

**TABLE 1 Progress on achievement of SPITS objectives**

<b>SPITS Objectives 2000</b>	<b>Achievements by 2004</b>
Improve strategic public transport services, and promote easier connections between different ways of travelling.	Rural Bus Challenge Fund bid for the Transpeak service (£954,000) was successful, but use of the funds has been delayed due to contractual difficulties with the operator. The Greater Peak District Sustainable Marketing Project commenced in 2004 with Countryside Agency funding of £65,200 and £15,000 from the PPTF.
Make best use of and improve the Highways Agency's core road network.	Highways Agency progressing statutory processes for road building at a cost of £92 million Tameside progressing Glossop Spur at a cost of £7.1 million.
Limit traffic growth on other roads.	Faber Maunsell's traffic restraint studies show that traffic does not divert onto A628 but moves about on local roads and proposes measures that would impair the valued characteristics of the Peak Park. One Quiet Lane implemented in Youlgreave, to which CPRE objected.
Link transport policies with the environment, land use planning, education, health and wealth creation.	Requires a sustainability appraisal of the SPITS, which has not been done
Influence the content of Regional Transport Strategies and Local Transport Plans.	Three of the four Regional Transport Strategies refer to SPITS and support individual measures. The six Local Transport Plans (2000/01-2005/06) that cover the SPITS area indicate varying degrees of commitment to it. Apart from the funding for the Glossop Spur, no finances are allocated to SPITS nor has there been regular review of its achievements through Annual Progress Reports.
Maximise the use of rail for freight transport.	There is no robust framework through which to achieve this SPITS objective and attempts to work through a SPITS freight subgroup have been thwarted by the lack of a coherent and strategic approach. Regional freight strategies are only just being developed and generally authorities have yet to get a concerted hold on the management of freight. The rail industry has also been in crisis for much of the time. Feasibility of Matlock-Buxton re-instatement has recommended no further development at the present time.
Create a safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers	Achieving this objective hinges on the implementation of slower speeds but safety cameras can only be used at accident black spots. A blanket 40mph speed limit throughout the Park was rejected when enforcement by the police was deemed impossible. The Highways Agency has undertaken accident remedial work and implemented 50mph speed limits on the A6 and A52/523.
Help develop in a sustainable way the economies of the South Pennines area.	The agenda has been driven by a perception that economic regeneration of Tameside and South Yorkshire depends on the quality of the A628 route that connects them. The fundamental value of the National Park to the economy has been overlooked. Other ways in which SPITS could contribute to economic regeneration have in CPRE's view never been adequately explored.
Conserve and enhance the valued characteristics of the National Park and its environs.	There is substantial evidence to show that the environment generally, and Peak District National Park purposes specifically, would be compromised if SPITS continues to pursue its current proposals
Develop accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.	Bakewell is undergoing a 'revitalised main roads' process. Quiet Lanes in Macclesfield Forest are being progressed. Rural Transport Partnerships provide the greatest opportunities to implement measures across current administrative boundaries and offer the PPTF another means of achieving this more locally orientated objective.

**TABLE 2  
THE WAY TO GO FOR SPITS**

**SUMMARY OF CAPITAL AND REVENUE FUNDING FOR CPRE'S PROPOSED MEASURES**

<b>Measure</b>	<b>What's being costed*</b>	<b>Capital funding for 6-yr period until 2010</b>	<b>Revenue funding until 2010</b>	<b>How SPITS benefits</b>
1. A628HGVs to use the motorway box M1, M62, M60 - Point weight restrictions and enforcement	<p>*Costs are based on a Census 2001 population of ~ 45,000 (Glossopdale 32,350; Longdendale 10,890 and for those parts of Hattersley in the Hyde-Godley Ward 2,000.</p> <p>1. Survey of roads that would need weight/height restrictions to remove HGVs off the A628            2. publicity and notification of traffic regulation orders            3. travel planning with businesses whose HGVs currently use the A628 corridor            4. public inquiry to deal with objections            5. erecting weight restrictions at specified points @ £2,500 ea            6. temporary permit system to enable access for HGVs with legitimate business in the area            7. enforcement of weight restrictions            8. removal of signs that indicate alternative cross-Pennine routes; active re-signing @ £6,000 ea sign)</p>	£6,880,000	£1,151,000	<ul style="list-style-type: none"> <li>• Makes best use of Highways Agency's core road network.</li> <li>• Conserves and enhances the valued characteristics of the National Park and its environs.</li> <li>• Helps develop in a sustainable way the economies of the South Pennines area.</li> <li>• Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</li> </ul>
2. Streets for people – better management of mixed priority routes	<p>Better management of mixed priority route; streets, lanes and footpaths in good condition and pleasant for walking in and around Tintwistle, Hollingworth, Mottram, Glossop, Dinting Vale, Hattersley (£1million per settlement for a route) £500,000 to enhance local footpaths; £100,000 pa for maintenance)</p> <p>£1million for urban pavements throughout SPITS area</p>	<p>£6 million</p> <p>£500,000</p> <p>£1million</p>	£600,000	<ul style="list-style-type: none"> <li>• Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</li> <li>• Conserves and enhances the valued characteristics of the National Park and its environs.</li> <li>• Helps develop in a sustainable way the economies of the South Pennines area</li> </ul>
3. Lower speed limits: 20mph default in residential streets	Implementation of 20mph zones signs at annual cost per resident of £1 - £1.60 throughout Glossopdale and Longdendale; physical traffic calming where appropriate and possible	£5 million	-	<ul style="list-style-type: none"> <li>• Safer environment for residents and visitors to the area</li> </ul>

4. Safe routes to schools	Infrastructure improvements around 19 schools @ £100/per pupil (assuming 20% of local population is between 5-19yrs old) and on site 'micro-infrastructure', such as cycle shelters, at £10,000/ school in Glossopdale and Longdendale;  travel planning @ £4 per pupil per year for entire SPITS area	£899,000  £19,000	£4.08 million	<ul style="list-style-type: none"> <li>Limits traffic growth on other roads.</li> <li>Safer environment for residents and visitors to the area</li> <li>Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.</li> </ul>
5. Cycle friendly network and cycle training for all	Providing good quality cycle infrastructure in Glossopdale and Longdendale at a cost of £5 per head of population per year  Cycle training for children aged 5-14yrs throughout SPITS area at a cost of £11.2 per child per year	£1.35 million	£2 million	<ul style="list-style-type: none"> <li>Safer environment for residents and visitors to the area</li> <li>Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.</li> </ul>
6. Improved access to local rail stations	Peak time buses providing a pick up service for local communities to access Hadfield, Glossop, Dinting, Broadbottom, and Hattersley stations;  Gamesley railway station  Improvements to Hadfield, Glossop, Dinting, Broadbottom, and Hattersley stations - £100,000 per station, enough to fund small scale improvements that would make a real difference to the quality of journeys experienced by passengers	-  £1.175 million  £500,000	Included in measure 7 below	<ul style="list-style-type: none"> <li>Improves strategic public transport services, and promotes easier connections between different ways of travelling.</li> <li>Improves access and increases travel choice</li> <li>Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.</li> <li>Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</li> </ul>
7. Bus lane on A628/A57 corridor between Tintwistle and Mottram	Bus lane and other capital measures to improve bus services as part of quality bus partnerships in Greater Manchester at £5 per head per year;	£1.35 million		<ul style="list-style-type: none"> <li>Improves strategic public transport services, and promote easier connections between different ways of travelling.</li> <li>Develops accessible and affordable transport choices for vulnerable and non-motorised users particularly those on lower incomes, the elderly and young people</li> </ul>
8. Increased funding for local public transport	Regular bus services – either conventional buses or demand responsive – from additional funding of £24 per person per year in Peak District (population 500,000) to match investment in Freisland – 3 yr Project	-	£36 million	<ul style="list-style-type: none"> <li>Improves strategic public transport services, and promote easier connections between different ways of travelling.</li> <li>Develops accessible and affordable transport choices particularly for vulnerable and non-</li> </ul>

	Effective promotion and marketing of bus services		£2.55 million	<ul style="list-style-type: none"> <li>motorised users to gain access to essential services, work and training</li> <li>Conserves and enhances the valued characteristics of the National Park and its environs.</li> </ul>
9. Traffic calming	<ul style="list-style-type: none"> <li>A628 corridor measures</li> <li>Preparation for setting speed limits throughout SPITS area</li> <li>Community speed watch at up to 52 sites</li> <li>Gateways for 100 or more villages and road side vegetation management throughout SPITS area</li> <li>Driver education</li> </ul>	£6 million £5 million	£50,000 £600,000 £450,000 £5 million	<ul style="list-style-type: none"> <li>Safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</li> <li>Helps develop in a sustainable way the economies of the South Pennines area</li> <li>Conserves and enhances the valued characteristics of the National Park and its environs.</li> </ul>
10. Freight projects	Hope Valley railway passing loop	£10 million		<ul style="list-style-type: none"> <li>Improves strategic public transport services, and promotes easier connections between different ways of travelling.</li> <li>Maximises the use of rail for freight transport</li> <li>Conserves and enhances the valued characteristics of the National Park and its environs.</li> </ul>
11. SPITS Regional rail card	Discounted off-peak travel for passengers who are not eligible for other railcards such as a Young Person's Railcard or Senior Citizens' Railcard for use on regional rail network	-	-	<ul style="list-style-type: none"> <li>Improves strategic public transport services, and promote easier connections between different ways of travelling.</li> <li>Develops accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users</li> <li>Helps develop in a sustainable way the economies of the South Pennines area.</li> </ul>
12. Road pricing	Local congestion charging pathfinder in Greater Manchester	-	-	By reinforcing all of the above measures, road pricing would contribute substantially to all the SPITS objectives as listed in Table 1
<b>Total costs</b>		<b>£45.673 million</b>	<b>£52.481 million</b>	<b>Capital and revenue combined £98.154 million</b>

**TABLE 3 How CPRE's proposals would help achieve the SPITS objectives**

<b>SPITS Objectives 2000</b>	<b>Achievements by 2010</b>
Improve strategic public transport services, and promote easier connections between different ways of travelling.	<ul style="list-style-type: none"> <li>• Access to railway stations in Glossopdale and Longdendale enhanced;</li> <li>• Gamesley railway station built;</li> <li>• Quality Bus corridor on A628 A57 links settlements;</li> <li>• Hope Valley line passing loop increases capacity for passengers and freight;</li> <li>• 3-yr project for local public transport would make better links with strategic services;</li> <li>• marketing and promotion of public transport throughout SPITS area;</li> <li>• local congestion charging pathfinder in Greater Manchester would increase road capacity for buses;</li> </ul>
Make best use of and improve the Highways Agency's core road network.	<ul style="list-style-type: none"> <li>• A628 route re-aligned, landscaped and traffic calmed;</li> <li>• strategic signage improved;</li> <li>• travel planning for local businesses in Glossopdale;</li> <li>• local congestion charging pathfinder in Greater Manchester;</li> </ul>
Limit traffic growth on other roads.	<ul style="list-style-type: none"> <li>• 3-yr project for a step change in local public transport provision in the Peak District;</li> <li>• improved rail access with regional rail card;</li> <li>• local congestion charging pathfinder in Greater Manchester;</li> <li>• slower speeds, village gateways and roadside habitat management;</li> <li>• speeding problems tackled at up to 52 sites;</li> </ul>
Link transport policies with the environment, land use planning, education, health and wealth creation.	<ul style="list-style-type: none"> <li>• Efficient use of land;</li> <li>• National Park and Green Belt conserved;</li> <li>• education of school children adults and drivers on road safety and travel planning;</li> <li>• increased sense community by slowing traffic that divides villages and working together on Speed Watch;</li> </ul>
Influence the content of Regional Transport Strategies and Local Transport Plans.	<ul style="list-style-type: none"> <li>• Costed plan prepared to lobby central and regional Government and for inclusion in RSSs and LTPs;</li> </ul>
Maximise the use of rail for freight transport.	<ul style="list-style-type: none"> <li>• Hope Valley line passing loop increases capacity for freight;</li> </ul>

<p>Create a safer environment for residents and visitors to the area, with particular regard for vulnerable road users, and for cross-Pennine travellers</p>	<ul style="list-style-type: none"> <li>• A628 route re-aligned, landscaped and traffic calmed;</li> <li>• strategic signage improved;</li> <li>• 6 mixed priority routes revitalised in Glossopdale and Longdendale;</li> </ul>
<p>Help develop in a sustainable way the economies of the South Pennines area.</p>	<ul style="list-style-type: none"> <li>• Improvements in local environment in Glossopdale and Longdendale increase attractiveness for tourism;</li> <li>• High quality environment sustains local economy of the Peak District;</li> <li>• Area infused with high quality new ways to travel – PPTF continues to be a leader in its field;</li> <li>• slower speeds, village gateways and roadside habitat management attract more tourists;</li> </ul>
<p>Conserve and enhance the valued characteristics of the National Park and its environs.</p>	<ul style="list-style-type: none"> <li>• National Park and Green Belt saved from road building;</li> <li>• A628 route re-aligned, landscaped and traffic calmed – tranquillity restored;</li> <li>• 3-yr project for a step change in local public transport provision in the Peak District and improvements to Hope; Valley line would encourage less car use and reduce impacts of road freight;</li> <li>• Awareness of National Park and its purposes increased through headline projects;</li> <li>• slower speeds, village gateways and roadside habitat management;</li> </ul>
<p>Develop accessible and affordable transport choices, with particular reference to vulnerable and non-motorised users.</p>	<ul style="list-style-type: none"> <li>• cycle training and school travel planning for all children in the SPITS area;</li> <li>• 3-yr project for a step change in local public transport provision in the Peak District;</li> <li>• marketing and promotion of public transport throughout SPITS area;</li> <li>• improved rail access with regional rail card;</li> <li>• Glossopdale and Longdendale have a comprehensive high quality package for walking, cycling, bus and rail use and improved streets for people;</li> <li>• Urban pavements throughout SPITS area maintained.</li> </ul>