effect on the natural environment and climate change. However, new road schemes may promote access to the national park from surrounding areas, encouraging tourism and may also improve local residents' access to facilities. Although traffic levels may increase, congestion may be improved through the provision of new roads in the short term.</p> <p>Option 1a.2: Safeguarding land for road schemes will have a negative impact on the natural environment, however new roads may increase access for some within the Park and for those coming from outside. Effects on SA Objective 14 maybe mixed reducing short term traffic congestion but increase volume of traffic on the roads. New roads are also likely to have a positive impact on the local economy.</p> <p>Option 1a.3: This option has the potential to have significant benefits on the natural environment and climate change by not allowing any new road schemes including</p> |
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| upgrading existing roads. Overall there is likely to be a positive benefit reducing volumes of road traffic, although there may be short term negative impacts on congestion if alternative forms of transport are not promoted. | | | | | | | | | | | | | | |
| Amended Issue 1b - The adverse impact of cross-park traffic | | | | | | | | | | | | | | |
| Option 1b.1: Adopt an approach of acceptance of current and future traffic growth, and allow the limitations of the road network to act as a management tool. | +/- | +/- | +/- | +/- | +/- | +/- | 0 | 0 | - | 0 | 0 | - | - | - |
| Option 1b.2: Retain the current approach in saved policies, which whilst accepting to an extent, current and future traffic growth seeks to make use of the strategic road hierarchy to direct traffic through and within the Park by the most appropriate route(s). | +/- | +/- | +/- | +/- | +/- | +/- | 0 | 0 | 0 | 0 | 0 | +/- | 0 | + |
| Option 1b.3: To take a more pro-active role in partnership with other local authorities and through SPITS to put in place fiscal demand management aimed at reducing the number of private motorised vehicles (particularly cars) entering and crossing the Park, whilst providing an additional funding stream for alternative means of access. This option shows a firm commitment to address the impact of the private car upon the | +/- | +/- | +/- | + | +/- | +/- | 0 | 0 | +/- | 0 | 0 | +/- | +/- | + |

Transport

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| National Park and puts a value upon this impact. The use of the revenue to provide alternative means of access minimises issues of social exclusion. | | | | | | | | | | | | | | |
| Option Ib.4 Influence Sat-Nav companies and any regulatory authority not to give cross-Park routes as an option, but rather to route around the National Park | | | | | | | 0 | 0 | +/- | +/- | + | + | + | + |
| Option Ib.5: Work with local authorities and through SPITS to introduce a Park-wide HGV ban, excluding all vehicles except those that begin or end their journey there. | | | | | | | 0 | 0 | +/- | +/- | + | + | + | + |
| <p>Option Ib.1: This option may have broadly the same effects as option 1a.3 (where accepting current and future levels of traffic implies no addition road schemes), however option Ib.1 implies that no proactive efforts will be made to reduce the overall volume of traffic leaving the network to manage itself. This could have a negative impact on congestion, increasing air pollution with detrimental effects on human health, and also on access to and within the Park. This reduced access may also have a negative effect on the local economy. Measures should be promoted to proactively reduce car use and promote other more sustainable modes of transport rather than reliance on the network self regulating. Self regulation is unlikely to work in a rural setting outside market towns where other transport options are limited and any changes in travel behaviour is likely to take a long time to come into effect and severely damage the local economy in the interim.</p> <p>Option Ib.2: Reducing road congestion by spreading the volume across the road network will have a beneficial impact on the economy. Because the road network is not being extended this will have a beneficial impact on the natural environment, however the nature of the impact is very dependent of the sensitivity of the locations where either</p> | | | | | | | | | | | | | | |

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| <ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park | <p>traffic is being diverted from or to. If traffic is diverted away from a current route that is particularly sensitive then this will be beneficial as long as the strategic route it is being diverted to is less sensitive.</p> <p>Option Ib.3: Reducing the number of motorised vehicles in the Park will have a beneficial impact on the natural environment, reducing air pollution with secondary benefits for human health and the historic environment. However, such a scheme would necessitate some infrastructure which may have a negative effect on the environment and the scheme may result in longer travel patterns so people avoid charges so effects are likely to be mixed. It will directly benefit SA Objective 14 to reduce road traffic and congestion and will benefit access for socially excluded groups both within the park and from outside. This option has the potential to have a negative effect on the economy placing higher financial burdens on businesses, discouraging businesses from moving to the area. However, increasing other forms of transport and reducing congestion may bring their own economic benefits.</p> <p>Option Ib.4: Influencing Sat-Nav companies and any regulatory authority not to give cross-Park routes as an option, but rather to route around the National Park should have positive impacts on environmental objectives within the Park but may have negative effects on the environment outside the NP, however there is potential for those HGVs who do begin or end their journeys in the Park, to be disadvantaged, with negative impacts on the economy. This option may also result in increased fuel consumption and GHG emissions as drivers take longer routes.</p> <p>Option Ib.5: Restricting HGV through traffic will have a beneficial effect on the natural environment of the Park without restricting visitor or local access to the Park. However, diverting HGV's around the park may have an adverse impact on the environment outside the park boundary. And the economy may suffer slightly from the loss</p> |
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| Amended Issue 1c - The detrimental impact of speed upon the National Park's environment, its communities, and its visitors | | | | | | | | | | | | | | | | | | |
| Option 1c.1: Adopt an approach of acceptance of current speed limits as adopted by respective Highway Authorities and the Highways Agency. | | | | | | | | | | | | | | | | | | |
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| Option 1c.2: Retain the current approach of acceptance of current speed limits as adopted by respective Highway Authorities and the Highways Agency, whilst seeking to influence change in speed limits within specific geographical areas/communities where problems arise. | | | | | | | | | | | | | | | | | | |
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| Option 1c.3: Take a more pro-active role in partnership with Local Authorities and SPITS to seek to influence the review of (reduction in) rural speed limits currently being undertaken to ensure consistency of speed limits across the whole of the National Park. | | | | | | | | | | | | | | | | | | |
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| Option 1c.1: High speed limits through the Park will have a negative impact on tranquillity, through increased noise pollution. High speeds also create more emissions with a negative impact on air quality, GHG emissions and resource use. Human Health may also suffer through increased accidents. | | | | | | | | | | | | | | | | | | |

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| <p>Amended Issue 1d - The adverse traffic impact of new business development</p> | | | | | | | | | | | | | | |
| <p>Option 1d.1: Adopt an approach that makes no requirement of planning applications to take account of the traffic impact of their proposed development.</p> | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - | + | - |
| <p>Option 1d.2: Retain current approach, which requires that planning applications with a traffic impact be located where such an impact is minimised.</p> | + | + | + | + | + | + | 0 | 0 | + | 0 | 0 | + | - | + |
| <p>Option 1d.3: Take a more pro-active approach where provision of Green</p> | + | + | + | + | + | + | 0 | 0 | + | 0 | 0 | + | +/- | + |

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| <p>Option 1d.1: This option is likely to have a negative effect on the environment as it allows for increases in road vehicles without measures being put into place to reduce the volume of traffic created by these developments. This is a missed opportunity for reducing overall traffic volumes. Having no requirements on planning applications may encourage businesses to locate in the Park with a positive impact on the local economy.</p> <p>Option 1d.2: If there is a requirement to minimise the level traffic impact by the ensuring the location is as sustainable as possible i.e. next to existing public transport routes, then this option is likely to have a positive effect although there is no proactive encouragement for businesses to use these sustainable modes of transport.</p> <p>Option 1d.3: This option has the potential to proactively encourage the use of sustainable modes of transport. However, the wording of the option limits its potential benefits and it should be widened beyond travel planning to other sustainable transport measures such as subsidised bus routes, 'Smarter choices' measures, cycle facilities etc. Putting additional planning requirements on sites may deter businesses from locating in the Park.</p> | |

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| Amended Issue 2a - The adverse impact of visitors' and residents' cars upon the National Park | | | | | | | | | | | | | | |
| Option 2a.1: Adopt an approach of acceptance of current and future traffic growth, and allow the limitations of the road network to act as a management tool. | - | - | - | 0 | 0 | - | 0 | 0 | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 2a.2: Retain the current approach in saved policies, which whilst accepting to an extent, current and future traffic growth seeks to make use of the strategic road hierarchy to direct traffic through and within the Park by the most appropriate route(s). | - | +/- | 0 | 0 | 0 | +/- | 0 | 0 | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 2a.3: To take a more pro-active role in partnership with other local authorities and through SPITS to put in place fiscal demand management aimed at reducing the number of private motorised vehicles (particularly cars) entering and crossing the Park, whilst providing an additional funding stream for alternative means of access. This option shows a firm commitment to address the impact of the private car upon the National Park and puts a value upon this impact. The use of the revenue to provide alternative means of access minimises issues of social | + | +/- | + | 0 | 0 | +/- | 0 | 0 | +/- | +/- | + | +/- | + | +/- |

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| <p>Amended Issue 2b - The adverse impact of motor vehicles upon environmentally sensitive areas of the National Park</p> | | | | | | | | | | | | | | | |
| <p>Option 2b.1: Adopt an approach of non-interference, allowing the disbenefits of congestion within particular areas to act as a restraint measure, on the assumption that if an area becomes too congested, that this will, over time detract from the area's popularity.</p> | - | - | - | +/- | +/- | +/- | +/- | 0 | 0 | 0 | 0 | 0 | +/- | +/- | +/- |
| <p>Option 2b.2: Maintain the approach of continuing the current Traffic Management Schemes within the following four areas; Goyt Valley, Roaches, Stange and Upper Derwent.</p> | +/- | +/- | +/- | +/- | +/- | +/- | +/- | 0 | 0 | +/- | 0 | 0 | +/- | +/- | +/- |

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| | 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car | + |
| | 13. Promote a healthy Park wide economy | +/- |
| | 12. Encourage better access to a range of local centres, services and amenities | +/- |
| | 11. To help meet local need for housing | 0 |
| | 10. Promote good governance | 0 |
| | 9. To promote access for all | +/- |
| | 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds | 0 |
| | 7. To achieve and promote sustainable land use and built development | 0 |
| | 6. To develop a managed response of climate change | + |
| | 5. To minimise the consumption of natural resources | + |
| | 4. To protect and improve air, water and soil quality and minimise noise and light pollution | + |
| | 3. To preserve, protect and enhance the National Park's historic and cultural environment | + |
| | 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests | + |
| | 1. To protect, maintain and enhance the landscape and townscape of the National Park | + |
| <p>Option 2b.3: Adopt an approach of reviewing current schemes and identifying areas in which additional Traffic Management schemes could be put in place either by the National Park Authority or in partnership with other Authorities and interested bodies.</p> | | |
| <p>Option 2b.1: Adopting an approach of non-interference, implies that no proactive efforts will be made to reduce the overall volume of traffic, leaving the network to manage itself. Although no additional schemes could benefit environmental objectives, this approach is also likely to have a negative impact on congestion and the environment, increasing air pollution with detrimental effects on human health, and also on access to and within the Park. This reduced access may also have a negative effect on the local economy. Measures should be promoted to proactively reduce car use and promote other more sustainable modes of transport rather than reliance on the network self regulating. Self regulation is unlikely to work in a rural setting where other transport options are limited and any changes in travel behaviour is likely to take a long time to come into effect and damage the local economy in the interim.</p> | | |
| <p>Option 2b.2: The nature of the effects will depend on the traffic management schemes implemented. Focusing traffic management in the existing four areas whilst helping these areas may exacerbate traffic problems elsewhere.</p> | | |
| <p>Option 2b.3: Putting traffic management schemes in place in areas where traffic has adverse impacts upon communities as well as the environment should have positive effects on economic and social objectives, human health and safety, as well those relating to the natural environment. Impacts are likely to be dependent on the nature of the</p> | | |

Transport

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| <p>traffic management measures. However, restricting access may have negative effects on the visitor economy and related services and also may restrict access for some visitors and residents with mobility issues who need widespread car access whilst improving access for others by reducing congestion and encouraging other means of access.</p> | | | | | | | | | | | | | | |
| Deleted: ¶ | | | | | | | | | | | | | | |
| Amended Issue 2c - Balancing the need for car parking facilities against their impact | | | | | | | | | | | | | | |
| Option 2c.1: Allow the demand for car parking to govern the number of car parking spaces provided, subject to the levels set within the new East Midlands Car Parking Strategy | - | - | - | - | - | - | 0 | 0 | + | 0 | 0 | + | + | - |
| Option 2c.2: Retain the current approach of providing off-street parking where appropriate if coupled with a subsequent and equivalent reduction in on-street parking. Allow for parking facilities as set out within the East Midlands Car Parking Strategy for new non-food business developments. | +/- | +/- | +/- | +/- | +/- | +/- | 0 | 0 | + | 0 | 0 | + | + | + |
| Option 2c.3: Retain current approach to residential and visitor parking. With regard to parking facilities for new non-food business developments adhere to the East Midlands Car Parking Strategy Standards as a minimum, whilst reserving the right to impose more severe parking restrictions on a | +/- | +/- | +/- | +/- | +/- | +/- | 0 | 0 | +/- | 0 | 0 | +/- | +/- | + |

Transport

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| deemed necessary and appropriate by Local Authorities and the Rail Industry, provided that proof is provided of adherence to Section 62 of the Environment Act 1995. | | | | | | | | | | | | | | |
| Option 3a.2: Retain the current approach with the continued safeguarding of former railway routes within the National Park against their possible future reinstatement. | +/- | +/- | +/- | 0 | 0 | +/- | 0 | 0 | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 3a.3: Adopt an approach of resistance to all new rail schemes within the National Park. This is based around the DOE Circulars 4/76 and 125/77 and PPS7, all of which oppose the building/upgrading of new railways in National Parks except in exceptional circumstances. This approach could lead to the removal of safeguarding of land for the reinstatement of the Matlock-Buxton, Woodhead Railway, and the enhancement of the Hope Valley Line. | +/- | +/- | +/- | 0 | 0 | - | 0 | 0 | - | - | +/- | +/- | +/- | - |
| Option 3a.1: New rail schemes may promote access to the National Park from surrounding areas, encouraging tourism and also improving local residents' access to facilities. Car use may decrease with positive impacts on the natural environment however schemes would have to be designed to be sensitive to their surrounds so as not to have a negative impact on landscape or townscape and may involve land take with potential negative impacts. | | | | | | | | | | | | | | |

Transport

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| <p>Option 3a.2: Clarification of the current approach is required to make an assessment. This option is likely to have mixed effects, whilst safeguarding of former railway routes preserves them as wildlife corridors, allowing adaptation to climate change and enables their use as walking /cycling routes which help reduce vehicle traffic, preventing their future reinstatement as working railways may have a larger negative effect in terms of reducing volumes of traffic and greenhouse gas emissions. If new sites need to be found for railway lines this is likely to have a much more significant adverse effect as creating routes for railways lines (cuttings, embankments etc) is highly energy intensive and disruptive to the landscape, soil and biodiversity.</p> <p>Option 3a.3: This option will have benefits for the natural environment but may have a negative impact on reducing the volume of traffic, the economy, access for all and responding to climate change with associated potential negative impacts on the natural environment. So effects are likely to be mixed.</p> | | | | | | | | | | | | | | |
| <p>Amended Issue 3b - The need to increase the perceived attractiveness of public transport</p> | | | | | | | | | | | | | | |
| <p>Option 3b.1: Adopt an approach where market forces govern the success or failure of public transport, with the provision of public transport infrastructure being determined by passenger numbers and cost.</p> | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - | 0 | - | - |
| <p>Option 3b.2: Retain the current approach of working in partnership with Public Transport Authorities and other bodies to encourage the enhancement of public transport infrastructure in an attempt to improve</p> | +/- | + | +/- | + | + | + | 0 | 0 | + | 0 | 0 | + | + | + |

Transport

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| comfort and safety of public transport users. | | | | | | | | | | | | | | |
| Option 3b.3: Adopt a more innovative approach through SPITS and other partners to develop public transport hubs with access to other facilities and sources of information. Such hubs may be situated within existing buildings/businesses such as public houses and cafes or might equally be virtual hubs with transport information about particular locations. | + | + | + | 0 | 0 | + | 0 | + | + | + | + | + | + | + |
| <p>Option 3b.1: Market forces could result in insufficient or inappropriately sited public transport provision, potentially exacerbating social exclusion and poor access to services and even encourage (if not reducing) the use of cars with negative impacts on the natural environment and traffic congestion.</p> <p>Option 3b.2: Enhancement of public transport infrastructure if coupled with sustainable and appropriate locations should encourage its use and reduce car use, with secondary benefits for the natural environment, human health and safety, and congestion on roads. However, the wording of the option limits its potential benefits and could be widened to other softer sustainable transport measures such as public information systems and 'Smarter choices' measures etc. Care also needs to be taken to ensure that landscape character and the historic environment are considered with infrastructure enhancements.</p> <p>Option 3b.3: This option will have similar benefits to option 3b.2 above but benefits will be enhanced with transport hubs increasing the attractiveness and sustainability of public transport facilities, and helping the sustainable use of buildings and land.</p> | | | | | | | | | | | | | | |

Transport

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| Amended Issue 4a - The availability of access to public transport | | | | | | | | | | | | | | |
| Option 4a.1: Adopt an approach of allowing market forces to determine the location of Public Transport provision, and reliance upon other Authorities to make up the shortfall. | - | 0 | - | 0 | 0 | - | 0 | 0 | - | - | - | - | - | - |
| Option 4a.2: Retain current approach of working in partnership with Public Transport Authorities to provide public transport access to designated National Park settlements and Zone 3 recreation areas in keeping with guidance provided within PPG13. | + | + | + | 0 | 0 | + | 0 | 0 | + | + | + | + | + | + |
| Option 4a.3: Take a more pro-active approach in seeking to encourage any development for housing, retail, industry and recreation to be undertaken in settlements with good provision of public transport. Encourage more innovative solutions to transport provision in areas where public transport is not financially viable, for example, use of Community Transport, car clubs, carshare schemes etc. | + | + | + | 0 | 0 | + | 0 | + | + | + | +/- | +/- | +/- | +/- |
| Option 4a.1: Market forces could result in insufficient public transport provision, potentially exacerbating social exclusion and poor access to services. In appropriately sited public transport provision may result in its lack of use and encourage the use of cars (with negative impacts on the natural environment and traffic congestion). | | | | | | | | | | | | | | |

Transport

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| | | | | | | | | | | | | | | | | | | <p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 year(s)); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p> |
| <p>Option 4a.2: Designated National Park settlements where public transport provision is addressed should benefit in terms of access to the park and some amenities, with knock on beneficial effects on the natural environment and congestion if car use decreases. However, as provision will only be focused in designated settlements, other settlements may suffer and problems of transport provision may continue, with continuing social exclusion and possibly congestion on roads.</p> <p>Option 4a.3: This option should have significant benefits for the majority of the sustainability objectives. New development would be sustainably sited and focused in areas with access to suitable public transport provision and other innovative solutions should address needs outside these areas. There will be benefits for access to all, access to services and for the natural environment and congestion, if car use decreases as a result. However there may be uncertain or potentially negative impacts on the natural environment as well if the most accessible locations are inappropriate in terms of the natural environment.</p> | | | | | | | | | | | | | | | | | | |
| Amended Issue 4b - The availability of access to services | | | | | | | | | | | | | | | | | | |
| Option 4b.1: Allow the market to govern the provision of services. | +/- | +/- | +/- | +/- | +/- | +/- | +/- | 0 | - | 0 | 0 | - | - | +/- | | | | |
| Option 4b.2: Retain current approach with regard to the pattern of development, with a focus on Local Plan Settlements and provision for National Park residents. | +/- | +/- | +/- | +/- | +/- | +/- | + | 0 | +/- | 0 | 0 | +/- | +/- | +/- | | | | |
| Option 4b.3: Take a more pro-active approach in encouraging the development of services in key settlements and the provision of mobile services to outlying settlements. This could be directly linked to accessibility | + | + | + | + | + | + | + | 0 | + | 0 | 0 | + | + | + | | | | |

Transport

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| <ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park | | <p>strategies, using a modelling tool to determine the most appropriate places for new or re-locating services.</p> <p>Option 4b.1: Allowing market forces to govern the provision of services could result in insufficient provision, potentially exacerbating social exclusion and poor access to services. A lack of services could also continue to encourage long distance travel to reach services, with potentially negative impacts on the natural environment.</p> <p>Option 4b.2: While some settlements may benefit from the provision of services, others may be not, leading to social exclusion?</p> <p>Option 4b.3: This option should have benefits for access to all and access to services, with the development of services being located in sustainable location in key settlements, coupled with the provision of mobile services, so other settlements are not excluded. This should reduce the need to travel by car with benefits for the natural environment, traffic congestion and the local economy.</p> |
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Transport

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| Issue 5 - The need to ensure that roads & transport infrastructure are in keeping with the National Park setting | | | | | | | | | | | | | | |
| Option 5.1: Adopt an approach which assumes that the Highway Authorities are in the best position to determine the design of roads and transport infrastructure, and that it is not the concern of the National Park Authority provided that Section 62 and PPS7 is observed. | - | 0 | - | - | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Option 5.2: To retain current approach in saved policies aimed at ensuring that the design criteria for Transport Infrastructure is in keeping with its National Park setting and incorporates sustainability best practice. | + | 0 | + | + | +/- | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Option 5.3: Seek to obtain conformity across all highway authorities and agencies responsible for roadworks and signage within this and other National Parks. Seek to establish different and appropriate levels of signage for National Parks. | + | 0 | + | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Option 5.4: Ensure design of transport infrastructure is in keeping with NP setting; reduce unnecessary signage; retain parking policies; parking in new development to be within national guidelines or reduced further. | + | 0 | + | + | 0 | 0 | + | +/- | 0 | 0 | +/- | +/- | 0 | 0 |
| Options should refer to best practice on construction methods and materials used and noise and light pollution. (Is there any Park guidance on rural roads etc) | | | | | | | | | | | | | | |

Transport

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| <p>Issue 6 - Pressures of freight transport and provision of lorry parking</p> | |

Transport

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| Option 6.1: Adopt a position whereby no control is exerted upon freight operation centres or lorry parks. | - | +/- | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - |
| Option 6.2: Retain the current saved policies governing freight transport operating centres, provision of access routing and lorry parks. | +/- | +/- | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | +/- | +/- | +/- | +/- |
| Option 6.3: Adopt a more radical approach seeking to impose 7.5 tonne weight restrictions throughout the National Park, with access for HGVs only. This approach does however pose problems of enforcement. | + | +/- | 0 | 0 | 0 | 0 | 0 | 0 | +/- | +/- | + | + | + | + |
| <p>Option 6.1: exerting no control upon freight operation centres or lorry parks would have negative impacts on the natural environment, the consumption of natural resources, noise pollution and congestion across the Park. There could be some beneficial effects o the economy if lorries being or end their journeys l the park, but increasing congestion and degrading of the area could counteract any positive effects on the local economy.</p> <p>Option 6.2: Impacts will be dependent on the exact nature of the individual saved policies governing freight transport operating centres, provision of access routing and lorry parks.</p> <p>Option 6.3: This option would similar effects to option 1b.5 but they would be much less pronounced.</p> | | | | | | | | | | | | | | |

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| | | | | | | | | | | | | | | | | | 13. Promote a healthy Park wide economy | |
| | | | | | | | | | | | | | | | | | 12. Encourage better access to a range of local centres, services and amenities | |
| | | | | | | | | | | | | | | | | | 11. To help meet local need for housing | |
| | | | | | | | | | | | | | | | | | 10. Promote good governance | |
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| | | | | | | | | | | | | | | | | | 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds | |
| | | | | | | | | | | | | | | | | | 7. To achieve and promote sustainable land use and built development | |
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| | | | | | | | | | | | | | | | | | 5. To minimise the consumption of natural resources | |
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| Issue 7 - The detrimental impact of air transport upon the National Park | | | | | | | | | | | | | | | | | | |
| Option 7.1: Adopt an approach of allowing planning permission to land for use in connection with helicopters and other powered flights, where requested. | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 |
| Option 7.2: Retain the current saved policies restricting such developments where they adversely affect the valued characteristics or amenity of the area, and also continue to use Article 4 Directions, to control use of land for less than 28 days per year for this purpose where it is perceived to have a large detrimental effect on the valued characteristics of an area, or upon congestion, road safety or residential amenity. | | | | | | | | | | | | | | | | | | |
| | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | +/- | 0 |
| Option 7.1: Adopting an approach of allowing planning permission to land for use in connection with helicopters and other powered flights would have negative impacts on the natural environment, particularly noise pollution, the use of natural resources and also congestion (if increasing numbers of cars would need to access these locations). There is potential for a positive impact on the local economy through visitors being attracted the Park for recreational flights etc. | | | | | | | | | | | | | | | | | | |

Transport

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| | | | | | | | | | | | | | | | | | 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car |
| | | | | | | | | | | | | | | | | | 13. Promote a healthy Park-wide economy |
| | | | | | | | | | | | | | | | | | 12. Encourage better access to a range of local centres, services and amenities |
| | | | | | | | | | | | | | | | | | 11. To help meet local need for housing |
| | | | | | | | | | | | | | | | | | 10. Promote good governance |
| | | | | | | | | | | | | | | | | | 9. To promote access for all |
| | | | | | | | | | | | | | | | | | 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds |
| | | | | | | | | | | | | | | | | | 7. To achieve and promote sustainable land use and built development |
| | | | | | | | | | | | | | | | | | 6. To develop a managed response of climate change |
| | | | | | | | | | | | | | | | | | 5. To minimise the consumption of natural resources |
| | | | | | | | | | | | | | | | | | 4. To protect and improve air, water and soil quality and minimise noise and light pollution |
| | | | | | | | | | | | | | | | | | 3. To preserve, protect and enhance the National Park's historic and cultural environment |
| | | | | | | | | | | | | | | | | | 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests |
| | | | | | | | | | | | | | | | | | 1. To protect, maintain and enhance the landscape and townscape of the National Park |
| New Issue 8 - Climate Change | | | | | | | | | | | | | | | | | |
| Option 8.1: Pursue Transport Policies aimed at protecting the National Park, regardless of their potential impact upon climate change. | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | 0 | +/- | 0 | 0 | +/- | - | +/- | | |
| Option 8.2: Pursue Transport Policies that protect the National Park, but that act upon climate change where possible. | + | + | + | + | + | + | + | +/- | 0 | + | 0 | 0 | + | + | + | | |
| Option 8.3: Pursue Transport Policies aimed at counteracting Climate Change, regardless of their potential impact upon the National Park. | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | 0 | +/- | 0 | 0 | +/- | +/- | +/- | | |
| Does 'protecting the National Park' refer to 'protecting the special qualities of the National Park'? | | | | | | | | | | | | | | | | | |
| <p>Option 8.1: Although this policy seeks to protect the National Park, not addressing the potential impact upon climate change could have negative impacts on the special qualities of the Park for which it was designated in the long term. However, in the short term environmental benefits are likely to be seen to effects are likely to be mixed and dependent on the transport policies themselves.</p> <p>Option 8.2: This option takes a balanced approach and should have positive impacts on most sustainability objectives.</p> <p>Option 8.3: Although policies aimed at counteracting Climate Change are commendable and would have a number of benefits, disregarding any potential impacts on the National Park would could negative impacts in the short term on landscape, biodiversity and the Park's historic and cultural environment, which could have knock on</p> | | | | | | | | | | | | | | | | | |

Transport

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|---|--|---|---|---|-----|-----|-----|---|---|---|---|---|-----|-----|
| <p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p> | impacts on the economy. Specific impacts would be dependent on the nature of the policies. | | | | | | | | | | | | | |
| New Issue 9 - Accessibility | | | | | | | | | | | | | | |
| Option 9.1: Pursue Transport Policies aimed at protecting the National Park, regardless of the Accessibility agenda. | + | + | + | + | +/- | +/- | +/- | 0 | - | 0 | 0 | - | - | +/- |
| Option 9.2: Pursue Transport Policies that balance the need to protect the National Park with promoting access to services by means other than the private car. | + | + | + | + | + | + | +/- | 0 | + | 0 | 0 | + | + | + |
| Option 9.3: Pursue Transport Policies aimed at promoting access to services, regardless of their potential impact upon the National Park. | - | - | - | - | - | - | +/- | 0 | + | 0 | 0 | + | +/- | +/- |
| Option 9.1: Pursue Transport Policies aimed at protecting the National Park should have benefits for the natural environment, but disregarding the accessibility agenda will have negative impacts on objectives relating to access for all, access to services and this could have further negative impacts on the local economy if visitors are discouraged. | | | | | | | | | | | | | | |
| Option 9.2: This option takes a balanced approach and should have positive impacts on most sustainability objectives (particularly if measures are included to encourage the use of public transport, provision and provision is sufficient to meet needs of users, and discourage the use of cars) | | | | | | | | | | | | | | |
| Option 9.3: This option will have benefits for SA Objectives relating to access for all and access to facilities and services. Disregarding any potential impacts on the National | | | | | | | | | | | | | | |

Transport

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|---|--|---|---|---|---|---|---|---|---|---|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|---|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| <p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p> | <p>Park may have negative impacts on landscape, biodiversity and the Park's historic and cultural environment, which could have secondary impacts on the economy. Specific impacts would be dependent on the nature of the policies.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>New Issue 10 - 'In principal support' for Tintwistle relief road</p> | <table border="1"> <tr> <td data-bbox="929 805 996 869">Option 10.1: Removal of 'in principal support' for any already proposed or new road scheme within the National Park.</td> <td data-bbox="996 805 1064 869">+</td> <td data-bbox="1064 805 1131 869">+</td> <td data-bbox="1131 805 1198 869">+</td> <td data-bbox="1198 805 1265 869">+</td> <td data-bbox="1265 805 1332 869">+</td> <td data-bbox="1332 805 1400 869">+</td> <td data-bbox="1400 805 1467 869">+</td> <td data-bbox="1467 805 1534 869">0</td> <td data-bbox="1534 805 1601 869">0</td> <td data-bbox="1601 805 1668 869">0</td> <td data-bbox="1668 805 1736 869">0</td> <td data-bbox="1736 805 1803 869">+/-</td> <td data-bbox="1803 805 1870 869">-</td> <td data-bbox="1870 805 1960 869">+</td> </tr> <tr> <td data-bbox="929 869 996 965">Option 10. 2: Removal of 'in principle support' for a Tintwistle relief road, but not for other already proposed road schemes within the National Park.</td> <td data-bbox="996 869 1064 965">-</td> <td data-bbox="1064 869 1131 965">-</td> <td data-bbox="1131 869 1198 965">-</td> <td data-bbox="1198 869 1265 965">-</td> <td data-bbox="1265 869 1332 965">-</td> <td data-bbox="1332 869 1400 965">-</td> <td data-bbox="1400 869 1467 965">-</td> <td data-bbox="1467 869 1534 965">0</td> <td data-bbox="1534 869 1601 965">0</td> <td data-bbox="1601 869 1668 965">0</td> <td data-bbox="1668 869 1736 965">0</td> <td data-bbox="1736 869 1803 965">+</td> <td data-bbox="1803 869 1870 965">+</td> <td data-bbox="1870 869 1960 965">-</td> </tr> <tr> <td data-bbox="929 965 996 1029">Option 10. 3: Retention of 'in principal support' for any already proposed road schemes.</td> <td data-bbox="996 965 1064 1029">-</td> <td data-bbox="1064 965 1131 1029">-</td> <td data-bbox="1131 965 1198 1029">-</td> <td data-bbox="1198 965 1265 1029">-</td> <td data-bbox="1265 965 1332 1029">-</td> <td data-bbox="1332 965 1400 1029">-</td> <td data-bbox="1400 965 1467 1029">-</td> <td data-bbox="1467 965 1534 1029">0</td> <td data-bbox="1534 965 1601 1029">0</td> <td data-bbox="1601 965 1668 1029">0</td> <td data-bbox="1668 965 1736 1029">0</td> <td data-bbox="1736 965 1803 1029">+</td> <td data-bbox="1803 965 1870 1029">+</td> <td data-bbox="1870 965 1960 1029">-</td> </tr> </table> | | | | | | | | | | | | | Option 10.1: Removal of 'in principal support' for any already proposed or new road scheme within the National Park. | + | + | + | + | + | + | + | 0 | 0 | 0 | 0 | +/- | - | + | Option 10. 2: Removal of 'in principle support' for a Tintwistle relief road, but not for other already proposed road schemes within the National Park. | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | + | + | - | Option 10. 3: Retention of 'in principal support' for any already proposed road schemes. | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | + | + | - |
| Option 10.1: Removal of 'in principal support' for any already proposed or new road scheme within the National Park. | + | + | + | + | + | + | + | 0 | 0 | 0 | 0 | +/- | - | + | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Option 10. 2: Removal of 'in principle support' for a Tintwistle relief road, but not for other already proposed road schemes within the National Park. | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | + | + | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Option 10. 3: Retention of 'in principal support' for any already proposed road schemes. | - | - | - | - | - | - | - | 0 | 0 | 0 | 0 | + | + | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Option 10.1: This option has the potential to have significant benefits on the natural environment and climate change by not allowing any new road schemes (including any already proposed). Although this may have a positive benefit reducing volumes of road traffic, there may be short term negative impacts on congestion. Alternative forms of transport should be promoted to tackle existing congestion.</p> <p>Option 10.2 & 10.3: 'In principle support' for existing proposed road schemes could have a negative effect on the natural environment and climate change if proposals go</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Transport

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| <p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> | <p>ahead. However, new road schemes may promote access to the National Park from surrounding areas, encouraging tourism and may also improve local residents' access to facilities. Although traffic levels may increase congestion may be improved in the short term through the provision of new roads.</p> |
| <p>13. Promote a healthy Park wide economy</p> | |
| <p>12. Encourage better access to a range of local centres, services and amenities</p> | |
| <p>11. To help meet local need for housing</p> | |
| <p>10. Promote good governance</p> | |
| <p>9. To promote access for all</p> | |
| <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> | |
| <p>7. To achieve and promote sustainable land use and built development</p> | |
| <p>6. To develop a managed response of climate change</p> | |
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