



## Hope Valley Climate Action: Travel and Transport Strategy

Hope Valley Climate Action aims to combat the climate emergency by reducing CO2 emissions. It works through practical projects, raising public awareness, and campaigning for policy change.

Transport is the biggest CO2 emitter in the UK and the only sector where emissions have risen since 1990. It is the biggest emitter in our area apart from large-scale industry, so action to reduce CO2 from transport is one of our main priorities.

Our vision is to connect every community in the Hope Valley, making it easier for residents and visitors to travel safely by foot and bicycle and connect easily with integrated sustainable transport, thereby decarbonising the locality and improving quality of life.

We are working towards the following approach for visitors and local people:

**Walk and cycle** for short journeys where practicable

**Make journeys by public transport**, with bus and rail services greatly improved.

**Use electric vehicles** for private and commercial purposes, shared where possible.

Our aim is to campaign, encourage and support work that increases use of sustainable modes and decreases use of cars and other vehicles powered by fossil fuels wherever possible, so that it is easy for residents and visitors to:

- Walk or cycle, with provision of facilities to make this choice attractive and safe
- Use public transport, which is frequent and cheap, with electric powered buses and trains
- Switch to electric vehicles for private, public and commercial purposes where the first two options are not possible.
- Share cars and deliveries when vehicle use is unavoidable.

We recognise the challenge of reducing car use and that private cars will remain essential for some people and some journeys. To achieve reductions needed to work towards carbon zero, the alternatives to car use must be **safe, reliable, attractive and affordable for everyone**. Public transport in particular needs to be greatly improved before we can expect the much greater use we would like to see.

We would like to see a high-quality network of rail and bus services in the Valley, and linking the Valley to surrounding areas. Our vision is that the services are well used because they meet the needs of local people and visitors. They are well integrated. Information is easily accessible.

We recognise that different groups of people have different requirements. For example: walking, cycling and the use of e-bikes or adapted bikes may not be possible for everyone; the needs of residents and visitors may sometimes be best met with different solutions.

Our strategy is close to that of the Peak District National Park Authority (PDNPA) and broadly in line with that of the Department for Transport. We will work closely with local partners such as the PDNPA and Derbyshire County Council (DCC) and take into account government initiatives such as [Decarbonising Transport](#) and the [Future of Transport Regulatory Review](#). We will keep track of technological, political and social change, and adapt our approaches accordingly. For example, shared ownership of vehicles, already common in cities, may become more feasible in our area.



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### Implementation

Implementing these ideas will depend on the capacity of Hope Valley Climate Action, the wishes of the community and external opportunities. Plans will be flexible in order to take advantage of funding and other opportunities as they arise.

This document is not intended to be an implementation plan as such. Instead, it contains ideas from different perspectives within HVCA. It is hoped that the ideas can feed into more detailed plans for workstreams such as working with rail providers, developing walking and cycle paths, and promotion of sustainable travel.

### Walking and cycling

Derbyshire has a good Cycling Plan developed with local and national organisations. The overall objective is that by 2030, Derbyshire will be the most connected and integrated county for cycling in England, recognised as a world class cycling destination for all. More people of all ages and abilities will be cycling regularly for leisure, active travel, commuting and sport. However, implementation has been slow.

HVCA's Cycle Group has determined that the key objective is to work with partners to deliver safe cycling routes between the major villages in the Valley. The initial priorities are:

- Extension of the cycle path from Hathersage to Sickleholme through to Hope and Castleton
- Cycle path between Hathersage and Grindleford
- Walking and cycle paths along other roads, to allow for safer short journeys to gain access to services such as surgeries and shops
- Links to other long-distance cycle and walking paths, with improved surfaces for bikes. Eg link with the Pennine Bridleway
- Provision of e-bikes for hire
- Encouraging the use of e-bikes and adapted bikes where the use of conventional bikes is not practical
- Well-maintained and signposted footpaths, with signage from public transport stops
- Developing cycle integration with public transport, e.g. rental bikes and e-bikes at stations for 'last mile' journeys, improved cycle facilities on trains, buses being able to carry bikes.

# Public transport

## Integration

- Bus and rail services planned and delivered as an integrated system
- Integration of existing services such as the Hope Valley Explorer and Bakewell and Eyam Community Transport, and consideration of their potential for expansion, when planning new services
- Designated hubs, such as Bamford or Hope, where bus, train and cycle services connect
- Cheap bus and rail fares within, and to, the Valley. At present it can be cheaper to travel from Sheffield to Manchester than Sheffield to Hathersage
- Bus and rail tickets to be interchangeable on routes served by both bus and train
- Derbyshire Wayfarer accessible online and at station ticket machines
- Bike hire available at one or more stations, including electric bikes

## Trains

To achieve our aims, we will work closely with Hope Valley Rail Users Group.

- Regular, punctual train service stopping at all stations along the Hope Valley on each journey, not skipping stations as now; if this is essential, predictability in the pattern
- Trains running later to connect with later trains from further south, and to allow people to get to use them if they are going to theatre, music events etc ending late, including events in the Hope Valley
- One fast train an hour stopping in Hope Valley
- Acceleration of the work on additional tracks at Dore and Bamford
- Accessible, properly maintained ticket machines, one on each platform
- Longer and therefore less crowded trains, with space for bikes
- Good quality rolling stock, clean and well-maintained.

## Buses

Better information is needed regarding why bus use has fallen (whereas train use has increased overall) and regarding actual journeys. Any changes need to be informed by this.

- As suggested for the DCC Rural Mobility Fund bid: survey of travel routes to inform provision of buses where and when they are needed
- Hourly bus services to every settlement with a population of 300 or more, using the Swiss experience
- Bus services start early in the morning and finish late in the evening
- Services, especially from Castleton and other outlying areas such as Bradwell, connect with trains at hubs (eg Bamford or Hope), for commuters and visitors
- Buses going up into Bamford centre (not turning at Sickleholme), especially to connect with the station and with the medical centre in Hope
- Buses connecting Hope Valley to market towns eg Chapel en le Frith and Buxton, throughout the day
- Buses to Buxton could pass through Peak Forest and nearby villages to improve services there
- Connections with all medical services including pharmacy and opticians in Hathersage

- On-demand services for irregular trips (eg for shopping and for smaller communities or to reach medical facilities) and regular (eg for commuting), avoiding conflict between on-demand and timetabled commercial routes
- Integrate the current National Park 'Explorer' bus service into the rest of the public bus network, rather than it just being a stand-alone summer service for visitors
- Buses are small enough to travel efficiently along all Hope Valley including eg Winnats Pass
- Comfortable bus shelters and seats, with timetables and live information
- Consider bidding to DfT for a 'superbus' service between Sheffield and Castleton, as a joint exercise between DCC and South Yorkshire Passenger Transport Executive
- Buses can carry bikes
- On-demand services making use eg of school buses

## **Electric vehicles**

- For cars, more charging points, including provision for terrace houses
- Electric buses
- Public bodies to consider purchasing EVs for services (waste collection etc), especially as they renew their fleets. If their charge points are publicly accessible, could also be made available when service vehicles are out on the road
- Use of electric vehicles for deliveries

## **Reducing car ownership and use**

### **Car-sharing**

- Valley-wide app to enable communication
- Villages to be supported to develop their own systems for running errands (such as are being developed for the Coronavirus)
- Micro-car pooling eg through shared ownership, as in Hayfield and New Mills
- Uber-style service, using electric cars, to complement established public transport when there are lots of visitors such as at weekends, and for local use within Hope Valley
- Integration of demand-responsive transport with shared car use such as car-pooling, through the use of a proven IT platform.

### **Financial means to reduce car use**

- Income from charges to be used locally to improve transport services while reducing the use of private cars
- Parking charges including for residents' parking: higher charges for a parking permit for a second or other car, removal of concessions for public car parks within the National Park,
- One parking place per household as standard for new builds
- Consideration of a congestion charge for visitors to the Peak District travelling by car; concession system for residents, overnight visitors, those on benefits and others.

## **Parking**

- More enforcement of parking regulations, particularly on fine days, at weekends and bank holidays
- Surveys and consultation with Parish Councils and other community groups to extend no-parking zones, with enforcement as above
- Targetted road closures eg Derwent, Edale, Castleton off the main road at busy times, with replacement buses

## **Information and Promotion**

- Communication of advantages of lower car use: time (eg for reading on the train); money; sociability (car sharing and public transport give more contact with other people); health (walking and cycling for shorter journeys)
- Accurate, real time information at train stations and bus stops
- What already exists needs promoting more effectively eg Derbyshire Wayfarer, bus and train fares and routes etc.
- All changes need promoting much more effectively, both within Derbyshire and surrounding cities, through social media, printed materials and face to face eg through speaking to community groups
- A website such as that for GMPE and SYPTE could give comprehensive information about travel to, from and within Derbyshire, connecting for example with information about longer distance travel. This would need promoting as above
- DCC could do this through their publications for residents
- HVCA could help by speaking to different groups about what already exists and discussing where gaps are
- HVCA Future Travel Challenge to highlight what exists and look at future opportunities
- Promotion of public transport opportunities for visitors from Manchester and Sheffield
- Role-modelling - HVCA, DCC and other bodies in all sectors to look at their own practices and encourage staff and members to use EVs and reduce their car use

## **Contacts, partners etc**

### **All**

- PDNPA
- DCC
- Parish Councils
- Department for Transport
- Great Manchester Passenger Transport Executive GMPE
- South Yorkshire Passenger Transport Executive SYPTE
- Local businesses
- Other local employers
- Residents
- Visitors
- Sustainable Hayfield Transport

- Transition Chesterfield

### **Walking and Cycling**

- Sustrans
- Chesterfield Cycle Campaign
- British Cycling
- National Trust

### **Trains**

- Rail Operators: Operator of Last Resort (for ex-Northern stopping trains); Trans Pennine; Breedon (freight)
- Hope Valley Railway Users Group
- High Peak and Hope Valley Community Rail Partnership

### **Buses**

- Operators
- Bakewell and Eyam Community Transport main contact  
[andy.coxon@bect.org.uk](mailto:andy.coxon@bect.org.uk)

### **Electric vehicles**

- Providers of charge points
- Service providers (public and private sectors)
- Owners of delivery vehicles

### **Promotion**

For HVCA: Parish magazines; Local websites