

1951-2021



**PEAK  
DISTRICT  
NATIONAL  
PARK**



# Recreation & Tourism and Sustainable Transport & Infrastructure

Hope Valley Explorer image courtesy of Sam North



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## Recreation & Tourism

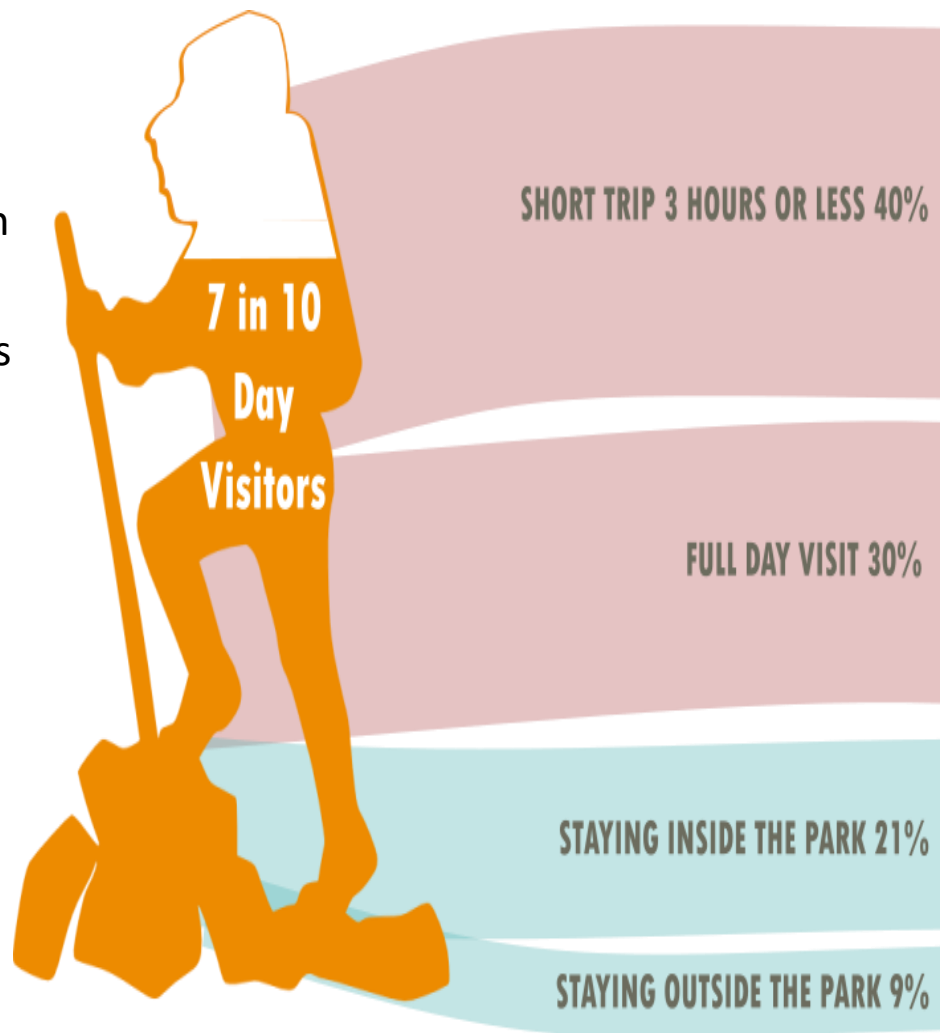
North Lees Camping Pods image courtesy of  
D. Wildey





## State of Tourism Report (2019)

- Visitor days increased by 11.6% between 2009 and 2017.
- There are between 13 million and 26 million visits per annum.
- Tourism supports approximately 10,000 jobs in the Peak District.
- Around 2 in 5 visitors had never been before.
- Over half of all visitors state their main activity is walking 2-10 miles.
- 40% of staying visitors stay in campervans, caravans or tents.
- Half of the bed supply in the Peak District is caravans, campervans and tents.
- Most of visitors arrive by car
- 50% of visitors, visit at Weekends.





## Core Strategy

### Spatial vision

A welcoming Peak District.....

## Outcomes for Recreation and Tourism

A network of high quality, sustainable sites and facilities.....



## Core Strategy

### Spatial objectives – National Park

- Manage off-road recreation.....
- Enable development of appropriate sites and facilities in DS1 settlements.
- Support low-key development or improvement of facilities in recognised visitor locations....
- Encourage and support sustainable travel options.....





### **Spatial objectives – Dark Peak**

- Enable development of appropriate sites and facilities at key locations
- Limit development in the open countryside.
- Work with constituent councils to promote active recreation.
- Support tourist accommodation that is suited to wilder and quieter areas.

### **Spatial objectives – South West Peak**

- Manage off-road recreation.
- Support measures to improve visitor access.

### **Spatial objectives – White Peak**

- Support the development of appropriate facilities in recognised visitor locations.
- Maintain and fills gaps in the rights of way network.
- Protect the Manifold, Tissington and High Peak Trails; retain the continuity of the Monsal Trail.
- Consolidate Bakewell's role as a tourist centre.
- Support the change of use of traditional buildings to visitor accommodation.
- Enable a new hotel in Bakewell.



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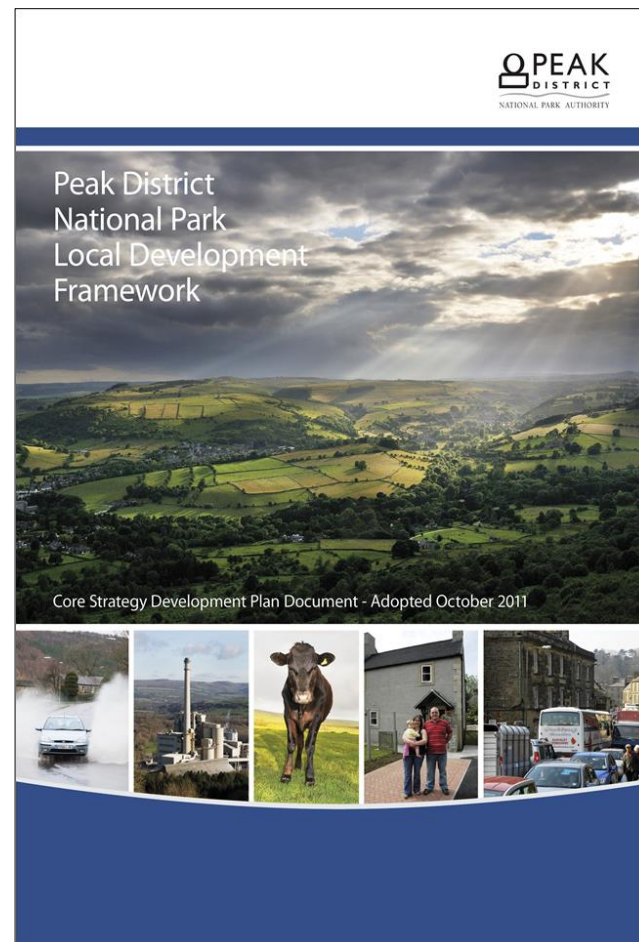
## Peak District National Park Core Strategy (2011)

### Recreation and Tourism Policies

**RT1: Recreation, environmental education and interpretation**

**RT2: Hotels, bed and breakfast and self-catering accommodation**

**RT3: Caravans and camping**





# **Peak District National Park Development Management Policies (2019)**

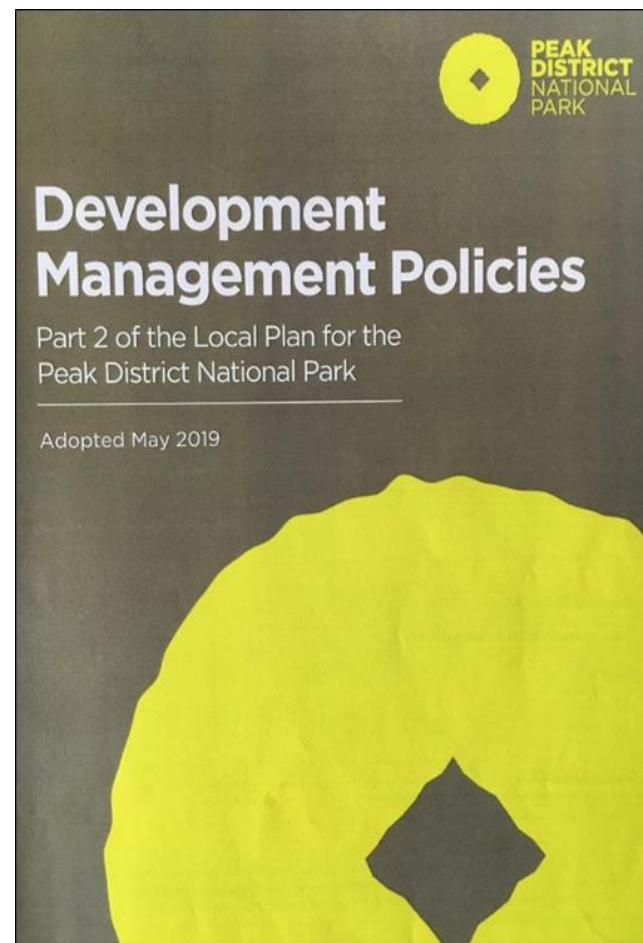
## **Recreation and Tourism Policies**

### **DMR1: Touring camping and caravan sites**

### **DMR2: Holiday occupancy of touring camping and caravan sites**

### **DMR3: Holiday occupancy of self-catering accommodation**

### **DMR4: Facilities for keeping and riding horses**







## Recreation Hubs

**Draft Supplementary Planning Document - Informal Consultation Summer / Autumn 2020**

**Stakeholder Workshop (Autumn 2020)**

**Definitions for Recreation Management**  
(Programme & Resources Committee – December 2020)

- **Gateways**
- **Recreation Hubs**
- **Recreational Attractions**





# How have the Core Strategy policies performed?

- We have permitted tourist and recreation facilities where the landscape and road networks can accommodate development without harm to our special qualities.
- We have permitted new hotel development in Bakewell and Stoney Middleton but other facilities in the Hope Valley are currently lost to tourism.
- We have seen increased pressure for different forms of holiday accommodation ( camping pods, shepherds huts etc)
- Permission has been granted for the enhancement of an static caravan site.



## Headlines from the surveys

- 79% of responders agreed we should give scope for touring caravans, tents, camping pods and shepherd huts but prevent new static caravans, chalets and lodges in the open countryside.
- 78% of responders agreed that new build hotel accommodation outside of Bakewell should be restricted to brownfield sites.
- 63% thought we should confine larger recreation and tourism development to 'hub sites' that can be accessed by non-car means.



## New issues and drivers

### ➤ Covid-19 Pandemic

- Lockdowns and Tiers (Boom and bust);
- Changes to the visitor profile, including new visitors;
- Car based visits;
- Demand exceeding supply;
- Pressure on facilities;
- Partnership based approach to visitor management.

### ➤ The Tourism Recovery Plan (June 2021) – Department for Digital, Culture, Media & Sport.

- Objective 1: A swift recovery back to 2019 levels of tourism volume and visitor expenditure (Short to Medium term).





# The main challenge

- Our Recreation and Tourism policies seek to fulfil our second statutory purpose: -
  - promoting opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.
- In achieving this purpose, the policies and the planning decisions taken in response to them must -
  - support the conservation and the enhancement of those special qualities; and
  - foster the economic and social well-being of local communities within the National Park.

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# Sustainable Transport & Infrastructure

Hope Valley Explorer image courtesy of Sam North



## State of Sustainable Travel and Transport Report (2020)

- The Peak District National Park works with seven different highway authorities and six different transport authorities.
- There are 2,248km of roads providing access both in and out of, and around the Peak District National Park.
- Approximately 80% of visits to the National Park are made by car.
- There are many publicly available car parks across the National Park
- Only 3.5% of leisure visits to the PDNP are currently made by public transport
- 14% of residents use public transport regularly.
- 58% of all visitors gave walking as their main reason for visiting. Cycling was the second most popular activity (27%).
- Over half a million (519,000 in 2017) movements made by walkers, cyclists and horse riders are recorded on three key multi-user trails owned by the National Park Authority each year (High Peak Trail, Monsal Trail and Tissington Trail).
- Residents of the Peak District National Park have a higher number of cars per household (1.6) than the national average (1.2).
- More than one third of residents never use public transport.





## Core Strategy

### Spatial vision

A welcoming Peak District.....

### Outcomes for Accessibility, travel and traffic

Residents, visitors and businesses will access their needs in ways that conserve and enhance the valued characteristics of the National Park.







## **Core Strategy**

### **Spatial objectives – National Park**

- Development will be focussed on settlements with existing public transport services.
- There will be better and more opportunities for accessibility.
- Long distance traffic will be routed around the Park.
- Motor traffic will be directed to strategic routes.
- Transport links, which increase the amount of cross-Park traffic will be opposed.
- Appropriate traffic management will improve road safety....
- National Park residents will have improved sustainable access.....
- More visitors to the National Park will use sustainable...modes of transport.
- Gaps in the rights of way network will be linked.
- Local distinctiveness will be respected.
- The impact of other modes of transport will be managed....
- Measures will be taken to alleviate the adverse impacts of traffic on settlements.



### **Spatial objectives – Dark Peak**

- The Woodhead rail route will be safeguarded.
- Opportunities will be taken to increase public transport.
- The Trans Pennine Trail will be retained.
- The A628 Tintwistle by-pass route won't be safeguarded.



### **Spatial objectives – White Peak**

- The line of the Bakewell Relief Road will not be safeguarded.
- Opportunities will be taken to enhance services on the Hope Valley Railway Line.
- The former Matlock to Buxton rail route will be safeguarded.
- The Monsal Trail will be retained.

### **Spatial objectives – South West Peak**

- Increasing sustainable access for residents and visitors.



## Peak District National Park Core Strategy (2011)

### Accessibility, Travel and Traffic Policies

**T1: Reducing the general need to travel and encouraging sustainable transport.**

**T2: Reducing and directing traffic**

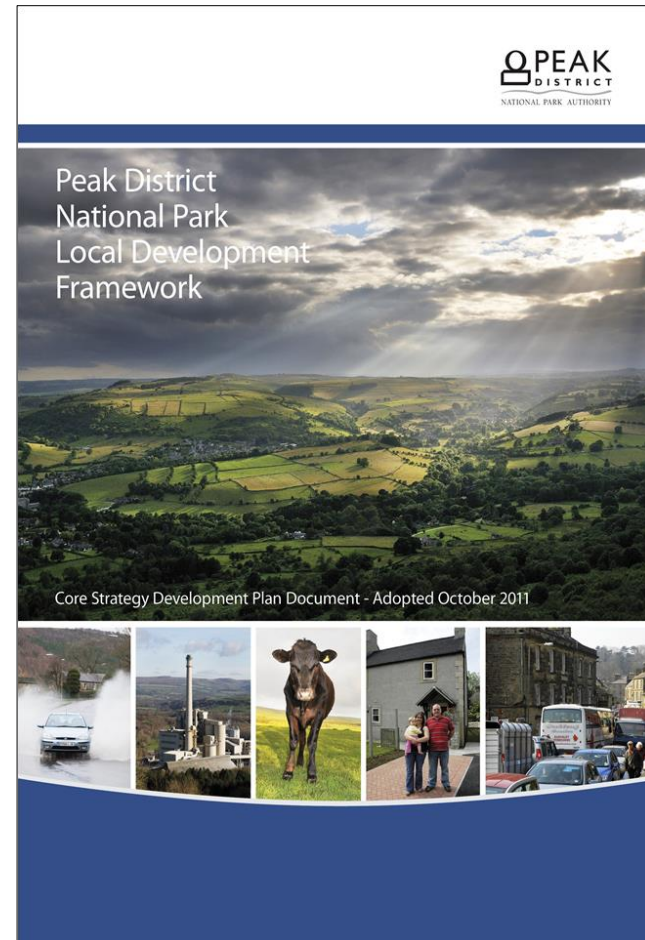
**T3: Design of transport infrastructure**

**T4: Managing the demand for freight transport**

**T5: Managing the demand for rail, and reuse of former railway routes**

**T6: Routes for walking, cycling and horse riding, and waterways**

**T7: Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks.**





## **Peak District National Park Development Management Policies (2019)**

### **Travel and Transport Policies**

**DMT1: Cross-Park roads**

**DMT2: Local road improvements**

**DMT3: Access and design criteria**

**DMT4: Railway construction**

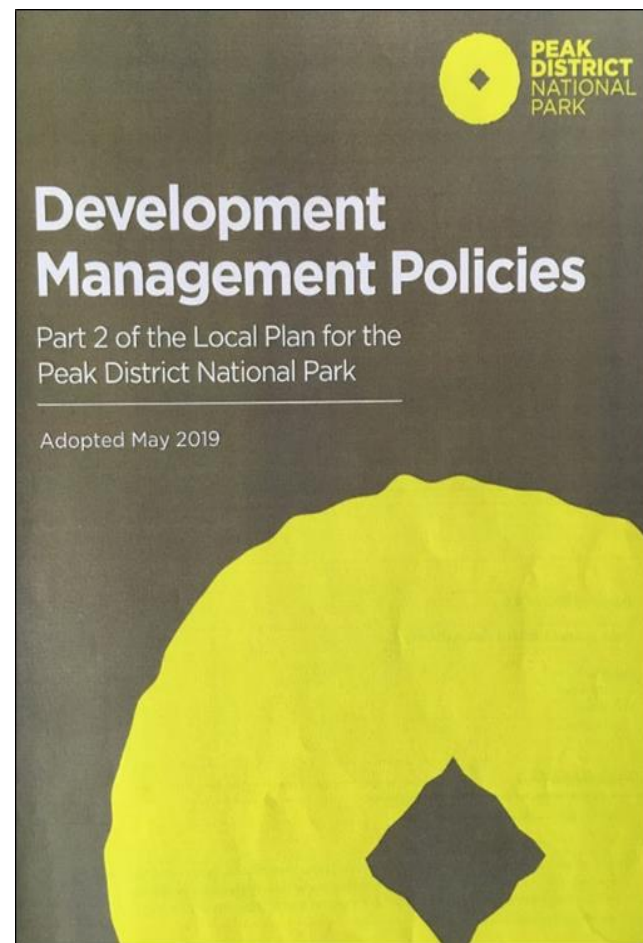
**DMT5: Development affecting a public right of way**

**DMT6: Business parking**

**DMT7: Visitor parking**

**DMT8: Residential off-street parking**

**DMT9: Air transport**

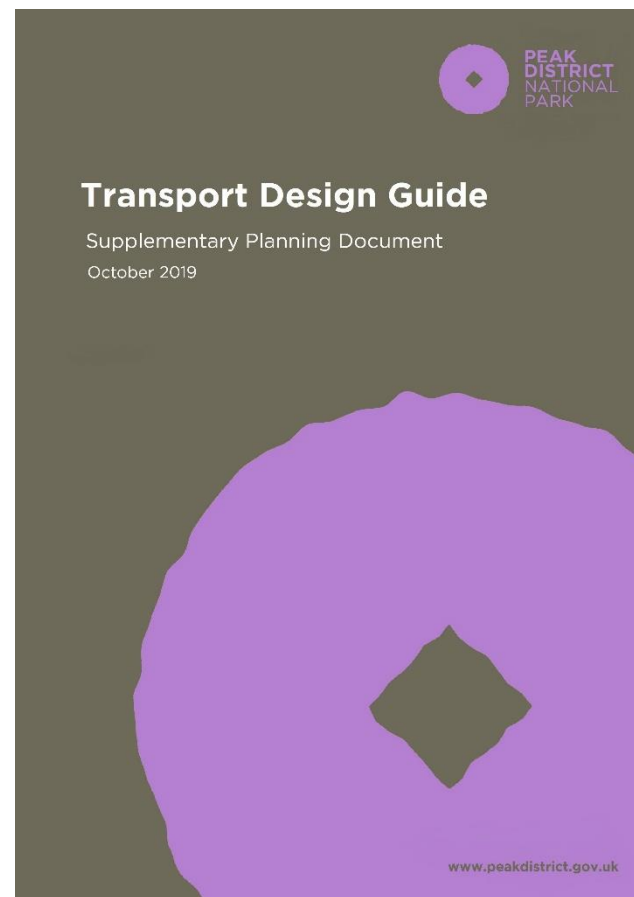




# Transport Design Guide

**Supplementary Planning Document  
Adopted October 2019**

- **Adds detail to Core Strategy Policy T3 and Development Management Policy DMT3**
- **Provides advice and guidance in relation to transport schemes with permitted development.**
- **Provides advice and guidance to developers applying for planning permission for transport schemes.**





# How have the Core Strategy policies performed?

- Between 2012 and 2017, there was a total increase in traffic flows within the National Park of approximately 13%.
- We have supported structural improvements to maintain the safety and integrity of the Park's road network. This has included remedial schemes on the A54, A619 and A628.
- We have been consulted on the design of a number of transport schemes, offering advice and guidance. In addition, we adopted the Peak District National Park Transport Design Guide Supplementary Planning Document (2019).
- The Pedal Peak Project (2010-11) delivered enhancement to the Monsal Trail.
- The Pedal Peak II Project (2013-15) delivered enhancement to routes within and linking to, the National Park.
- We supported the proposal for the Hope Valley Capacity Enhancement scheme.
- We have worked with partners to update traffic management schemes as and when appropriate. This has been a particularly important area of work since the outbreak of the Covid-19 pandemic.

## Headlines

- 73% of responders agreed that new road building in the National Park should be restricted to essential schemes and that these schemes should deliver net environmental benefits to the National Park.
- 52% of responders thought that we should safeguard the Monsal and Trans Pennine Trail routes as trails rather than for rail reinstatement.



## New issues and drivers

- **Glover Landscapes Review (2019)**
  - Proposal 19: A new approach to coordinating public transport piloted in the Lake District, and new, more sustainable ways of accessing national landscapes
- **Covid-19 Pandemic**
  - Changes in travel patterns, but a return to pre-Covid numbers of journeys;
  - Social distancing has affected public transport capacity, levels of service and a willingness to use it;
  - Active travel has increased but safety concerns remain;
- **The National Bus Strategy for England (2021)**
  - *“Our goal is to get bus use back to what it was before the pandemic. Then we want to increase patronage and raise buses’ mode share. We can only do these things by ensuring that buses are an attractive alternative to the car for far more people.”*
  - Proposals for Enhanced Bus Partnerships or plans for franchising (June 2021);
  - Local Bus Service Improvement Plan (October 2021);
  - Enhanced Bus Partnerships established (April 2022).





## The main challenge

- The Peak District National Park is crossed by a mix of strategic and local transport corridors (both road and rail). This busy network carries a mix of resident, visitor, business and cross-Park travellers.
- The National Park Authority has no direct control over highways or public transport infrastructure and provision. Responsibilities are shared across a number of bodies resulting in a fragmented approach to delivery of infrastructure and services.
- Our Sustainable Transport & Infrastructure policies seek to fulfil our first and second statutory purposes, whilst also acting to influence those bodies with direct control over highways and public transport infrastructure and provision at a local, sub-national and national level.