



# Travel Plan

## Lyme

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# Introduction

## 1. Travel Plan Objectives

The Lyme Travel Plan is the long-term management strategy for integrating sustainable travel into future planning at Lyme. It looks at the current transportation impacts across the Lyme estate and sets measurable targets and a plan to monitor, promote and encourage sustainable travel.

The National Trust has a commitment to be net zero carbon by 2030. The Lyme Travel Plan will identify specific outcomes, targets, and measures to help support this commitment.

The plan will set out a clear monitoring and management plan to,

- Encourage sustainable travel (such as promoting walking and cycling).
- Work with transport operators as partners in delivering alternative and sustainable means of visiting Lyme.
- Support and enable our staff and volunteers to make day-to-day choices that are lower carbon.
- Engage our visitors with the Trust's net zero carbon aim.
- Continue to seek ways to protect the heritage and landscape at Lyme as a Grade II\* registered Garden and Parkland, to ensure the effective and efficient management of motorised traffic within the estate.
- Support the objectives of the Peak District NPA Sustainable Transport Action Plan.

The document includes the following information to help with the development of the plan over time,

- Strategic national and local travel policies.
- Accessibility - details of the on-site and off-site facilities, pedestrian and cycle routes, bus services and train services.
- The aims/strategic outcomes and visions for sustainable travel.
- The measures/actions/initiatives to support our sustainable transport objectives.

The Travel Plan is a "living document" and will be reviewed and revised over several years to assess and reassess opportunities for the effective promotion and delivery of sustainable transport initiatives.

This is the first iteration of the Travel Plan.

## Background Information

### 2. The Property

Lyme is an historic hunting estate on the edge of the Peak District, shaped by the Legh family for over 600 years. It was bequeathed to the National Trust in 1946 for “the health, education and delight of the people”. This phrase remains at the heart of everything at Lyme.

The 1,400 acres of parkland welcomes many visitors to explore, enjoy and take in the views. At its centre sits the majestic house and gardens; an Elizabethan house, altered generationally by the family, now standing as a Palladian masterpiece.

Lyme welcomes over 300,000 visitors a year with an organic growth estimated at 4% a year.

Of the 300,000 annual visitors, around 70% come specifically to use the parkland, be it for exercise, fresh air or as a place to socialise with friends and family.

Lyme is bordered by three council areas: Cheshire East, Stockport Metropolitan Borough, and High Peak Borough.

Lyme has 50 members of staff (this number flexes during busy seasonal periods) and 500 volunteers.

### 3. Policies

The Lyme Travel Plan will be developed with due consideration given to national and local policies as well as National Trust guidance. The following sections highlight the key national and local policies which will influence the Travel Plan as well as providing an overview of the key National Trust policies which will guide the plan.

#### 3.1. National Planning Policies

- The National Planning Policy Framework
- Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen
- Cycling and Walking Investment Strategy (CWIS) & CWIS 2
- Gear Change: A Bold Vision for Cycling and Walking

#### 3.2. Local Planning Policies

- The Cheshire East Local Plan – 2010 – 2030 (Disley & Newtown Neighbourhood Plan)
- The Cheshire East Local Transport Plan – 2019 – 2024
- The Cheshire East Cycling Strategy – 2017 – 2027
- The Cheshire East Rights of Way Improvement Plan – 2011 to 2026
- Peak District National Park Authority – Local Plan (2011-2026)
- Peak District National Park Authority – Transport Design Guide SPD (2019)

#### 3.3. Supporting the PDNPA Sustainable Transport Action Plan

The Peak District National Park Authority has laid out a series of key priorities relating to the sustainable transport action plan. These priorities are key to the successful management of Peak District transport. The priorities include,

- Ensuring that the Peak District gains a reputation as a place which can be travelled around without the need for a car.
- Ensuring that all people, irrespective of background, can access the park and benefit from it.
- Promotion of the plan; putting the Peak District on the map as a place which uses innovative forms of transport.

Their ambition is that *“The National Park is known as a place you can easily and inexpensively travel to, within and from, without a car. Choice of travel options makes using public transport, walking and cycling more attractive and part of the National Park experience, and there is less reliance on the private car. Innovative travel solutions become part of the attraction of the National Park...the*

*National Park is known as a place where transport infrastructure respects the environment and protects the valued characteristics, while promoting safety.”*

This will be achieved by,

- Making other forms of transport more attractive, for example by investing in additional bus routes within the park or ensuring that current bus routes run efficiently and are affordable.
- Reducing the barriers to and enhancing use of public transport (including community transport).
- Maximising integration between different modes of travel; walking, cycling, rail, bus and car.
- Making carbon-neutral forms of transport even more attractive by improving cycling infrastructure and investing in the parks cycle centres
- Raising awareness and confidence about using non-car modes and supporting behavioural change.
- Developing a strategic rights of way network into and within the National Park.
- Designing transport infrastructure (including road signs) that is sympathetic to the National Park.

Lyme will actively work within these parameters when considering the Travel Plan.

#### **3.4. National Trust Policies**

- Commitment to net zero by 2030; support and enable our people to make day to day choices that are lower carbon.
- Encourage active travel, for example through the cycle to work scheme.
- Promote greener ways to travel; always weigh up the carbon impact of your journey and use public transport where you can.
- Promote greener ways of working; supporting the use of technology and virtual meetings best practice.

## Site Assessment

### 4. Visitors to Lyme

The following section outlines how accessible the estate is by various forms of transport. The assessment covers on-site and off-site facilities, pedestrian and cycle routes, bus services and train services.

There are 1,383,100 households and 134,754 National trust members within 40 minutes of Lyme. The visiting audience at Lyme is local, with 58% of members travelling under 30 minutes in 2018, 76% travelling under 60 minutes, and 70% of members coming from the North region. In summer 2019, the property carried out a survey to understand where visitors were coming from outside of core opening hours (8am–9am and 4pm-7pm). Data from all visitors showed 81% of people who visited, travelled under 15 minutes to reach Lyme, with 92% having a travelling time of under 30 minutes. In the immediate vicinity (specifically the SK12 postcode) there are 8317 households, of which 2856 (34%) have National Trust memberships (data as of May 2022).

Lyme has a very high volume of local visitors. This is understood and is a clear driver when looking at alternative means of transport and promoting the alternatives to local visitors. Nationally, according to the Office of National Statistics, the main modes for leisure trips nationwide in 2018 were as follows: car/van 70%, walking 17% and 4% by local bus.

### 5. Access by Private Car

Car travel is currently the most preferred mode of transport to Lyme. In 2019, 199,945 vehicles entered Lyme and driving remains the key form of transport to the site. The only public access route is from the A6 at the north end of the property.

Once on site, the main car park (which was established as a temporary car park in 1947) has 375 hard-standing spaces with an additional 170 spaces in the grass overflow; providing a total of 545 spaces in the main car park and overflow (14 of which are blue badge bays). In September 2021 the grass overflow was reinforced with plastic paving and grass infill to make the spaces more weather-proof. If the main car park and overflow is full, then an additional overflow car park located to the south-west of the house (referred to as the “Dressage”) can be used; this provides an additional (circa) 500 spaces. The additional overflow spaces are weather dependant and cannot be used all year round. If all of the car parking spaces are full, then the site must close temporarily to allow cars to leave. The number of annual closures has been significantly reduced with the introduction of the plastic paving.

There is a staff and volunteer car park with 33 spaces to the east of the estate, there are 20 spaces at the Knott, 5 blue badge bays at the Orangery and 4 blue badge bays and 1 food and beverage bay by the Timber Yard.

#### 5.1. Visitor Car Usage Statistics

Year	Total number of cars	Average per day	Busiest day of the year
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01-Mar-2022-28-Feb-2023 (YTD)	115,654*	317*	807*
01-Mar-2021 – 28-Feb-2022	117,210*	322*	747*
01-Mar-2019 – 29-Feb-2020	190,180	543	1640
01-Mar-2018 - 28-Feb-2019	199,945	549	1537
01-Mar-2017 – 28-Feb-2018	185,364	509	1629
01-Mar-2016 - 28-Feb-2017	199,254	547	1489

\* In 2020 a change was made to the way that visitor numbers are accounted for. Instead of counting per car (as was done prior to 2020), individual visitors were recorded. The car statistics for 2021-2023 are based on an average of 2.2 visitors per vehicle.

## 5.2. Current Car Park Plan

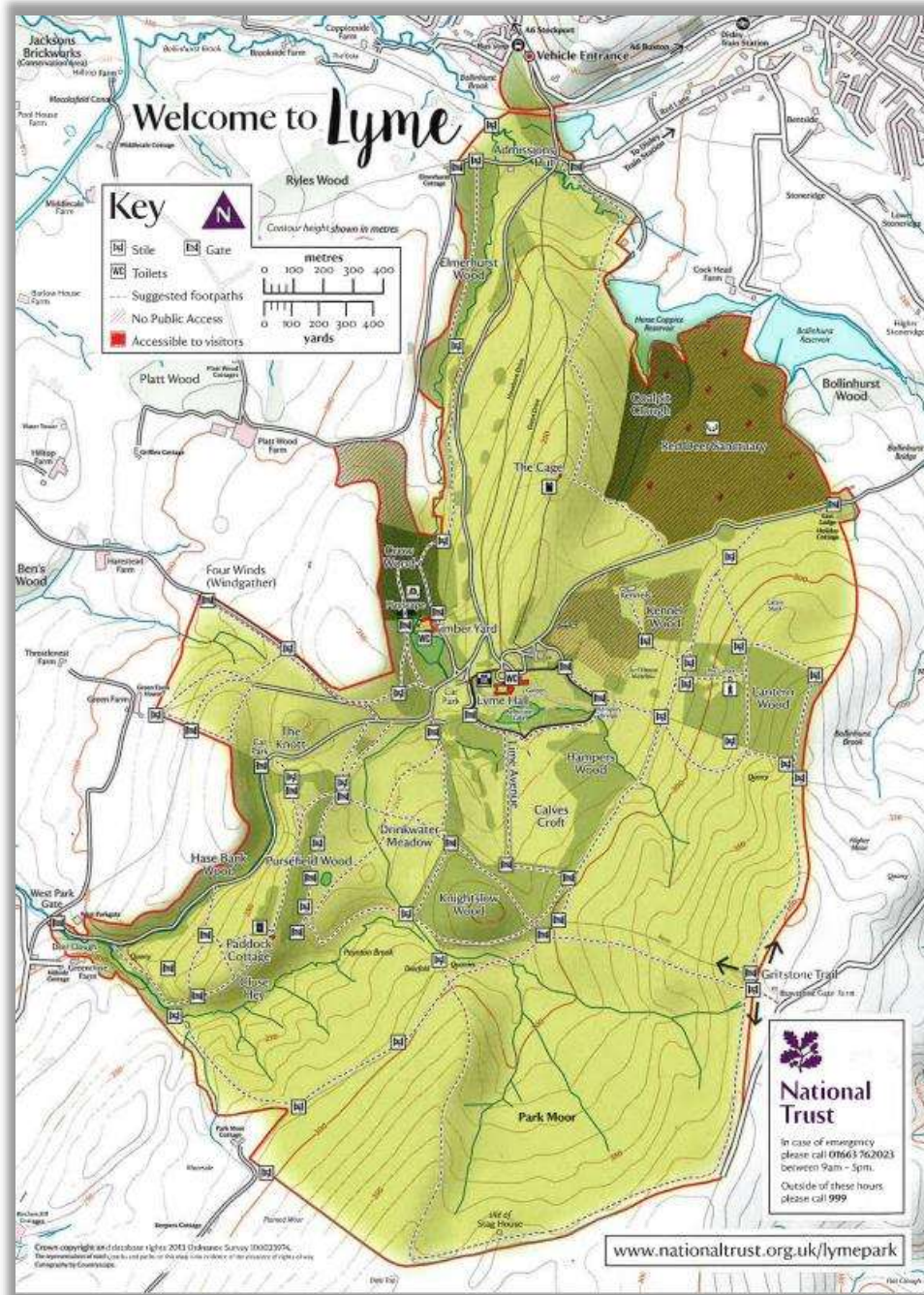


## 6. Pedestrian Access

There are 13 pedestrian access points into Lyme. Four of the access points are major routes: the West Drive entrance, the East Drive entrance, Windgather Lane and Red Lane. The major routes connect with the local towns of Disley, High Lane, Poynton, and Pott Shrigley. On a weekend day hundreds of visitors can arrive on foot into the property via these entrances. Lyme is a popular walking destination with 1,400 acres to explore and the Gritstone Trail running through. Lyme is used for dog walking, leisure walks, running and Nordic walking and there are different types and lengths of walks within and around the Estate. 70% of visitors come specifically to use the parkland.

## 6.1. Current Walking Map

The map shows the pedestrian access points to the estate.



## 7. Cycling Access

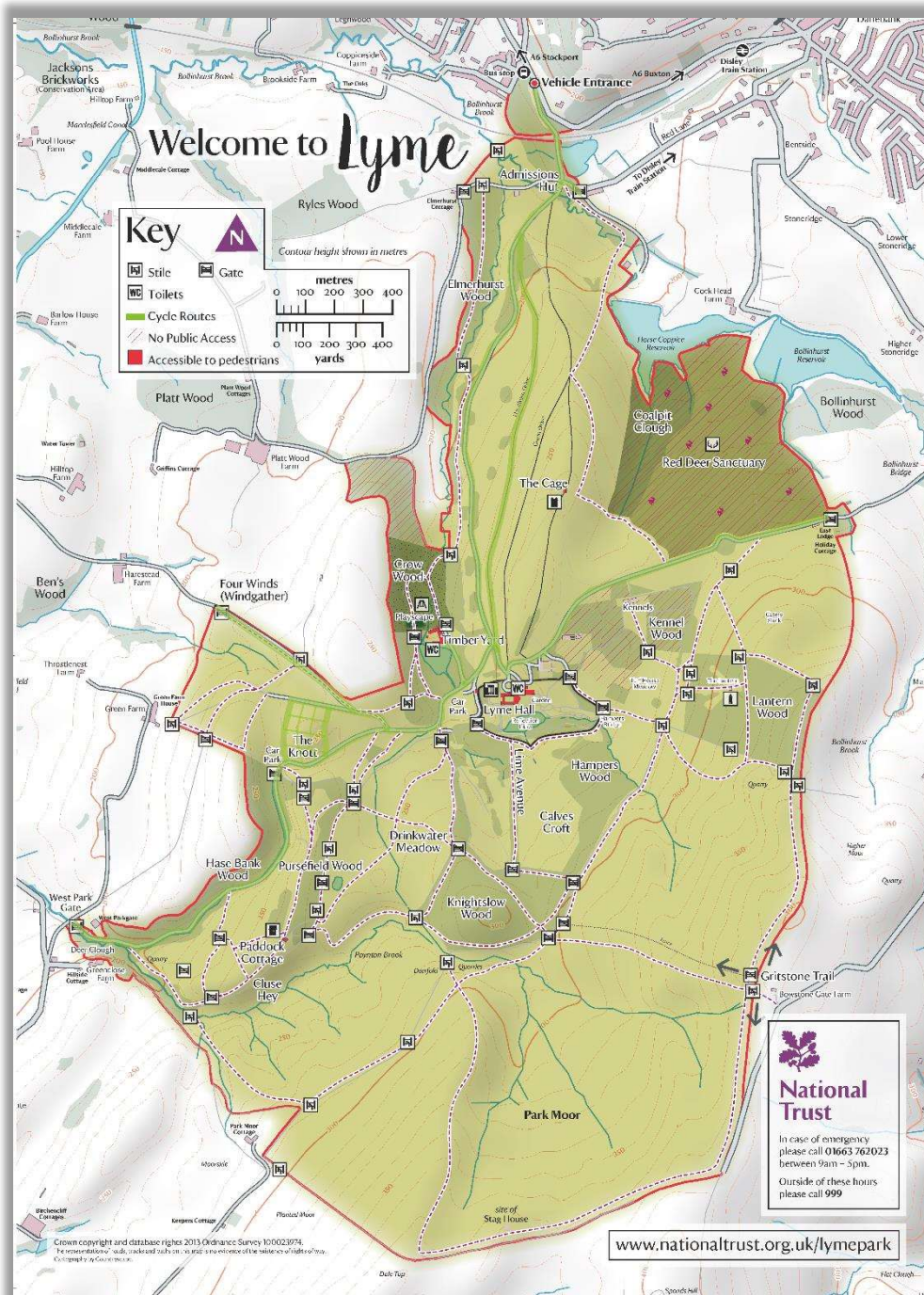
Lyme can be accessed by bicycle from five main access points: the main entrance, West Drive entrance, East Drive entrance, Windgather Lane and Red Lane. We do however acknowledge that outside our boundary some of these tracks are not designated bridleways, we would like to work with neighbouring landowners to improve and increase the opportunities for cyclists to access the estate; in particular outside the East gate. The cycling routes can be accessed from Disley, High Lane, Poynton and Whaley Bridge. All hard-standing roads throughout the estate can be used by bicycles. A cycle path has been created adjacent to West Drive in the Hase Bank of the park to segregate pedestrians and cycle users who wish to tackle a more challenging route. The path was started pre-Covid and the aim is to complete the path in early spring 2023. Cyclists entering the park via the



main entrance are segregated from cars by using Hawthorne Drive, which was introduced as a permissive cycle route in 2017. There are opportunities for mountain-biking around the Knott. Bicycle bays with Sheffield stands are located by the kiosk and in the Timber Yard. For staff and volunteers there are covered bike racks in the Stables.

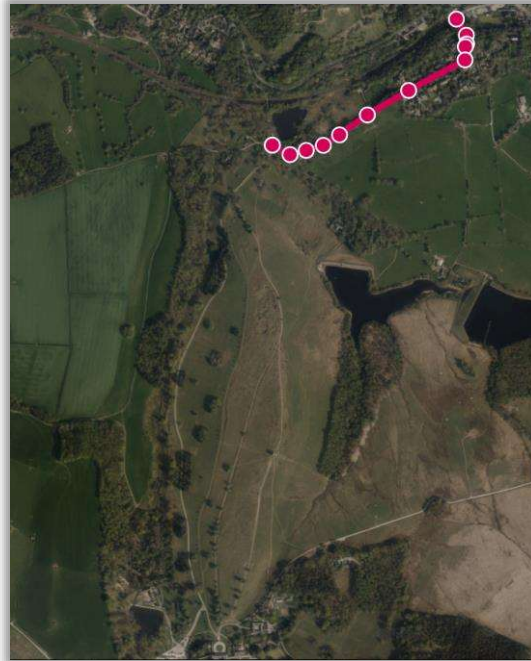
### 7.1. Current Cycling Map

The map shows the cycling routes across the estate.



## 8. Access to Lyme by Train

Disley train station is located 0.6 miles from the park entrance. Visitors arriving by train and walking to the park via Red Lane (as per the map below), or via the main road, can be met at the admissions building by the shuttle service and driven to the house and gardens along the mile-long drive.



The line at Disley runs between Manchester and Buxton with key stops in Stockport, Hazel Grove and Whaley Bridge. There is one train an hour in either direction.

Previously Lyme has worked with local walking groups to advertise a “walking bus” from the station through the beautiful parkland to showcase the use of the train as a way to enjoy Lyme.

## 9. Access to Lyme by Bus

Lyme can be visited by bus using the 199 from Buxton to Manchester Airport. The bus stops at the main gates of Lyme, whereupon visitors can walk to the admissions building and be met by the shuttle service and driven to the house and gardens along the mile-long drive.

Lyme continues to promote the use of the bus on the website despite dwindling numbers. Cheshire East’s transport plan states that *‘Bus patronage declined by 22% between 2009/10 and 2016, with Cheshire East within the bottom five Local Authorities for the lowest number of passenger journeys per head (12 passenger journeys per head). Cheshire East therefore has amongst the lowest number of trips per head of resident population in England.’*

## 10. Access to Lyme by Coach

Visitors arriving by coach get a 10% discount for groups over 15 on Monday to Friday. Coaches are admitted via the admissions building at the entrance to the park and are directed to the house for the passengers to disembark. Coaches then park in the main car park in a designated coach/large vehicle parking area.

## Travel Management Aims/Objectives

### 11. Travel Plan Aims and Objectives

The following section outlines Lyme's aims/strategic outcomes and visions for sustainable travel organised by mode of transport. The table defines how we will demonstrate whether each aim has been achieved as well as the measures/actions/initiatives that we want to undertake over the coming years to support our sustainable transport objectives and what we will do to encourage sustainable transport uptake.

A Travel Plan coordinator for Lyme will be nominated. The Travel Plan coordinator will have specific responsibility for this document and will manage, monitor and review Travel Plan progress.

#### 11.1. Private Car

	Aim	Target	Measure	Time Frames
1	Improve the quality of the visitor car park and make it a more attractive prospect all year round.	Reduce the number of times that the park needs to temporarily close when the car park is full/parking is unavailable as a result of bad weather.	- Build a new car park out of permeable, all-weather materials.	Commence 2023
2	Ensure that visitors arriving by car can be welcomed through the admissions building in a more efficient way.	Reduce the amount of time that visitors must wait to pass through the admissions building.	- Benchmark the amount of time it takes to welcome visitors via the admissions building. - Review the mechanism of getting people into the park via the admissions hut to identify efficiencies.	Completed Nov-2022  Commence Feb-2023
3	Avoid congestion in the estate at peak times of the day.	Visitor figures show a more consistent flow through the admissions building during the day.	- Investigate the ways to incentivise visitors who do arrive by car, to arrive at less	Commence May-2023

			<p>busy times in line with National Trust operating principles.</p> <ul style="list-style-type: none"> <li>- Use surveys/scanned data to understand how long visitors have travelled for to get to Lyme.</li> <li>- Look at programming opportunities/activities to spread visitors across the day.</li> </ul>	<p>Commence May-2023</p> <p>Commence Oct-2023</p>
4	Demonstrate our commitment to tackling climate change by looking for opportunities to influence greener car travel.	<p>Suitability of locations for EVCP identified.</p> <p>Future of EVCP at Lyme defined.</p>	<ul style="list-style-type: none"> <li>- Investigate Electrical Vehicle Charging Points (EVCP) project/work options.</li> </ul>	Commence May-2023
5	Develop a working partnership with Cheshire East Highways Authority to ensure an effective information exchange takes place.	<p>Information exchange influences programming decisions/initiatives to reduce traffic impacts and delays on the strategic highways network.</p>	<ul style="list-style-type: none"> <li>- Work with Cheshire East Highways Authority to understand projects and initiatives that will impact the local highways network.</li> </ul>	Re-engagement Apr-2023

## 11.2. Pedestrian Travel

	Aim	Target	Measure	Time Frames
1	Look for opportunities to influence the behaviours of our visitors and the choices they make when travelling to Lyme.	Understand our visitors better; establish an understanding of how many pedestrians use each entrance daily and when they use them.	<ul style="list-style-type: none"> <li>- Install stile counters to understand foot traffic across the estate.</li> <li>- Survey visitors about their methods of travel.</li> <li>- Benchmark Lyme’s pedestrian travel, which can drive sustainable travel targets.</li> </ul>	<p>Commence Feb-2023</p> <p>Commence May-2023</p> <p>Commence Oct-2023</p>
2	Increase the number of visitors who access the estate by foot.	The number visitors who access the estate by foot is increased (based on benchmarked travel targets).	<ul style="list-style-type: none"> <li>- Promotion of safe local walking routes and the provision of route maps throughout the estate, online and in local publications.</li> <li>- Work with local groups to promote walking to Lyme.</li> <li>- Work with local Parish Councils to promote accessing the park by foot.</li> <li>- Provide improved “shuttle service” pick-up/drop-off locations across the estate.</li> <li>- Investigate opportunities for incentivising visitors to arrive by foot; investigate options of discount/incentives in line with National Trust operating principles and without negatively impacting our direct neighbours.</li> </ul>	<p>Commence Jul-2023</p> <p>Re-engagement Apr-2023</p> <p>Re-engagement Apr-2023</p> <p>Commence Oct-2023</p> <p>Commence May-2023</p>

3	Increase the number of local staff members who access the estate by foot.	The number of local staff members who access the estate by foot is increased.	<ul style="list-style-type: none"> <li>- Understand our staff better; survey members of staff about their methods of travel.</li> <li>- Review anonymised staff location data (if GDPR allows).</li> </ul>	<p>Commence May-2023</p> <p>Commence May-2023</p>
4	Increase the number of local volunteers who access the estate by foot.	The number of local volunteers who access the estate by foot is increased.	<ul style="list-style-type: none"> <li>- Understand our volunteers better; survey volunteers about their methods of travel.</li> <li>- Work with the Central Volunteering team to review anonymised volunteer catchment data (if GDPR allows).</li> </ul>	<p>Commence May-2023</p> <p>Commence May-2023</p>
5	Ensure that the site continues to be accessible for our visitors.	Positive feedback from visitors and accessibility groups.	<ul style="list-style-type: none"> <li>- Create easy foot access and pathways to the House, Garden and Timber Yard creating a complete footpath network.</li> <li>- Provide accessible transport across the site with improved drop-off and pick-up locations across the estate.</li> <li>- Create an accessibility guide which is available for visitors and publish to the website.</li> <li>- Work with local accessibility groups (e.g. Disability Stockport &amp; Experience Community) to promote accessible experiences at Lyme.</li> <li>- Investigate opportunities for a Changing Place at the Timber Yard.</li> </ul>	<p>Commence Oct-2023</p> <p>Commence Oct-2023</p> <p>Commence Mar-2023</p> <p>Re-engagement Mar-2023</p> <p>Commence Jun-2023</p>

### 11.3. Public Transport

	Aim	Target	Measure	Time Frames
1	Look for opportunities to influence the behaviours of our visitors and the choices they make when travelling to Lyme.	A noticeable modal shift in transport to Lyme.	<ul style="list-style-type: none"> <li>- Investigate opportunities for incentivising pedestrians, cyclists and visitors who arrive by public transport in line with National Trust operating principles.</li> <li>- Work with partners in the local community (Parkrun, Friends of Disley Station, Disley Parish Council), to advertise green modes of transport and encourage Lyme’s social groups (walking, running, dog walking) to become advocates to greener travel.</li> <li>- Create a green travel page on the website that highlights other modes of transport to Lyme.</li> <li>- Expand green travel marketing in the annual property marketing plan.</li> <li>- Work with NT partners (e.g. Castlefield) to investigate joint advertising opportunities to promote greener travel to NT locations from Manchester.</li> <li>- Understand travel plans from other NT locations (e.g. Quarry Bank) and whether there are</li> </ul>	<p>Commence May-2023</p> <p>Commence May-2023</p> <p>Commence Mar-2023</p> <p>Commence May-2023</p> <p>Commence May-2023</p> <p>Commence May-2023</p>

			shared aims that can be leveraged between partner sites.	
2	Increase the numbers of visitors that arrive at the site by public transport.	Local residents using local bus services to get to Lyme.	<ul style="list-style-type: none"> <li>- Based on visitor surveys, benchmark Lyme's public transport travel, which can drive sustainable travel targets.</li> <li>- Investigate opportunities with local bus companies to provide a circular bus route that takes in Lyme.</li> <li>- Promote events accessible by public transport and specific 'greener travel' events.</li> </ul>	<p>Commence Oct-2023</p> <p>Re-engagement May-2023</p> <p>Commence May-2024</p>
3	Increase the numbers of visitors that arrive at the site by public transport.	Increase in the number of visitors who have used the train to reach Lyme.	- Work with the local community rail partnership and Derbyshire Council's Transport Department to develop a map of Disley by train with Lyme as a key destination and improve signage to inform pedestrian traffic from the station.	Re-engagement Jun-2023
4	Increase the numbers of staff and volunteers that arrive at the site by public transport.	Increase in the numbers of staff and volunteers using local bus services to get to Lyme.	- Understand our staff and volunteers better; survey members of staff and volunteers about their methods of travel.	Commence May-2023

**11.4. Cycling**

	Aim	Target	Measure	Time Frames
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1	Encourage more visitors to choose cycling as a mode of transport to Lyme.	Greater numbers of visitors choosing Lyme as a cycling destination.	<ul style="list-style-type: none"> <li>- Provide secure, well lit, covered cycle storage in prominent locations close to cycle routes.</li> <li>- Work with partners in the local community to promote cycling safe routes.</li> <li>- Work with neighbouring landowners to increase opportunities for cyclists to access the estate; in particular outside the East gate</li> <li>- Work with local neighbours to investigate opportunities for extending routes out of the park (e.g. to the Middlewood Way).</li> <li>- Work with the Friends of Disley Station to look at opportunities to introduce active travel plans, particularly biking, from the station.</li> <li>- Work with Disley Parish Council to investigate opportunities for a bike route through the park for Poynton High School children.</li> </ul>	<p>Commence Oct-2024</p> <p>Re-engagement Apr-2023</p> <p>Re-engagement Apr-2023</p> <p>Re-engagement Oct-2023</p> <p>Re-engagement Apr-2023</p> <p>Re-engagement Apr-2023</p>
2	Demonstrate our commitment to tackling climate change by looking for opportunities to influence greener travel.	Future e-bike charge points at Lyme defined.	<ul style="list-style-type: none"> <li>- Investigate options for e-bike charge points on the estate.</li> </ul>	Commence May-2023
3	Provide opportunities for visitors to cycle throughout the estate.	Cyclists using safe, car free paths throughout the estate.	<ul style="list-style-type: none"> <li>- Provision of cycle route maps and improvements to signage.</li> </ul>	<p>Commence Jun-2023</p> <p>Commence Apr-2023</p>

			<ul style="list-style-type: none"> <li>- Work with the National Trust Active Outdoors Cycling Lead to investigate opportunities to improve the cycling offer at Lyme.</li> <li>- Complete the cycle path in Hase Bank to segregate cycles from pedestrians.</li> </ul>	Commence Jan-2024
4	Increase the numbers of staff and volunteers who arrive at the site by bike.	The number of local staff members and volunteers who access the estate by bike is increased.	<ul style="list-style-type: none"> <li>- Understand our staff and volunteers better; survey members of staff and volunteers about their methods of travel.</li> <li>- Continue to promote the Cycle to Work scheme for staff.</li> <li>- Showers and changing facilities at the stables made available to staff and volunteers.</li> </ul>	<p>Commence May-2023</p> <p>Ongoing</p> <p>Ongoing</p>