

**MINUTES** of a meeting of the **PEAK PARK TRANSPORT FORUM** held on 25 September 2006 at Derbyshire Dales District Council Offices, Matlock

**PRESENT**

Councillor B C Lucas (in the Chair)

**Carillion**

S Bickley

**Derbyshire County Council**

Councillors C Cutting and D B Taylor, and J Seymour

**Mott MacDonald**

B Witten

**Oldham MBC**

G Willerton

**Peak District National Park Authority**

A Ashe, Councillor T Critchlow, E Davies and M Lazenby

**SPITS**

C Bell

**Tameside MBC**

P Calverley, and Councillors R Oldham and M Smith

Apologies for absence were submitted on behalf of M Barker, H Crocker (Advantage West Midlands), P Crompton, T Fox (Sheffield City Council), J Gray (Cheshire County Council), Councillor D Hibbert (Oldham MBC), P Johnston (Trans-Pennine Rail Group), Councillor S Roberts (Cheshire County Council), Councillor Mrs J A Twigg (Derbyshire County Council) and Councillor Mrs B J Wilson (Peak District National Park Authority)

Declarations of Interest were made as follows:-

A Ashe – Personal interests in Agenda Item 4b as Chair of the Hope Valley and High Peak Transport Partnership; and Agenda Item 4h as Chair of the Sustainable Development Fund.

**11/06** **MINUTES RESOLVED** that the minutes of the meeting of the Peak Park Transport Forum held on 26 April 2006 be received.

**12/06** **A57/628(T) MOTTRAM-TINTWISTLE BYPASS PROPOSAL AND ASSOCIATED WORKS** The North West Regional Assembly had presented advice to Ministers on the Bypass in January 2006, and had, more recently, provided a revised sequencing of priority schemes. The Secretary of State for Transport had responded to this, and confirmed that funding provision for the Bypass and associated works had been placed in the list of schemes for which funding would be available between 2009/10 and 2015/16. The Highways Agency would continue to progress the scheme through the statutory procedures so that it would be ready to start work as soon as funding was available within the Regional Funding Allocation.

The revised schedule required a re-publication of the Environmental Statement and Draft Orders, and the Highways Agency anticipated that the Public Inquiry would start in May 2007.

**RESOLVED** that the revised timescales be noted.

**13/06** **THE SPITS PUBLIC TRANSPORT DISCUSSION PAPER** At the first meeting of the SPITS Public Transport Group, it had been recommended that there be a strategic review paper on public transport provision in the Greater Peak District. Rural public transport was coming under increasing pressure from rising costs and lowering patronage and support budgets. The problems facing the provision of public transport to the Peak District were detailed, and from this, priorities for the development of a SPITS Passenger Transport Network were highlighted.

In order to maximise the potential for the delivery of a sustainable access strategy for the Peak District National Park, a joint approach involving the Peak District National Park Authority, public transport authorities and transport operators was necessary. To achieve this, it would be crucial to create a working agreement between all parties to continue to deliver the current level of service until an overhaul of the network delivering an access strategy was put into place.

It was noted that further research into the development of the public transport network would be necessary. To develop the work of

the SPITS Public Transport Group, the Forum was presented with a strategy showing immediate, short, medium and long term measures.

It was also recognised that specialist public transport consultants would perhaps be required, and arrangements for the possible funding of a Public Transport Consultant was to be finalised.

**RESOLVED** (1) where possible to budget for public transport subsidy for the year 2007/08 at the same level as 2006/07 in real terms;

(2) to develop a sustainable accessibility strategy through the SPITS PT Group for subsequent years;

(3) to support the longer term proposals, including the continuation of work undertaken by Peak Connections and the Transport Partnerships as well as supporting the infrastructure and other developments outlined; and

(4) to support further research to find the most effective way of developing the SPITS area public transport network including the possible utilisation of external consultants.

**14/06 QUIET LANES – DEPARTMENT FOR TRANSPORT REGULATORY IMPACT ASSESSMENT REPORT**

The Forum was informed of the publication by the Department for Transport detailing the conclusions of the Quiet Lanes consultation. The report recommended that powers be conferred on traffic authorities to impose, vary or revoke Quiet Lanes. Regulations would also allow authorities to make, vary or revoke Speed Orders and Usage Orders.

The Government's report found that 85% of respondents wanted regulations, and 92% statutory guidance on the creation of Quiet Lanes. This would allow for better community buy-in to schemes and Usage Orders to be issued. The production of regulations and statutory guidance had a number of advantages – it would impose a minimum level of consultation before designation thus engaging with a wider range of people, and it would better facilitate the imposition of use and speed orders. There was also a recommendation that standardised signage be used.

New guidance had recently been published on setting local speed limits, and this provided a framework to be used in setting limits and included criteria for use when designating Quiet Lanes. Highway authorities would consider the implications of the guidance, and further reports would be presented to the Forum.

**RESOLVED** that the Department for Transport's conclusions be noted.

**15/06**                    **YORKSHIRE AND HUMBERSIDE REGIONAL TRANSPORT STRATEGY – SECTION 16, REGIONAL SPATIAL STRATEGY** SPITS had commented on the Draft Yorkshire and Humberside RSS, and the letter containing its views was presented to the Forum. The contents of the document were largely supported, although it was felt that the RSS should further address cross boundary issues, particularly between the Yorkshire and Humberside region and the East Midlands within the Sheffield City region.

**RESOLVED** that the Forum endorses the comments made on the draft Yorkshire and Humberside RSS.

**16/06**                    **DRAFT REGIONAL SPATIAL STRATEGY FOR NORTH WEST ENGLAND** Comments had been made on the draft Regional Spatial Strategy for North West England. The document was generally supported, but it was felt that two issues needed to be addressed. The document did not refer to the SPITS business plan, and a copy was therefore sent with a request that it be referred to. Secondly, the RSS stated that public transport, rail, walking and cycling should be developed, but this was not adequately reflected in the list of schemes to be developed.

There was some discussion about the issue of improving rail services particular regarding favourable fares strategy.

**RESOLVED** that the Forum endorses the comments made on the North West Regional Spatial Strategy.

The SPITS Project Officer was requested to respond further on the issue of fares.

**17/06**                    **REGIONAL PLAN (RSS8) FOR THE EAST MIDLANDS REGION** The Forum was notified of the progress on the draft revised Regional Plan (RSS8) for the East Midlands, which provided the framework for the physical development of the region up to 2026.

A recent meeting of the East Midlands Regional Assembly had endorsed the draft revised plan to go to the next stage of formal public consultation. This would start on 28 September 2006 and would take place over a period of twelve weeks. The key issues raised in the public consultation process would be reviewed in May 2007, and the Secretary of State would adopt the final Regional Plan in 2008.

**RESOLVED** that the developments be noted.

**18/06**                    **FUTURE OF PEAK CONNECTIONS** The Peak Connections project had finished in its initial form at the end of June 2006. It was felt, however, that the continuing importance of improved publicity and marketing of sustainable transport was a high priority, and the SPITS Officer Working Group had approved that the brand be retained, and that a wider sustainable marketing strategy for the Peak District be developed.

Through the SPITS partnership, two new programmes were proposed – to continue to effectively market Peak Connections public transport products and to link in other visitor transport products; and to secure external funding for a project to investigate new innovative leisure transport products.

It was proposed that the Peak Connections marketing programme should continue for three years, managed by the Peak District National Park Authority's Transport Policy Team, and that a Project Officer post of 0.5FTE be created to carry out the work. The proposal to employ a 0.5FTE Project Officer at PDNPA Scale G would cost around £15,000 per annum - £10,000 would be funded by the Forum, and the remainder would be met by the Peak District National Park Authority's Transport Policy Team.

In terms of the second programme, a 'Transport 4 Tourism' project would be achieved through the development of a range of external funding bids, and support from transport and tourism sources. A bid on behalf of SPITS would be produced by January 2007.

Costs would vary for each individual product, and it was suggested that SPITS partners paid for products relevant to their areas. Partners were requested to allocate a set amount of funding for products for next year. It was also suggested to continue discussions with the highway authorities to develop a programme of marketing material to be produced.

**RESOLVED** (1) that the allocated sum of £10,000 in the 2006/07 SPITS budget for Peak Connections under Derbyshire County Council Management to be used as the SPITS contribution to enable the recruitment and initial 2006/07 costs of establishing the 0.5FTE Peak Connections Officer post;

(2) to request that individual SPITS partners annually support the costs of their area's public transport product leaflets/marketing

(estimated £2,500-£4,000 per partner per annum) starting in 2006/07 and to continue for a further 3 years;

(3) that the Peak Park Transport Forum agrees in principle £10,000 per annum contribution to the Peak District Marketing Programme from the 2007/08 financial year onwards for 3 years in the SPITS Business Plan;

(4) that the Peak District National Park Authority Transport Service makes up the contribution to the core costs of the 0.5FTE post – estimated to be £4,000 per annum;

(5) that the Peak District National Park Authority Tourism Service and Peak District Tourism and Destination Management Partnership partners contribute an annual marketing budget to the programme targeted at £5,000 per annum;

(6) to request that the Peak Park Transport Forum approves the working up of a Transport 4 Tourism project and range of bids using SPITS and PDNPA officer time; and

(7) that the Peak Park Transport Forum supports the retention of the Peak Connections brand.

**19/06**                      **SPITS VILLAGE ACCESSIBILITY HUBS PROJECT**  
**– PROGRESS REPORT** £6,000 had previously been granted from the Sustainable Development Fund (SDF) for the South Pennines Village Accessibility Hubs Project. Part of the project had been to gain the support of other partners, and a number had given this, including Moors for the Future, Peak Experience, and Hope Valley and High Peak Transport Partnership.

After securing funding from the Peak District SDF and the Peak Park Transport Forum, a package of measures had been put together focussing on Hope Valley Line stations. Details of the package were given. SPITS was proposing a contribution of £6,000 to the project, Moors for the Future was to give £17,000 and Peak Experience £8,000. There was also a number of in kind contributions, and this was in part matched against the East Midlands Tourism Public Realm Project. The value of expenditure from this source was around £90,000.

SPITS already had money allocated for the project from the SDF, but it was proposed that up to £3,000 be made available for the delivery of pre-implementation survey work and a further £3,000 be made available at a later date for post implementation survey work.

It was the intention to extend the Hubs initiative, and another funding bid was planned for 2007 to the Peak District Sustainable Development Fund.

**RESOLVED** to (1) note developments made in the Hubs project;

(2) note the request to the Chair and Vice Chair of the Forum for permission to access up to £3,000 for pre-implementation survey work; and

(3) give in principle support for a further £3,000 being made available in 2008 for post implementation survey work.

**20/06**                    **DATE OF NEXT MEETING RESOLVED** that the next meeting of the Forum be held on Monday, 22 January 2007 at 2pm in the Council Chamber, County Hall, Matlock