21 December 2007

To: All Councillors

As a Member or Substitute of the Local Development Framework Advisory Committee, please treat this as your summons to attend the meeting on Tuesday, 8th January, 2008 at 6.00 pm in the Council Chamber, Town Hall, Matlock.

Yours sincerely

[Signature]

Miss C M Leddy
Head of Corporate Services

AGENDA

1. APOLOGIES/SUBSTITUTES

Please advise Christine Laver on 01629 761300 or e-mail committee@derbyshiredales.gov.uk of any apologies for absence and substitute arrangements.

2. APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING

22nd October 2007

3. INTERESTS

To enable members to declare any personal and/or prejudicial interests they have in subsequent Agenda items. Interests that become apparent at a later stage in the proceedings may be declared at that time.
4. **DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – CLIMATE CHANGE, FLOODRISK AND NATURAL AND HISTORIC ENVIRONMENT WORK SHOP FEEDBACK**

To summarise the discussions held with stakeholders at a workshop on 22 October 2007 and consider the issues and options available to the District Council in taking forward topics on climate change, floodrisk, natural and historic environment for inclusion in the Derbyshire Dales Core Strategy.

5. **DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – TRANSPORT TOPIC PAPER**

To consider a topic paper that examines the transport characteristics of the local planning authority area, discusses the issues and options available to the District Council in taking forward transportation matters in the Derbyshire Dales Core Strategy, provides Members with an opportunity to suggest alternative approaches and seeks approval for an informal period of consultation with stakeholders.

**APPENDIX 1**

Members of the Committee: Councillors Ian Bates, Ken Bull, Charles Duncan, David Fearn, Steve Flitter, David Hoskin, Irene Ratcliffe, Lewis Rose OBE, Tony Rosser, Geoff Stevens, Carol Valentine, Carol Walker.

Substitutes: Councillors James Bentley, Jacque Bevan, Sue Burfoot, David Burton, Shirley Buckingham, Tracy Critchlow, Barry Hopkinson, Cate Hunt, John Moseley.
DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – CLIMATE CHANGE, FLOODRISK AND NATURAL AND HISTORIC ENVIRONMENT WORKSHOP FEEDBACK

SUMMARY

This report summarises the discussions held with stakeholders at a workshop on 22 October 2007 and about the issues and options available to the District Council in taking forward topics on climate change, floodrisk, natural and historic environment for inclusion in the Derbyshire Dales Core Strategy.

RECOMMENDATION

That the discussions held with stakeholders at the workshops be noted.

WARDS AFFECTED

All Wards outside the Peak District National Park.

STRATEGIC LINK

The Core Strategy is a Development Plan Document that must be prepared by the Council as part of its Local Development Framework. The Core Strategy will set out the spatial vision and strategic planning objectives for the District. Once adopted all other Development Plan Documents must be in conformity with it.

1 REPORT

1.1 Members will recall that at the meeting held on the 22 October 2007 it was resolved that the Climate Change and Floodrisk and Natural and Historic Environment Topic Papers be approved as a basis for discussion at a workshop with stakeholders (Minute 333/07). Following consideration of all relevant issues by this Committee, consultation was undertaken with stakeholders in order to explore whether all relevant issues and options had been identified.

1.2 The Climate Change and Floodrisk and Natural and Historic Environment topic papers approved by this Committee on 22 October 2007 formed the basis of discussion with stakeholders at a workshop on 30 October 2007. The workshop included a presentation on the data collected about the District and an outline of the main issues and options identified so far in relations to climate change, floodrisk, natural and historic environment. A total of 33 delegates attended the stakeholder workshop.

1.3 The following is a summary of the main points raised at the workshops:
2 **Work Group Exercise**

2.1 *Does the evidence collected reflect stakeholders understanding of the District’s characteristics?* The list below provides some suggestions from stakeholders about additional information that the District Council might wish collect to help develop a better understanding of the District’s climate change, floodrisk and the natural and historic environment.

**Climate and floodrisk**
- A large proportion of residents and businesses are vulnerable to flash flooding;
- The existing capacity of storm water drains is not sufficient to handle heavy and prolonged water deluges. Much of the storm drain network is old infrastructure;
- The proportion/number of properties built on the floodplain;
- An assessment of where renewable energy is taking place and potential locations for future installations;

**Natural and Historic Environment**
- Protected species exist more widely than in designated sites;
- Protected species list – joint database funded by Natural England;
- Historical contaminated land data especially lead mining areas;
- Historical landscape character areas;
- Urban environments including gardens, allotments and orchards;
- Biodiversity Plans.

2.2 *Have we omitted any information that you feel is relevant to understanding climate change, floodrisk, natural and historic environment?* The list below provides some additional thoughts from stakeholders that the District Council might wish to include in the Core Strategy:

**Climate Change and Floodrisk**
- Acknowledgement that the evidence on climate change is constantly being updated;
- Emerging Derbyshire Climate Change Strategy;
- Climate Impacts Study on Derbyshire;
- Important to liaise with universities that conduct research into climate change;
- The number of micro generation installations under permitted development rights;
- Landscape Character Assessment;
- East Midlands Regional Assembly database on climate change;
- Acknowledge the impact of transport on climate change;
- Use of ground source heat pumps;
- Draft supplement PPS1 allow local authorities to apply a 10% target for renewable energy;
- Refer to good examples of good practice elsewhere in UK and Europe;
- Existing levels of renewable outputs.

**Natural and Historic Environment**
- Historic Landscape Characteristics;
- Historic environment exists more widely in designated sites;
- Economic statistics on how historic sites have helped tourism in particular regeneration schemes;
• Village Design Statements;
• Green Infrastructure;
• Minerals and waste sites;
• Tranquillity maps;
• Management Plan for the Matlock Parks Project;
• Benefits of Green Infrastructure;
• Biodiversity data;
• A better understanding of the carrying capacity of landscape.

2.3 Are there any other plans and strategies that should be considered? The list below provides additional documents that the District Council might wish to include in the Development Strategy:

Climate change and Floodrisk
• Landscape Character Assessment of Derbyshire;
• Conservation Area Appraisals;
• Derwent Valley Rural Transport Plan;
• Local Area Agreements;
• Rural Action Plans.

Natural and Historic Environment
• Heritage White Paper;
• Soil Studies;
• Natural England policy for public access to open space;
• Rural Action Plans;
• Village Design Statements.

2.4 What do you consider to be the main issues / needs relating to climate change, floodrisk, natural and historic environment? Stakeholder comments were as follows:

Climate Change and Floodrisk
• We should be thinking ahead of landscape character and assessment when considering renewable energy schemes;
• Landscape Character is very important within the District and is the single most important resource;
• Pay back on solar panels is often not cost effective;
• Setting an appropriate percentage reduction in carbon emissions;
• Difficulties of accessibility in rural areas and relatively high car dependency;
• There needs to be greater cross cutting links with other subject areas;
• The strategic level policies on climate change should be for all levels and types of development;
• Important to locate housing and industry in close proximity to reduce the need to travel and develop sustainable communities;
• Capacity to produce renewable energy within the local planning authority area needs exploring.
**Natural and Historic Environment**
- Impact of climate change and adapting to change;
- Poor management of designated sites because of the decline in traditional practices, neglect of marginal sites;
- Tension between increasing energy efficiency and the historic environment;
- The impact of transport on the historic environment;
- Pressure on the conversion of farm building;
- Important to take into consideration the natural aesthetics in design quality.

### 2.5 What are our options in dealing with climate change, floodrisk and natural and historic environment through the Core Strategy? Stakeholders comments on the options included:

**Climate Change and Floodrisk**
- Options should be strong as possible;
- Level 6 Sustainable Homes standard and carbon zero should be the minimum level;
- Invest more in technical advice for local communities;
- The energy hierarchy should be central to developing the options;
- Introduce Sustainable Urban Drainage System policy to help reduce run off;
- Encourage the reuse of buildings and reuse of materials;
- Introduce section 106 agreements to introduce renewable energy and financial contributions.

**Natural and Historic Environment**
- To ensure that features are conserved and enhanced;
- Carrying Capacity of the natural environment;
- The built environment is limited by legislation;
- Allow more development in sustainable rural locations;
- Section 106 contributions for compensation to biodiversity enhancement either on site or elsewhere in District;
- Take account of traditional materials;
- Visions for different types of area for different landuses;
- Historic patterns and sustainability aspects of historic environment.

### 3 Risk Assessment

#### 3.1 Legal

As set out in the report.

#### 3.2 Financial

The costs of the stakeholder events and publishing the topic papers can be contained within existing budgets.

#### 3.3 Corporate Risk

#### 3.4 The Core Strategy is a pivotal document in the Local Development Framework and will guide development to 2026. It is essential that the Core Strategy is brought forward in accordance with the timetable set out in the Local Development Scheme,
otherwise there is a potential for a policy vacuum to emerge after 2011 that would thereby weaken the District Council’s position in respect of its decision making ability on planning applications.

4  OTHER CONSIDERATIONS

In preparing this report the relevance of the following factors has also been considered: prevention of crime and disorder, equality of opportunity, environmental, health, legal and human rights, financial, personnel and property considerations.

5  CONTACT INFORMATION

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6  BACKGROUND PAPERS

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<thead>
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<th>Description</th>
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<tbody>
<tr>
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<td>G/5/P29(i)</td>
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LOCAL DEVELOPMENT FRAMEWORK ADVISORY COMMITTEE
8 JANUARY 2008

Report of Planning Services Manager

DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – TRANSPORT TOPIC PAPER

SUMMARY

This report presents Members with a topic paper that examines the transport characteristics of the local planning authority area and discusses the issues and options available to the District Council in taking forward transportation matters in the Derbyshire Dales Core Strategy. The report provides Members with an opportunity to suggest alternative approaches and seeks approval for an informal period of consultation with stakeholders.

RECOMMENDATION

That the Transport Topic Paper attached as Appendix 1, subject to any alternative issues and options proposed by Members, be approved as a basis for discussion with stakeholders.

WARDS AFFECTED

All wards outside the Peak District National Park.

STRATEGIC LINK

The Core Strategy is a Development Plan Document that must be prepared by the Council as part of its Local Development Framework. The Core Strategy will set out the spatial vision and strategic planning objectives for the District. Once adopted all other Development Plan Documents must be in conformity with it.

1 REPORT

1.1 Background

The new planning system as introduced by the Planning and Compulsory Purchase Act 2004 requires local planning authorities adopt a broader approach to planning known as spatial planning, with the Core Strategy at the centre of this approach. Planning Policy Statement 12 (Local Development Frameworks) sets out:

“Spatial Planning goes beyond traditional landuse planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function”

In line with the advice in Planning Policy Statement 12 work has commenced on the preparation of the Derbyshire Dales Core Strategy. This will, once adopted set the
strategic planning framework for Derbyshire Dales up to 2026. It will also play a key part in the delivery of the Derbyshire Dales and High Peak Community Strategy 2006-2009.

The Core Strategy is a pivotal document in the Local Development Framework as it will set the strategic context for all other Development Plan Documents and will include the following:

- **A vision and set of strategic objectives** for the development of District for the period up to 2026. This will provide a clear and concise statement of intentions for the future development of the area, supported by clear objectives to help realise the vision. The vision will be developed through public and stakeholder involvement and should capture the characteristics of the District, to distinguish it from other places and reflect specific local elements.

- **Include a Spatial Strategy** This will bring together the vision, objectives and policy into a coherent whole that provides a strategy for the area and individual locations which will be developed by the evidence base.

- **Core Policies** The Core Strategy will contain clear and concise policies for delivering the spatial strategy and set out the broad locations for delivering the housing and other strategic needs such as retail, leisure, community, essential public services and transport development.

- Set out an implementation and monitoring framework to ensure delivery of these policies.

The Core Strategy is of strategic importance to the Local Planning Authority, particularly given the emphasis expressed in Government advice that a robust evidence base should support such strategies. In order to ensure that all relevant issues are sufficiently addressed, a topic paper on transport has been prepared for consideration by this Committee and to be used as the basis for informal consultation with key stakeholders.

The Core Strategy will help deliver the Derbyshire Dales and High Peak Community Strategy by setting out its spatial aspects where appropriate, a long term spatial vision and express those elements that relate to the development and use of land. The topic papers have been prepared to consider how the Core Strategy can set the spatial planning framework for the Derbyshire Dales and High Peak Community Strategy’s theme on access to services and rural transport; in particular improving accessibility and the need to reduce travel by car.

A key component of the Core Strategy is to facilitate positive improvements to the District’s environment which will eventually support the achievement of the Derbyshire Dales Core Strategy vision. Members will however note that as transport is such a cross cutting issue the Core Strategy will only be able to identify those stakeholders and organisations who will be responsible for delivering improvements to public transport provision throughout the plan’s area.

1.2 **Transport – General Background**

The District’s communication links are vital to its economic prosperity and social wellbeing. Accessibility lies at the heart of creating sustainable linked communities
where services, employment and facilities are provided within easy walking distance of homes.

Travel is an important part of daily life. No matter how long or short, nearly everybody makes some sort of journey everyday, if only to go to the shops, to school or to visit friends.

The provision and maintenance of a safe efficient, and integrated transport system is vital to the quality of life in the District. A growing reliance on the car is however having serious implications for congestion, the environment and road safety.

For people without access to a car getting around is sometimes difficult, unpleasant and intimidating. In rural areas the lack of adequate public transport to gain access to services and facilities can often leave members of the community feeling vulnerable and isolated.

Our increased ability to travel has come at a cost to the environment. Of particular relevance to the local planning authority area is that domestic transport contributes about one third of the United Kingdoms total carbon dioxide emissions. If the Core Strategy is going to meet the challenges of rising demand for car travel and reduce green house gas emission there is need to reduce car dependence and facilitate more journeys on foot, by cycling or by public transport.

Accessibility affects everybody. People need to be able to travel easily and safely in their daily lives, whether on foot, by bike, by bus, by car or in a wheelchair. It is essential, if we are to reduce car dependence, that accessibility considerations are a key determining factor in the location development.

The Topic Paper on Transport set out in Appendix 1, provides an outline of the characteristics of the local planning authority area, the main messages from relevant strategies followed by the issues that the Core Strategy will need to deal with. The paper is structured into three sections that attempt to present an assessment of following:

1.3 **A Review of National, Regional and Local Policies**

Advice in PPS12 (Local Development Frameworks) requires the Core Strategy to draw on any other strategies of the District Council and other organisations that has implications for the development and use of land within the District. The Core Strategy should become the implementation mechanism for aspects of these other strategies. For example in relation to the transport it should include policies that assist in the delivery of the Regional Transport Strategy and the Derbyshire Dales and High Peak Community Strategy.

Whilst there are others, the following documents set out the main national, regional and local guidance on climate change, flood risk, natural and historic environment:

*The 2005 UK Government Sustainable Development Strategy* identifies the importance of living within environmental limits through sustainable communities which support, amongst other items, sustainable travel patterns especially to jobs, key services and facilities.

*PPG13 Transport* sets out spatial planning should integrate planning and transport to promote sustainable transport choices, accessibility to jobs, facilities and services and
reduce the need to travel especially by car. In particular PPG13 aims to ensure that development being brought forward is located within existing urban areas and are highly accessible by public transport, walking and cycling.

**PPS7 Sustainable Development in Rural Areas** advocates that most new development should be focused in or near to local service centres where employment, housing, services and other facilities can be provided close together. It also indicates that this will help to ensure these facilities are served by public transport and provide improved opportunities for access and walking and cycling.

*The Derbyshire Local Transport Plan (2006 – 2011)* sets out a five year transport capital investment programme within the context of a long term vision to transform Derbyshire’s sustainable transport network. The Plan is structured around five nationally shared priorities which include road safety, accessibility, air quality and congestion and strengthen the local economy through transport measures.

*The Derbyshire Accessibility Strategy* identifies how accessibility improvements can be made to key services and facilities, particularly in the most disadvantaged areas and communities.

The Regional Transport Strategy forms part of the of the *East Midlands Regional Plan (Draft Regional Spatial Strategy)* and aims to reduce the need to travel, especially by car and reducing traffic growth and congestion. The strategy also aims to improve opportunities for walking and cycling and increase the level of public transport and increasing public transport accessibility in particular to overcome problems of rural isolation.

### 1.4 Key Characteristics of the Core Strategy Area

An objective assessment of the District’s transport has been undertaken to help identify the issues that need to be developed in the Core Strategy. To assist this process a whole series of data has been collected on:

- An assessment of the transport network within the local planning authority area including roads, railways, public rights of way and cycle routes;
- An assessment of car ownership, access to car, method of travel to work and distance travelled to work;
- An assessment of commuting travel patterns by different modes of travel, in commuting and out commuting;
- An assessment of travel patterns including the use of car parks, and the rail network, the availability bus services, community transport schemes; freight transport.

### 1.5 Identification of Issues and Options

The transport topic paper includes an overview of the central transport issues that are considered important within the local planning authority area as follows:

- Transport and climate change;
• Reducing the need to travel and sustainable communities;
• Transport and accessibility planning;
• Sustainable travel: walking, cycling and buses;
• Transport and economic growth;

The Topic Paper puts forward a number of specific questions promoting discussion about how the Core Strategy can address the issues of transport and then suggests a series of options for transport related issues within the Core Strategy Area based on the following themes.

• Location of new development to promote sustainability
• Accessibility
• Public and Community Transport, walking and cycling
• Economy
• Climate Change, environment and air quality
• Parking

2 NEXT STEPS

It is proposed that the issues set out in the transport topic paper form the basis of discussion with stakeholders at a workshop to be held in January. The workshop will include a presentation on the evidence collected about the District, and an outline of the main issues identified so far in relation to transport. Work group exercises led by a facilitator will be used to develop a better understanding of the issues that need to be addressed and options available.

Through the stakeholder involvement at the workshops it is anticipated that discussions will help generate options for further consideration.

3 RISK ASSESSMENT

3.1 Legal

As set out in the report.

3.2 Financial

The costs of the stakeholder events and publishing the topic papers can be contained within existing budgets.

3.3 Corporate Risk

The Core Strategy is a pivotal document in the Local Development Framework and will guide development to 2026. It is essential that the Core Strategy is brought forward in accordance with the timetable set out in the Local Development Scheme,
otherwise there is a potential for a policy vacuum to emerge, after 2011 that would thereby weaken the District Council’s position in respect of its decision making ability on planning applications.

4 OTHER CONSIDERATIONS

In preparing this report the relevance of the following factors has also been considered: prevention of crime and disorder, equality of opportunity, environmental, health, legal and human rights, financial, personnel and property considerations.

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Topic Paper 7 : Transport

Core Strategy

Issues and Options

Key Stakeholder Consultation
January 2008
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Purpose

Work has commenced on the District Council’s Core Strategy, a key document in the Local Development Framework (LDF), that when adopted will provide the central policies for delivering the District Council’s spatial vision and objectives. It will guide the broad patterns of development over the next twenty years which will be based on a thorough understanding of the District’s local identity and distinctiveness. The District Council’s Core Strategy will only cover that part of the Derbyshire Dales outside the Peak District National Park.

The new planning system requires the District Council to think in strategic terms and reflect a spatial planning approach when developing the Core Strategy. Planning Policy Statement 12 (Local Development Frameworks) says:

“Spatial Planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function”

The District is required to go beyond the methods of traditional landuse planning and move towards spatial planning which moves the focus on regulation and control of land, to a wider more far ranging approach that aims to ensure the best use of land is delivered through a vision and overarching strategy for the District. At the heart of the Core Strategy will be the concept of sustainable development and sustainable communities. These have to be translated into a framework that will guide decisions on the:

- scale and distribution of growth and regeneration; and
- strategic policy and targets for housing, employment and retailing.

This is reflected in PPS1: Delivering Sustainable Development which says:

“Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government’s wider social, environmental and economic objectives and for sustainable communities”

The new planning system is challenging because the process involves:

- Early engagement with key stakeholders and the community before any key decisions are made;
- Bringing out issues and options;
- Sharing information;
- Gathering evidence;
- Carrying out a thorough self assessment; and
- Being prepared to take difficult decisions.

This is part of a series of discussion papers that will be prepared by the District Council to help stimulate debate and discussion about the future direction of the District Council’s planning policies. This will provide valuable information in addressing the important strategic issues and developing the Core Strategy’s vision and strategy.
The Core Strategy must be prepared in a way that allows early involvement with the community.

This consultation will help the District Council seek stakeholder aspirations where the workshops will provide an opportunity to discuss the evidence about the approach taken so far and to help us “fine tune” an Issues and Option” document which will be subject to wider public consultation.

In establishing our evidence base we need to include an assessment of:

- How the District works in spatial terms and how it deals with places and their relationships with each other;
- The main issues, problems and opportunities;
- Local distinctiveness of the area that addresses local issues;
- The changes that are likely to affect the area over at least the next 10 years or more;
- All the relevant national and regional policies and proposals that have a bearing on the use of space within the District.

The structure of this paper is threefold:

- Identify key messages from national and regional policy;
- Present baseline information of the characteristics of the District to help inform transport related issues; and
- Discuss the main issues and options that may be available in tackling transport problems.

The following questions have been asked about the approach taken and on the interpretation of the evidence presented:

- Are there any significant omissions?
- Are there any omissions in the key statistics?
- Do you agree with the objectives of policy, which are being suggested?
- What approach to transport should the Core Strategy be based on?
- What approach does the Core Strategy need to take to deal with the issues of transport?
- What do you think are the main objectives in dealing with transport?
- Do you think the correct issues have been identified?
1 Introduction: The new planning system

1.1 In September 2004 the Government introduced new legislation, which changed the way in which local Councils plan for the future development needs of their communities. The Planning and Compulsory Purchase Act replaced the old system of local plans and structure plans with a system of ‘Local Development Frameworks’ (LDF). The new system sees local planning policy split across a number of different documents, which can be created, reviewed and replaced to different timescales, in order to speed up the planning system and allow greater flexibility. Therefore, instead of reviewing the Derbyshire Dales Local Plan that was adopted in November 2005, the District Council is now preparing the documents that will make up Derbyshire Dales LDF.

Derbyshire Dales LDF consists of the following documents:

- **Local Development Scheme (LDS)** is a timetable, which sets out when the District Council will produce each document of the LDF (last reviewed 15 June 2007).
- **Statement of Community Involvement (SCI)** sets out how people will be consulted in the production of the documents that make up the LDF and on planning applications (Adopted February 2007).
- **Core Strategy** (this Document) is the overarching policy document that sets the broad policy framework for all the other documents in the LDF.
- **Affordable Housing Development Plan Document** This document will provide policies for the delivery of affordable housing and will draw on the recently published Housing Needs Survey and Housing Market Assessment.
- **Matlock Master Plan Area Action Plan** will set out policies for the regeneration of Matlock town centre.
- **Supplementary Planning Documents (SPD)** The District Council has adopted SPDs on Shopfront Design Guidance, Farm Buildings Design Guidance, Affordable Housing and a Landscape Character and Design Guidance.
- **Housing and Employment Allocations Development Plan Document** will develop site specific locations for employment and housing and will take into account evidence from the employment land review (to be completed by December 2007), Housing Market Assessment and Housing Land Availability Assessment.

1.2 Because there have been a number of issues in delivering the approved LDF, such as the compilation of evidence, development of joint working with other authorities in the Peak Sub Region and the importance of ensuring the District Council meets the test of soundness in DPD preparation; a report to Council on 20 December 2007 proposes changes including the timetable to the documents that make up the LDF.
LDF Preparation

1.3 As set out in the District Council's approved Local Development Scheme (June 2007) the production of the Core Strategy will be prepared to the following timetable:

1) Start of Preparation Process October 2006
2) Start of Issues and Options Consultation March 2008
3) Start of Public Participation on Preferred Options October 2008
4) Submission to Secretary of State September 2009
5) Pre Examination Meeting November 2009
6) Examination May 2010
7) Receipt of Inspector’s Report May 2010
8) Adoption July 2010

1.4 It is anticipated there will be changes to the above timetable to reflect joint working with High Peak Borough Council and commissioning of research to form the LDF evidence base.

The Core Strategy

1.5 The Core Strategy is the key document in the LDF which sets the strategic context for other development plan documents to conform with. The Core Strategy will contain the strategic policies that will guide the sustainable development of the Derbyshire Dales for at least 10 years from when it was adopted and will be integrated with other strategies to provide an effective basis for achieving change.

The Core Strategy should comprise of:

- A vision and objectives
  A vision should be a clear and concise statement of intentions for the future of the area. These should be supported by clear objectives to help realise the vision. The vision should be developed through public involvement and should capture the characteristics of the place, to distinguish it from other places and reflect specific local elements.

- A spatial strategy
  This will bring together the vision, objectives and policy into a coherent whole that provides a strategy for the area and individual locations. The strategy should relate to the geography of the area and be founded on its physical and demographic characteristics, internal and external links, and relationships with neighbouring areas.

- Core policies
  The Core Strategy should contain clear concise policies for delivering the spatial strategy. It should set out broad locations for delivering the housing and other strategic needs such as employment, retail, leisure, community, essential public services and transport development. The core policies should be integrated, coherent and based on a clear understanding of the economic, social and environmental needs and opportunities of the area, and any constraints on meeting those needs.

- A monitoring and implementation framework to ensure delivery of these policies to ensure delivery of these policies.
2. Background : Transport and Travel

2.1 A safe, efficient and integrated transport system is the key to quality of life for those living, working and visiting Derbyshire Dales. It is also important to the economic prospects of the District.

2.2 All new development generates additional travel demand. The spatial relationship of different uses affect how many journeys are made, how long they are and what means of transport are used. An integrated and efficient public transport system is the key to reducing car journeys.

2.3 Transport and Accessibility is a cross-cutting subject relating to all uses and activities. Good public transport and accessibility ensures that disadvantaged groups can access services and facilities and are not therefore socially excluded. Not all members of the community have access to a car and therefore it is important to address community and public transport issues.

2.4 The District Council acknowledges that transport is “multi dimensional “and that the Core Strategy will not be able to deal with all related transport issues. The District Council acknowledges the difficulties involved in challenging our car dependent transport culture and that fundamental changes are required to bring about a truly sustainable transport network that will involve a combination of:

- behaviour change;
- demand management; and
- technological advances.

Effective spatial planning is one of many elements required in a successful response to transport. This Topic Paper will discuss and set out the main areas where the effects of transport can be made through the Derbyshire Dales Core Strategy. In particular the Core Strategy should help to reduce the need to travel and use the car as main the mode of travel.

2.5 Some of the main transport issues within the Core Strategy area include:

- The District is mainly rural with low density populations and dispersed settlements which has meant dependency on the car.
- In large parts of the District it has become difficult for residents to walk, cycle or take public transport for their journeys – increasing car dependence for many people.
- The number of people in Derbyshire Dales travelling by bus has dropped.
- Predicted growth in road traffic will only worsen congestion problems and increase air pollution and noise - which detracts from the quality of the environment.
- Traffic congestion mainly from tourism is already being experienced within the market towns and will inevitably intensify, if significant measures are not taken to alter travel patterns and modal choices during the period of the Core Strategy.
- Car dependence deepens social exclusion and adds to pressures for less sustainable land use patterns. It is also a contributory factor to lack of exercise and poor health.
Overview

2.6 Connectivity between people, places and products is an essential part of daily life. With around 33 million cars on British roads today, the average UK citizen spends 235 hours in a car every year, driving further and more frequently than ever before (Department for Transport – Transport Trends 2006).

2.7 Travelling is a significant part of everyday life. The average distance travelled per person each year has increased by about 60% in the last three decades to 7,200 miles. (Department for Transport (2006) Transport Statistics Bulletin: National Travel Survey 2005). The length of an average trip has risen to around seven miles, partly because of the distribution of development patterns, which force people to travel further to connect work, leisure, family and shopping.

2.7 Whilst people travel further and more frequently than before, the large majority of trips are short-distance. Of the average 1,044 trips made per person per year in 2005, 40% were less than two miles in length, and 95% were less than 25 miles. The car is the most common mode for all but the shortest trips of under one mile.

2.8 Travel is a means to an end, used to connect work, leisure, family, shops and communities. When people do travel between places, they rarely need to do so by any specific mode but expect the freedom to choose which is most convenient for that journey and its purpose. They expect their journey to have certain attributes – to be reliable, predictable, safe and comfortable. These are not the exclusive properties of any one transport mode. For example a cycle may provide the most predictable journey time in rush hour, while a bus removes worries about parking at a journey’s end. There is often no reasonable alternative to the car.

2.9 Transport exists only in the context of planning and has little intrinsic value – for most people, it exists solely as a means of connecting locations associated with work, leisure, family, community and shopping, as Table 1. demonstrates. The spatial distribution of homes, schools, services and jobs determines how far and how frequently people travel, and strongly influences their choice of transport mode.

<table>
<thead>
<tr>
<th>Trip purpose</th>
<th>No. of trips per person</th>
<th>Average trip length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuting</td>
<td>161</td>
<td>8.7</td>
</tr>
<tr>
<td>Business</td>
<td>37</td>
<td>19.4</td>
</tr>
<tr>
<td>Education</td>
<td>66</td>
<td>3.2</td>
</tr>
<tr>
<td>Education escort</td>
<td>48</td>
<td>2.0</td>
</tr>
<tr>
<td>Shopping</td>
<td>206</td>
<td>4.3</td>
</tr>
<tr>
<td>Other escort</td>
<td>97</td>
<td>5.1</td>
</tr>
<tr>
<td>Personal business</td>
<td>109</td>
<td>4.8</td>
</tr>
<tr>
<td>Visiting friends</td>
<td>170</td>
<td>8.5</td>
</tr>
<tr>
<td>Entertainment</td>
<td>52</td>
<td>7.6</td>
</tr>
<tr>
<td>Participative sport</td>
<td>17</td>
<td>6.0</td>
</tr>
<tr>
<td>Holidays and day trips</td>
<td>39</td>
<td>23.5</td>
</tr>
<tr>
<td>Other</td>
<td>42</td>
<td>1.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,044</strong></td>
<td><strong>6.9</strong></td>
</tr>
</tbody>
</table>

Source Department for Transport 2006
Transport and Climate Change

2.10 Transport is a major contributor to global warming, with road transport accounting for 24 per cent of the UK’s carbon emissions, a figure set to grow in absolute terms and relative to other parts of the economy.

2.11 Statistics show that the dominance of the private car produce around four times as much CO2 as buses or train, and are second only to aviation in terms of carbon intensity. (CE Delft (2003) To Shift or Not to Shift) In all, road transport is responsible for 24% of the UK’s total carbon emissions and that proportion is rising.

Transport and Planning

2.12 The Core Strategy can influence whether sustainable transport patterns arise in a community or not. Planning can help contribute to reduce carbon emissions by reducing the total number and distance of journeys, and allowing as many trips as possible to be completed by alternatives to the private car.

2.13 The Core Strategy can make alternatives to the private car more appealing, as well as reducing the number and length of journeys overall. Sustainable land-use means planning for mixed use development that clusters jobs, homes and shops nearby, and investing in attractive community areas that engender a sense of community identity and pride.

2.14 Many daily journeys – to school, to work or the shops – are borne of unwelcome necessity rather than an active desire to drive. Car-dependency is exacerbated by a history of unsustainable land use planning practices that have created a pattern of dispersed development, which is in turn harder to connect by bus, rail, or cycle.

2.15 Higher density, mixed-use development and walkable neighbourhoods give social benefits in the form of community cohesion, more opportunities for enjoying green or open space, and better access to goods and services for non-car-owning groups including the elderly and poor. Economic benefits include reduction in travel times, a renaissance for local business and less congestion.

Next Stages

2.16 This Topic Paper makes a start of how the District Council can address through the emerging Derbyshire Dales Core Strategy the increasing challenges of dealing with transport. The Core Strategy will introduce a spatial planning policy framework for the District Council to achieve a number of transport related goals of:

- Location of development to promote sustainability;
- Accessibility;
- Public and Community Transport, walking and cycling;
- Economy;
- Climate Change, environment and air quality.
3  Messages from National, Regional and Local Policies and Strategies

3.1  The District Council is required to take account of the principles and characteristics of other relevant strategies when preparing the Core Strategy. It must be consistent with national policy and conform generally with the Emerging East Midlands Regional Plan. National and regional issues set the context for the Core Strategy, but it should also take into account local circumstances as revealed by community involvement and evidence gathering. The District Council will need to consult closely with the bodies responsible for those strategies to ensure effective integration.

3.2  PPS12 (Local Development Frameworks) requires the Core Strategy to draw on any other strategies of the local authority and other organisations that have implications for the development and use of land in the area. Where appropriate the Core Strategy should become the implementation mechanism for aspects of these other strategies.

3.3  Table 2 below lists the main documents that the District Council consider should be taken into account when considering future patterns of development.

<table>
<thead>
<tr>
<th></th>
<th>National</th>
<th>Regional</th>
<th>Sub Regional</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Office of the Deputy Prime Minister</td>
<td>East Midlands Regional Assembly, East Midlands Regional Plan (Draft Regional Spatial Strategy)</td>
<td>Derbyshire Dales District Council, Derbyshire Dales Local Plan Adopted</td>
</tr>
<tr>
<td></td>
<td>Securing the Future</td>
<td>East Midlands Regional Assembly, Regional Transport Strategy</td>
<td>Derbyshire Dales Local Strategic Partnership, Derbyshire Dales and High Peak Community Strategy 2006-2009</td>
</tr>
<tr>
<td></td>
<td>The Department for Transport, The Eddington Transport Study</td>
<td></td>
<td>Derbyshire County Council Derbyshire Accessibility Strategy</td>
</tr>
<tr>
<td></td>
<td>The Cabinet Office, Social Exclusion Unit Making the Connections</td>
<td></td>
<td>Derbyshire County Council Draft Rights of Way Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>The Cabinet Office, Social Exclusion Unit Excluding Older People</td>
<td></td>
<td>Derbyshire County Council-Draft Greenway Strategy</td>
</tr>
<tr>
<td></td>
<td>Department for Communities and Local Government PPS1 Delivering Sustainable Development</td>
<td></td>
<td>Derbyshire County Council, Walking Strategy</td>
</tr>
<tr>
<td></td>
<td>Department for Communities and Local Government PPS3 Housing</td>
<td></td>
<td>Derbyshire Dales District Council Local Plan, Air Quality Action Plans</td>
</tr>
<tr>
<td></td>
<td>Department for Communities and Local Government, PPS7 Sustainable Development in Rural Areas</td>
<td></td>
<td>Derbyshire County Council (2007) Draft North west Derbyshire Local Accessibility Partnership Rural Accessibility Strategy and Action Plan</td>
</tr>
<tr>
<td></td>
<td>Department for Communities and Local Government PPG4 Industrial and Commercial Development and Small Firms</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.4  The key issues/messages that emerge from these documents is presented below:
Office of the Deputy Prime Minister (2005) *Securing the Future*

3.5 The UK Government’s revised Sustainable Development Strategy “Securing the Future: Delivering UK Sustainable Development Strategy” was published in March 2005. It is based on five “Guiding Principles” and four “Shared Priorities for UK Action”. In the 2005 version of its sustainable development strategy, the Government states that:

‘The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations’.

3.6 The Strategy presents 5 guiding principles that will form the basis for future policy in the UK. For a policy to be sustainable it must respect all five of these principles. Where a policy places more emphasis on certain principles then any trade-off must be made in an explicit and transparent way.

Guiding Principles:

- Living within Environmental Limits;
- Ensuring a Strong, Healthy and Just Society;
- Achieving a Sustainable Economy;
- Promoting Good Governance; and
- Using Sound Science Responsibly.

3.7 The Government identifies the priority areas for immediate action as:

Shared Priorities:

- Sustainable Consumption and Production;
- Climate Change and Energy;
- Natural Resource Protection and Environmental Enhancement; and
- Sustainable Communities.

3.8 The Government strategy includes, at Annex A, a “Definition and Components of Sustainable Communities”. Extracts from the definition which are of particular relevance to transport are set out below:

*Sustainable communities:*

- enable a lifestyle that minimises negative environmental impact and enhances positive impacts (e.g. by creating opportunities for walking and cycling, and reducing noise pollution and dependence on cars).
- accessibility of jobs, key services and facilities by public transport, walking and cycling.
- transport facilities, including public transport, that help people travel within and between communities and reduce dependence on cars.
- facilities to encourage safe local walking and cycling.
- good access to regional, national and international communications networks...

3.9 The Government is committed to ensuring that we are well equipped to meet not only today’s transport challenges, but also those of ten or twenty years’ time. The Local Transport Bill is a key part of the Government’s strategy to meet this commitment, empowering local authorities to take appropriate steps to meet local transport needs in the light of local circumstances.

3.10 If approved by Parliament the Bill would:

- Give local authorities the right mix of powers to improve the quality of local bus services, as proposed in Putting Passengers First (2006) following an extensive bus policy review;
- Allow for the creation of an influential new bus passenger champion to represent the interests of bus passengers;
- Give local authorities the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport;
- Update existing legal powers so that, where local areas wish to develop proposals for local road pricing schemes, they have the freedom and flexibility to do so in a way that best meets local needs.


3.11 This discussion document confirms the Government’s commitment to a transport policy which delivers economic growth and lower carbon emissions. It summarises the policy and investment plans over the period to 2014; and describes how the Government will implement a new approach to strategic transport planning for the period 2014-19 and beyond.

3.12 The proposed five goals are as follows:

- Maximising the overall competitiveness and productivity of the national economy, so as to achieve a sustained high level of GDP growth.
- Reducing transport’s emissions of CO₂ and other greenhouse gases, with the desired outcome of avoiding dangerous climate change.
- Contributing to better health and longer life-expectancy through reducing the risk of death, injury or illness arising from transport, and promoting travel modes that are beneficial to health.
- Improving quality of life for transport users and non-transport users, including through a healthy natural environment, with the desired outcome of improved well-being for all.
- Promoting greater equality of transport opportunity for all citizens, with the desired outcome of achieving a fairer society.
The Department for Transport, (2007) *The Eddington Transport Study*

3.13 The Eddington Transport Study is a joint HM Treasury and Department for Transport project examining the long-term links between transport and the UK’s economic productivity, growth and stability, within the context of the Government’s broader commitment to sustainable development and the environment. Some of the key findings include:

- The vital role that transport plays in supporting the continued economic success of the UK - setting out clear steps to ensure that investment in infrastructure in the UK rises to the challenges that we face - in five key recommendations to Government.

- That there is clear evidence that a comprehensive and high-performing transport system is an important enabler of sustained economic prosperity.

- Transport networks support the productivity and success of urban areas and their catchments, by getting people to work, supporting deep and productive labour markets and allowing businesses within the area to reap the benefits of agglomeration.

- Transport corridors are the arteries of domestic and international trade, boosting the competitiveness of imports and exports.

- Emissions from the transport sector are a significant and growing contributor (around a quarter in 2004) to the UK’s overall greenhouse gas emissions, although the growth in emissions is forecast to plateau in 2010. Those emissions impact on the long-term.

- Delays and unreliability on the network have direct costs to people and businesses, increasing business costs and affecting productivity and innovation.

The Cabinet Office Social Exclusion Unit (2003) *Making the Connections*

3.14 This report examines the links between social exclusion, transport and the location of services. It is particularly focused on access to those opportunities that have the most impact on life-chances, such as work, learning and healthcare.

3.15 Recent years have seen a growing recognition that transport problems can be a significant barrier to social inclusion.

3.16 This document explains specifically how the Government will address transport and accessibility problems that affect social exclusion. It will form a vital part of the Government’s programme to build successful and sustainable communities.

3.17 People may not be able to access services as a result of social exclusion. For example, they may be restricted in their use of transport by low incomes, or because bus routes do not run to the right places. Age and disability can also stop people driving and using public transport.
3.18 Problems with transport provision and the location of services can reinforce social exclusion. They prevent people from accessing key local services or activities, such as jobs, learning, healthcare, food shopping or leisure. Problems can vary by type of area (for example urban or rural) and for different groups of people, such as disabled people, older people or families with children.

3.19 This report is mainly concerned with the accessibility of local services and activities. It has been prepared by the Social Exclusion Unit working closely with the Government departments responsible for other key areas, including transport, land-use planning, health, education, work, crime and rural affairs.

The Cabinet Office, (2004) Social Exclusion Unit Excluding Older People

3.20 The main findings from this research report include the following:

- Older people need to be included in regeneration programmes;
- For older people in rural areas isolation and exclusion from services is a major issue;
- Transport is often the missing link, leading to isolation and exclusion from services;
- Leisure and learning can play a key part in improving health and quality of life;
- Need improved access to universal services; and
- All services should be designed to encourage access.


3.21 The Future of Transport White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

3.22 This White Paper sets an extensive policy agenda to improve the framework within which transport is planned, provided and funded including:

- Support for regeneration and sustainable growth of rural communities;
- Improved access to services (including through reducing the need to travel);
- Combating social exclusion (including through improved mobility).

3.23 There is acceptance in the White Paper that major road-building is not generally the answer, and the need to make existing systems work better is recognised. The White Paper specifically addresses:

3.24 Roads: new capacity where justified, but best use is to be made of this through plans for tolling, carpool lanes, road-pricing and better information to drivers.

3.25 Bus: better quality and quantity of bus services, for example through the easier adoption of Quality Contracts where local authorities pursue measures such as congestion charging. Also a continued push on demand responsive services and improved accessibility to services.
3.26 **Environmental impact**: a broad range of measures to reduce the accepted impact of new and existing transport on the landscape and communities.

3.27 **Walking/cycling**: continues to be strongly supported, where appropriate.

3.28 **Behavioural change**: continues to be strongly supported, where appropriate.


3.29 The rural strategy sets out the Government’s aspirations to strengthen a local flexible transport system and wants to see:

- More locally provided services (shops, banking, health services) which people can reach without the need to travel long distances.
- Recognition of the important role of the car.
- Good quality public transport, responsive to people’s real needs; flexible, well marketed, well integrated, stable and reliable.
- Better co-ordination of services to make best use of what is available, with an expanded community and voluntary transport sector, working with bus and rail service providers and filling the gaps in those areas which are not adequately served by scheduled services.
- A stronger role for local communities in identifying local needs and in deciding how those needs can be met, and more funds for small local projects.
- Improved rural road safety; with measures to minimise the impact of traffic in rural areas and to facilitate cycling and walking.

3.30 The Government’s aim across the country is to promote public transport, both as an alternative to the car to reduce the impact of rising traffic levels, and to meet the needs of non-car users. They recognise that, in rural areas, there will continue to be an essential role for the car. The rural transport strategy takes account of this fact; but will make a real difference to the choices and opportunities of all people living in the country by:

3.31 **Improving personal mobility**

- Recognising the role of the car.
- Concessionary fares.

3.32 **More responsive public transport**

- Bus services.
- Flexible services.
- Community transport and voluntary services.
- Improving Rail services.

3.33 **Better local transport planning and information**

- Co-ordinating services.
- Better transport information and ticketing.

3.34 *Improving rural road safety and reducing the impact of traffic in the countryside*

- Road safety.
- Tackling the problems of too much traffic.
- Reducing the impact of lorry traffic.
- Encouraging cycling and walking.

**Department of Trade and Industry (2006) The UK’s Climate Change Programme**

3.35 The UK Climate Change Programme, published by the Government in March 2006, sets out actions that the Government is taking or proposing to reduce the UK’s contribution to climate change, and to adapt to its effects.

3.36 The programme acknowledges that climate change is the greatest long term challenge facing the world today. Addressing climate change is therefore the Governments principal concern for sustainable development.

3.37 The Climate Change Programme is designed to deliver the UK’s Kyoto Protocol target of reducing emissions of the basket of six greenhouse gases by 12.5 per cent below base year levels over the commitment period 2008-2012, and move the UK close to the domestic goal to reduce carbon dioxide emissions by 20 per cent below 1990 levels by 2010. It also aims to put the UK on a path to cutting carbon dioxide emissions by some 60 per cent by about 2050, with real progress by 2020.

3.38 The Climate Change Programme proposes amongst a number of other objectives to reduce emissions from the transport sector.

**Department for Communities and Local Government (2005) PPS1 Delivering Sustainable Development**

3.39 Planning Policy Statement 1 (PPS1) – *Delivering Sustainable Development* sets out sustainable development as the core principle underlying planning. Based on the 1999 Sustainable Development Strategy, the four aims for sustainable development were identified as:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources;
- The maintenance of high and stable levels of economic growth and employment.

3.40 Whilst the 2005 UK strategy has moved forward from those 4 aims the spatial vision and strategic objectives of Core Strategy should take into account the principles and objectives from the UK strategy and PPS1, seeking to provide a local interpretation of sustainable development that is specific to the circumstances of Derbyshire Dales.
3.41 PPS1 also sets out the aim of getting the right development, in the right place at the right time. Integrated sustainable development is a core principle underpinning these objectives and with planning facilitating and promoting sustainable and inclusive patterns of development by:

- Making suitable land available for development in line with economic, social and environmental objectives to improve peoples quality of life;
- Contributing to sustainable economic development;
- Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- Ensuring high quality development through good and inclusive design, and the efficient use of resources; and
- Ensuring the development supports existing communities and contributes to safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

3.42 PPS1 emphasises that accessibility should be a key consideration in all development decisions. Most developments which are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking and cycling, in line with the policies set out in PPG13, Transport. Decisions on the location of other developments in rural areas should, where possible, give people the greatest opportunity to access them by public transport, walking and cycling, consistent with achieving the primary purpose of the development.

Department for Communities and Local Government (2006) PPS3 Housing

3.43 PPS3 is an important reference to the future location of housing development and sets out a number of criteria that needs to be considered:

3.44 Identifying suitable locations for housing development – PPS3 advises that in support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. PPS3 also advises that at the local level, Local Development Documents should set out a strategy for the planned location of new housing which contributes to the achievement of sustainable development. Local Planning Authorities, working with stakeholders, are required to set out the criteria to be used for identifying broad locations and specific sites taking into account and amongst other items:

- Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services.
PPS7 provides the current policy context for planning for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. It therefore applies to the whole of Derbyshire Dales District.

Consideration of the contents of PPS7 insofar as it relates to the development strategy raises the following issues:

- The Government makes clear that local planning authorities ‘should facilitate and promote sustainable patterns of development and sustainable communities in rural areas. This should include policies to sustain, enhance and, where appropriate, revitalise country towns and villages (including through the provision of affordable housing) and for strong, diverse economic activity, whilst maintaining local character and a high quality environment’.

- In respect of the location of development, local planning authorities ‘should focus most new development in or near to local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling. These centres (which might be a country town, a single large village or a group of villages) should be identified in the development plan as the preferred location for such development.’

The key message from PPS7 is to promote sustainable patterns of development and communities in rural areas and focus development in settlements that act as ‘service centres’ or ‘local service centres’, defined as:

“where employment, housing (including affordable housing), services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling. These centres (which might be a country town or a large village or a group of villages) should be identified in the development plan as the preferred location for such development.”

Planning Policy Guidance 4 Industrial and Commercial Development and Small Firms was published in 1993. Although somewhat dated, it continues to provide the current policy context for a range of issues relating to industrial and commercial development and small firms. However, it does not cover issues relating to planning for town centres and the main uses that relate to them, notably retailing; nor does it cover tourist related development. Consideration of the contents of PPG4 insofar as it relates to the Core Strategy include:

- encourage new development in locations which minimise the length and number of trips, especially by motor vehicles;
- encourage new development in locations that can be served by more energy efficient modes of transport (this is particularly important in the case of offices, light industrial
development, and campus style developments such as science and business parks likely to have large numbers of employees);
- discourage new development where it would be likely to add unacceptably to congestion;
- locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on roads designed for longer distance movement’.

Department for Communities and Local Government, (2001) PPG13 Transport

3.49 The Government’s Planning Policy Guidance Note on Transport (PPG13) sets out how it intends to integrate planning and transport at the national, regional, strategic and local level to:

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- reduce the need to travel, especially by car’.

3.50 In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, District Council should:

- actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in, town and district centres and near to major public transport interchanges;
- locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;
- accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;
- ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling, recognising that this may be less achievable in some rural areas;

3.51 Consideration of the contents of PPG13 insofar as it relates to the Core Strategy raises the following issues:

- In rural areas, local planning authorities should locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside.

- In order to reduce the need for long-distance out-commuting to jobs in urban areas, it is important to promote adequate employment opportunities in rural areas. Diversification of agricultural businesses is increasingly likely to lead to proposals for conversion or re-use of existing farm buildings for other business purposes, possibly in remote locations so local authorities should encourage farm diversification proposals particularly, but not exclusively, where this enables access by public transport, walking and cycling. They should be realistic about the availability, or likely availability, of alternatives to access by car. Similarly, they should not reject proposals where small-scale business development or its expansion would give rise to only modest additional daily
vehicle movements, in comparison to other uses that are permitted on the site, and the impact on minor roads would not be significant.

3.52 These policy aims will also make a contribution to the goal of improving urban quality and vitality and to achieving a healthy rural economy and viable rural communities. There is a clear recognition that the location and nature of development affect the amount and method of travel; and the pattern of development is itself influenced by transport infrastructure and transport policies. The integration of land use and transport policies becomes fundamental and development plan preparation should co-ordinate this process and aim to reduce the need to travel, especially by car, by:

- influencing the location of different types of development relative to transport provision (and vice versa),
- fostering forms of development which encourage walking, cycling and public transport use.

3.53 To meet these aims local authorities should adapt planning and land-use policies to:

- promote development within urban areas at locations highly accessible by means other than the private car,
- locate major generators of travel demand in existing centres,
- strengthen existing local centres in both urban and rural areas,
- maintain and improve choice for people to walk, cycle or catch public transport,
- limit parking provision for developments to discourage reliance on the car for work and other journeys where there are effective alternatives.

3.54 PPG13 gives advice on the siting of housing, employment, freight, retail and leisure developments with the common theme of linking land uses wherever possible to reduce the need for car travel and to ensure access is available to other forms of transport.

3.55 The development of the “neighbourhood” is promoted. There is a need to move towards a better balance between employment and population both within existing urban areas and in rural communities in order to enable people to live near their work.

3.56 Retail developments need particularly careful consideration. PPG13 encourages the development of existing urban, suburban and rural centres and recommends policies to achieve this objective in local plans. The sporadic siting of comparison goods shopping units out of centres or along road corridors should be avoided. Where suitable central locations are not available for larger retail development, edge of centre sites should be sought, close enough to be readily accessible by foot from the centre.

3.57 PPG13 recognises that locational policies in themselves must be supported by other transport measures whose main aims should be:

- to promote choice by increasing the relative advantage of means of travel other than the car,
- to reduce dependence on the private car, and
- to increase the competitiveness and attractiveness of urban centres against peripheral development.
Reference is made to a range of complimentary measures including car parking, provision for pedestrians/ cyclists, traffic management, public transport and park-and-ride schemes as follows:

**Accessibility**
A key objective of PPG13 is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but the priority lies with residents who are unable to afford/unwilling to use a car therefore promoting social inclusion.

**Managing Travel Demand**
Interchanges are essential for the integration of different modes of transport. PPG13 requires that:

- Interchange points be related to travel generating uses, and that the design, layout and access arrangements of the surrounding development and interchanges are safe and convenient;
- Interchange points be related to travel generating uses, and that the design, layout and access arrangements of the surrounding development and interchanges are safe and convenient;

**Parking**
Reducing the amount of parking in new developments is an essential part of promoting sustainable travel choices:

- Levels of parking should consider the need for more sustainable transport choices;
- Require convenient, safe and secure cycle parking in developments;
- Where appropriate, on-street controls in areas adjacent to major travel generating developments should be introduced;
- Convenient, safe and secure cycle parking in developments should be required.

**Parking Controls and Charges**
Car parking charges should be used to encourage alternative modes of travel with enforcement measures in place.

**Traffic Management**
Road space should be re-allocated to pedestrians, cyclists and public transport in order to accommodate and facilitate an urban renaissance, resulting in:

- Safe walking, cycling and public transport across the whole journey;
- A Reduction in noise and air pollution.

**Public Transport**
Policies should aim to provide high quality, safe, secure and reliable network of routes, with good interchanges to encourage bus and rail use.

Also, the public transport network requires:

- Bus priority measures;
- Ensure traffic management schemes do not hinder the effectiveness of the public transport services;
- Explore the potential for improving rail networks, such as reopening rail lines, creation of new stations or guided bus routes to connect with.

**Walking**

Walking is a key mode of travel and with the right measures can be used to replace short car journeys. In developing this idea councils must:

- Create safe, direct and secure pedestrian routes, particularly in and around town centres and local neighbourhoods to schools and other forms of infrastructure;
- Promote high density, mixed use developments in and around town centres to increase other modes of travelling apart from the car;
- Promote and protect day to day shops and services which are within easy walking distance of housing;
- Encourage public right of way areas;
- Promote pedestrianisation schemes where vehicle access is prohibited to improve the public realm; or
- Provide wider pavements, including the reallocation of road space to pedestrians.

**Cycling**

Cycling, like walking, has the ability to be a key mode of travel for shorter journeys. Councils must consider:

- Influencing the design, location and access arrangements of developments, including restrictions on parking;
- Seeking the provision of safe, secure cycle parking and changing facilities;
- Assisting in the completion of the national and local cycle network, plus any additional links to promote local cycle use.

3.59 The guidance also requires policies relating to Park and Ride schemes, travel plans, and improving accessibility and attractiveness of the town centre. The guidance suggests that brownfield alternatives should be investigated first.
3.60 There is a requirement for the Core Strategy to conform with the relevant Regional Spatial Strategy, which for Derbyshire Dales is the emerging East Midlands Plan.

3.61 For the purposes of informing the current preparation of the Core Strategy DPD, the District Council is relying on The East Midlands Plan which was published in 2005, and is formally a draft ‘Regional Spatial Strategy’ (RSS) which, once finalised, will provide the statutory strategic framework for the preparation of the Council’s LDDs. This document sets out the strategic approach for guiding the broad future level and distribution of growth in the District. In particular it sets broad core objectives including:

To improve accessibility to jobs, homes and services through the
- Promotion and integration of opportunities for walking and cycling;
- Promotion of the use of high quality public transport; and
- Encouragement of patterns of new development that reduce the need to travel.

3.62 There is criteria in Policy 2 (A Regional Approach to Selecting Land for Development) that should also be considered against proposals in particular and amongst other items, in site selection including accessibility by walking and cycling and other non-car modes

3.63 The emerging plan also makes it clear that:

“The future vitality of many rural areas will depend upon the ability of urban and market town regeneration initiatives to deliver sustainable development and to make links between the urban and rural communities. In line with PPS7, it will be essential to seek ways of maintaining the vitality or rural communities and meeting local community and business needs. Improving access to services in rural areas will be of key importance....”

3.64 Policy 5 covers development within rural areas. This sets out that development should seek to maintain the distinctive character and vitality of rural communities, strengthen rural enterprise and linkages between settlements and their hinterlands, help shorten journeys and facilitate access to services and jobs. It places an emphasis on developing strategies to meet local housing needs (including affordable housing) and to broaden rural economies, all in such a way that reduces the need for long distance commuting to jobs in urban areas:

- Giving priority to the provision of public transport and opportunities for the use of other non-car modes of travel.
- Securing improvement in transport and communications infrastructure where it can be demonstrated that poor linkages have led to disadvantage compared to the rest of the Region.

3.65 Other key messages that emerge from the draft East Midlands Regional Plan are as follows:
To address social exclusion, through the regeneration of disadvantage areas and reducing regional inequalities in the distribution of employment, housing, health and community facilities;

To improve the health of the region’s residents, for example through improved air quality, the availability of good quality well designed housing and access to leisure and recreational facilities;

To improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality transport;

Encourage housing provision on previously developed land and facilitate access by non-car modes;

Bring forward retail and leisure development opportunities within town centres to meet identified need;

Ensure the most sustainable mix of development locations within, adjoining and outside urban areas;

Take into account the accessibility of development sites by non-car modes and the potential to improve such accessibility to town centres, employment, shops and services;

Promote access from new development to local facilities on foot, by bicycle or by public transport;

Encourage the provision of public transport and opportunities for the use of other non-car modes of travel in rural areas;

Provide for housing and a range of services in market towns to serve a wider hinterland;

Identify other settlements which are accessible to the rural population, as the preferred location outside of market towns, for local needs housing including affordable housing and the provision of most other services;

Encourage development opportunities related to the rural economy, including farm based enterprises and the appropriately scaled growth of new and existing rural businesses;

Secure improvements in transport and communications infrastructure where it can be demonstrated that poor linkages have led to disadvantage compared to the rest of the region;

Provide jobs and services in and around other settlements that are accessible to a wider area or service particular concentration of needs;

Retain and generate local employment;

Improvements to the accessibility of tourist sites by public transport and other non-car modes.
The East Midlands Regional Assembly, has to produce a Regional Transport Strategy as part of its Regional Spatial Strategy. The Regional Transport Strategy is shaped by the delivery programmes of the Highways Agency and Network Rail and influences Local Transport Plans. The East Midlands Regional Transport Strategy is a statutory requirement of the planning system, as set out in the Planning and Compulsory Purchase Act of 2004 and aims to integrate land-use planning and transport planning to steer new development into more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport. The Regional Transport Strategy also puts forward regional Investment Priorities which includes improvements to Matlock railway.

In line with Government policy, the Core Strategy of the Regional Transport Strategy is based on:

- Reducing the need to travel, especially by car, and reducing traffic growth and congestion;
- Significantly improving opportunities for walking and cycling;
- Promoting a step change increase in the level of public transport and increasing public transport accessibility;
- Making better use of existing networks through better management; and
- Only developing additional highway capacity when all other measures have been exhausted.

A number of objectives have been developed in line with the draft spatial strategy. In particular Policy 41 (Regional Transport Objectives) states that development of transport infrastructure and services across the region should be consistent with the following objectives relevant to the Core Strategy area:

- To promote accessibility and overcome peripherality in the Region’s rural areas;
- To promote improvements to inter-regional and international linkages that will support sustainable development within the Region;
- To improve safety across the Region and reduce congestion;
- To reduce traffic growth across the Region and improve air quality by reducing the need to travel and promote opportunities for modal shift away from the private car and road based freight transport.

Policy 42 (Sub Area Transport Objectives) sets out specific objectives for the Peak Sub-area and states development of transport infrastructure and services should be consistent with the following objectives:

- To develop opportunities for modal shift away from road based transport including for the quarrying and aggregates sector;
- To implement key proposals of the South Pennines Integrated Transporst Strategy (SPITS);
- To overcome the problems of rural isolation for those without access to a private car;
- To improve transport linkages to the North West Region and the rest of the East Midlands, particularly by public transport.

Policy 43 (Regional Approach to Traffic Growth Reduction) requires Local Authorities to achieve a progressive reduction in the rate of traffic growth to at least zero by 2026 by changing public attitudes towards car usage and public transport, walking and cycling, through for example Travel Plans and the provision of safe routes for pedestrian and cyclists. Reduction in traffic growth should also be
promoted by actively promoting walking and cycling and significantly improve the quality and quantity of public transport.

3.71 Policy 50 (Regional Priorities for Integrating Public Transport) sets out amongst other items that Local Planning Authorities should promote safe and convenient access on foot and by cycle to public transport services and promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion along strategic transport corridors.

3.72 The Regional Transport Strategy also aims to:

- Overcoming the problems of rural isolation for those without access to the private car;
- Making best use of existing rail infrastructure and proximity to the strategic road network to develop new opportunities for local jobs in the storage and distribution sector;
- Overcome the problems of rural isolation for those without access to a private car;
- Significantly improve the quality and quantity of public transport;
- Develop locally sensitive and innovative transport solutions where traditional bus services prove inappropriate;
- Improve the quality and availability of travel information;
- Promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care;
- Promote safe and convenient access on foot and by cycle to public transport services;
- Consider settlements with existing or proposed public transport interchange facilities as locations for new development;
- Develop a consistent regional methodology for determining public transport accessibility criteria for inclusion in Development Plans and Local Transport Plans.

**East Midlands Regional Assembly (2005) Integrated Regional Strategy – Our Sustainable Framework**

3.73 The Integrated Regional Strategy (IRS) seeks to integrate economic, environmental, social and spatial objectives in plan making and decision making. It sets out the following:

*The spatial sustainability objectives of the IRS are:*

- To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel;
- To promote and ensure high standards of sustainable design and construction, optimising the use of previously developed land and buildings;
- To minimise waste and to increase the re-use and recycling of waste materials; and
- To improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.
To maximise the contribution the region's transport infrastructure and services make to the delivery of the Regional Economic Strategy objectives, the following actions will be promoted by regional partners to be taken through national agencies, Regional Spatial Strategy and Regional Transport Strategy, Local Transport Plans and Development Frameworks, and transport operators:

- improve inter and intra-regional connectivity by strengthening links between the region’s main urban centres, improving reliability on key routes for passengers and freight, and address poor connectivity or capacity to key centres in other regions, including London, Leeds, Birmingham, and Manchester;
- improve international accessibility by improving surface access to East Midlands Airport and other airports serving the region (including Robin Hood Doncaster Sheffield), and strengthening connectivity to mainland Europe by a range of modes, including rail via London;
- support regional regeneration and growth by improving access from all communities to employment and maximising the impacts of economic drivers and growth areas, unlocking investment sites in disadvantaged communities, and addressing inequality by improving accessibility;
- contribute to environmental, quality of life, and wellbeing indicators by implementing demand management measures, and access to recreation, sport, and cultural facilities.
3.75 The Derbyshire Dales Local Plan is the development plan document for the district and covers the period up to 2011 and under the transition arrangements, the provisions in the Local Plan will remain in force until at least November 2008. After this date, the contents of the Local Plan will gradually be replaced by the policies and proposals in the emerging Local Development Documents.

3.76 The underlying strategy of the plan is to concentrate development within the most sustainable locations, whilst seeking to protect the countryside from inappropriate development. The Local Plan sets out the strategic framework for development and the policy approach adopts a settlement framework policy so that all forms of development can be considered on the basis of their contribution to the achievement of sustainable development. The Plan seeks to the concentrate development in the three market towns of Ashbourne, Matlock and Wirksworth which are best placed to make a contribution to the achievement of sustainable development. Priority is given to the concentration of development in these settlements. There are eight Other Settlements that would allow for new development within Brailsford, Hulland Ward, Cromford, Matlock Bath, Darley Dale, Middleton, Doveridge and Tansley. The Local Plan sets out that new development in these settlements is not required to maintain the presence of the existing services and facilities and should not have an adverse impact upon their character or appearance.

3.77 The Local Plan aims to deliver the objectives set out in PPG13 by:

- Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges;
- Locate day-to-day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling;
- Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling, recognising that this may be less achievable in some rural areas;
- In rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside;
- Ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked;
- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;
Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses;
Ensure that the needs of disabled people - as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments;
Consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety; and
Protect sites and routes that could be critical in developing infrastructure to widen transport choices for both passengers and freight movements.

3.78 The Local Plan sets out a suite of Transport policies on

- Access requirements;
- Travel Plans;
- Provision for Public Transport;
- Safeguarding the Reinstatements of Railway Lines;
- Protection of Strategic Rail Freight Sites;
- Pedestrian Provision;
- Cycling Provision;
- Parking Requirements for new development;
- Provision of coach park; and
- Safeguarding haulage depot at Longcliffe

Derbyshire Dales Local Strategic Partnership, Derbyshire Dales and High Peak Community Strategy 2006-2009

3.79 The Derbyshire Dales and High Peak Community Strategy has already been prepared by the Derbyshire Dales and High Peak Local Strategic Partnership, which is made up of public, private and voluntary organisations. The Community Strategy sets out the main issues for Derbyshire Dales and High Peak and what the Council intends to do, to improve the social, economic and environmental circumstances in the Districts.

3.80 The Community Strategy sets out the vision for Derbyshire Dales. These aspirations are grouped into 8 themes and in particular deals with improving access to services which aims for “Access to services and rural transport” Amongst other, the Community Strategy puts forward the following objectives for transport

- Improved transport provision and affordability for rural communities;
- Improved access to services including for particular groups (for instance the elderly, children, women, farmers, disabled people, ethnic minorities, etc.).

Derbyshire Dales District Council Corporate Plan 2006 / 2007

3.81 The Councils Corporate Plan for 2003-2007 builds upon the Community Strategy, and sets out seven key priority objectives for the four year period;
- Improve the supply of decent, affordable homes for local people;
- Increase the number of people, especially young people, participating in leisure activities;
- Reduce, re-use and recycle waste;
- Protect and improve the safety and health of residents and visitors;
- Stimulate economic, community and environmental regeneration;
- Improve access to services; and
- Support service delivery improvements.

3.82 The Core Strategy can assist the Council achieve the aims of the Community Strategy and the priorities in its Corporate Plan by delivering the land use elements in the following ways:

**Improve access to services and support service delivery improvements**
- Concentrating housing, employment services and other development within the built up areas of settlements;
- Ensuring that infrastructure, services, and community facilities, where required, are provided as part of new development;
- Resisting the loss of important services and facilities in rural settlements;
- Seeking to encourage development in locations well related to the public transport network.

**Derbyshire County Council (2006), Derbyshire Local Transport Plan 2006-2011**

3.83 The County Council as transportation authority is required to prepare a five year Local Transport Plan to provide a framework for delivery of integrated transport. The final Plan covering the period 2006 to 2011 was published at the end of March 2006.

3.84 The Plan is structured around four nationally shared priorities that have been agreed between the Government and Local Authorities. These are:

3.85 The Local Transport Plan is a strategic five-year planning document for transport. It provides a framework to co-ordinate the local delivery of integrated transport and seeks to improve our transport system and the quality of people’s lives. Of relevance and need to be considered are the following shared priorities of the Plan:

- **Road Safety**: improving road and community safety

  This is the County Council highest priority. To achieve this objective schemes will include local safety schemes, whole route safety management, casualty reduction in deprived areas, speed reduction, street and footway lighting, education, crime reduction. The following objectives include:

  - Maintain and improve the existing asset of the transport network;
  - Use casualty data to inform maintenance programmes;
  - Ensure co-ordination of works by different agencies affecting the transport network;
  - Ensure all network users and local communities are considered when designing schemes;
  - Influence and manage transport demand.
**Accessibility:** improving local accessibility and promoting healthy and sustainable travel choices. This involves improving accessibility to work, town centres, education, health and leisure. Expenditure under this objective will focus on the retention of the bus network, improved footways and rights of way, improved reliability, punctuality and quality of bus services. The following objectives include:

- Ensure new facilities are located where they can be accessed by means other than the private car.
- Improve the quality and use of public transport, community transport and other demand responsive transport.
- Improve the quality and availability of public transport information.
- Improve access to facilities by healthier and more sustainable travel modes.
- Support the development and implementation of travel planning.
- Implement prioritised Public Rights of Way improvements.
- Encourage the use of healthier and more sustainable travel opportunities.

**Air Quality:** reducing the environmental impacts of transport can have a significant impact upon environmental quality. To achieve improvements in the environmental impact of transport focus will be on environmental maintenance such as verge cutting, street lighting energy and schemes to improve air quality. The following objectives include:

- Pursue initiatives identified in Air Quality Action Plans and take full account of air quality in decision-making on transport interventions.
- Reduce the adverse impacts of road freight.
- Address transport issues relating to the natural and built environment.
- Increase the use of recycled materials and methods in designing and delivering transport schemes.

**Congestion:** managing and improving the transport network and helping to strengthen the local economy through transport measures. Congestion can have a significant effect upon the local environment and economy. The Final Local Transport Plan indicates that schemes aimed at reducing congestion will include network improvements and demand management measures, and may include extending on street car parking charges, improving the punctuality and reliability of bus services. The following objectives include:

- Deliver transport elements of regeneration projects.
- Improve access to industrial sites for people and goods.
- Implement transport initiatives to support sustainable tourism.
- Provide a transport infrastructure and support transport services which will foster sustainable economic growth.
- Relieve congestion.
- Enable efficient operation of the road network and transport system.

**To help strengthen the local economy through transport measures**

- Deliver transport elements of regeneration projects.
- Improve access to industrial sites for people and goods.
- Implement transport initiatives to support sustainable tourism.
- Provide a transport infrastructure and support transport services which will foster sustainable economic growth.
- Relieve congestion.
- Enable efficient operation of the road network and transport system.

3.86 In addition to the shared priorities there is the continuing need to maintain the existing transport infrastructure, and a considerable amount of expenditure is allocated to the maintenance of the highway network.

**Derbyshire County Council (2006) Derbyshire Accessibility Strategy**

3.87 Derbyshire County Council used its second Local Transport Plan (2006-11) to set out the Derbyshire Accessibility Strategy, identifying how it would deliver accessibility improvements to key services and facilities, particularly in the most disadvantaged areas and communities. National best-practice guidance was followed in setting out a staged process to improving accessibility to key journey destinations (e.g. education, health care) and addressing issues barriers to access. Central to Derbyshire’s approach is partnership working, liaising with as many service providers and stakeholder groups as possible.

3.88 The two key elements of Derbyshire’s Accessibility Strategy are therefore:

- A countywide approach to improving accessibility; and
- A focus on tackling evidence-based accessibility problems.

3.89 The Accessibility Strategy ensures that everyone in Derbyshire has the opportunity to access certain key services, particularly if they do not have access to a car. In doing this it also looks to provide accessibility through healthy and sustainable travel options.

3.90 A number of accessibility objectives have been developed to address the accessibility issues within Derbyshire:

- Ensure new facilities are located where they can be accessed by means other than the private car;
- Improve the quality and use of public transport, community transport and other demand responsive transport;
- Improve the quality and availability of public transport information;
- Improve access to facilities by healthier and more sustainable travel modes;
- Support the development and implementation of travel planning; and
- Implement priorities public rights of way improvements.
3.91 The Derbyshire Local Transport Plan sets out a comprehensive strategy for improving and developing accessibility planning. This includes improvement to the quality and use of public transport, public transport information, improved access to work, learning and education and training, healthcare. It proposes a range of measures to improve accessibility and many of these involve working closely with partners in the public, private and voluntary sectors.

3.92 The Local Transport Plan accessibility strategies cannot be successfully delivered without partnership working and input from the communities and in response the County Council has produced a draft Local Accessibility Strategy for the North West Local Accessibility Partnership to ensure everyone in the High Peak and Derbyshire Dales has the opportunity to access key services, particularly if they do not have access to a car and accessibility through health and sustainable travel options.

3.93 The overarching objective is to address the accessibility needs of people living in Derbyshire Dales, with a particular view to reducing social exclusion in rural areas through:

- Identifying evidenced based accessibility and social inclusion issues;
- Identifying and develop co-ordinated delivery opportunities;
- Identifying and secure sustainable funding sources;
- Working closely with partners to deliver projects;
- Promoting best practice sharing.

3.94 Accessibility planning is seen as the principal means of improving access to essential services particularly for people who do not have the use of a car.

**Derbyshire County Council (2007) Draft Rights of Way Improvement Plan**

3.95 Section 60 of the Countryside and Rights of Way Act 2000 introduces a new duty for the Highway Authority to prepare and publish Rights of Way Improvement Plans (RoWIPs).

3.96 The County is in the process of producing a RoWIP for Derbyshire and are on schedule to produce the final Plan by November 2007. It will form a distinctive strand within the Local Transport Plan for the County. It will allow the County Council to plan strategically to improve the management, provision and promotion of a wider rights of way and access network based on what the public have asked for.

3.97 Derbyshire’s Rights of Way Improvement Plan will include:

- The extent to which local rights of way (including footpaths, cycle tracks, bridleways, restricted byways, byways, trails and Greenways) meet the present and future needs of the public;
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the Council's area together with
the use of the network by local people as a means to access workplaces, schools and other local facilities;
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

Derbyshire County Council (2006) Draft Greenway Strategy

3.98 Derbyshire County Council has undertaken a study to outline proposals to develop a strategic network of multi-user routes, or Greenways, for walkers, cyclists, horse riders and those with mobility difficulties, across Derbyshire.

3.99 Greenway development is seen as a valuable asset that cuts across many disciplines and meets many of the current targets and policy initiatives supported by Central Government. Greenways improve accessibility to facilities, services, schools, work, and places of interest and to the countryside. It provides alternative transport choices and links communities together to reduce isolation and promote independence and well-being. Additional benefits are linked to the creation of new tourism-based infrastructure to promote economic growth and sustainable development.

3.100 Natural England has defined the term Greenways as “largely car-free off-road routes connecting people to facilities and open spaces in and around towns, cities and to the countryside; for shared use by people of all abilities on foot, bike or horseback, for car-free commuting, play or leisure.”

3.101 The long-term vision for the area is to develop a network of multi-user traffic-free Greenways across Derbyshire to provide long distance, middle distance and shorter circuits that interconnect with each other and the existing highway network. The routes will connect people and places to enhance recreational and utilitarian journeys, on high quality and attractive pathways.


3.102 The key actions for cycling in Derbyshire Dales are to:

- Further develop the County cycling network, including links from it to town centres;
- Consult with interested parties about the design of cycle schemes;
- Construct facilities to assist cyclists on existing highways;
- Take into account the needs of cyclists when designing highway schemes;
- Encourage and construct facilities to enable cyclists to use public transport;
- Investigate the potential for park and ride facilities for cyclists;
- Improve cycle hire facilities;
- Promote convenient and secure cycle parking in all new parking facilities and significant destinations.
3.103 **Derbyshire Cycle Liaison Group**: The Derbyshire Cycling Liaison Group provides an invaluable opportunity for multi-lateral action on cycling issues. Along with officers from across the County Council, regular attendees include representatives from the Peak District National Park, Sustrans, local Borough and District Councils, the Cyclists Touring Club, local cycle campaign groups, and users from across the county.

3.104 The group is an active link in the process of formulating and executing policy. Beyond the development of a Cycling Strategy, the group has continued to serve as a two-way link between officers and users, as well as providing an efficient means for all parties to share information and resources.

3.105 The continued support of the group is a high priority for the coming period. This is reinforced by an internal cycling working party which provides an open forum for interests across the Council to discuss cycling, and raises the internal profile of the mode.

**Derbyshire County Council, Bus Strategy**

3.106 Derbyshire Bus Strategy focuses on improvements that will be achieved during the Local Transport Plan period 2006 – 2001. It takes particular account of accessibility planning requirements and the outcome of the Best Value review of Derbyshire’s passenger transport services. The Bus Strategy is linked to the Best Value Review Improvement Plan, and has three main objectives:

- Providing a cross cutting approach to bus transport.
- Ensuring better bus transport for everyone.
- Identifying Specialist Travel Needs.

3.107 The County Council through partnership are working to develop

- Punctuality Improvements.
- Bus Quality improvements.
- Improve access to East Midlands Airport.

**Derbyshire County Council, Walking Strategy**

3.108 The key actions for walking in Derbyshire are to:

- Support predestination schemes.
- Implement pedestrian quality networks.
- Improve street lighting in busy pedestrianised areas.
- Improve pedestrian access to public transport.
- Improve crossing opportunities.
Derbyshire County Council, Road and Community Safety Strategy

3.109 The key objectives of road and community safety in Derbyshire are:

- Undertake physical measures to improve safety of all road users.
- Raise awareness of road safety issues and encourage safer travel.
- Work in partnership with other to deliver road safety initiatives.
- Reduce crime and the fear of crime.

Derbyshire Dales District Local Plan, Air Quality Action Plans

3.110 Local air quality is a factor that can have a major impact on resident’s health. The Council published the most recent assessment in April 2007 as a Progress Report. Air quality within Derbyshire Dales is considered to be good. There are no air quality management zones, and currently no recorded breaches of any air quality objectives.

3.112 Local Authorities have a number of statutory duties in respect of local air quality management and delivering the national objectives prescribed in the National Air Quality Strategy published by the Government. The air quality across the district is assessed for a number of pollutants and is considered to meet national objectives.

3.113 However the Derbyshire Local Transport Plan has reported that levels of nitrogen dioxide in Matlock and Ashbourne Town Centre are near to limits for Air Quality Management.
4 Key Statistics of the Core Strategy Area

4.1 An objective assessment of District’s transportation characteristics is being developed to help identify the issues and will help to provide the evidence base for the consultation on an Issues and Options Paper.

Headline Facts

- The road network is the dominant means of transport for domestic passenger and freight journeys within the Core Strategy Area.
- Transport matters for the economic performance of the Core Strategy Area
- Demand is concentrated in and around urban areas.
- During the week, demand peaks appear at the two rush-hour periods but significant demand is sustained throughout the day; at weekends demand is high between the hours of 12pm and 2pm.
- Traffic from tourism is significant especially within the Market Towns.
- Cycling is not a well used mode of transport in the District. This is due to the topography of the area and the lack of dedicated cycle facilities.

4.2 For this Topic Paper data has been collected so far on the following:

Spatial Characteristics

4.3 Map 1 below show the location of key settlements and Appendix 1 presents the ward and parish administration boundaries

Summary Settlements

- The Core Strategy area covers approximately 33,000 hectares of the Derbyshire Dales that lies outside the Peak District National Park.
- The District is mostly rural in character and comprises attractive areas of countryside interspersed with a large number of villages and hamlets. The District’s towns: Matlock, Wirksworth and Ashbourne are long established as market towns. These towns act as a service centre to a wide rural hinterland and are home to 47% of the total population whilst 29% live within large villages and the remaining 24% are scattered among the rural parishes in small villages / hamlets.
- The district contains 53 settlements of varying size, pattern and function which include market towns, villages and small hamlets.
- To the north the main population areas include Matlock Town (10,000), Darley Dale (5000), Wirksworth (5000) and Cromford (1500). The hinterland around these settlements include Northwood, South Darley, Tansley, Brassington, Bonsall and Middleton with populations of each settlement varying between around 700 to 1000.
- To the south Ashbourne (7500), Doveridge (1500), Brailsford (1000), Clifton (500) and Hulland Ward (1000) represent the main population areas. The remainder of the District is dispersed with small settlements of populations about 100-300
- The population density of the area is 1.3 persons per hectare compared to county averages of 2.9 and national averages of 3.8.
Appendix 2 presents the demographic characteristics by ward and settlement in the District using the Census 2001 data which includes information on:

- total population;
- population density;
- age structure; and
- population profiles by ward and principle settlements and population change since 1991.

Map 1: Location of the Derbyshire Dales Settlements

Settlements with populations between 5000 - 10000

Settlements with populations between 450 - 1500

Settlements with populations between 100 - 350
Summary

- The current population of the Local Planning Authority is 48,920 (2004 Mid-Year Estimate).
- The total population of the three market towns is 24,020 (Census 2001) split as Matlock (9,496), Wirksworth (4,965), Ashbourne (7644).
- Males accounted for 49.6% of the population and females 50.3% of the population.
- Between 1991 and 2001 the population of the Derbyshire Dales grew by about 6%.
- The age profile of District in 2001 was 18.5% comprised 0-15 years old, 16 – 64 years old was 63.4% and the proportion of the population in the age group 65 and over was 18.6% suggesting the District has an ageing population.
4.5 The main roads connected all the main settlements are generally good

4.6 The Southern area of the District is served by the A50 Stoke-Derby road which links the M1 and M6 motorways.

4.7 The A6 trunk road is the economic artery of the northern area of the Derbyshire Dales. Acute traffic congestion along this route, especially in the Summer season, creates additional costs for local businesses in terms of delays. The major bottleneck is Matlock Bridge/Crown Square where congestion has knock on effects in peak season on all radials into Matlock. A relief road has been constructed for the A6 effectively enabling some through traffic to by pass Matlock Bridge and Crown Square. Other serious traffic problems in the areas are the passage of Heavy Goods Vehicles through rural settlements, particularly dangerous at Darley Bridge and Wirksworth and the road safety issues at Cromford Hill, Chesterfield Road, Matlock and Ashbourne Town Centre.

**Travel Demand**

4.8 Whilst the total number of trips within the Core Strategy is unknown the Department for Transport estimate an average resident of Great Britain makes over 1,000 trips a year, travelling over 7,000 miles. On top of that, the network supports 250 billion tonne kilometres of freight per year.

4.9 Whilst these figures underlines the importance of transport to the UK population and economy, they say nothing of the concentration of demands. Many of these trips are made at the same time, side by side, on the same transport infrastructure, placing parts of the UK’s transport networks under real pressure. Whilst the demand for freight transport is relatively continuous throughout the working day the demand for personal travel is far more peaked. Figure 1 illustrates that many trips are concentrated in just a few hours of the day. The level and nature of these demands can be expected to rise over time as the UK’s population and economy grows and changes.

*Figure 1 Trips in Progress by Hour of Day and Purpose, Great Britain, 2002-2004*
4.10 Transport patterns can be broadly categorised into the following

- business travel – trips made in the course of work;
- commuting – trips made to and from work;
- freight distribution – the movement of goods between business, and between businesses and households; and
- non-work/leisure travel.
Car Ownership

4.11 Car ownership level vary across the Core Strategy area. Analysis of car ownership levels by ward reveals a close relationship with indicators of relative affluence. Car Ownership rates are higher in more remote, rural parts and also in many of the more affluent commuter areas. Therefore households without cars are more prevalent in the market towns of the Core Strategy area.

Table 3 Car Ownership within the Core Strategy Area

<table>
<thead>
<tr>
<th>Ward</th>
<th>All households</th>
<th>Households (number of cars or vans): None</th>
<th>Percentage</th>
<th>Households (number of cars or vans): One</th>
<th>Percentage</th>
<th>Households (number of cars or vans): Two</th>
<th>Percentage</th>
<th>Households (number of cars or vans): Three</th>
<th>Percentage</th>
<th>Households (number of cars or vans): Four or more</th>
<th>Percentage</th>
<th>All cars or vans in the area*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashbourne North</td>
<td>1,559</td>
<td>410</td>
<td>26.3%</td>
<td>729</td>
<td>46.8%</td>
<td>322</td>
<td>20.7%</td>
<td>76</td>
<td>4.9%</td>
<td>22</td>
<td>1.4%</td>
<td>1,699</td>
</tr>
<tr>
<td>Ashbourne South</td>
<td>1,625</td>
<td>376</td>
<td>23.1%</td>
<td>743</td>
<td>45.7%</td>
<td>423</td>
<td>26.0%</td>
<td>66</td>
<td>4.1%</td>
<td>17</td>
<td>1.1%</td>
<td>1,866</td>
</tr>
<tr>
<td>Brailsford</td>
<td>634</td>
<td>53</td>
<td>8.4%</td>
<td>227</td>
<td>35.8%</td>
<td>269</td>
<td>42.4%</td>
<td>65</td>
<td>10.3%</td>
<td>20</td>
<td>3.2%</td>
<td>1,046</td>
</tr>
<tr>
<td>Carsington Water</td>
<td>733</td>
<td>49</td>
<td>6.7%</td>
<td>287</td>
<td>39.2%</td>
<td>300</td>
<td>40.9%</td>
<td>77</td>
<td>10.5%</td>
<td>20</td>
<td>2.7%</td>
<td>1,207</td>
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<tr>
<td>Clifton and Bradley</td>
<td>723</td>
<td>62</td>
<td>8.6%</td>
<td>268</td>
<td>37.1%</td>
<td>290</td>
<td>40.1%</td>
<td>74</td>
<td>10.2%</td>
<td>29</td>
<td>4.0%</td>
<td>1,198</td>
</tr>
<tr>
<td>Darley Dale</td>
<td>2,202</td>
<td>428</td>
<td>19.4%</td>
<td>987</td>
<td>44.8%</td>
<td>632</td>
<td>28.7%</td>
<td>126</td>
<td>5.7%</td>
<td>29</td>
<td>1.3%</td>
<td>2,768</td>
</tr>
<tr>
<td>Dovedale and Parwich</td>
<td>690</td>
<td>67</td>
<td>9.7%</td>
<td>281</td>
<td>40.7%</td>
<td>256</td>
<td>37.1%</td>
<td>62</td>
<td>9.0%</td>
<td>24</td>
<td>3.5%</td>
<td>1,093</td>
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<tr>
<td>Doveridge and Sudbury</td>
<td>795</td>
<td>96</td>
<td>12.1%</td>
<td>312</td>
<td>39.3%</td>
<td>304</td>
<td>38.2%</td>
<td>58</td>
<td>7.3%</td>
<td>25</td>
<td>3.1%</td>
<td>1,202</td>
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<tr>
<td>Hulland</td>
<td>714</td>
<td>60</td>
<td>8.4%</td>
<td>265</td>
<td>37.1%</td>
<td>276</td>
<td>38.7%</td>
<td>75</td>
<td>10.5%</td>
<td>38</td>
<td>5.3%</td>
<td>1,220</td>
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<tr>
<td>Masson</td>
<td>1,352</td>
<td>228</td>
<td>16.9%</td>
<td>633</td>
<td>46.8%</td>
<td>377</td>
<td>27.9%</td>
<td>86</td>
<td>6.4%</td>
<td>28</td>
<td>2.1%</td>
<td>1,777</td>
</tr>
<tr>
<td>Matlock All Saints</td>
<td>2,274</td>
<td>438</td>
<td>19.3%</td>
<td>1,084</td>
<td>47.7%</td>
<td>616</td>
<td>27.1%</td>
<td>111</td>
<td>4.9%</td>
<td>25</td>
<td>1.1%</td>
<td>2,759</td>
</tr>
<tr>
<td>Matlock St Giles</td>
<td>2,268</td>
<td>519</td>
<td>22.9%</td>
<td>1,013</td>
<td>44.7%</td>
<td>575</td>
<td>25.4%</td>
<td>113</td>
<td>5.0%</td>
<td>48</td>
<td>2.1%</td>
<td>2,735</td>
</tr>
<tr>
<td>Norbury</td>
<td>639</td>
<td>41</td>
<td>6.4%</td>
<td>225</td>
<td>35.2%</td>
<td>285</td>
<td>44.6%</td>
<td>67</td>
<td>10.5%</td>
<td>21</td>
<td>3.3%</td>
<td>1,087</td>
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<td>Stanton</td>
<td>777</td>
<td>90</td>
<td>11.6%</td>
<td>350</td>
<td>45.1%</td>
<td>262</td>
<td>33.7%</td>
<td>59</td>
<td>7.6%</td>
<td>16</td>
<td>2.1%</td>
<td>1,125</td>
</tr>
<tr>
<td>Winster and South Darley</td>
<td>750</td>
<td>92</td>
<td>12.3%</td>
<td>295</td>
<td>39.3%</td>
<td>291</td>
<td>38.8%</td>
<td>61</td>
<td>8.1%</td>
<td>11</td>
<td>1.5%</td>
<td>1,119</td>
</tr>
<tr>
<td>Wirksworth</td>
<td>2,408</td>
<td>460</td>
<td>19.1%</td>
<td>1,099</td>
<td>45.6%</td>
<td>678</td>
<td>28.2%</td>
<td>141</td>
<td>5.9%</td>
<td>30</td>
<td>1.3%</td>
<td>3,015</td>
</tr>
</tbody>
</table>

4.12 In 2001, there were 26,673 cars and vans in Derbyshire Dales District, which equates to 1.32 cars or vans per household.

4.13 As many as 3,469 households in Derbyshire Dales did not have either a car or van in 2001. This accounted for 17.2% of all households. Over a quarter of households in Ashbourne North (26.3%), Ashbourne South (23.1%) and Matlock St Giles (22.9%) did not either have a car or a van. Conversely, Carsington Water (6.7%), Norbury 6.4% had the lowest proportion of households without a car or van.
4.14 Over two-fifths of households in Derbyshire Dales Ashbourne North, Ashbourne South, Darley Dale, Masson, Matlock St Giles, Wirksworth had at least one car on 2001. Norbury had the lowest proportion of households (35.2%) with just one car. This can be attributed to the fact that almost 45% of households in this ward had two cars or mores. Hulland, Clifton and Bradley and Brailsford also had a low proportion of households (35%) with one car or van which again can be attributed to almost 45% of households have at least two cars.

4.15 In 2001, Ashbourne South (26%), Ashbourne North (27.1%) had the lowest proportion of households that had two cars. Norbury (44.6%) and Brailsford (42.4%) had the had the highest proportion of households with two cars.

4.16 There were five wards in 2001 where more than 10% of households had three cars or more. These were Brailsford (10.3%), Carsington Water (10.5%), Clifton and Bradley (10.2%), Hulland (10.5%) and Norbury (10.5%). Significantly all these wards are located in the rural parts of Derbyshire Dales District. Wirksworth (5.9%) is only one urban ward where more than 5% of households have three or more car.

Access to a Car or Van

4.17 The graph below is one of the set of Key Statistics produced from the 2001 Census. This table provides information on the number of cars or vans owned or available for use, by one or more members of a household. It includes company cars and vans available for private use. The count of cars or vans in an area is based on details for private households only.

**Figure 2 : All Households within Core Strategy Area with a Car or Van**

*(Census 2001 KS17)*
Method of Travel to Work

4.18 This graph is about Method of Travel to Work and shows the daytime population aged 16 to 74 by the method of travel to work. The day-time population is defined for people aged 16 to 74, as those people who live and work in the area (or do not work) and those people who live outside the area and work inside the area. The method of travel to work is for the longest part, by distance, of the usual journey to work.

Figure 3: Method of Travel to Work - Day Time Population (Census 2001 UV37)
4.19 The graph below is from tables produced as part of the Census Area Statistics from the 2001 Census. The Univariate tables give results for a single Census variable and is about Method of Travel to Work and shows the usual resident population aged 16 to 74 by the method of travel to work. The method of travel to work is for the longest part, by distance, of the usual journey to work.

**Figure 4 : Method of Travel to Work - Resident Population**  
(Census UV39)
Distance Travelled to Work

4.20 The graph below is produced as part of the Census Area Statistics from the 2001 Census and is about Distance Travelled to Work. The table shows the workplace population by the distance travelled to work. The workplace population is defined as the people aged 16 to 74 who are in employment and whose usual place of work is in the area. The distance travelled to work is measured in kilometres of a straight line between the residence postcode and the workplace postcode. It is not calculated for people working mainly at or from home, people with no fixed workplace, people working on an offshore installation or people working outside the UK. The population of this table is all people aged 16 to 74 in employment in area.

Figure 5: Distance Travelled to Work (Census 2001 UV35)
Travel Patterns: Commuting

4.21 Census data 2001 has been used to establish out commuting and incommuting travel to work patterns for each Ward, travel to work by mode, car ownership by Ward and travel to work movements within the Core Strategy area.

4.22 In 2001, 14,530 people in the District traveled to work by either car or van, being 71% of all methods of travel to work. This percentage is higher than the Derbyshire average of 70.1%, East Midlands average of 76.3% and England average of 61%.

4.23 There are five wards where more than 1,000 people use either a car or van as their main mode of transport to travel to work. Wirksworth (1,696) Darley Dale (1,632) and Matlock All Saints (1,598) and had the highest number of people who use their car or van to get to work.

4.24 This is over 200 people higher than Matlock St Giles the next highest generator of trips to work by car or van with 1,436 people. Ashbourne South (1,138) and Ashbourne North (880) had the third and fourth highest number of people that consider the use of a car or van as their main way of travelling to work.

4.25 The remaining wards range (Brailsford, Carsington Water, Clifton and Bradley, Dovedale and Parwich, Doveridge and Sudbury, Hulland, Masson, Norbury, Stanton and Winster & South Darley) have similar numbers of people who travel to work by either car or van ranging from 500 to 648.

4.26 In 2001, there were few people within the local authority area that travelled by train (223). Doveridge & Sudbury had the highest number (52) followed by Matlock All Saints (45). These numbers can be attributed to their close proximity to railway stations.

4.27 There were relatively few people within the local planning authority area that traveled by bus (754). The wards with the highest bus patronage Darley Dale (99), Matlock St Giles (99) and Matlock All Saints (75) had the highest number of residents that used the bus to travel to work. The wards with lowest bus patronage were Hulland (0), Norbury (0), Carsington Water (6), Clifton and Bradley (3).

4.28 For cycling, there were in total 245 people that rode to work on a bicycle and 136 on a motorcycle. Whilst Ashbourne South saw the greatest number of people using a bicycle as their main mode of transport, more people from Darley Dale and Matlock All Saints wards used both these modes of transport to work.

4.29 In comparison, some 2,846 people walked to work mainly from people living Matlock All Saints (558), Matlock St Giles (359), Ashbourne (355), Ashbourne South (367) and Darley Dale (241).

4.30 In 2001, 3156 people mainly worked from home being 13.3% of the total number of people traveling to work. This was higher than the Derbyshire average, East Midlands and England (10.7%). Wirksworth (305), Matlock St Giles (254), Matlock All Saints (231), Darley Dales (234), Carsington Water (221) and Dovedale & Parwich (223) were the highest in the District.
Figure 10: Work from Home

Number of People:
- 230 to 310
- 210 to 230
- 170 to 210
- 110 to 170
Table 4 Out commuting Patterns of Derbyshire Dales Economically Residents

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Derbyshire Dales</th>
<th>Amber Valley</th>
<th>Bolsover</th>
<th>Chesterfield and North East Derbyshire</th>
<th>Bakewell</th>
<th>Peak District National Park within Derbyshire Dales</th>
<th>Derby</th>
<th>Erewash and South Derbyshire</th>
<th>Leicestershire and Northamptonshire</th>
<th>High Peak</th>
<th>Nottinghamshire</th>
<th>Staffordshire</th>
<th>North west</th>
<th>West Midlands</th>
<th>South West</th>
<th>Yorkshire and Humberside</th>
<th>London and South East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23,862</td>
<td>14944</td>
<td>1,158</td>
<td>174</td>
<td>984</td>
<td>591</td>
<td>1,903</td>
<td>465</td>
<td>174</td>
<td>275</td>
<td>593</td>
<td>974</td>
<td>237</td>
<td>287</td>
<td>66</td>
<td>493</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>%</td>
<td>62.6</td>
<td>4.9</td>
<td>0.7</td>
<td>4.1</td>
<td>2.5</td>
<td>1.2</td>
<td>8.0</td>
<td>0.0</td>
<td>0.7</td>
<td>1.2</td>
<td>1.2</td>
<td>1.0</td>
<td>1.2</td>
<td>0.3</td>
<td>2.1</td>
<td>1.1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.31 In 2001, there were 4 locations other than in Derbyshire Dales District where more than 900 people from Derbyshire Dales District travel to work. Other than those that live and work in Derbyshire Dales, Derby is the most popular destination to work for Derbyshire Dales residents with 8.0% of residents commuting to Derby to work. This is considerably higher than Amber Valley, the next popular destination for Derbyshire Dales Districts residents to work, which has 4.9% share of the District’s economically active residents working in that District. Just under 1000 residents work in Chesterfield / North East Derbyshire and Staffordshire (974).

Table 5 Net Out-Commuting

<table>
<thead>
<tr>
<th>Workplace Destination</th>
<th>Derbyshire Dale Residential – Workforce Destination</th>
<th>Derbyshire Dale’s Workforce – Place of Residence</th>
<th>Total Net Out- Commuting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amber Valley</td>
<td>1158</td>
<td>1782</td>
<td>-624</td>
</tr>
<tr>
<td>Bakewell</td>
<td>591</td>
<td>217</td>
<td>374</td>
</tr>
<tr>
<td>Bolsover</td>
<td>174</td>
<td>309</td>
<td>-135</td>
</tr>
<tr>
<td>Chesterfield and North East Derbyshire</td>
<td>984</td>
<td>1964</td>
<td>-980</td>
</tr>
<tr>
<td>Derby</td>
<td>1903</td>
<td>1041</td>
<td>862</td>
</tr>
<tr>
<td>Derbyshire Dales</td>
<td>14944</td>
<td>14944</td>
<td>0</td>
</tr>
<tr>
<td>Erewash and South Derbyshire</td>
<td>465</td>
<td>558</td>
<td>-93</td>
</tr>
<tr>
<td>High Peak</td>
<td>275</td>
<td>321</td>
<td>-46</td>
</tr>
<tr>
<td>Leicestershire and Northamptonshire</td>
<td>174</td>
<td>90</td>
<td>84</td>
</tr>
<tr>
<td>London and South East</td>
<td>255</td>
<td>42</td>
<td>213</td>
</tr>
<tr>
<td>North West</td>
<td>237</td>
<td>132</td>
<td>105</td>
</tr>
<tr>
<td>Nottinghamshire</td>
<td>593</td>
<td>387</td>
<td>206</td>
</tr>
<tr>
<td>Peak District National Park within Derbyshire Dales</td>
<td>289</td>
<td>388</td>
<td>-99</td>
</tr>
<tr>
<td>South West</td>
<td>66</td>
<td>21</td>
<td>45</td>
</tr>
<tr>
<td>Staffordshire</td>
<td>974</td>
<td>1111</td>
<td>-137</td>
</tr>
<tr>
<td>West Midlands</td>
<td>287</td>
<td>156</td>
<td>131</td>
</tr>
<tr>
<td>Yorkshire and Humber side</td>
<td>493</td>
<td>353</td>
<td>140</td>
</tr>
<tr>
<td>Total</td>
<td>23862</td>
<td>23816</td>
<td>46</td>
</tr>
</tbody>
</table>

Positive figure represents out-commuting from Derbyshire Dales. Negative figure represents in commuting into Derbyshire Dales

4.32 In 2001, net out-commuting from Derbyshire Dales to Derby was 862 showing that substantially more people travel to Derby to work from Derbyshire Dales than people from Derby working in Derbyshire Dales. The emphasises that Derbyshire Dales has a significant Derby commuter population and provides an indication of Derby’s influence upon Derbyshire Dales.

4.33 Bakewell and Nottinghamshire are two other Locations where more people from the local planning authorit area travel to work than people from these locations travel to Derbyshire Dales. Both location have net out-commuting of 374 and 206 respectively.

4.34 Whilst there are locations where out commuting is greater there is a large level of in-commuting into Derbyshire Dales from other locations. This is represented as a negative figure in the above table.

4.35 In 2001, a large number of people travelled from Chesterfield / North East Derbyshire into Derbyshire Dales to work. There is net out commuting of –980 people from these areas. There is also a high net in commuting from Amber Valley, Bolsover and Staffordshire.
<table>
<thead>
<tr>
<th>Ward</th>
<th>Total</th>
<th>Derbyshire Dales</th>
<th>Amber Valley</th>
<th>Bolsover</th>
<th>Chesterfield and North East Derbyshire</th>
<th>Bakewell</th>
<th>Peak District National Park within Derbyshire Dales</th>
<th>Derby</th>
<th>Erewash and South Derbyshire</th>
<th>Leicestershire and Northamptonshire</th>
<th>High Peak</th>
<th>Nottinghamshire</th>
<th>Staffordshire</th>
<th>North west</th>
<th>West Midlands</th>
<th>South West</th>
<th>Yorkshire and Humberside</th>
<th>London and South East</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashbourne North</td>
<td>1664</td>
<td>70.3</td>
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<td>0.2</td>
<td>7.8</td>
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<td>7.5</td>
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<td>0.9</td>
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<td>6</td>
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<td>16</td>
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<td>108</td>
<td>18</td>
<td>6</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brailsford</td>
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Table 6 Out-Commuting Pattern of Derbyshire Dales Wards (percentage)
## Travel Patterns In Commuting

### Table 7 In commuting into Derbyshire Dales

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<thead>
<tr>
<th></th>
<th>Number of people that work within Derbyshire Dales</th>
<th>Percentage of Derbyshire Dales</th>
<th>Derbyshire Dales</th>
<th>Amber Valley</th>
<th>Bolsover</th>
<th>Chesterfield and North East Derbyshire</th>
<th>Bakewell</th>
<th>Peak District National Park within Derbyshire Dales</th>
<th>Derby</th>
<th>Erewash and South Derbyshire</th>
<th>High Peak</th>
<th>Leicestershire and Northamptonshire</th>
<th>Nottinghamshire</th>
<th>Staffordshire</th>
<th>West Midlands</th>
<th>North West</th>
<th>South West</th>
<th>Yorkshire and Humberside</th>
<th>London and South East</th>
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<tr>
<td><strong>Total</strong></td>
<td>23,816</td>
<td>100%</td>
<td>14,944</td>
<td>1,782</td>
<td>309</td>
<td>1,964</td>
<td>217</td>
<td>388</td>
<td>1,041</td>
<td>321</td>
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<td>387</td>
<td>1,111</td>
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</table>
In 2001, some 8,872 people commuted into the plan area to work. There were our districts within Derbyshire that each contributed more than 1,000 people to Derbyshire Dales workforce. Chesterfield / North East Derbyshire supplied the largest amount of people with 1,782 people, followed by Amber Valley with 1,782 people and the City of Derby 1,041 people. 1,111 people commuted from Staffordshire Moorlands and East Staffordshire to the District with other significant contribution from the Peak District National Park (605).

Table 8 Summary of IN and OUT Work Movements

<table>
<thead>
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<th>Ward</th>
<th>Travelling OUT</th>
<th>Travelling IN</th>
<th>Travelling WITHIN Ward</th>
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<td>8939</td>
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Table 9 Comparison between Resident Workforce population and Resident Population workforce by ward

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<th>Resident workforce population</th>
<th>Net place of employment</th>
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Negative figure represents in commuting and a positive figure represents out commuting from the ward.
The workforce employment within Derbyshire Dales plans area was recorded at 23,616 in 2001. Workforce relates specifically to people that work within the plan area. These people may not necessarily be residents whilst the resident population workforce may not necessarily work within the plan area. The total resident population is similar to the work force population indicating an overall balance of people working outside and travelling outside the area to work.

Further work will be developed to analyse the plan areas workforce population by industry and occupation classification.

**Table 10 Travel Work Movements within Local Planning Authority Area**

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<th>Matlock All Saints</th>
<th>Matlock St. Giles</th>
<th>Norbury</th>
<th>Stanton</th>
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<td>Wirksworth</td>
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<td>47</td>
<td>3</td>
<td>87</td>
<td>3</td>
<td>49</td>
<td>10</td>
<td>0</td>
<td>54</td>
<td>165</td>
<td>190</td>
<td>69</td>
<td>3</td>
<td>25</td>
<td>18</td>
<td>1040</td>
</tr>
</tbody>
</table>

|                   | 954   | 1868  | 335   | 814   | 489   | 1174  | 540   | 424   | 459   | 1096  | 2557  | 1287  | 345   | 720   | 476   | 1406  | 14944 |

58
Travel Patterns : Car Parks

4.38 The District Council provides off-street public parking at numerous locations throughout the district. Most are pay & display, with some free and a few which are reserved for permit holders only. Table 11 list the car parks within the Local Planning Authority Area with estimated site areas and car park spaces.

All car parks are regulated by the Derbyshire Dales (Off Street Parking Places) Order 2000 and its subsequent amendments. The District Council is registered with the National Safer Parking Scheme and has several Parkmark accredited sites. Safer Parking status, Park Mark®, is awarded to parking facilities that have met the requirements of a risk assessment conducted by the Police. These requirements mean the parking operator has put in place measures that help to deter criminal activity and anti-social behaviour, thereby doing everything they can to prevent crime and reduce the fear of crime in their parking facility.

Table 11 Public Car Parks within the Core Strategy Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Area m²</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cokayne Avenue Car Park, Cokanye Avuene, Ashbourne</td>
<td>2834</td>
<td></td>
</tr>
<tr>
<td>Shawcroft Car Park, Park Road, Ashbourne</td>
<td>7205</td>
<td></td>
</tr>
<tr>
<td>Bus Station, King Edward Street, Ashbourne, DE6 1BW</td>
<td>2167</td>
<td></td>
</tr>
<tr>
<td>Market Place and Victoria Square, Ashbourne</td>
<td>2923</td>
<td></td>
</tr>
<tr>
<td>Ashbourne Leisure Centre, Leisure Way, Ashbourne, DE6 1AA</td>
<td>4367</td>
<td></td>
</tr>
<tr>
<td>Clifton Road Car Park, Clifton Road, Ashbourne</td>
<td>2889</td>
<td></td>
</tr>
<tr>
<td>Bank Road Car Park, Bank Road, Matlock</td>
<td>1089</td>
<td></td>
</tr>
<tr>
<td>Edgefold Road Car Park, Edgefold Road, Matlock</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>Imperial Road (Supermarket) Car Park, Imperial Road, Matlock</td>
<td>3773</td>
<td></td>
</tr>
<tr>
<td>Park Head Road, Matlock</td>
<td>370</td>
<td></td>
</tr>
<tr>
<td>Olde English, Matlock</td>
<td>1006</td>
<td></td>
</tr>
<tr>
<td>Town Hall Front, Imperial Road, Matlock</td>
<td>956</td>
<td></td>
</tr>
<tr>
<td>Artist Corner Car Park, Dale Road, Matlock</td>
<td>8394</td>
<td></td>
</tr>
<tr>
<td>Pavilion Car Park, South Parade, Matlock Bath</td>
<td>2389</td>
<td></td>
</tr>
<tr>
<td>Temple Road Car Park, Temple Road, Matlock Bath</td>
<td>6787</td>
<td></td>
</tr>
<tr>
<td>Station Yard Car Park, North Parade, Matlock Bath</td>
<td>9670</td>
<td></td>
</tr>
<tr>
<td>Barmote Croft Car Park, Coldwell Street, Wirksworth</td>
<td>1005</td>
<td></td>
</tr>
<tr>
<td>Market Place, Wirksworth</td>
<td>1382</td>
<td></td>
</tr>
<tr>
<td>Rydes Yard Car Park, Wirksworth</td>
<td>856</td>
<td></td>
</tr>
<tr>
<td>Canterbury Road Car Park, Canterbury Road, Wirksworth</td>
<td>1405</td>
<td></td>
</tr>
<tr>
<td>Market Place Car Park, Market Place, Cromford</td>
<td>736</td>
<td></td>
</tr>
<tr>
<td>Town Hall (Rear) Car Park, Edgefold Road, Matlock</td>
<td>2856</td>
<td></td>
</tr>
<tr>
<td>Bus Station, Imperial Road, Matlock</td>
<td>2265</td>
<td></td>
</tr>
<tr>
<td>Fishpond Meadow Car Park, Park Road, Matlock</td>
<td>4601</td>
<td></td>
</tr>
<tr>
<td>Pope Carr Road Car Park, Pope Carr Road, Matlock</td>
<td>617</td>
<td></td>
</tr>
<tr>
<td>The Dale Car Park, The Dale, Wirksworth</td>
<td>457</td>
<td></td>
</tr>
<tr>
<td>Spa Villas, Bakewell Road, Matlock</td>
<td>397</td>
<td></td>
</tr>
<tr>
<td>Industrial Estate, Rowsley</td>
<td>1204</td>
<td></td>
</tr>
<tr>
<td>Old Lane Car Park, Wirksworth</td>
<td>2914</td>
<td></td>
</tr>
<tr>
<td>Cattle Market Car Park, Auction Close, Ashbourne</td>
<td>1839</td>
<td></td>
</tr>
<tr>
<td>Station Car Park, Dale Road, Matlock</td>
<td>7852</td>
<td></td>
</tr>
</tbody>
</table>
Map 3: Distribution of Railway Lines and Train Stations.
4.39 Matlock, Matlock Bath and Cromford are served by a local train service from Derby. This line allows connections to be made to the national network. Many people rely on this service for their journeys to an from work and it is a means by which tourists can visit the area. During 2004/2005 approximately 255,00 people used the line; compared to 215,000 in 2001/2002.

4.40 The Matlock branch railway line was designated as Community railway Line in 2007 to improve the financial performance, value for money and social value of the railway to help ensure its long-term future. It enables it to be operated and maintained to a standard appropriate to the nature and volume of traffic being handled and provides a flexible approach to the management of the franchise running service along the line. Its designation will encourage the following:

- Establish the real costs of operating the Matlock Branch Line;
- Delivering improvements including different types of rolling stock and infrastructure enhancements;
- Alternative fare structures and ticket types for local journeys;
- A higher frequency / lower cost service;
- Work with the train operating company to develop the service, prioritise improvements to commuter services and improve connections.

East Midlands Trains was awarded the Franchise to operate their trains along that line, which includes improvements to the timetable offering a direct hourly service from Matlock to Nottingham.

| Table 12 Patronage Figures for the Derwent Valley Railway Line |
|---------------------|------------------|------------------|------------------|------------------|------------------|
|                     | Dec 2001 Nov 2002 | Dec 02 Nov 03 | Dec 03-Nov 04 | 03 Jan 04 | 11/12/04 |
| 9                   | 17,224           | 14,142         | 15,900         | No data   | 19,938   |
| 10                  | 15,437           | 13,704         | 14,033         | 16,192    | 16,918   |
| 11                  | 13,011           | 11,967         | 12,693         | 16,427    | 13,530   |
| 12                  | 12,877           | 10,818         | 12,565         | 18,797    | 13,983   |
| 13                  | 14,661           | 11,640         | 14,932         | 19,604    | 13,885   |
| 1                   | 16,971           | 12,125         | 16,096         | 24,868    | 21,908   |
| 2                   | 17,528           | 14,981         | 19,086         | 18,720    | 22,002   |
| 3                   | 15,528           | 14,204         | 15,431         | 21,027    | 22,840   |
| 4                   | 16,055           | 15,843         | 16,431         | 22,996    | 21,803   |
| 5                   | 17,649           | 17,092         | 18,468         | 26,949    | 24,897   |
| 6                   | 20,420           | 18,422         | 21,453         | 21,590    | 23,564   |
| 7                   | 20,745           | 17,378         | 19,280         | 21,655    | 21,402   |
| 8                   | 17,248           | 15,918         | 20,902         | 22,289    | 18,941   |
| Annual              | 215,354          | 188,234        | 217,269        | 251,112   | 255,612   |
4.41 A travel survey carried out by Derwent Valley Rural Transport Partnership and Derbyshire County Council of 180 morning commuters in September 2004 showed that 51% of morning passengers were travelling to Derby and 49% to other destinations. The main other destinations were:

- London/Leicester/Loughborough/Market Harborough 13% of passengers.
- Birmingham/Tamworth/Burton 10% of passengers.
- Nottingham/Long Eaton/Beeston 9% of passengers.

4.42 From regular passenger monitoring it is estimated that approximately 15% of commuters travel regularly to each of Nottingham, Birmingham and London.

4.43 Peak Rail, operate steam trains between Matlock and Northwood and have aspirations in respect of the extension of their operation to Rowsley. The Ecclesbourne Valley railway Association is working in Partnership with Wyvern Rail to re-open the Duffield to Wirksworth railway line for public service by March 2008. Both routes are safeguarded from development that may prejudice their future re-opening.
Map 4: Distribution of Bus Services

- Blue: Bus journey 4-5 week
- Red: Bus journeys 7 days week per hour
- Dashed: Infrequent bus journeys
A network of commercial and contracted bus services serves the Core Strategy Area. The market towns of Matlock, Wirksworth and Ashbourne are relatively well served, whereas many of the outlying settlements have infrequent services. In addition, there is a limited network of community transport services operated with County Council support specifically for people with disabilities.

### Table 13 Public Bus Services to/from and passing through the Derbyshire Dales

<table>
<thead>
<tr>
<th>Service</th>
<th>Route</th>
<th>Mon – Sat Frequency</th>
<th>Evening Frequency</th>
<th>Sunday Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Wirksworth to Matlock</td>
<td>30 mins</td>
<td>4 Journeys</td>
<td>2-Hourly</td>
</tr>
<tr>
<td>6.1</td>
<td>Derby-Belper- Wirksworth – Matlock- Bakewell</td>
<td>Hourly</td>
<td>3-4 Journeys</td>
<td>2 hourly</td>
</tr>
<tr>
<td>17</td>
<td>Chesterfield-Walton-Matlock</td>
<td>Hourly</td>
<td>3 Journeys</td>
<td>8-11 Journeys</td>
</tr>
<tr>
<td>17</td>
<td>Chesterfield-Walton-Matlock –Carsington- Ashbourne</td>
<td>-</td>
<td>-</td>
<td>4 Journeys</td>
</tr>
<tr>
<td>64</td>
<td>Clay Cross- Ashover-Matlock</td>
<td>4-6 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>108</td>
<td>Ashbourne –Leek-Maccelsfield</td>
<td>4-5 journeys</td>
<td>1-2 Jnys Fri/Sat</td>
<td>-</td>
</tr>
<tr>
<td>108</td>
<td>Derby-Ashbourne-Leek</td>
<td>-</td>
<td>-</td>
<td>3-4 Journeys</td>
</tr>
<tr>
<td>109</td>
<td>Derby- Hulland Ward-Ashbourne</td>
<td>5 journeys</td>
<td>1 Journey</td>
<td>3-4 Journeys</td>
</tr>
<tr>
<td>130</td>
<td>Ashbourne- Tumditche-Belper</td>
<td>5 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>140</td>
<td>Matlock-Crich- Alfreton</td>
<td>2-hourly</td>
<td>2-3 Journeys</td>
<td>5 Journeys</td>
</tr>
<tr>
<td>140</td>
<td>Sandicare- Ilkeston- Ripley- Matlock</td>
<td>-</td>
<td>-</td>
<td>1 Journey</td>
</tr>
<tr>
<td>150</td>
<td>Matlock- Wessington – Alfreton- Clay Cross</td>
<td>5-6 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>151</td>
<td>Matlock – Tansley</td>
<td>2 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>158</td>
<td>Matlock- Starkholmes- Cromford- Bonsall</td>
<td>hourly</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>163</td>
<td>Matlock- Lea – Holloway</td>
<td>1 Journey</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>171</td>
<td>Bakewell- Youlgrave- Middleton</td>
<td>10 Journeys</td>
<td>2 journeys</td>
<td>-</td>
</tr>
<tr>
<td>172</td>
<td>Bakewell- Stanton- Winster- Matlock</td>
<td>6-8 Journeys</td>
<td>1-2 Journeys</td>
<td>-</td>
</tr>
<tr>
<td>174</td>
<td>Matlock- Baslow- Hathersage- Castleton</td>
<td>1-2 Jours</td>
<td>-</td>
<td>1 Journey</td>
</tr>
<tr>
<td>213/214</td>
<td>Wirksworth – Matlock- Baslow – Shaffield - Meadowhall</td>
<td>2-6 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>215</td>
<td>Sheffield/Baslow- Chatsworth – Matlock</td>
<td>-</td>
<td>-</td>
<td>1-5 Journeys</td>
</tr>
<tr>
<td>237</td>
<td>Matlock – Crich – Alfreton- Hucknall</td>
<td>-</td>
<td>-</td>
<td>2-3 Journeys</td>
</tr>
<tr>
<td>409</td>
<td>Uttoxeter- Mayfield- Ashbourne</td>
<td>7 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>411</td>
<td>Ashbourne- Carsington- Wirksworth- Matlock</td>
<td>4-7 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>413</td>
<td>Derby- Hulland ward- Carsington Water/Brassington</td>
<td>2 journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>417</td>
<td>Ashbourne- Osmaston – Wyston- Yeavely</td>
<td>1-2 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>419</td>
<td>Ashbourne- Cubley- Roston</td>
<td>1 Journey</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>426</td>
<td>Ashbourne- Parwich/Brassington</td>
<td>4-6 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>442</td>
<td>Ashbourne- Harington- Buxton</td>
<td>3-7 Journeys</td>
<td>-</td>
<td>3 Journeys</td>
</tr>
<tr>
<td>444</td>
<td>Ashbourne- Clifton</td>
<td>3 Journeys</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>542</td>
<td>Ashbourne- Harington- Buxton</td>
<td>2 Journeys</td>
<td>1 Northbound</td>
<td>-</td>
</tr>
<tr>
<td>ONE</td>
<td>Derby- Brailsford- Ashbourne- Mayfield</td>
<td>Hourly</td>
<td>3-4 Journeys</td>
<td>-</td>
</tr>
<tr>
<td>TP</td>
<td>Nottingham- Derby- Matlock- Buxton</td>
<td>Hourly</td>
<td>2-4 journeys</td>
<td>Hourly</td>
</tr>
<tr>
<td>TP</td>
<td>Nottingham- Derby- Matlock- Buxton- Manchester</td>
<td>2 Hourly</td>
<td>-</td>
<td>2 Hourly</td>
</tr>
</tbody>
</table>
4.44 To establish the potential for commuting (i.e., the ability to make a journey to/from a location for 9.00am and back after 5.00pm) to be undertaken using public transport, data on the frequency and availability of public transport has been collected. Data has also been collected to establish whether settlements receive a minimum level of service. Data has been collected to establish whether settlements receive a minimum level of service with bus routes / bus stops set out below.

4.45 The availability of public transport that enables commuting to/from work is an important influence in the achievement of sustainable development. To make a contribution towards the achievement of sustainable development requires a settlement to be well served by public transport that facilitates commuting trips in both directions and allows other activities to be undertaken at other times of the day.

4.46 The following settlements have been identified as being well served by public transport for commuting purposes:

Ashbourne, Bolehill, Bonsall, Bradley, Brailsford, Brassington, Carsington, Clifton, Cromford, Darley Dale, Doveridge, Hognaston, Hulland Ward, Kniveton, Mapleton, Matlock, Matlock Bath, Middleton, Northwood, Osmaston, Rowsley, Darley Bridge, Sudbury, Tansley, Wirksworth, Wyaston, Yeaveley.

4.47 To allow activities to be undertaken at other times of the day, it is considered that a minimum service of 5 or more departures a day is required to make public transport as attractive as using the car. The following villages and hamlets do not have a minimum service.

Alkmonton, Atlow, Biggin, Boylestone, Bradbourne, Callow, Cubley, Hollington, Hulland, Hungry Bentley, Kirk Ireton, Longford, Marston Montgomery, Mercaston, Rodsley, Roston, Shirley, Snelston, Somersal Herbert, Wyaston, Yeaveley, Yeldersley, Riber, Oker, Millington Green, Norbury, Roston, Ednaston.

4.48 Whilst Yeaveley and Wyaston are well served by public transport for commuting purposes, they do not have a minimum service that would allow other activities to be undertaken at other times of the day.
Map 6: Distribution of Community Transport Schemes
Travel Patterns : Community Bus Schemes

4.49 Community Transport is part of the mainstream transport system and provides transport for people who are unable to use ordinary public transport and for voluntary organisations. It provides a comprehensive public transport service using accessible vehicles, enabling individuals who are unable to use ordinary buses to undertake journeys normally taken for granted. It also provides transport for groups who wish to enhance community activities.

4.50 The services provided include:

- **Dial-a-Bus** - A 'door to town' transport service, for individuals who experience difficulties with conventional public transport. Fares on the Dial-a-Bus services are in line with Concessionary Rates and Gold Cards can be used.
- **Dial-a-Ride** - A flexible door-to-door service catering for individual needs, such as transport to hospitals. This service is available for people with mobility problems or when there is no other transport available.
- **Group Travel** - Transport for affiliated groups involved with community activities, such as scouts, schools, luncheon clubs and church groups.
- **Social/Community Car Schemes** - Volunteers use their own vehicles to provide one-off essential journeys and are paid a mileage allowance. This service is only available to people who are unable to use public transport or who do not have access to a service.
- **Shopmobility** - A free service providing electrically-powered wheelchairs and scooters for the use of people who have limited mobility to access shops and other facilities.

4.51 The Core Strategy area is covered by two Community Transport Schemes

**Amber Valley Community Transport** - Although the scheme is based outside the area, it provides transport for people within parts of Derbyshire Dales. The scheme operates a Dial-a-Bus service into Wirksworth and Matlock town centres.

**Table 14 Amber Valley Community Transport**

<table>
<thead>
<tr>
<th>Day</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday mornings</td>
<td>Kirk Ireton, Carsington, Brassington and Wirksworth (west of Derby Road, Millers Green and Summer Lane), Wirksworth (east of Derby Road, Water Lane and Gorsey Bank)</td>
<td>Wirksworth town centre</td>
</tr>
<tr>
<td>Tuesday afternoons</td>
<td>Cromford, Bonsall, Middleton and Bolehill areas</td>
<td>Wirksworth town centre</td>
</tr>
<tr>
<td>Alternate Thursday mornings</td>
<td>Stanton-in-Peak, Birchover, Elton, Winster, Darley Bridge, Darley Dale, Snitterton and Oker</td>
<td>Matlock town centre</td>
</tr>
<tr>
<td>Alternate Thursday mornings</td>
<td>Tansley, Starkholmes, Lumsdale, Riber, Two Dales (Underhall, Painters Way and Park Lane) and Matlock area</td>
<td>Matlock town centre</td>
</tr>
<tr>
<td>Friday mornings</td>
<td>Wirksworth, Middleton, Bonsall, Cromford and Matlock Bath</td>
<td>Matlock town centre</td>
</tr>
</tbody>
</table>
**Ashbourne Community Transport** - The Ashbourne scheme operates a number of dial-a-bus routes.

<table>
<thead>
<tr>
<th>Day</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mondays</td>
<td>Clifton Road Estate, The Firs Hill Top Estates</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Mondays</td>
<td>Bradbourne, Hognaston, Kniveton and Bradley areas and Park Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Mondays</td>
<td>Ballidon, Parwich, Alsop en le Dale, Biggin by Hartington, Newhaven, Hartington, Hulme End, Alstonefield, Mill Dale, Wetton, Hope Dale, Tissington, Thorpe, Ilam, Fenny Bentley and Mapleton areas and Manor Green</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Mondays</td>
<td>Ashbourne, Clifton, Mayfield, Ellastone, Norbury, Snelston, Darley Moor, Cubley, Roston, Marston Montgomery, Wadley, Doveridge, Alkmonton, Somersall Herbert, Sudbury, Boylestone, Osmaston, Shirley, Wyastone, Yeaveley, Hollington, Longford, Rodsley, Parwich, Ballidon, Hognaston, Kniveton, Bradley, Atlow, Hulland, Turnditch and Windley</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Tuesdays</td>
<td>Snelston, Norbury, Ellastone, Wootton, Mayfield and Clifton areas and Clifton Road Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Tuesdays</td>
<td>Northcliffe and Manor Green</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Tuesdays</td>
<td>any Ashbourne address</td>
<td>Ashbourne Library</td>
</tr>
<tr>
<td>Alternate</td>
<td>Stenton and Upper Mayfield</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Tuesdays</td>
<td>Ashbourne, Hartington, Biggin by Hartington, Newhaven, Alstonefield, Hope Dale, Milldale, Tissington, Thorpe, Ilam, Mapleton, Fenny Bentley, Parwich, Ballidon, Bradbourne, Hognaston, Kniveton, Bradley, Atlow, Hulland, Turnditch, Windley, Yeldersley, Ednaston, Brailsford, Mayfield, Ellastone, Norbury, Roston, Waldley, Doveridge</td>
<td>Derby (rota basis)</td>
</tr>
<tr>
<td>Wednesdays</td>
<td>Manor Green, Northcliffe and Park Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Wednesdays</td>
<td>Ashbourne, Clifton, Snelston, Darley Moor, Cubley, Boylestone, Alkmonton, Somersall Herbert, Sudbury and Doveridge</td>
<td>Uttoxeter</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Bradley area and Park Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Brailsford, Ednaston, Shirley, Yeldersley and Hill Top Estates</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Hulland, Atlow, Hognaston and Kniveton areas and Manor Green</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Upper Mayfield, Stanton, Ramshorn, Wootton, Ellastone and Mayfield areas</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Middle Mayfield and Mayfield</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>The Firs and Hill Top Estates</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Park Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Mayfield, Clifton and Clifton Road Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Thursdays</td>
<td>Mayfield, Clifton and Clifton Road Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Fridays</td>
<td>Doveridge, Somersall Herbert, Sudbury, Boylestone, Cubley, Darley Moor and Clifton areas and Clifton Road Estate</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Alternate Fridays</td>
<td>Waldley, Marston Montgomery, Roston, Norbury, Ellastone and Mayfield</td>
<td>Ashbourne town centre</td>
</tr>
<tr>
<td>Fridays</td>
<td>Thurvaston, Longford, Rodsley, Alkmonton, Yeaveley, Wyaston and Osmaston areas &amp; Hill Top Estates</td>
<td>Ashbourne town centre</td>
</tr>
</tbody>
</table>
Travel Patterns: Freight Transport

Strategic Rail Freight Site

4.52 The north of the Core Strategy area has a high proportion of active quarries that benefit from planning permission to work limestone which generates significant numbers of Heavy Goods Vehicles from the site distributing stone to local and regional markets. In particular Cromford and Middleton are locations where there are high numbers of quarry traffic. In addition there is considerable through movement of goods vehicles using the principal road network. In particular HGV quarry traffic using the A515 south to Asbourne and then on to the A50 to access markets across the east and west of the country.

4.53 The Wirksworth station yard is designated as a strategic freight site by the determining rail authorities for rail freight purposes. While the date of its use for such purposes is not yet known it is important to protect the site from any development that may prejudice such use.
Map 7: Distribution of Leisure Routes and Trails
Map 8: Distribution of Public Rights of Way Footpaths
4.53 The District benefits from an extensive network of public footpaths linking the various settlements and radiating out into the countryside. Within settlements, the public footpath network generally provides good links between areas of housing, employment, shops and community facilities.

4.54 England has about 190,000 km (118,000 miles) of footpaths, bridleways, and other rights of way. They are the most important way for visitors to enjoy the countryside, and are also useful for local people to get to the shops, school and work.

4.55 The table below shows the types of leisure routes and trail networks that exist in the whole of the Derbyshire Dales including, the number of routes and length of the routes.

<table>
<thead>
<tr>
<th>Legal Status</th>
<th>Available to</th>
<th>No. of Routes</th>
<th>Length (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Footpaths</td>
<td>Pedestrians (inc wheelchair users)</td>
<td>2588</td>
<td>1,497</td>
</tr>
<tr>
<td>Public Bridleways</td>
<td>Pedestrians (inc wheelchair users), horse riders and cyclists</td>
<td>115</td>
<td>100</td>
</tr>
<tr>
<td>Restricted Byways</td>
<td>Pedestrians (inc wheelchair users), horse riders, cyclists and horse drawn vehicles</td>
<td>19</td>
<td>16</td>
</tr>
<tr>
<td>Byways open to all traffic</td>
<td>Pedestrians (inc wheelchair users), horse riders, Cyclists, horse drawn vehicles and motor vehicles</td>
<td>1</td>
<td>1.5</td>
</tr>
</tbody>
</table>

(Source: DCC ROW Department)

4.56 Only 5% of the routes are available for both cyclists and horse riders, whereas clearly public footpaths make up 95% of all routes in the district.

4.57 There are five established leisure routes and trails in the District that are currently protected within the Derbyshire Dales Local Plan as follows and shown on the map:

- The Pennie Bridleway – A 206 mile national trail for horse riders, cyclists and walkers, that runs from Kirkby Stephen in Cumbria with a proposed terminus for horse riders at Hartington and a proposed terminus for cyclists and walkers at Middleton Top.
- Derwent Valley Heritage Way – A long distance multi-user trail following the River Derwent from Ladybower Reservoir to its confluence with the River Trent near Shadlow.
- Ashbourne Scenic Heritage Trail centered on the Henmore Valley and historic town centre.
- Wirksworth Scenic Heritage Trail – linking the town centre with the High Peak Trail.
- National Stone Centre, Wirksworth.
4.58 The Derbyshire Dales Cycling Strategy encourages and facilitates cycling in the District. It seeks to encourage further use of the bicycle both as a means of recreation and as a viable alternative to the car.

4.59 In the UK most cycle journeys are for utility rather than leisure purposes. Fast, safe and direct routes that are convenient are therefore of great importance to the daily cyclist and potential new cyclists. One of the primary objectives of Derbyshire Dales Cycling Strategy is to encourage the development of infrastructure to assist cyclists reach destinations safely and conveniently on attractive routes.

4.60 Greenways provide sustainable and healthy travel routes to schools, work places, shops and local amenities, whilst offering tranquil green routes out of town to both doorstep and wider countryside. Routes interconnect to form wider circuits, and benefits tourists to the area as well.

4.61 The greenways network includes traffic-free pathways that connect Derbyshire’s towns and villages to both dramatic and gentle countryside and are suitable for walking, cycling and horse riding. All routes are surfaced and many are built on flat routes for easy access.
Map 9 Distribution of Cycle Routes

- Existing Cycle Routes
- Proposed Cycle Routes
Through the progression of the Matlock Area Action Plan a number of traffic and transportation issues were raised that needed to be developed further. The District Council recently commissioned consultants to address these issues and to prepare a Traffic and Transportation Strategy and Action Plan on the back of the aims of the Mattock Area Action Plan to create a less traffic orientated, more pedestrian friendly town centre. The issues included the following:

- **Pedestrian links and circulation**
  Central to improving Matlock Town Centre is to create a less traffic-orientated, more pedestrian friendly town centre. The District Council is keen to create new or improved pedestrian links/circulation throughout.

- **Crown Square**
  A new relief road has been constructed as part of the new supermarket by Sainsbury’s at Cawdor Quarry includes the signalisation of Crown Square and Matlock bridge being made one-way south bound. As part of the redevelopment of Matlock town centre the pedestrian environment in and around Crown Square should be improved to enable it to function as the focal point of the town centre.

- **Arrival points / park and ride schemes**
  It is estimated that the new A6 relief road will only remove approximately 40% of the traffic from the town centre; with a considerable volume of traffic will continue to enter the town along Bakewell Road, Bank Road and Causeway Lane. The District Council is keen to investigate the development of “arrival points” at strategic locations outside the town centre to offer Park and Ride facilities.

- **Bus circulation**
  The District Councils long term aim is for all bus outes to utilise the new public transport interchange, as well as ensure that there are suitable pick up and drop-off pints in the rest of the town centre.

- **Green Box pedestrian crossings at strategic points**
  The suggestion of green boxes has been put forward to act as traffic calming devices indicating to drivers and pedestrians the location of key crossing points.

- **Car parking**
  The impacts of future development on the existing car parks need to be considered especially on businesses operating in the town centre to ensure employees and customers are retained.

- **Cycling**
  There is a need to fully exploit cycling, as an alternative to the private motor car.

The research when published will set out proposals for addressing these issues and for the preparation of Traffic and Transportation Strategy and Action Plan and will include an assessment amongst others of the following:

- Review existing traffic counts.
- Advise on phasing of any network improvements.
- Review existing car parking provision and parking requirements of the proposals and advise on possible arrival points.
- Advise on advance and town centre signage.
- Review existing public transport services and advise on maximising the new public transport interchange.
- Assess the feasibility and effects of the introduction of “Green Boxes” within the study area.

### Additional Evidence Base: Accessibility Study

4.64 Improving accessibility to key services such as healthcare, education and training, employment opportunities, food shopping and leisure facilities, has been identified as a key issue within the Core Strategy area:

- The Derbyshire Accessibility Strategy, produced by the County Council (part of the second Local Transport Plan);
- Community/Corporate Strategies and Plans, produced by District and Borough Councils as well as the County Council; and
- Parish Plans, produced by local parishes.

4.65 The Development Strategy Topic Paper, identified that in the south of the District there is a large number of villages and hamlets that have limited access to services and facilities, and that additional research was needed to establish the extent of any functional relationship between settlements in that area in respect of access to services, and whether this could form the basis of their continued sustainability.

4.66 A study will be commissioned to examine current accessibility to services for people living in the south of the District and suggest how accessibility could be improved in future to ensure sustainability of the communities.

4.67 The study will require consultants to:

- Identify existing levels of transport provision;
- Identify how people currently access services;
- Establish the take up rate of any mobile services;
- Identify barriers which prevent access to these services;
- Establish the extent of any functional relationships between the settlements in respect of access to services.

4.67 The study area falls within Derbyshire County Council, Derbyshire Dales District Council and South Derbyshire District Council areas. The three councils are keen to work together to review access to services and the sustainability of communities.
5 Discussion of Issues

Overview

5.1 Because transport is a multi dimensional subject and covers a range of issues this Topic Paper has been prepared to focus mainly on car transport and access to public transport.

5.2 Travel is an important part of daily life and has developed as an increasingly important issue. No matter how long or short, nearly everybody makes some sort of journey everyday, if only to go to the shops, to school or to visit friends. The provision and maintenance of a safe, efficient, and integrated transport system is vital to the quality of life in the District. A growing reliance on the car is however, having serious implications for congestion, the environment, climate and road safety. Given the strong links and interactions between land use and transport it is essential to ensure that the needs and impacts of both are considered in an integrated manner.

5.3 Central to national policy is the encouragement of sustainable transport with emphasis to integrate transport and land use policies to help reduce the need to travel, promoting the use of public transport. There is also recognition that there is a need to integrate national transport policies with those for education, health and the economy. In particular the importance of high quality transport infrastructure in meeting economic growth and regeneration objectives. There are also strong linkages with the public health, particularly in terms of road safety, air and noise pollution and health problems associated with isolation from services and facilities. The positive health benefits associated with increased walking and cycling also need to be considered.

5.4 Access to services within the rural areas of the Core Strategy is becoming an increasingly difficult issue. Especially in the South of the District where the population density is low; rural services have been in decline and have become less viable with decreasing demand as more and more people, with car ownership, use the facilities of larger towns surrounding the District. As a consequence those that do not have access to a car and rely on public transport can find it difficult to access facilities and services.

5.5 The level of car ownership in the District reflects those at a County level but this is below the national average. Despite the rapid increase in car ownership and usage about 17% of households in the Core Strategy area do not have access to a car and hence they rely heavily on public transport. Because there tends to be high car ownership within the rural areas this is a factor that makes public transport provision less viable. Those without access to a private car can face social exclusion - this group can include those who cannot afford to buy and maintain a car and for example need to use public transport to travel to work, as well as the elderly who can no longer drive, and young people who are too young to drive who need to access education / training. For people without access to a car, getting around is sometimes difficult, unpleasant and intimidating. In rural areas the lack of adequate public transport to gain access to services and facilities can often leave members of the community feeling vulnerable and isolated.
5.6 Amongst others PPG13 is central to addressing transport within the Core Strategy area. It sets out that the Governments aims and objectives which are to integrate planning and transport at national, regional, strategic and local level in order to:

- Promote more sustainable transport choices for people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- Reduce the need to travel, especially by car.

5.7 A good transport network and access to services is essential to meeting the Council's priorities in its Corporate Plan, which is also reflected in the Derbyshire Dales and High Peak Community Strategy for improving access to services, and supporting delivery improvements.

5.8 This chapter will look at the main transport issues that are considered important within the Core Strategy area and include the following:

- Location of Development to promote sustainability.
- Accessibility.
- Public and Community Transport, walking and cycling.
- Economy.
- Climate Change, environment and air quality.
Transport and Climate Change

5.9 Road transport contributes to about one third of the UK total carbon dioxide emissions and according to the Government these figures are rising nationally partly due to increased economic growth and consumer choice. If the Council is to help meet the challenges of rising demand for travel there is a need to move towards an environment that demands less usage. It is this sector where the Core Strategy will be able to contribute in helping to reduce carbon dioxide emissions. By shaping patterns of development and influencing the location, scale and density and mix of land uses, the Core Strategy can help to reduce the length of journeys and make it safer and easier for people to access jobs, shops, leisure facilities and services by means of transport other than by private car.

5.10 The Government’s Climate Change Programme is designed to deliver the UK’s Kyoto Protocol target of reducing emissions of the basket of six greenhouse gases by 12.5 per cent below base year levels over the commitment period 2008-2012, and move the UK close to the domestic goal to reduce carbon dioxide emissions by 20 per cent below 1990 levels by 2010. It also aims to put the UK on a path to cutting carbon dioxide emissions by some 60 per cent by about 2050, with real progress by 2020. The Climate change programme proposes to cut emissions from the transport sector.

5.11 Transport has an important role to play in achieving reduction targets. In the transport sector, carbon accounts for 96% of greenhouse gas emissions and the transport sector is the second largest source of carbon emissions in the UK and the only sector where emissions are predicted to be higher in 2020 than in 1990. Current carbon emissions for UK road, and other transport are detailed in Table 17.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Source Emissions (MtC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>19.8% (56%)</td>
</tr>
<tr>
<td>Light duty vehicles</td>
<td>1.4 (13%)</td>
</tr>
<tr>
<td>Buses</td>
<td>1.0 (3%)</td>
</tr>
<tr>
<td>HGVs</td>
<td>7.2 (21%)</td>
</tr>
<tr>
<td>Mopeds and motorcycles</td>
<td>0.1 (-)</td>
</tr>
<tr>
<td>Railways</td>
<td>0.3 (1%)</td>
</tr>
<tr>
<td>Civil Aircraft</td>
<td>0.6 (2%)</td>
</tr>
<tr>
<td>Shipping</td>
<td>0.9 (3%)</td>
</tr>
</tbody>
</table>

Source: Department for Transport (2005) Transport Statistics Great Britain

5.12 In their Climate Change Programme the Government put forward a number of steps that should be taken to reduce road transport carbon emission and congestion from private vehicles which include the following

- using more efficient, lower carbon vehicles;
- using lower carbon fuels;
- using existing vehicles more efficiently;
- reducing the number and length of trips;
- using alternative modes.

5.13 The Government starting point is to tackle domestic emissions if transport is to maximise its contribution to our national CO₂ reduction goals, particularly on road transport which currently produces about 93 per cent of all CO₂ emissions from domestic transport.
5.14 To help achieve the reduction in CO₂ the government also recognise the importance for achieving CO₂ reductions of the travel choices made by individuals and business to make it easier for people to make how they travel. Decisions about small, everyday journeys can make a big difference. 56 per cent of all journeys by car are less than five miles and 23% are less than two miles.

5.15 The Government also aim to remove barriers that prevent people from using lower-carbon transport. The barriers may be that:

- there is no lower-carbon transport option available to them;
- they may be deterred by concerns about safety or reliability;
- they may lack good information on what the alternatives are;
- they may be unable to reduce their amount of travel due to the locations of shops, services, facilities, jobs and housing.

### Reducing the Need to Travel and Sustainable Communities

5.16 There are numerous initiatives introduced by the Department of Transport Smarter Choices – Changing the Way we Travel to reduce the amount of travel using the private motor car. These include amongst other school travel plans, personalised travel planning, public transport information and marketing, car clubs, teleworking and home shopping. They are particularly effective at reducing numbers of routine, peak hour journeys, and offer high value for money as a means of alleviating congestion. Apart from requiring developers to prepare Travel Plan as part of a section 106 agreement for new residential or commercial development there is limited scope for the Core Strategy to influence the success of these initiatives.
5.17 Travel Plans can raise the awareness of the impact of travel decisions amongst larger employers, as well as contribute towards the delivery of sustainable transport objectives by reducing the reliance on the private car. PPG13 set out that travel plans should be an integral part of the planning process for developments likely to have significant transport implications. The District Council require the submission of a Travel Plan for developments likely to have significant transport implications. The District Council require the Travel Plan to include a package of practical measures to encourage staff to choose alternatives to single-occupancy car-use, and to reduce the need to travel both to and from their work. The District Council will negotiate with developers to ensure that the package of measures included in the Travel Plan makes a positive impact. This will typically include such measures as setting up a car sharing scheme; providing cycle facilities; negotiating improved bus services; offering attractive flexible working practices; restricting and/or charging for car parking; and setting up video conferencing facilities to cut business travel.

5.18 Transport exists only in the context of planning. The transport system has little intrinsic value – for most people, it exists solely as a means of connecting locations associated with work, leisure, family, community and shopping. The spatial distribution of homes, schools, services and jobs determines how far and how frequently people travel, and strongly influences their choice of transport mode.

5.19 It follows that planning has a fundamental bearing on whether sustainable transport patterns arise in a community or not. Planning can help reduce carbon emissions by reducing the total number and distance of journeys, and allowing as many trips as possible to be completed by alternatives to the private car.

5.20 Higher density, mixed-use development and walkable neighbourhoods confer social benefits in the form of community cohesion, more opportunities for enjoying green or open space, and better access to goods and services for non-car-owning groups including the elderly and poor. Economic benefits include reduction in travel times, a renaissance for local business and less congestion.

5.21 The twin principles of sustainable development and the creation of sustainable communities are central to the new planning system. The concept of sustainable development means ensuring a better quality of life for everyone, both present and future generations. For sustainable communities this may mean working toward communities which are active, inclusive and safe, well run, environmentally sensitive, well designed and built, well connected, thriving, well served, fair for everyone, diverse and reflecting their local circumstances. In terms of developing access and transport examples help to contribute to spirit of sustainable communities may include initiatives to

- develop safer walking and cycling strategies with schemes to promote healthier lifestyles and reduce car use.
- improve public access to a wide range of social, economic and environmental services which enable people to adopt healthier and more sustainable lifestyles. Giving people better choices to lead healthier, safer and more environmentally friendly lifestyles can help create a sustainable community from the bottom-up.
- develop local community transport schemes
- develop a partnership community transport plan which reduces congestion and the impact of business travel
5.22 The thrust of national, regional and local planning policy indicates that in rural areas, such as Derbyshire Dales, development should be concentrated in those most accessible settlements, with lesser amounts of development in smaller villages which have basic services and which have a population that would support their continued viability.

5.23 The formation of sustainable communities is in the spirit of PPS1 which will help achieve the objectives as set out in the guidance. The District Council considers that the essential elements of a sustainable community relate to linking housing and commercial land needs in the same location and directing planned development to locations that will be supported by public transport, leisure, community and essential services and will minimise damage to the environment.

5.24 A sustainable community could involve creating well designed places and spaces which enable close links between where people live, work and enjoy themselves and the services they require and which are designed to promote social inclusion, diversity and work with the environment where they are located.

5.25 A mix of land uses that works together providing for activity helps to strengthen social integration, as well as improving public safety. To achieve this will mean concentrating a range of public facilities and commercial activities in the local community. These areas will need to be mixed working areas with higher density housing. They will need to include the facilities form part of daily life, such as shops, schools and community facilities. The centre of the community will also be public transport, connecting the community to the rest of the District and surrounding areas. Community safety will be an important feature of their design.

5.26 Insofar as it relates to rural areas, Government and emerging regional planning policy is clear in seeking to accommodate the majority of new development within or adjoining existing towns and villages where employment, housing, services and other facilities can be provided close together. This should help to ensure these facilities are served by public transport and provide improved opportunities for access by walking and cycling, thus helping to facilitate sustainable patterns of development and promote sustainable communities as described above. To help achieve this, the emerging East Midlands Regional Plan places an emphasis on:

- strengthening the viability and vitality of rural towns by providing for housing, employment and a range of service to serve to help serve a wider hinterland;
- identifying settlements which are accessible to a rural population as the preferred locations outside the rural towns, for local needs housing including affordable housing and retention of most other services;

**Transport and Accessibility Planning**

5.26 While there is a need to reduce CO2 emissions, manage congestion, and reduce the need to travel, especially by car, it remains necessary to ensure access for all the population to facilities and services. PPS12 advises that accessibility should be a key consideration when drawing up Local Development Documents.

5.27 Access to good quality public transport is particularly important for households without a car. In 2005, one quarter of UK households did not have access to car,
rising to above 30% in metropolitan built-up areas. (Department for Transport (2006) Transport Statistics Bulletin: National Travel Survey) Some households have chosen not to own a car. This is particularly true where frequent, high quality public transport services offer a genuine alternative, and where work, home, family and leisure activities are clustered nearby.

5.28 In rural areas, rates of car ownership are higher than average – only 11% of households do not have access to a car – and it can be inferred that these rates are so high precisely because few practical alternatives exist to the private car. Indeed, a higher percentage of rural households own two cars or more – than no car at all. Far from opting out of car ownership by choice, significant proportions of non-car households in rural areas are unable to run a car due to age, disability, or a lack of affordability.

5.29 Census survey data backs this up, indicating that car availability is strongly related to income, with over half of households in the lowest income brackets lack access to a car, compared with one in ten of those in the highest quintile. Single parent households are four times less likely to own a car than households with at least two adults. Not only are older people less likely to own cars, they are also more likely to experience problems with using other modes. 45% of people aged over 70 report difficulties in walking or catching buses. The availability or otherwise of a car has important ramifications for travel behaviour. Members of car owning households make 45% more trips per year than their non-car owning equivalents, and travel over two and a half times as far.

5.30 Although buses are a lifeline for non-car-owning households in rural areas, there are inherent difficulties with providing conventional services in these areas. Low population densities, lack of demand peaks and little patronage of existing services are a poor fit for commercial operators. As a result, some 16% of all bus services are subsidised through the Rural Bus Subsidy Grant, which spends around £50m a year on top of local authority support which produces £200m from council resources. (House of Commons Transport Committee (2006) Bus Services Across the UK). This situation raises a number of questions, starting with what alternatives are on offer to conventional bus services in low density areas, and how these alternatives are supported.

5.31 Dispersed populations tend to need demand-responsive transport – this means that operators need the flexibility to vary service routes and timings according to passenger needs. Different types of demand-responsive transport. In many cases such services are not attractive to commercial operators, and rely upon the voluntary sector.

5.33 The Government introduced ‘Accessibility Planning’ in 2003, as an overarching framework to ensure that poor access to services, and its consequences for social exclusion, are tackled in a coordinated way. This changed definitions in transport accessibility from just access to transport for the physically handicapped to improving access to jobs and key services for all, which meant the County Council as transport authority needed to include accessibility planning in the Derby and Derbyshire Local Transport Plan.

5.34 Recent years have seen a growing recognition that transport problems can be a significant barrier to social inclusion. People may not be able to access services as
a result of social exclusion. For example, they may be restricted in their use of transport by low incomes, or because bus routes do not run to the right places. Age and disability can also stop people driving and using public transport. Problems with transport provision and the location of services can reinforce social exclusion. They prevent people from accessing key local services or activities, such as jobs, learning, healthcare, food shopping or leisure. Problems can vary by type of area (for example urban or rural) and for different groups of people, such as disabled people, older people or families with children.

5.35 Distances between people and between settlements mean that difficulty with transport is often a dominant consideration for those who live in the country. With public transport services often sparse, communities are typically highly dependent on the private car. 84% of households in rural areas own a car, compared with only 69% in towns and cities; and the poorest 10% of households are twice as likely to own a car if they live in a rural area compared to a metropolitan area.

5.36 There are particular problems of access to services for the one sixth of rural households who do not have the use of a car. These include many older people (and those who are frail or disabled), and young people, for whom it is often difficult to get access to training and job. Even when a family has a car, some members may not have access to it during the day and women in particular are often more dependent on public transport.

5.37 Accessibility is not simply a transport issue. It is about the range of opportunities and choices that people have in connecting with jobs, services and friends and families. Their level of access will depend on where people choose to live, where services are located, the availability of ‘home delivery’ of goods or services such as medical care, and the availability and affordability of transport. Improving accessibility can be achieved through one or a mixture of these. Different social groups have different transport needs and priorities.

5.38 There are number of influences on accessibility which include:

- Deprivation.
- Car Ownership.
- Rural isolation.
- Unemployment.
- Limiting Long Term Illness.
- Location of new development.
- Topography.

5.39 Access to work: Problems with transport can prevent people from attending interviews, lead people to apply for jobs in a narrow geographical area, and result in people turning down jobs. While this is not a problem for the majority of people seeking work, for a significant minority it can act as a key barrier to employment.

5.40 Although the traditional industries of agriculture, quarrying and manufacturing / industry are in overall decline, unemployment in the Derbyshire Dales is consistently lower than regional and national averages, however there are pockets of high unemployment in certain areas. Around 42% of the working population commutes to work outside the Derbyshire Dales, mainly into, Derby, Chesterfield, Nottingham, and Sheffield. Commuting flows into the Derbyshire Dales are much
lower. The earnings of those who rely on local employment are well below regional and national averages; however, earnings of those commuting to nearby cities are more likely to be at or above regional and national averages. School achievement levels are generally higher in Derbyshire Dales than the Derbyshire and national average, but there are few training opportunities for young people.

5.41 **Access to learning:** Post 16 education is available in Ashbourne, Matlock and Wirksworth. Access to post 16 learning is an issue, which was researched through a report commissioned by the LSC in 2006. The report concluded that there was very little choice of post 16 learning provision within the area. Public transport is a necessity for many students to be able to access learning facilities. Analysis found that, relying solely on public transport, many learners would have to travel for in-excess of three hours per day to attend their chosen colleges and courses.

5.42 The research identifies a particular problem with access to Derby College from the rural areas around Ashbourne. A high proportion of learners from this area did not complete their chosen courses and this may be a function of local public transport provision not being focused on access to education within Derby.

5.43 **Access to healthcare:** Health is influenced by many factors particularly standards of housing and affordable warmth. Also access to employment, healthcare services, shops, recreation and community facilities are all important factors to good health.

5.44 Having a healthy community is important as well as working together to promote healthy lifestyles and protecting those whose health is at risk and providing care and support to those who suffer poor health.

5.45 The current trend is to centralise services and to develop specialist centres. This often results in increased travel distances. Residents in Derbyshire Dales need to access a number of different facilities including hospitals at Derby and Chesterfield.

5.46 Travel time from some areas is over one hour on public transport and often involves a change of service.

5.47 **Access to food shops:** Ashbourne, Matlock and Wirksworth are the main shopping centres in Derbyshire Dales and most offer opportunities for affordable food shopping. Residents also travel to Buxton, Chesterfield and Derby to access shopping facilities. However, in many rural villages shopping provision is limited to a post office and/or general store.

5.48 **Access to Leisure facilities:** The provision of leisure activities and other services, especially for young people, is crucial. As well as helping to improve well-being and social engagement, they can provide young people with an outlet for their energy and enthusiasm.

5.49 Facilities for children and young adults are one of the highest priorities for the Derbyshire Dales in the Quality of Life survey and Voluntary & Community Sector consultation.
Leisure centres, cinemas, places of worship, theatres tend to be located in the larger towns which tend to be accessible to the majority of the population, irrespective of car ownership.

Ease of access to these more rural sites is very varied. Much use has also been made of redundant rail routes, many of which have been converted into multi-user greenways.

These problems have an impact on the individuals concerned, for example by cutting them off from jobs, education and training. This in turn prevents them from breaking out of the cycle of social exclusion. The problems have costs for communities, which may be left isolated or unable to attract investment. They also undermine Government objectives that are essential to combat poverty and social exclusion like welfare to work, raising educational participation and attainment, narrowing health inequalities, and reducing crime and antisocial behaviour.

The availability and physical accessibility of transport: For some people there is no public transport, or it doesn’t go to the right places or at the right times, or it does not go often enough or reliably enough, or vehicles are not accessible to disabled people. People living in rural areas without access to a car can face particularly acute problems.

Cost of transport: Some people find the costs of personal or public transport are very high or unaffordable. Bus fares have risen by nearly a third since 1985. Motoring costs account for 24% of the weekly expenditure of households in the lowest income quintile who have cars.

Services and activities located in inaccessible places: Developments including housing, hospitals, business and retail are often located in areas not easily accessible to people without a car. Between 1986 and 1997, the number of out-of-town shopping centres increased four-fold.

Safety and security: Some people are unwilling to use public transport or walk to key services because of fear of crime or antisocial behaviour, or fear of road accidents. For example, 53 per cent of women and 23 per cent of men feel unsafe waiting on a train platform after dark.

Travel horizons: Some people are unwilling to travel long journey times or distances, or may not know about or trust transport services. The average distance to work for people on low incomes is three miles compared with eight for the general population.

Through the Core Strategy the District Council can be a key partners in the accessibility audit and planning process. The District Council will need to examine how they can take action through the Core Strategy to address concerns about access to services, especially essential services such as shops, schools and health facilities.
Sustainable Travel

Walking and Cycling

5.59 The national average conceals areas which have successfully increased levels of cycling and walking and walking remains first choice for very short trips, with three quarters of journeys of less than one mile completed on foot. Even at this distance, over 20% of trips are completed by car. The average person now completes half the number of cycle trips recorded in 1985.

5.60 The many social and environmental benefits of walking and cycling have been catalogued for years, most recently in terms of averting the contemporary crises of environmental damage, congestion, and obesity. The wider role of these ‘soft modes’, walking in particular, has been promoted as a means of bringing about an urban renaissance, in which streets become pleasant places to walk, meet and talk.

5.61 It is also argued that small schemes to promote walking and cycling might reduce congestion more cost-effectively. The creation of dispersed shopping, work and leisure centres is the opposite of the clustered, high density local facilities most conducive to nonmotorised transport. In road design, cyclists’ and walkers’ needs are often considered as an afterthought.

5.62 The Core Strategy will need to ensure that all new development especially new housing is well related to the existing footpath network and that, wherever necessary, new links are provided. Within larger residential developments the District Council will need ensure that pedestrian links to services and other facilities are provided that encourage their use in preference to the private car.

5.63 Walking and cycling are good for our health, good for getting us around, good for our public spaces and good for our society. For all of these reasons we need to persuade more people to choose to walk and cycle more often.

5.64 Around 60% of men and 70% of women are currently not physically active enough to benefit their health. Walking and cycling offer the opportunity to build moderate, pleasant exercise into people’s routines. This kind of exercise can help us to counteract problems of overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental wellbeing. Walking and cycling are also vital means of travel. In themselves, they are viable modes of transport for many of our trips. Nearly a quarter of all our trips are one mile or less - a generally walkable distance. And 42% are within two miles - less than the average length of a cycling trip. But in addition, walking and cycling provide the vital links to our public transport systems and a ‘no-emissions’ alternative to motor vehicles.

5.65 Increasing walking and cycling levels will also improve our public space and the social interactions we have. As such, they improve our sense of community. They also provide for more pleasant and sustainable public spaces and serve to support local facilities.

5.66 The District Council will need take into account the needs of disabled people, elderly people and people with prams and pushchairs when considering proposals for new pedestrian facilities, or alterations to existing facilities. In accordance with
the Council’s Community Safety Strategy the District Council will also need to seek to create safer pedestrian environments by ensuring that the potential for, and fear of crime is taken into account when considering development proposals.

**Buses**

5.67 A network of commercial and contracted bus services serves the plan area. The market towns of Matlock, Wirksworth and Ashbourne are relatively well served, whereas many of the outlying settlements have infrequent services. In addition, there is a limited network of community transport services operated with County Council support specifically for people with disabilities.

5.68 Buses are the most accessible, and versatile form of public transport, servicing a wide variety of journeys. They can reduce rush-hour traffic and are sometimes the only form of transport available to people living in more dispersed communities. Although national investment in bus services has increased, the number of bus passenger journeys declined sharply between 1985 and 2005 as car ownership has increased. However, even in light of the decline, in 2004, the total number of bus journeys nationwide was more than double the combined figure for national rail. The decline in bus patronage is due to increasing car ownership. This means people are comfortable to commute by car, workplace parking is relatively easy to access. A further issue is that land-use practices have taken daily journeys – to school, work or shops – beyond the local area, making destinations harder to connect by bus.

**Transport and Economic Growth**

5.69 The Eddington study confirms that transport is vital to the economy. Nationally a lot has been achieved over the past decade to deliver a transport system which can support a growing economy. Meeting the transport needs of a modern economy whilst delivering CO₂ reductions is still a challenge.

5.70 A good transport infrastructure is fundamental for economic development and its quality and efficiency is essential to its attractiveness and success as a place to live, work and invest. Improved reliability and capacity of networks and public transport services can help improve local environments, the quality of life, and community participation. Good transport connectivity and accessibility are seen as a fundamental element and basis on which a successful economy, and successful and sustainable communities, will flourish. However this poses distinctive challenges for the Core Strategy area, in order to ensure vibrant economies and communities are established and maintained.

5.71 The Core Strategy area is dominated by a road transport network so any economic growth is dependent on its quality and efficiency. Whilst the market towns and larger villages are served by main roads the topography and the distance from the motorways is considered to be a constraint. Businesses are reluctant to locate in areas where access to suppliers or markets is unacceptably slow or unreliable or where they cannot attract the workforce they need.

5.72 The road network in Derbyshire Dales is a constraint on economic development. Severe traffic congestion occurs in the market towns during the holiday season as a result of visitor pressures. This hinders the operation of many local businesses.
Heavy goods vehicles, particularly quarry traffic, also cause environmental damage in locations such as Ashbourne, Wirksworth and Cromford. The absence of a modern, high quality road network is seen as a potential deterrent to inward investment. Improvements in the efficiency of the road network could offer further encouragement for inward investment.

5.73 Transport contributes directly towards economic growth. By addressing the barrier of poor accessibility and the need to improve reliability, transport schemes and investment can help create new employment opportunities, and provide improved economic conditions and stability in the region.

5.73 Modern communications are essential for today’s businesses and the future economic development of the Dales. In several respects, the Core Strategy area is at a disadvantage compared with other parts of the Region. This is partly because of its topography and partly owing to its rural characteristics – a sparsely populated area is relatively expensive to service with modern communications.

5.74 The reliability of journey time is often more of an issue than seeking to reduce journey time. Businesses require a degree of certainty over how long journeys will take in order to be able to plan and manage supply chains, to distribute goods and people, and to meet customer expectations and commitments. Uncertainty over journey times requires them to plan for considerably longer journey times, and this can impose additional costs. However, issues relating to reliability are not only relevant to car and road travel. In terms of public transport journeys, the reliability and predictability of the quality of service, as well as journey times are key elements in efforts to improve the competitiveness and use of public transport.

5.76 The proportion of local firms operating in a fully e-business environment is currently low within the Core Strategy area. This can, in some measure, be attributed to the still developing, local IT infrastructure.

5.77 The provision and use of ICT infrastructure will be critical to improving the productivity of business and the future competitiveness of the region, but is regularly excluded from the early phases of planning developments and regeneration projects. An affordable, entry level broadband is available to over 99% of the Core Strategy area, but to remain competitive the public and private sectors need to plan for investment in next generation technologies and infrastructure. These connections could offer significant potential for e-business in otherwise isolated locations, and help reduce the disadvantages of remoteness in the drive for increased economic productivity. ICT connectivity will also have a role to play in helping reduce the need to travel within the broader context of the behavioural change agenda.
6. Discussion of Options

6.1 In considering transport some options have been presented for consideration. **None of them should be regarded as a potential preferred option** at this stage but have been presented to develop discussion about how the Core Strategy can address transport related issues.

6.2 The Core Strategy can play an important role in promoting sustainable development and accessibility planning by guiding new developments, particularly jobs and key services, to locations already well served by public transport.

<table>
<thead>
<tr>
<th>Location of New Development to Promote Sustainability</th>
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</table>

6.3 As a general principle, new development that is located to reduce average journey lengths is considered important, together with the investment that aims to achieve a rebalancing of the transport system in favour of non-car modes. This approach will include policies that seek, as far as possible, to site new development close to existing transport nodes, particularly public transport interchanges, and convenient links to safe pedestrian and cycle routes. Where new development cannot be located near existing sustainable transport links, provision should be made to enable non-car based levels of access to be provided.

6.4 Topic Paper 1 (Development Strategy) present the issues of sustainable development and the options that may be available in developing sustainable communities which amongst other items suggested that development should be focuses where there are services and facilities and close to good transport links.

**Key Questions**

6.5 In order to reduce the need to travel by car, should the Core Strategy direct future development to locations accessible by public transport?

6.6 Would car usage be significantly increased by a more dispersed pattern of development, with development being spread between the Market Towns and a range of villages?

6.7 From the point of view of transport and accessibility, do you wish to suggest any alternative proposals for the location of new developments?

**Suggested Options**

- Continue with the existing approach negotiating improvements to accessibility to all developments for cyclists, pedestrians and public transport.
- Locate new housing development closer to jobs and key services.
- Create areas of mixed-use development which can be accessed by different modes of transport.
- Maximise development at public transport nodes.
- Maximise development in the main centres and along existing transport routes.
- Create more long distance cycle and footpath networks.
- Locate new service facilities in the main centres and along public transport routes.
- Ensure new development is designed to provide more direct, safer routes for cyclists and pedestrians.

**Accessibility**

6.8 A key planning objective in Government policy is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, cycling and walking. This is important in terms of social inclusion for people without access to a car.

6.9 People who do not have a car are more likely to be prevented from accessing health care, food shopping, and education and employment opportunities and therefore become socially excluded. Young people, older people, disabled people often rely on the quality of public transport to gain access to key services and social activity. It is therefore important for the Core Strategy to address and ensure good accessibility to services and jobs for all the community through an integrated public transport network. An integrated and efficient public transport system is also an important factor in economic prosperity and in particular ensuring that residents can access jobs within and outside the district. The need to improve accessibility to jobs, goods, services and facilities will therefore be a key issue for the Core Strategy.

6.10 Solving accessibility problems and reducing social exclusion is not solely about transport issues, it is also about locating and delivering services so that people can reach them. The demand for transport is particularly interrelated with housing, employment and shopping, the location of which has significant implications for travel patterns and transport provision. Appropriate job opportunities need to be created in the most accessible locations. These locations are those which are best served by public transport by the town centres and other areas that function significantly as employment centres.

6.11 Existing policies require that developments that attract larger numbers of people, are to be located in areas of higher public transport accessibility, which are usually the town centres and major public transport corridors. The main issue is the extent to which developments that attract large numbers of people should be allowed in areas of poor public transport accessibility. These are normally employment sites where redevelopment is proposed for either more intensive employment use or for mixed use. The impact may be mitigated to some extent through the effective use of ‘Travel Plan’ initiatives that offer people and businesses a choice of travel.

**Key Questions**

- How can the Core Strategy contribute to the enhancement of existing accessibility to jobs, services and facilities?
- How can the Core Strategy assist in securing accessibility to jobs, services and facilities for new development?
**Suggested options**

- Continue with the existing approach negotiating improvements to accessibility to all developments for cyclists, pedestrians and public transport.
- Locate new housing development closer to jobs and key services.
- Create areas of mixed-use development which can be accessed by different modes of transport.
- Maximise development at public transport nodes.
- Maximise development in the main centres and along existing transport routes.
- Create more long distance cycle and footpath networks.
- Locate new service facilities in the main centres and along public transport routes.
- Ensure new development is designed to provide more direct, safer routes for cyclists and pedestrians.
- Restrict new developments attracting higher numbers of people such as larger employment uses, leisure, education and larger housing schemes to the town centres and other areas of high public transport accessibility.
- Ensure redevelopments attracting large numbers of people, which are located in areas of low public transport accessibility are accompanied by a Travel Plan.

**Public and Community Transport, Walking and Cycling**

6.12 Making public transport a realistic alternative to car travel in a rural District like Derbyshire Dales is particularly challenging. Public transport is of variable quality in different parts of the District; many of the District’s villages are served by public transport; many others are not, hence the development of a number of community transport initiatives. It is also the case that car use is often a necessity and the Core Strategy will have to reflect this realistically.

6.13 National and local transport policies aim to encourage more walking and cycling as these alternative modes of transport have a key role to play in ensuring more sustainable travel patterns and offer both environmental and health benefits.

6.14 Many short, local journeys could be made by walking or cycling, and providing well maintained, safe routes and other facilities for pedestrians and cyclists can help to encourage this.

6.15 Other measures which can encourage the use of alternatives to car travel include requiring developers to contribute towards public transport improvements or community transport schemes, and to produce green travel plans to encourage consideration of travel choices and alternatives to the car.

**Key Questions**

6.16 Do you agree that the Core Strategy should seek to encourage the use of public transport, walking and cycling as alternatives to car travel where practical?

**Suggested Options**
- Improve public transport routes and support the creation of new ones wherever possible in conjunction with Derbyshire County Council and Public Transport Providers (including rail).
- Protect and improve existing cycling and pedestrian routes and provide new ones wherever possible.
- Encourage the provision of safe and direct pedestrian and cycle links as part of development.
- Require developers to pay towards public and community transport, walking and cycling improvements.
- Require developers to produce green travel plans where appropriate.
- Prioritise the needs of pedestrians and cyclists over vehicle movement and parking in the design of new developments.
- Provide cycle parking in key locations.
- Promote alternatives to travelling by car, i.e. bus, train, walking and cycling by requiring development to support measures which ensure access by these modes of transport (including the adoption of travel plans); and by protecting and enhancing bus, train, walking and cycling networks.

### Economy

6.18 The District’s transport network contributes to economic activity within the region by enabling the distribution of goods and providing people with access to places of work. Equally, the need to transport goods and travel for business reasons is a cost for business. The transport system is a factor that businesses consider when deciding where to locate. Therefore, the provision of a flexible, effective and efficient transport system supports economic development.

6.19 Whilst an effective transport network is a necessary condition for economic growth, it is not of itself sufficient to generate such growth. Transport access is just one of the factors which determines the location, and viability of economic activity.

6.20 The movement of freight is an integral part of economic activity in the region and a major function of our strategic road networks. Providing for the efficient movement of freight is essential to support a thriving economy and our overall quality of life. Reducing congestion can play a major role in maintaining efficient freight movement.

#### Key Questions

- How can the Core Strategy support economic activity and regeneration efforts?
- How can the Core Strategy support the effective, efficient and sustainable movement of freight in the District?

#### Suggested options

- Ensure high level of accessibility to key business destinations, including and town centres, industrial and regeneration areas;
- Support measures to improve highway capacity to facilitate regeneration and support the regeneration of Matlock Town Centre and other parts of the
District’s Strategic Highway Network, including requiring financial contributions from new developments.
- Continue with existing policies, influencing the type of industrial proposals on established industrial areas taking into account traffic generation.
- Facilitate freight movement through the District via rail.

**Climate Change / Environment / Air Quality**

6.21 Growth in road traffic is damaging to our towns, countryside and to the planet through global warming and climate change. Increasing traffic levels cause concern over not only congestion and safety but also air pollution and its effects on human health and wildlife.

6.22 Road traffic is the main source of air-borne pollution in Derbyshire Dales. There are no Air Quality Management Areas in the Core Strategy Area. Measures.

6.23 It is possible to reduce the impact of transport on the environment, especially with regard to its effect on air quality and its contribution to climate change by reducing the length and number of car journeys and encouraging the use of alternative modes of transport.

6.24 The Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of Travel Plans amongst businesses, schools, hospitals and other organisations (PPG13, para.87). There are some locations where Travel Plans can have an impact on car usage, for example, major employers, schools and developments generating significant amounts of travel.

6.25 Whilst encouraging people to car share, use public transport, cycle or walk is important in reversing the trend of growing traffic levels, other more direct means can be used to reduce car usage. The availability of a parking space at the end of a journey is one of the most influential factors in a person’s decision whether or not to use a car. Reducing car parking at a destination can encourage people to make sustainable transport choices and reduce the environmental effects of traffic. The District’s current parking standards are maximum standards and are a means for restraining car usage.

6.26 Lower parking standards can however also lead to increased on-street parking and can affect the viability of town centres when insufficient parking is provided compared to other competing facilities. It is important that changes in parking provision do not undermine the economic and tourism viability of areas.

6.27 It is not expected that alternative modes of transport will replace the car entirely. Cars will remain the main mode of transport for many journeys, especially in the more rural parts of the district; particularly isolated communities such. Nonetheless the Core Strategy has a role in encouraging and facilitating travel by alternative modes of transport other than the car and reducing the number and length of car journeys. This is also important since not everyone has access to a car at all times.
Key Question

How can the Core Strategy transport policies minimise the effects of noise, vibration and air pollution caused by traffic?

Suggested options

- Promote alternatives to travelling by car, i.e. bus, train, walking and cycling by requiring development to support measures which ensure access by these modes of transport (including the adoption of travel plans); and by protecting and enhancing bus, train, walking and cycling networks.
- Limit car parking to discourage car use and encourage the use of buses, trains, cycling and walking (e.g. restrict size of new car parks where this is practical, minimise the amount of parking at new development).
- Make provision for lorry parks in appropriate locations.
- Promote the movement of freight by rail.
- Locate development in areas with high public transport accessibility.

Parking

6.28 Parking related issues that will need to be considered are the conflict between providing additional car parking and encouraging more use of public transport, lorry and coach parking and whether or not there is potential to provide sites for town centre expansion by reallocating existing car parks for development where appropriate.

- Should we seek to meet demand for car parking in the market towns to support their role as shopping and service centres by providing new car parks and other options such as multistorey car parks?
- Is it a realistic option to reduce the supply of car parking spaces and encourage the use of other transport modes instead, so that some car parks could be redeveloped for other uses e.g. town centre extensions/mixed use developments?
- What more should be done for lorry parking in the District?
- Do you think that facilities for coach parking need to be improved and if so, how?
Appendices
Key Statistics
Appendix 1: Administration Boundaries

Parishes within the Core Strategy Area
Wards within the Core Strategy Area
Appendix 2 : Population

The population of the plan area was 48,698 in 2001. The highest populated wards are Matlock All Saints (5237), Ashbourne North (3608), Ashbourne South (4034), Wirksworth (5668) and Darley Dale (5169). The lowest populated ward were Brailsford (1540), Norbury (1612) and Dovedale and Parwich (1741). These wards are characterised by small scattered villages.

Population Density

In 2001, there were on average 3 people per hectare living in the plan area. The least densely populated wards within Derbyshire Dales are characteristically those wards within rural area with the most densely populated wards being within the urban areas of Ashbourne South and Matlock All Saints.

In 2001, the most populated ward in the plan area was Ashbourne South with 16 people per hectare which was followed by Matlock All Saints with 7 people per hectare. The other most populated wards were Darley Dale, Ashbourne North, Matlock St Giles and Wirksworth.
People Aged 0 –15

% people aged 0-15
- 21 to 22
- 20 to 21
- 19 to 20
- 14 to 19

People Aged 16 -24

% People aged 16 to 24
- 10 to 10
- 9 to 10
- 8 to 9
- 6 to 8

People Aged 25 – 64

% people aged 25 to 64
- 62 to 62
- 58 to 62
- 55 to 56
- 50 to 55

People Aged 65 and over

% people aged 65 and over
- 19 to 23
- 18 to 19
- 17 to 18
- 15 to 17
Population Age Summary

In 2001, the age group 0-15 years accounted for 18% of the plan area's total population (9,051 people). Ashbourne South had the highest percentage number of 0-15 year olds. This age group accounted for 22% of the wards' population. Doveridge and Sudbury had the lowest with 14% of the wards' population being 0-15 years.

In 2001, only 4,021 people were within the age group 16-24. This accounted for 8% of the plan area's population. In general, each ward is relatively consistent in its proportion of 16-24 years old. Matlock All Saints wards has the largest proportion of 16-24 years old in the plan area.

There were 26,933 people aged 25-64 in the plan area in 2001. All of the wards had over 50% of their population within this age bracket with the exception of Doveridge and Sudbury which 62%. This can be attributed to the presence of Sudbury open prison. Carsington Water ward and Masson ward were the second highest with 58% and Ashbourne South was the lowest with 52%.

In 2001, 8,694 people (18%) in the plan area were aged 65 and over, accounting for 18% of the population. Asbourne North had the highest percent with 23% followed by Darley Dale (21%) and Matlock St Giles (20%). The wards with the lowest proportion of 65s and over were Doveridge and Sudbury (15%) and Dovedale and Parwich (16%).
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* Of the total population 530 reside in HM Prison Sudbury
This information is available free of charge in electronic, audio, Braille and large print versions, and in other languages on request.

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LOCAL DEVELOPMENT FRAMEWORK ADVISORY COMMITTEE

Minutes of a Meeting held on Tuesday, 8th January 2008 in the Council Chamber, Town Hall, Matlock at 6.00 pm.

PRESENT

Councillor Geoff Stevens - In the Chair

Councillors Ian Bates, Mrs. Jacque Bevan, Ken Bull, David Fearn, Steve Flitter, David Hoskin, Mrs. Irene Ratcliffe, Tony Rosser and Mrs. Carol Walker

Mike Hase, (Planning Policy Manager), David Arnold (Senior Policy Officer), Claire Collison (Planning Policy Officer) and Christine Laver (Committee Administrator)

APOLOGIES

Apologies for absence were received from Councillors Charles Duncan, Lewis Rose and Mrs. Carol Valentine. Councillor Mrs. Jacque Bevan attended as a substitute Member.

473/07 – MINUTES

It was moved by Councillor David Fearn, seconded by Councillor David Hoskin and

RESOLVED

(Unanimously) That the minutes of the Local Development Framework Advisory Committee held on 22nd October, 2007 be approved as a correct record.

The minutes were signed by the Chairman.

474/07 – DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – CLIMATE CHANGE, FLOOD RISK AND NATURAL AND HISTORIC ENVIRONMENT WORKSHOP FEEDBACK

At its meeting held on 22nd October the Committee resolved that the Climate Change, Flood Risk and Natural and Historic Environment Topic Papers be approved as a basis for discussion at workshops with stakeholders. A workshop was held on 30th October, 2007, where a presentation by Officers outlined the data collected, in relation to these topics, and the main issues and options identified to date. The workshop was attended by 33 delegates and the main points raised at the workshop, in relation to a series of questions...
posed by Officers, were detailed in the report for the information of Members. It was noted that the development of Issues and Options was an ongoing process.

Further to the report the Planning Policy Manager noted that the Government had recently issued a supplement to Planning Policy Statement 1, on the subject of Climate Change, and it was important that the requirements of this document were incorporated into the Core Strategy.

In commenting on the report Members asked that the following points be given consideration in the development of the issues and options on these topics:

- The potential for use of hydro-electric power
- Maintaining a high quality landscape is vital to the tourist economy
- The ‘carbon sink’ potential of more rural areas, particularly the Peak District National Park should be assessed.
- Bringing green waste into the area for processing could have an adverse effect on SSSI’s.
- The flood risk assessment should include flash flooding that could occur as a result of run-off from development of previously undeveloped land.
- The bullet points at 2.2 in the report would need to be expanded upon.
- If possible, disused mineral extraction sites should be restored as open countryside rather than left as brown field land.

It was moved by Councillor David Fearn, seconded by Councillor Ken Bull and

RESOLVED (Unanimously) That the discussions held with stakeholders at the workshops be noted.

475/07 – DERBYSHIRE DALES CORE STRATEGY ISSUES AND OPTIONS – TRANSPORT TOPIC PAPER

The Committee considered a topic paper on transport. This examined the transport characteristics of the local planning authority area and discussed the issues and options for inclusion in the Derbyshire Dales Core Strategy. The report provided members with an opportunity to suggest alternative approaches and sought approval for an informal period of consultation with stakeholders.

The new planning system, as introduced by the Planning and Compulsory Purchase Act 2004, required local planning authorities to adopt a broader approach to planning, known as spatial planning, with the Core Strategy at the centre of this approach.

In line with the advice in Planning Policy Statement 12, work had commenced on the preparation of the Derbyshire Dales Core Strategy, which once adopted would set the strategic planning framework for Derbyshire Dales up to 2026 and play a key part in the delivery of the Derbyshire Dales and High Peak Community Strategy 2006 – 2009.

- The Officer presentation set out the key messages from international, national, regional and local policy documents which identified the following points Transport and Climate change
- Reduction of the need to travel by developing sustainable communities
• Sustainable travel: walking, cycling and buses
• Transport and economic growth

An assessment was then given on the District’s transport characteristics that included facts and statistics on the road and rail network, bus services, community bus services, walking, cycling, public footpaths, leisure routes, car ownership and commuting patterns.

Transport

Points raised by Members in relation to transport included

• Public transport usage would only be increased by the provision of coherent, integrated and affordable systems, which may not be practicable in the more rural parts of the District
• Other means of providing services, that negate the need to travel, should be considered.
• The national and regional guidance had an urban bias and the framework needed to take account of the rural nature of the District.
• Parking provision was essential to the District both in terms of tourism and to encourage residents to use local market towns
• Members questioned the assertion that frequency of bus services could be equated to quality.
• Members felt that the car was essential to rural living and that this was unlikely to change they did, however, consider that ‘greener’ personal transport should be encouraged.
• Members felt that workplaces close to housing development were preferable to integrated developments.

Members considered the proposed issues in relation to transport and climate change, reducing the need to travel, accessibility planning, sustainable travel and economic growth. Some options were presented in relation to the location of development. Specific points raised by Members included.

• Maintain the Council’s current approach
• Development along key transport routes would result in loss of green space

It was moved by Councillor David Fearn, seconded by Councillor Mrs. Jacque Bevan and

RESOLVED (Unanimously) That the Transport Topic Paper be approved as a basis for discussion with stakeholders subject to the addition of the options suggested by Members.

MEETING CLOSED 8.00 PM

CHAIRMAN