# TRANSPORT POLICY

We aim to:

* protect and enhance the countryside by reducing the impact of surface and air traffic;
* enable people to access the countryside of South Yorkshire and the Peak District and ensure that rural communities are able to access services,without compromising its unique environmental and cultural characteristics;
* encourage the use of low carbon networks and modes as the preferred choice of travel.

**Guiding principles:**

* 1. People and freight choose to use low carbon networks for travel in order to mitigate climate change, and conserve and use energy efficiently.
	2. Land use and transport planning is integrated in urban/rural hubs using mixed dense development with access to quality public transport; car parking is reduced where public transport access is, or has the potential to be, good.
	3. Low carbon transport (walking, cycling, and public, community and voluntary transport) and a road users’ hierarchy of walkers, cyclists, public transport, motorcyclists and car users in centres of population reduce dependency on the car.
	4. Best use is made of existing infrastructure – road, rail, waterways and air services, recognising where the car has a role; adaptation to climate change is designed to respect local distinctiveness.
	5. Travel costs reflect the environmental and social impacts of transport through fiscal incentives such as area wide road user and workplace parking charging, aviation fuel tax and VAT on air tickets.
	6. Local diversity, character and tranquillity are protected through appropriate differential speed limits through all villages, on country roads and on quiet lanes, unobtrusive signage and lighting that avoids polluting dark skies.
	7. A rights of way network provides opportunities for access for all and is part of the low carbon network for people.
	8. New road building is an option of last resort and:
		+ Is the best solution for, and appropriate in scale to, the problem;
		+ Does not lead to traffic growth or undermine public transport use, walking and cycling by making car use more attractive;
		+ Is consistent with national, regional and local land use planning policies and National Park statutory purposes;
		+ Is introduced alongside measures to manage demand for use of the car;
		+ Does not generate additional development pressures on the countryside;
		+ Does not deprive more worthwhile transport initiatives of scarce resources.
	9. Major infrastructure for other modes, e.g. re-opening of Woodhead railway, upgrading Hope Valley line and inter-modal freight interchanges, meet our objectives.
	10. Local services, including surgeries, schools, mobile libraries, local food webs and farmers markets meet the needs of local communities and reduce miles travelled and consequent carbon emissions.
	11. Freight impacts are reduced through modal shift from road to rail and water, decreased empty running of HGVs and appropriate routing of HGVs to prevent damage to country lanes and villages.

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