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## **Lyme Park – Car Park Improvements**

Transport Statement

LYMCP-FCL-GEN-FS-RP-H-0001

## Document Control Sheet

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## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Background.....	1
1.2	Scope of the Transport Statement .....	2
1.3	Structure of the Transport Statement.....	3
<b>2</b>	<b>Policy Context.....</b>	<b>4</b>
2.1	National Planning Policies .....	4
2.2	Local Planning Policies .....	6
<b>3</b>	<b>Existing and Proposed Highways infrastructure .....</b>	<b>11</b>
3.1	Overview of Existing Site Accessibility .....	11
3.2	Existing Site Parking.....	11
3.3	Surrounding Highway Network and Access within the park by Motor Vehicle .	14
3.4	Site Accessibility for Active and Sustainable Transport modes .....	17
3.5	Summary of Existing Accessibility .....	25
<b>4</b>	<b>Development Proposals .....</b>	<b>27</b>
4.1	Overview of the Proposed Site Vehicle Parking.....	27
4.2	Additional Information.....	30
4.3	Summary of Development Proposals .....	31
<b>5</b>	<b>Traffic Collision Analysis .....</b>	<b>32</b>
5.1	Introduction .....	32
5.2	Scope of the Study Area .....	32
5.3	Road Traffic Collisions on the Local Highway Network .....	32
5.4	Summary .....	33
<b>6</b>	<b>Summary and Conclusions.....</b>	<b>34</b>
6.1	Summary .....	34
6.2	Conclusions.....	35

## Appendices

<b>Appendix A</b>	Notes from Scoping Meeting (2 <sup>nd</sup> August 2022)
<b>Appendix B</b>	Walking Map of Lyme Park Estate
<b>Appendix C</b>	Dog Walking Map of Lyme Park Estate
<b>Appendix D</b>	CrashMap Reports
<b>Appendix E</b>	Plans of Proposed Car Park Improvements
<b>Appendix F</b>	Swept Path Analysis of Proposed Car Park

# 1 Introduction

## 1.1 Background

The Lyme Estate is a National Trust operated house, gardens, moorland and deer park open for the public to visit. The estate sits on the edge of the Peak District and was once home to the Legh Family. At over 1,400 acres the park offers country walks, visits to the Grade I listed house and other days out within its grounds. As a National Trust (NT) property, members of the trust receive free entry to the grounds and house whilst non-members are required to pay a fee for their visit. On entry to the grounds, all vehicles must pass the Admissions Hut, at which they will either show their National Trust membership card or pay the required fee. However, between 08.30-09.15 and 15.00-17.00 the car park is open for all to access free of charge and is consequently used regularly by local dogwalkers. People who walk or cycle into the Lyme Park grounds have free entry to the estate, however, they are still required to pay the standard fee if they wish to enter the house.

The Trust are proposing to improve the quality of car parking at the Lyme Estate to bring it into line with the expectations and requirements of a contemporary visitor. The proposals are part of a wider strategy to enhance the setting of the historic and cultural assets and will see the relocation of the existing car park out of the flood risk zone, allowing a culverted watercourse to be re-opened and the restoration of the “Swine Ground” to its former natural condition (prior to the existing car park being built). This will enhance the setting of the Hall and its surroundings by removing the visual intrusion of the existing car park and is particularly important given the importance of the house and the gardens it occupies. The current and proposed arrangement of the car parking can be seen below in *Figure 1-1* and *Figure 1-2* respectively.

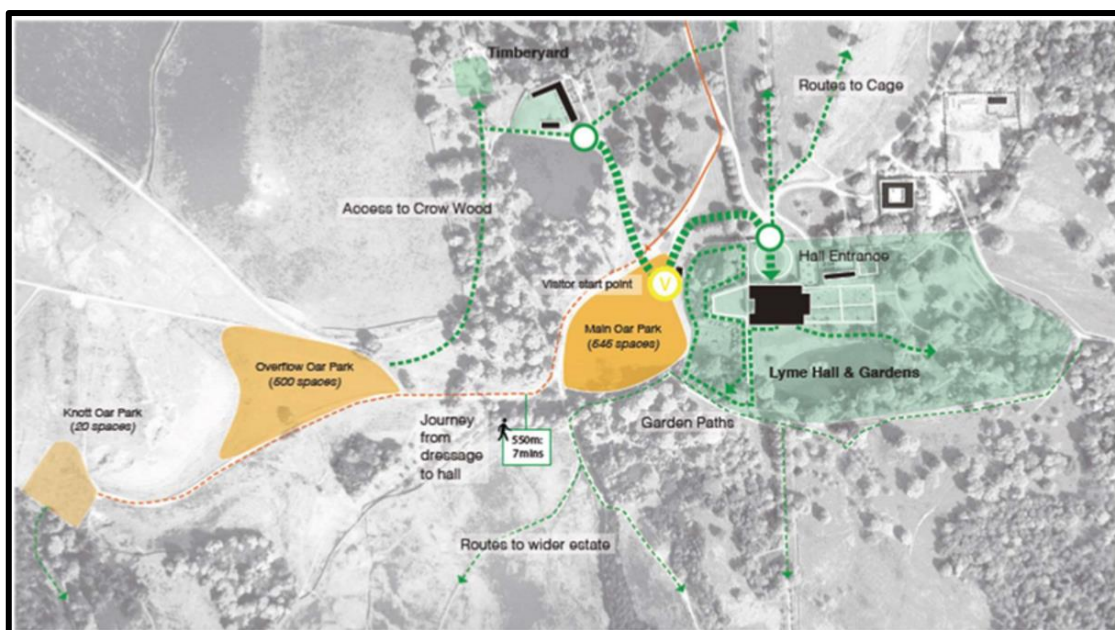


Figure 1-1 - Current Layout of Car Park at Lyme Park

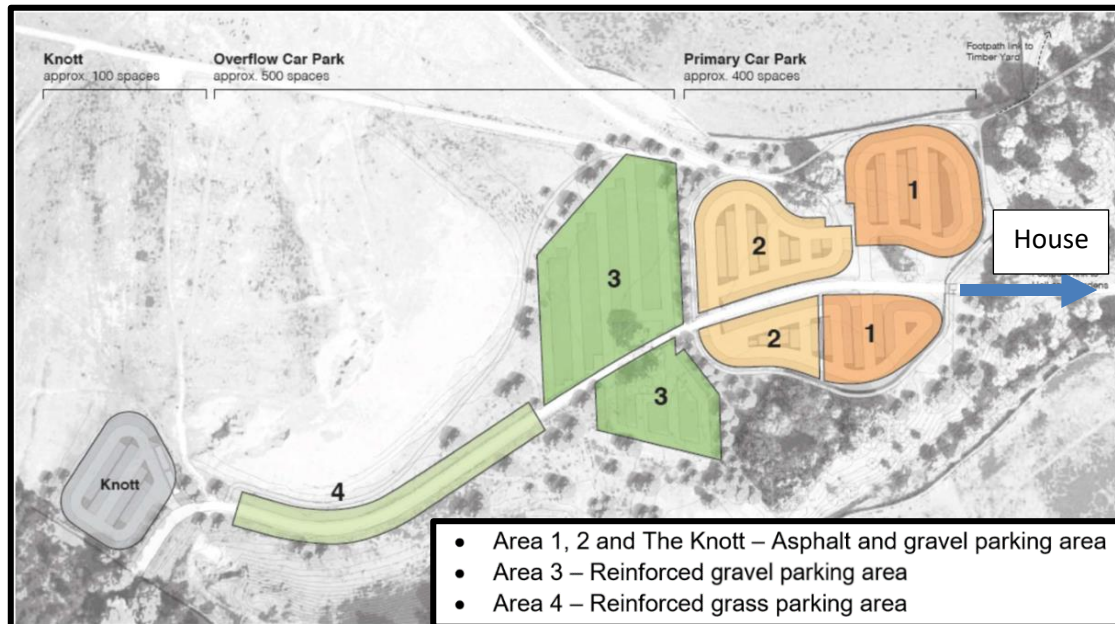


Figure 1-2 - Proposed Layout of car park at Lyme Park

The plans do not increase the quantity of parking available at Lyme Park, but instead increase the quality of the parking within the estate as well as restoring original features and improving the ecology of the site. It was found that the current parking arrangement was disjointed with no clear wayfinding for visitors.

This Transport Statement has been prepared to support the full planning application for the relocation and construction of the new parking areas at Lyme Park, Disley. It has been prepared on behalf of the National Trust, who maintain the estate. It reviews the highways and transportation elements of the relocation project and identifies any net traffic related impacts resulting from the scheme, along with any required mitigation measures.

This Transport Statement should be read in conjunction with the National Trust Travel Plan for Lyme Park, which sets out the policies for ensuring and promoting safe and sustainable travel methods. The Travel Plan sets targets for improving travel by sustainable modes and recommends an implementation and monitoring strategy. It is intended that the Travel Plan be kept up to date with regular assessments of the transportation modes used by staff, tenants and visitors to Lyme Park, ensuring that the policies are relevant to both the Trusts and Local Authorities requirements.

## 1.2 Scope of the Transport Statement

A Pre-Application meeting was held with Officers from *Cheshire East Highway Authority*, and from the Peak District National Park Authority, on 2<sup>nd</sup> August 2022. That meeting was itself subsequent to previous Pre-Application meetings which had been held with Planning Officers from Cheshire East Council (September 2020) and the National Park Authority (October 2021). A brief note summarising the meeting on 2<sup>nd</sup> August 2022 is included as *Appendix A* of this report.



### **1.3 Structure of the Transport Statement**

This Transport Statement follows national guidance on the preparation of Transport Assessments and sets out findings in a logical manner, as follows;

- Section 2 reviews the national, regional and local policy context and guidance;
- Section 3 reviews the existing location of Lyme, and the existing and proposed access arrangements and transport infrastructure, including the development proposals and access strategy;
- Section 4 analyses the road traffic accident data in the vicinity of Lyme; and
- Section 5 contains a summary of the assessment findings and conclusions.

## 2 Policy Context

This Transport Statement has been developed taking into consideration local, regional and national guidance and policies. The following sections provide an overview of the key policies.

### 2.1 National Planning Policies

#### 2.1.1 *The National Planning Policy Framework*

In July 2021 the Department for Local Government and Communities published an update of the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities, favouring sustainable development. The framework outlines those developments should be approved, without delay, if they are following the Local Development Plan. If the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 9 of the NPPF (paragraphs 104 to 113) deals specifically with transport and focuses on promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Assessment or Transport Statement. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Development should only be prevented or refused on transport grounds where the residual cumulative impact of the development is severe.

#### 2.1.2 *Cycling and Walking Investment Strategy (CWIS) & CWIS 2*

In 2017, the UK Government set out its ambition for cycling and walking in England in their Cycling and Walking Investment Strategy. This brief document sets out the Government's ambition "to make cycling and walking the natural choice for shorter journeys, or as part of a larger journey". The document sets out three strands through which this ambition will be achieved, by delivering:

- Better Safety - A safe and reliable way to travel for short journeys.
- Better Mobility - More people cycling and walking - easy, normal, and enjoyable.
- Better Streets - Places that have cycling and walking at their heart.

Specific Objectives targeted to have been achieved by 2020 are:

- An increase in cycling activity, where cycling activity is measured as the estimated total number of cycle stages made.

- An increase in walking activity, where walking activity is measured as the total number of walking stages per person
- A reduction in the rate of cyclists killed or seriously injured on England’s roads, measured as the number of fatalities and serious injuries per billion miles cycled
- An increase in the percentage of children aged 5 to 10 that usually walk to school.

These Objectives are further supported by the following specific aims and targets by 2025:

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

In July 2022, the Department for Transport reaffirmed its commitment to cycling and walking investment by publishing the second Cycling and Walking Investment Strategy (CWIS 2). The document continues the government’s commitment to active travel, and sets out its objectives and financial resources through to March 2025. Beyond 2025, the strategy seeks to achieve an increase in the percentage of short journeys in towns and cities that are walked or cycled to 55% by 2035, and to deliver a world class cycling and walking network in England by 2040.

### *2.1.3 Gear Change: A Bold Vision for Cycling and Walking*

In July 2020, the UK Government published, “Gear Change: A Bold Vision for Cycling and walking”, which set out their vision for a “Active Travel Revolution” in England’s towns and communities. The document marked a step change in how transport investment would be made in England, with a clear move away from car travel.

This vision includes:

- **Healthier Happier and Greener communities** - Due to the increase in active travel and reduction in vehicle travel; resulting in cleaner, healthier, safer, and quieter streets.
- **Safer streets** - Where none are afraid to cycle to and from work and school.
- **Convenient and accessible travel** - Where cycling and walking are seen as the most convenient, desirable, and affordable way to travel and where everyone has opportunities to take up walking and cycling.

To achieve this vision “active travel” would be placed at the heart of transport decision making, with better cycling and walking measures, and infrastructure no longer seen as an





afterthought but moved to the very heart of consideration for all transport policy and planning at all levels of leadership.

The document also highlights four themes encapsulating the actions needed at all levels of leadership. These include:

- **Better Streets for Cycling and People** - Where there would eventually be thousands of miles of continuous, safe, and direct cycle routes in towns and cities, physically separated from pedestrian and high-volume motor traffic.
- **Cycling at the Heart of decision making** - Including, but not limited to, the creation of a long-term cycling and walking programme and budget, the inclusion of cycling provisions in new local and strategic A-road schemes and better integration of cycling with railways and buses.
- **Empowering and encouraging Local Authorities** - Including, but not limited to, increased funding for local authorities, significantly improved capacity and assistance for local authorities and a new commissioning body and inspectorate, “Active Travel England”, led by a new national cycling and walking commissioner.
- **Enabling people to cycle and protect them when they do** - Including, but not limited to, the provision of cycling training for adults and children who want it, making legal changes to protect vulnerable road users, consulting on updates to the Highway code to improve safety for all users, and the establishment of a national electrically assisted bike support programme.

## 2.2 Local Planning Policies

The Lyme Estate falls within both the *Cheshire East Council* administrative area, and the *Peak District National Park Authority* administrative area. Consequently, policies from both Authorities are reviewed and summarised below.

### 2.2.1 *The Cheshire East Local Plan – 2010 – 2030 (and Disley & Newtown Neighbourhood Plan)*

The Local Plan Strategy was adopted by Cheshire East Council in July 2017 and sets out strategic priorities for the development of the area, along with planning policies which should be followed when making planning applications up to 2030. It will be supported by a *Site Allocations and Development Policies Document* and a *Minerals & Waste Plan* which will be adopted by the Council in the near future. Saved Policies from previous Local Plans remain relevant when assessing planning applications, although a number of these plans were recently subject to consultation (October 2022). Four strategic priorities are set within the Local Plan:

1. Promoting economic prosperity by creating conditions for business growth
2. Creating sustainable communities where all members are able to contribute and where all the infrastructure required to support the community is provided

3. Protecting and enhancing environmental quality
4. Reducing the need to travel, managing car use and promoting more sustainable modes of transport, and improving the road network.

Significantly, the Local Plan contains guidance on Parking Standards (Appendix C). The proposals being submitted for Lyme would likely fall under the *Sui Generis* category of planning class and the *Recommended Car Parking Standard* is listed as... “*Individual assessment based on use...*”

Although not directly relevant to the Lyme Estate, the *Disley and Newtown Neighbourhood Plan 2017-2030* was adopted in June 2018 and sets policies for the area to the immediate north-east of Lyme which reflect the needs, aspirations and requirements of the Disley and Newtown community. Relevant Transport and Parking Policies within the plan are:

- Policy T1 – Parking
- Policy T2 – Sustainable Transport
- Policy T3 – Disley Railway Station

#### 2.2.2 *The Cheshire East Local Transport Plan (LTP) – 2019 - 2024*

In October 2019 Cheshire East Council adopted their Local Transport Plan 2019-2024. The document sets out a framework which allows transport infrastructure to support and improve the environment and economy within the Cheshire East area, and beyond. The LTP is recognised as being fundamental in helping the Council achieve the 6 goals of its Corporate Plan, which are set out below;

1. Local **communities** are **strong** and supportive,
2. Cheshire East has a strong and **resilient economy**,
3. People have the life skills and **education** they need to survive,
4. Cheshire East is a **green** and **sustainable** place,
5. People **live well** and for longer,
6. The Council is a responsible, effective and efficient organisation.

In more specific terms which are relevant to this planning application, the objectives of the LTP are to ensure that:

- All residents have access to services and leisure opportunities;
- The transport network supports sustainable development as identified in the Local Plan,
- Cheshire East maximises the value of its natural landscape,
- All residents have access to recreation, leisure and the countryside,

- The negative impact of the transport network in the natural and built environment is minimized,
- Residents have the option to travel by walking, cycling and public transport,
- The Council works effectively with partners at all scales to bring about the best outcomes for Cheshire East.

Specifically within the LTP, Action 5.2 states that... *the Council will continue to support employers, schools and other trip generators to develop, implement and monitor effective travel plans.*

The LTP does not specifically refer to the Lyme Estate, nor does it include any direct schemes or investment programmes on the section of the A6 from which the Lyme Estate is accessed.

### 2.2.3 *The Cheshire East Cycling Strategy – 2017 - 2027*

Published in 2017, the Cycling Strategy covers the period to 2027, and has the following overall objective:

*“To enable more people to cycle safer, more often and with confidence for everyday and leisure journeys.”*

The Strategy does not detail any specific projects or programmes for delivery of cycling infrastructure improvements, but sets two simple targets it hopes to achieve before 2027:

- Cycle Journeys – double the number of people cycling once per week for any journey purpose in Cheshire East by 2027 from a 2014 baseline;
- Public Perception – Improve public perception of cycling within the district by ensuring that annually measured satisfaction scores are improving over time on an upward trajectory. Further targets should be set once appropriate monitoring mechanisms and baseline data have been established.

Within the Strategy, the National Trust are recognised as a Key Stakeholder from the “Third Sector” and an organisation which the Council would seek to have regular engagement with, in respect of any future programme of cycle infrastructure improvements.

### 2.2.4 *The Cheshire East Rights of Way Improvement Plan – 2011 to 2026*

The Rights of Way Improvement Plan (ROWIP) for Cheshire East was developed through consultation with members of the public, user groups and parish/ town councils and covers the period 2011-2026. The strategy is integrated into the LTP in recognition of walking and cycling as significant modes of travel which have positive health and environmental improvement outcomes. It outlines an assessment of the existing network of Public Rights of Way (PROW) and wider countryside access that Cheshire East offered in 2011 and attempts to quantify the level of demand for the network both now and in the future (although this



tends to be more “parish” specific rather than network wide). The strategy outlines the objectives, policies and initiatives by which the gaps between the demand and the existing network capacity/ quality can be bridged.

The document recognises that ensuring the PROW network is accessible to all is important, but it also recognises there is need to avoid “tarmacking of the countryside” and that any signposting needs to be sympathetic with the environment. It does not include any “specific projects” to be undertaken, and indicates these will be assessed and prioritised within “Implementation Plans” which will be developed in the future. The document aims to set the overall strategy for improving the rights of way network over the 15-year period.

Of note is that although a number of PROWs lead up to the Lyme Estate, none are indicated as “passing through” the estate, and access to the footpaths within and through Lyme is therefore assumed to be granted by the landowner on a permissive basis.

#### 2.2.5 Peak District National Park Authority – Local Plan (2011-2026)

The Local Development Framework Core Strategy 2011 sets out the National Park Authority’s vision, objectives and spatial strategy up to 2026, and includes Core Policies to assist and guide development proposals within the National Park. The document recognises the unique environmental landscape of the National Park, and generally adopts an approach of minimising development impact upon the park, whilst recognising the need to ensure the viability and accessibility of its communities and its outdoor leisure offer. Relevant policies from the Local Plan are identified below:

- *DS1 – Development Strategy* – Lyme is indicated on the proposals map as being subject to Policy DS1. The strategy indicates that the following forms of development will be acceptable in principle, subject to detailed review by the Authority;
  - *Recreation and tourism*
  - *Other development and alternative uses needed to secure effective conservation and enhancement*
- *T1 – Reducing the need to travel and encouraging sustainable transport*
- *T2 – Reducing and directing traffic*
- *T3 – Design of transport infrastructure* – the policy requires a minimalist approach to any transport infrastructure, to ensure no negative impact (and where possible, improvement) to the existing environment.
- *T6 – Routes for walking, cycling and horse riding* – this policy is aligned with Cheshire East Council’s ROWIP document and indicates that all PROW should be safeguarded from development, and where possible, enhanced.

- *T7 – Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks* – this policy promotes park and ride schemes to reduce the overall quantum of car parking across the National Park, and indicates that where parking is required, it should be provided in a minimalist way.

#### 2.2.6 *Peak District National Park Authority – Transport Design Guide SPD (2019)*

Published in October 2019, the Peak District NPA’s Transport Design Guide is a *Supplementary Planning Document* intended to provide further detail to transport design policy within the National Park Local Development Plan. It generally adopts a minimalist approach to the provision of transport infrastructure, recognising the major impact it can have on visual amenity.

Chapter 10 deals specifically with parking and recognises that “car parks as designed elements can be significant contributors to a visitor’s experience” but can negatively impact upon the special qualities of the places where they are provided. It indicates that “parking capacity must respond to a development’s needs within both minimum and maximum needs”. Designers are encouraged to consider both “normal” and “peak” use and are asked to consider “soft engineered” solutions which respect both the visual impact, and the likely hydrological run-off implications. Overflow parking which has the appearance and hydrological qualities of a small field are encouraged, rather than heavily engineered tarmac areas which require positive drainage systems introducing. It also requires that consideration be given to coach parking, where attractions bring in large numbers of visitors.

## 3 Existing and Proposed Highways infrastructure

### 3.1 Overview of Existing Site Accessibility

Lyme Park is a historic home and gardens that is maintained and operated by the National Trust and is open for the public to visit. The gardens and surrounding estate are open all year round, with the house open during the warmer months of the year (beginning of March through to the end of October). The nearest principal road provides direct access to the park, this is the A6, Buxton Road West located approximately 2.1km north of the Lyme Park house. The A6 travels in a general northwest to southeast direction, providing a link to Stockport and Manchester in the northwest direction and travelling into the Peak District and onto Chesterfield in the southeast direction. The location of Lyme Park is shown in *Figure 3-1* below including an indication of the surrounding major roads, highway features and train station. It should be noted that the closest bus stops to Lyme Park are located approximately 60m from the vehicle entry point into the site for both road directions.

A study undertaken at Lyme Park (Vision XS information) showed that the number of visitor vehicles entering the estate has grown over 33% from approximately 145,000 vehicles in 2013 to over 196,000 vehicles in 2018/2019. As part of this study, it was found the on the busiest days of the year, the design day parking requirements would be for approximately 700 spaces, with a peak day potential of 1,250 spaces.



Figure 3-1 - Location of the Lyme Park Estate

### 3.2 Existing Site Parking

As stated previously, the National Trust are proposing to improve the quality of car parking at the Lyme Park Estate to bring it into line with the expectations and requirements of a contemporary visitor. The proposals are part of a wider strategy to enhance the setting of the historic and cultural assets and will see the relocation of the existing car park out of the flood risk zone, allowing a culverted watercourse to be re-opened and the restoration of the “Swine Ground” to its former natural condition (prior to the existing car park being built). This will



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enhance the setting of the Hall and its surroundings by removing the visual intrusion of the existing car park. The current layout of the car park can be seen in *Figure 3-2* below, with the existing watercourse and car parking in *Picture 3-1*, *Picture 3-2*, *Picture 3-3* and *Picture 3-4*.

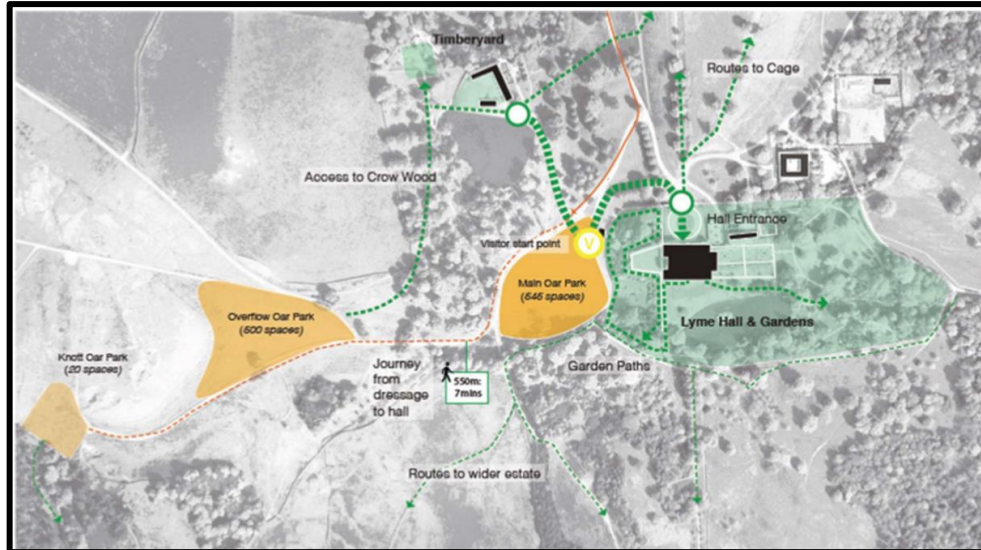


Figure 3-2 - Current Car Park Layout



Picture 3-1 and Picture 3-2 - Existing Watercourse and Main Car Park



Picture 3-3 and Picture 3-4 - Existing Overspill Parking



Currently, the main car park has 375 hard-standing spaces with an additional 170 spaces in the grass overflow; providing a total of 545 spaces in the main parking area. In September 2021, the grass overflow adjacent to the main car park was reinforced with plastic paving and grass infill to make the spaces more weatherproof.

If the main car park and overflow is full, then additional overspill west of the house called the dressage (as seen in Picture 3-3 and Picture 3-4 above) is used, this parking provides an additional 500 spaces and is weather dependant, meaning it cannot be used year-round.

In total there are just over 1,000 existing car parking spaces available at Lyme Park, but due to the condition of the available land, the majority of the spaces are weather dependant.

### *3.2.1 Existing Blue Badge Parking Areas*

Currently there are three locations with Blue Badge parking at Lyme Park: the Main Car Park, the Timber Yard and the Orangery Yard.

The Main Car Park currently has 14 Blue Badge bays in two distinct areas within close proximity to one another. Six of the Blue Badge Parking bays are located adjacent to the large coach parking area and the remaining eight are located along the historical wall adjacent to the car park kiosk. A free shuttle service runs every day from February to October (10.30am – 4.30pm) and from November to February at weekends, to transport visitors to the house and garden from the car park. The shuttle service is not accessible to wheelchair users unless the users are able to transfer themselves independently from their wheelchair to a seat on the vehicle, however, level access from other Blue Badge bays is available as described below. The house and garden are 200 metres from the Main Car Park via an uphill sloping footpath or by shuttle.

The Timber Yard car park has four accessible parking bays available for use mainly by those who are visiting the Timber Yard café, shops and toilets. The Orangery Yard has five accessible parking bays available for use mainly by those who are visiting the house and gardens who require level access and are primarily designated for wheelchair users. These two areas are not included within the development and will stay as they currently are.

### *3.2.2 Coach Parking*

Coach Parking is currently accommodated at the front of the main carpark, with space to accommodate circa 3 coaches. Picture 3-5 below shows the existing coach parking area. The coach parking is located directly adjacent to the main access road to ensure minimal impact on the Main Car Park.





Picture 3-5 - Existing Coach Parking

### 3.2.3 Motorcycle Parking

Parking for motorcycles is not specifically made within the existing car parking arrangements at Lyme. However, motorcycles can access the existing standard car parking bays or cycle parking stands in the Main Car Park. Refer to section 3.4.3 below.

## 3.3 Surrounding Highway Network and Access within the park by Motor Vehicle

There is a singular point of entry for motor vehicles into the Lyme Park estate, this is accessed from the A6, Buxton Road West, immediately north of the Lyme Park Gate House. In 2019, 199,945 vehicles entered Lyme Park and driving remains the key form of transport to the site. The A6 has a speed limit of 40mph in the area surrounding the entrance to the park. The road carries circa 18,781 vehicles per day (site number 91114 – Figures taken from a manual DfT Traffic Count Data, 2021). No traffic calming measures are seen along the A6 close to the entrance to Lyme Park, however, the speed limit reduces to 30mph as the road enters High Lane and Disley.

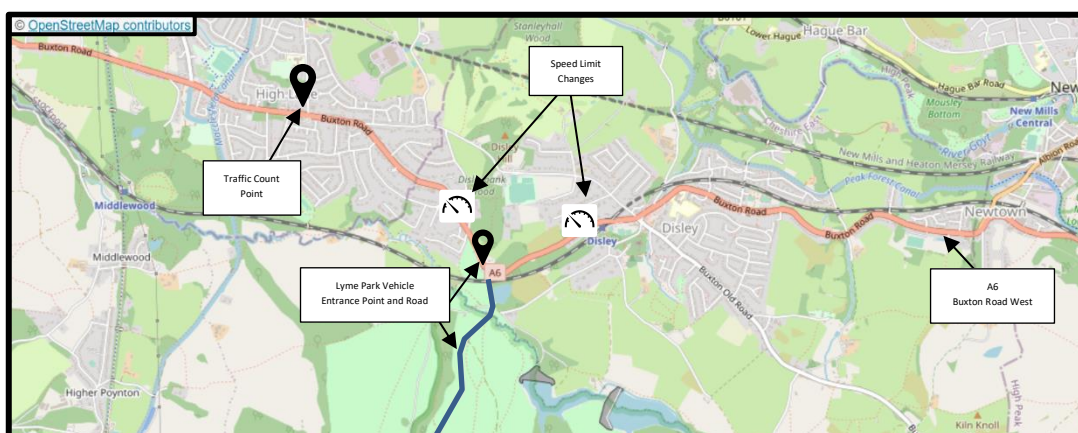


Figure 3-3 - Highway Network Surrounding Lyme Park Vehicle Entrance

The vehicle entrance into the estate can be seen in *Picture 3-6* and *Picture 3-7* below with a 20mph speed limit set along this access road (*Picture 3-8*). This access road is maintained



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separately by the National Trust and is not part of the adopted highway, however, it is clearly signposted along the A6 with a right-hand turn lane available for cars travelling south-east to turn into the estate.



Picture 3-6 and Picture 3-7 – Vehicle and Main Entrance into Lyme Park from the A6, Buxton Road West



Picture 3-8 and Picture 3-9 - Speed Limit, Information Board and Cattle Grid

Approximately 250m into Lyme Park, part-way along the access road from the A6, is located a cattle grid. It is known that there are deer kept on the Lyme Park estate, the cattle grid is located to prevent these deer passing onto the A6 for both vehicle and animal protection. In addition to this, the access road into Lyme Park passes over the railway line between Disley and Middlewood, the bridge over the line reduces the width of the carriageway to approximately 4.5m over its length. To combat this reduction in carriageway width, the vehicles coming into Lyme Park are required to give way to the vehicles exiting the park.

Approximately 350m into the site from the A6 entrance is located the Admission Hut. This can be seen in *Picture 3-10* and *Picture 3-11* below. National Trust members have free entry into both the grounds and the house; however, non-National Trust members are required to pay for both. The Admissions Hut scans the passes for the National Trust members as well as taking payment from the non-members. All vehicles are required to pass by the Admissions Hut before they can proceed into the site, this includes staff, volunteers, deliveries, tenants, National Trust member visitors and non-member visitors. Beyond the Admissions Hut, a further 1.8km of the estate access road leads to the House and Main Car Park. This distance



limits the accessibility of the house for pedestrians (a shuttle service is provided – refer to section 3.4.2)



Picture 3-10 and Picture 3-11 – Admissions Hut

Within the estate, there are a number of roads that allow access for motor vehicles around the grounds. These roads can be seen in *Appendix B – Walking Map of Lyme Park Estate*, however, all are not available for use by visitors and there are several staff only restrictions. The Admissions Hut is located on a crossroad within the estate, to the east of the Admissions Hut is located Red Lane. This road is used during the day by the staff/volunteers working within the Admissions Hut to park their cars, with no other parking permitted along this road. At the end of Red Lane is located a pedestrian and vehicle gate. The vehicle gate is locked at all times to prevent access but can be opened by park staff if required. The pedestrian gate is open to allow access into the estate by foot during the day, but is locked overnight.



Picture 3-12 and Picture 3-13 – Red Lane

To the west of the Admission Hut is located an access road into Plattwood Farm. This access road then leads further into the Lyme Park estate. However, it is signposted as “resident vehicle access only” as can be seen in *Picture 3-14* below. The Admissions Hut is located such that all visitors must either present their National Trust membership cards or pay the required fee before proceeding into the park.



Picture 3-14 - Access into Plattwood Farm

### 3.4 Site Accessibility for Active and Sustainable Transport modes

#### 3.4.1 Walking

Lyme Park grounds are a popular location for people to leisure walk. There are a number of areas within the grounds that are dog friendly, making it a popular destination for dog walkers. The general walking map, as well as the specific dog walking map can be seen in *Appendix B and C* respectively. The Admissions Hut into the estate does not open until 09.15 and shuts at 15.00, meaning from 08.30-09.15 and 15.00-17.00 parking is free within the grounds, this has made the site popular for the morning dog walk. Furthermore, the various entry points into the estate allow free access to walkers. A review of admissions data into the park reveals that a number of people travel by motorised vehicle to the park with the intent of walking. A much smaller number of people arrive at the park having solely walked as their mode of transportation.

There is a total of 13 pedestrian access points into Lyme Park. Four of these 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, respectively.

The main entry point into Lyme Park is the vehicle entrance from the A6, which also acts as a main pedestrian access point into the estate. On the A6 adjacent to this entrance there is a good quality footway of 1.5m width on the same side of the road as the entrance to Lyme Park. On the opposite side of the A6, there is a narrower footway of 1.2m. There is currently a pedestrian island crossing point approximately 100m northwest of the entrance to Lyme Park on the A6 between the two located bus stops, see *Picture 3-15*. Previously a pedestrian island was situated directly adjacent to the entrance of Lyme Park, however, this was removed between June 2016 and April 2019 for unknown reasons. Dropped kerbs exist at all required crossings within 100m either side of the Lyme Park entrance to facilitate disabled pedestrian access.



Picture 3-15 – Current Pedestrian Island Crossing on A6, Buxton Road West

A pedestrian footway is available for use within the estate from the A6 entrance though to the railway bridge that allows access over the railway line and into the estate (see *Picture 3-17*). Due to the restricted width of this bridge limiting the carriageway space, pedestrians are required to walk on the carriageway for the approximate 20m length of the bridge. To pass over the cattle grid that was described previously, which is located along the vehicle access route, a separate pedestrian gate is available with a self-closing mechanism, this can be seen in *Picture 3-18*.



Picture 3-16 and Picture 3-17 - Footway at Entrance to Lyme Park and Along Access Road



Picture 3-18 and Picture 3-19 – Pedestrian Crossing Over Cattle Grid and Main Access



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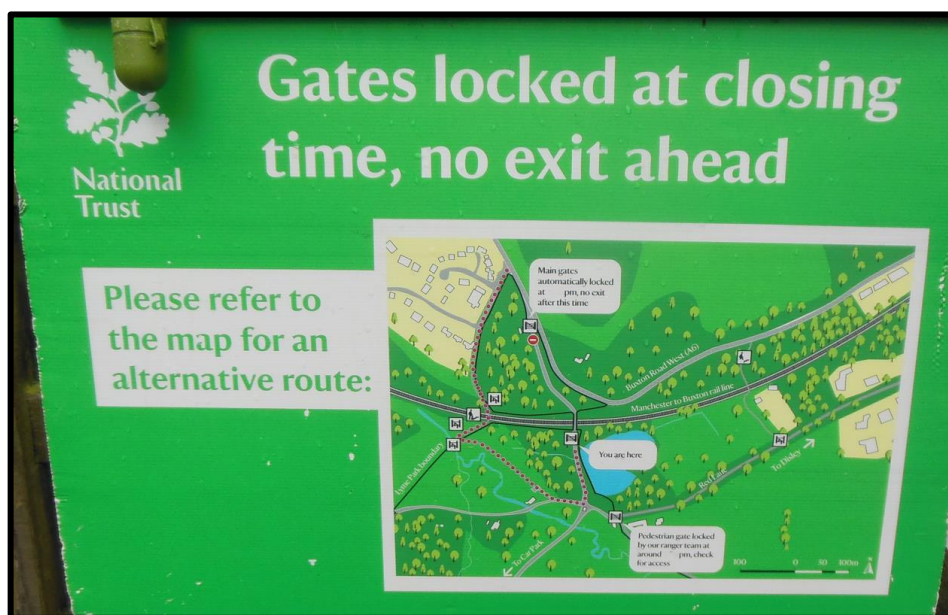
However, as can be seen on *Picture 3-19* between the cattle grid and the Admissions Hut pedestrians are required to either walk on the carriageway or on the grassed verge adjacent to the access road.

In addition to the main entrance from the A6, pedestrians can enter through the pedestrian gate located along Red Lane, as can be seen in *Picture 3-13* above. Red Lane itself does not have any footways for pedestrian access, as can be seen in *Picture 3-20* below. However, due to the quiet nature of the residential road, Red Lane is not considered to pose a significant hazard to pedestrians.



Picture 3-20 - Red Lane

Both the Red Lane pedestrian access gate and Main A6 Estate pedestrian access gate are locked after 5.00pm. Located on both gates is the sign as presented in *Picture 3-21* below providing directions to exit the park between the hours of 5pm and 8am. It should be noted that this route requires the use of stiles, which makes the route non-accessible for those with limited mobility.



Picture 3-21 – Alternative Walking Route out of the Estate



### 3.4.2 Minibus Shuttle Service

A minibus shuttle service is available for those that have accessed the estate on foot (upon request at the Admissions Hut) to provide transport from the hut to the Main Car Park. The shuttle bus can be seen in *Picture 3-23* below.



*Picture 3-22 and Picture 3-23 – Shuttle Service from Admissions Hut to the Main Car Park*

### 3.4.3 Cycling

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. A cycle path has been created along the Pursefield Drive in the west area of the park for pedestrians and cycle users and a short path has been created to protect cyclists from cars on the main drive; the path was started prior to the Covid-19 pandemic and the aim is to complete the path for the full length of the drive.

There are two areas of cycle parking available at the Timber Yard for visitors to Lyme Park. There are four Sheffield cycle stands available to host up to 8 cycles plus 6 cycles hosted within a bespoke timber stand. Within the current Main Car Park, up to 8 cycles can be hosted in four available Sheffield cycle stands. A separate area of covered cycle parking is available for the staff and rangers located in the Stables, which is a designated staff only area. This cycle parking consists of four Sheffield Cycle stands that can accommodate up to 7 cycles (due to its positioning against the shelter). In addition to this, showers are available for the staff to use. These areas of cycle parking can be seen in *Picture 3-24*, *Picture 3-25*, *Picture 3-26* and *Picture 3-27*. The staff cycle parking is noted as being popular and well used by staff.



*Picture 3-24 and Picture 3-25 – Current Cycle Parking at the Timber Yard*



*Picture 3-26 and Picture 3-27 – Cycle Parking at the Main Car Park and at The Stables (for the Staff/Rangers) respectively*

Existing cycling infrastructure in the immediate vicinity of Lyme Park can be seen on *Figure 3-4* below. National Cycle Route 55 passes 2km to the West of Lyme House, following the line of a disused railway (Middlewood Way). A number of footpaths connect Lyme to this Cycleway.



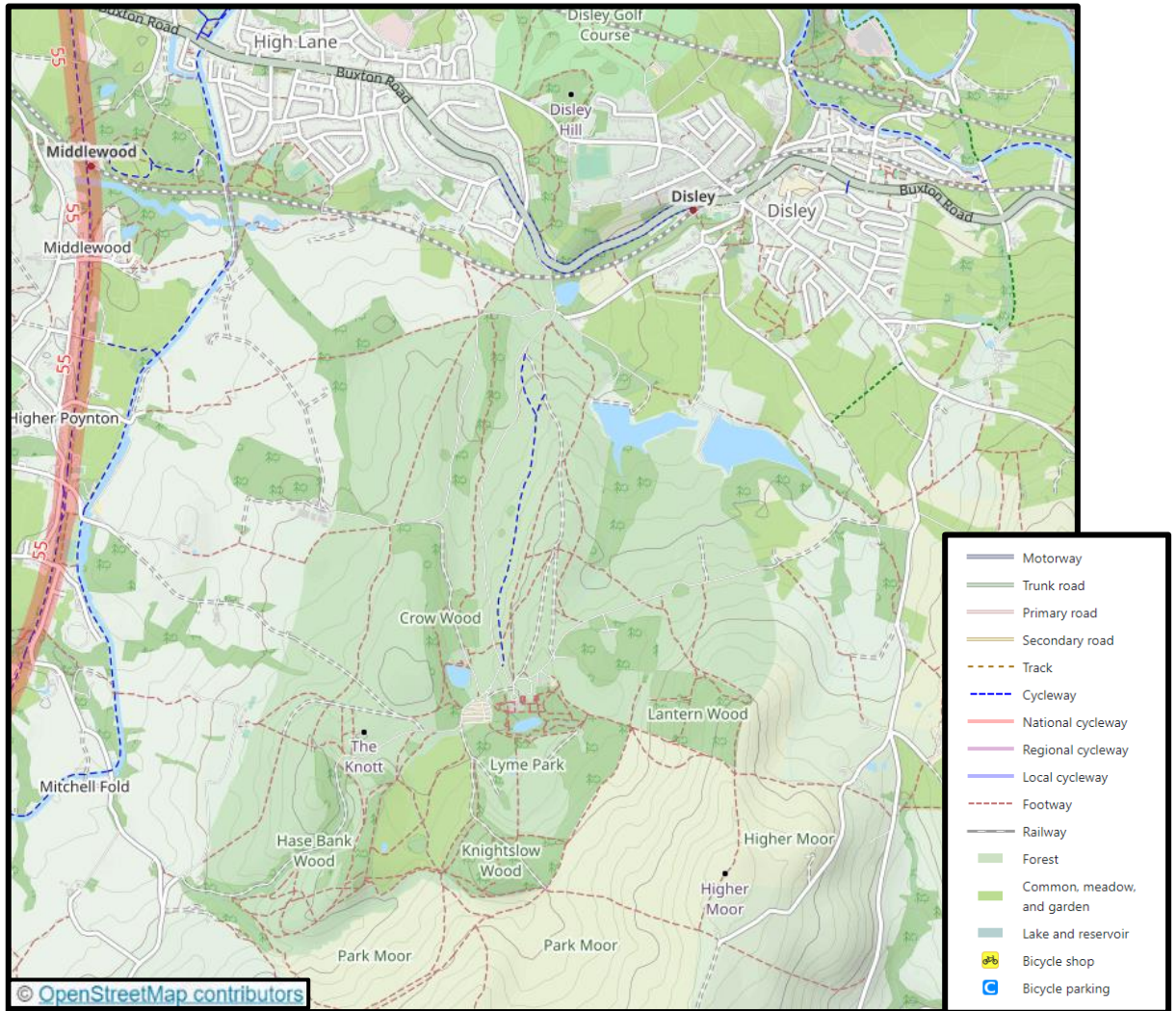


Figure 3-4 - Open Street Map Cycle Map

### 3.4.4 Bus

The closest bus stop to Lyme Park is located approximately 60m from the main entrance on the A6 and can be seen below in *Figure 3-5 and Picture 3-28*. It is suggested by the National Trust via their website that visitors to the park use the 199-bus service that runs from Manchester Airport to Buxton approximately twice an hour. In addition to this, the bus route 360 runs once an hour through the stops indicated on *Figure 3-5* between Hayfield and Stockport.

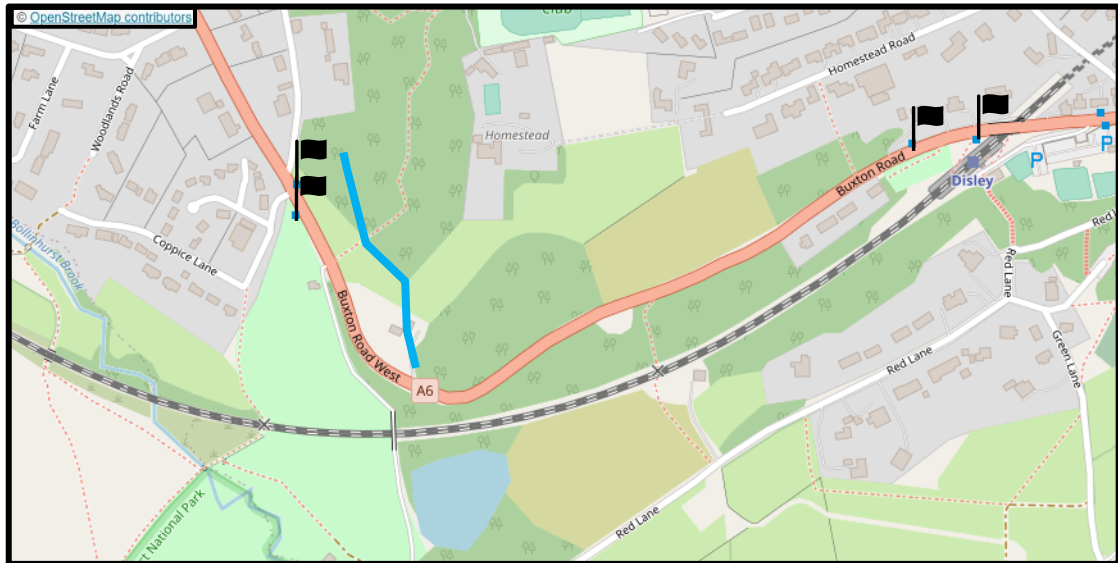
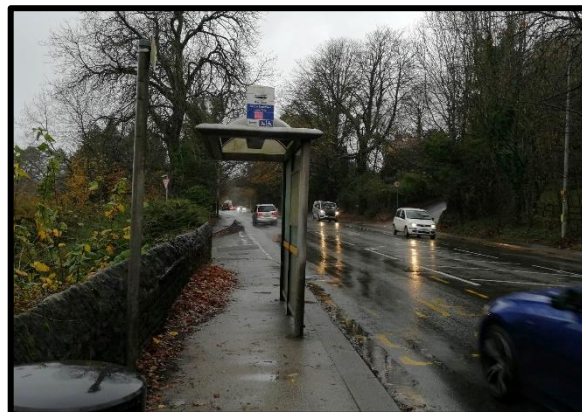


Figure 3-5 - Location of Bus Stops



Picture 3-28 - Bus Stop - Northwest Bound

Visitors that arrive to the site via bus can access the mini-bus service that operates between the Admissions Hut and the Main Car Park, located close to the House, for free.

### 3.4.5 Rail

It is suggested by the National Trust that visitors looking to travel to Lyme Park via rail should use Disley Train Station, which is located circa 1km from the Admission Hut and 2.9km from the House and Main Car Park. Pedestrians can access Lyme Park from Disley Train Station either by tarmacked road or via the Gritstone Trail, *Picture 3-29*. However, this trail is not suitable for those with limited mobility or those who use mobility aids, due to the steeper gradient and steps.

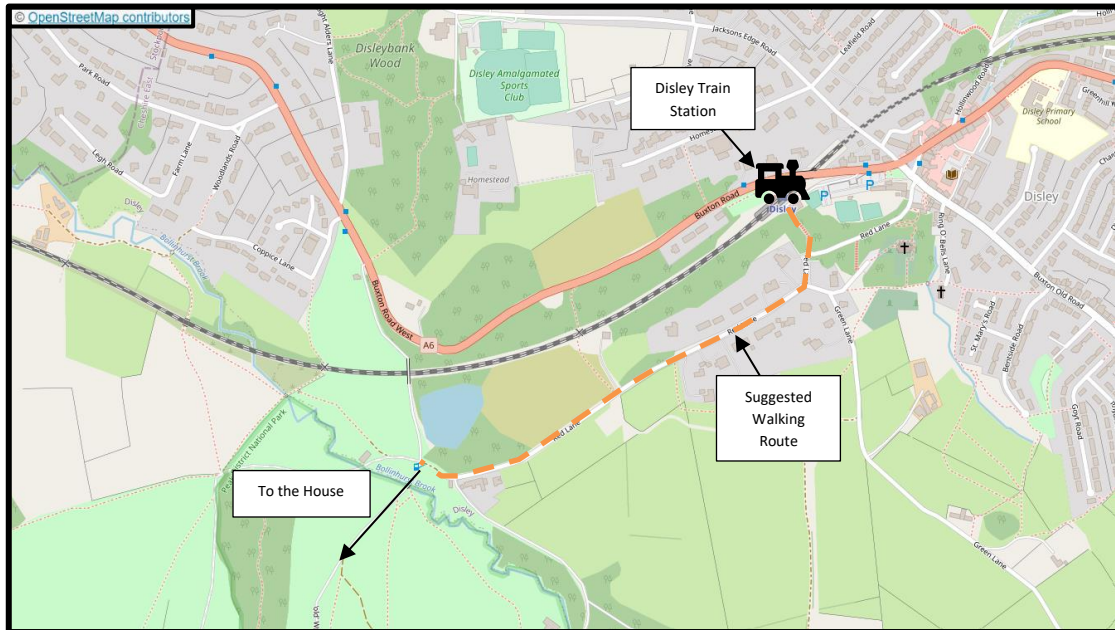


Figure 3-6 - Location of Disley Train Station and Suggested Walking Route



Picture 3-29 - Gritstone Trail

Trains serving and departing from Disley Rail Station travel to Manchester Piccadilly and Buxton once per hour in both directions. *Picture 3-30, Picture 3-31, Picture 3-32 and Picture 3-33* show Disley Railway Station. Visitors that arrive to the site via rail can access the mini-bus service that operates between the Admissions Hut and the main car park, located close to the house for free.



*Picture 3-30 and Picture 3-31 – Disley Railway Station*



*Picture 3-32 and Picture 3-33 – Disley Railway Station*

### 3.5 Summary of Existing Accessibility

The existing transport infrastructure on the periphery of the Lyme Estate is of good quality, but the location of Lyme lends itself to the site being accessed by private car. Vehicle access is direct from the A6 and because the House is a further 2km along the access road after leaving the A6, access to the estate on foot would be less attractive for many visitors. The A6 has a 40mph speed limit between High Lane and Disley and a right turn lane present adjacent to the entrance to Lyme Park to assist with cars pulling into the site.

Disley Railway Station is circa 1km from the Admissions Hut, with trains approximately once per hour in each direction between Manchester and Buxton. Bus stops are located within 100m of the A6 entrance with a similar frequency of busses to trains.

Visitors can access Lyme Park by bicycle, but this is not popular with visitors. However, this mode of transport is relatively well used by staff (who benefit from good quality cycle parking and showers). The proximity of National cycle route 55 adjacent to Lyme offers opportunity for future enhancement opportunities.

The existing Main Car Park at Lyme Park is of relatively poor quality and located in a flood risk zone. Its current location also detracts from the character of the House and Estate generally



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by being clearly visible from the Western terrace of the house, this can be seen in *Picture 3-34* and *Picture 3-35* below.



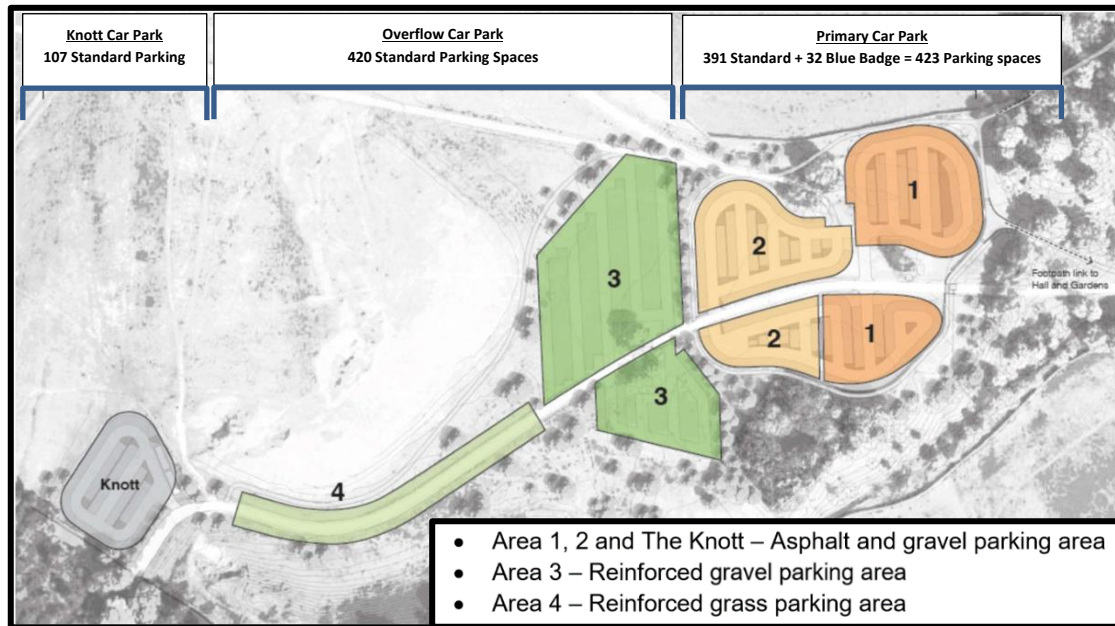
*Picture 3-34 and Picture 3-35 – View of the Main Car Park from the Western Terrace*

A specific site wide Travel Plan has been developed by the National Trust for Lyme Park. Within this Travel Plan are set out measures and schemes for promoting the use of active and sustainable transportation to the park, in addition to setting out a plan for how staff and volunteers will record the baseline data surrounding how people are currently travelling to the park to ensure SMART targets and predictions can be developed.

## 4 Development Proposals

### 4.1 Overview of the Proposed Site Vehicle Parking

It is not proposed to change the number of parking spaces that are available at Lyme Park, but instead replace the current parking area with that shown in *Figure 4-1*. More detailed plans of the proposals are included as *Appendix E*. This plan includes 950 parking spaces to replace the current capacity of both the main and overspill car parks.



*Figure 4-1 - Proposed Site Parking*

The five areas of parking will be constructed from different materials to minimise the environmental impacts on the moorland area. The primary car park (areas 1 and 2) as well as the Knott parking area will be constructed from asphalt and gravel due to its high intensity of usage. The overflow parking areas (areas 3 and 4) will be constructed from mainly reinforced gravel or “grasscrete”, to provide additional car parking capacity when required.

Full plans of the proposed car parking can be seen in Appendix E, with Swept Path Analysis included as Appendix F.

#### 4.1.1 Proposed Blue Badge Parking

There will be no change to the current Blue Badge parking that is available at both the Timber Yard and the Orangery Yard, however, the Blue Badge bays that are located within the current main car park will be moved. The proposed new car park will contain 32 Blue Badge bays, located closest to the footpath network and the house and gardens and immediately adjacent to the shuttle bus pick-up point.

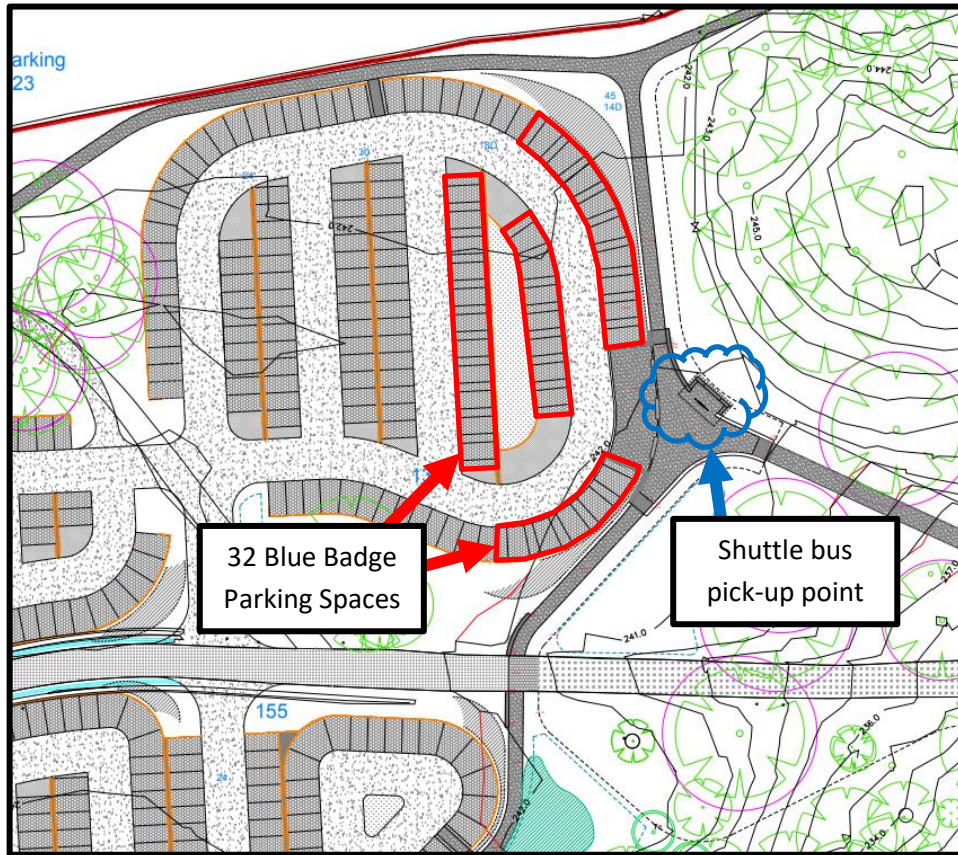


Figure 4-2 - Proposed Blue Badge Parking

#### 4.1.2 Proposed Coach Parking

It is understood that large visitor groups regularly travel to Lyme Park via coach. This is currently accommodated within the main car park as a coach drop-off and parking area. Within the development proposals, a coach drop-off point is included on the swine ground with a separate parking area at the Knott proposed. This will provide the necessary facility for coaches to drop their passengers off to minimise the required walking distance and minimise the impact on the landscape and historical areas.

A coach drop-off area has been proposed in approximately the same position as it currently stands, adjacent to the main entrance road and the timber yard junction. This area will be constructed from asphalt to sustain the high usage and allow coaches to drop-off and pick up visitors when required. This area will be connected to the wider proposed footpath network to allow easy access for the pedestrians up to the house and around the grounds.

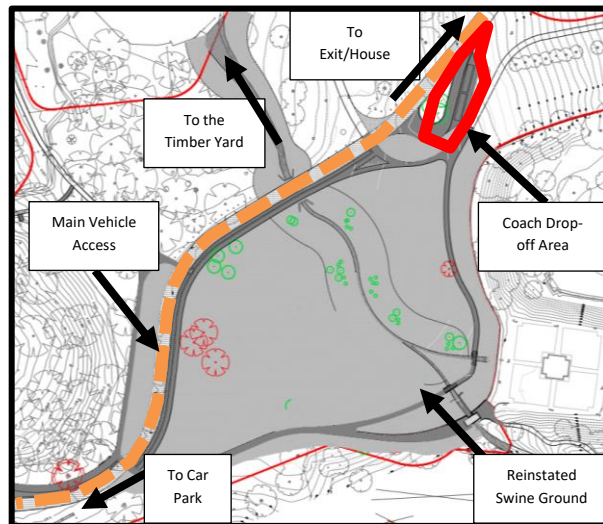


Figure 4-3 - Proposed Coach Drop-off Area and Swine Ground

Coach parking will be provided at the Knott parking area, with space for up to two coaches at any one time. The Knott parking will be reconfigured to have adequate spacing for coach manoeuvres to allow the coaches to easily turn around to travel back towards the house and the park entrance.

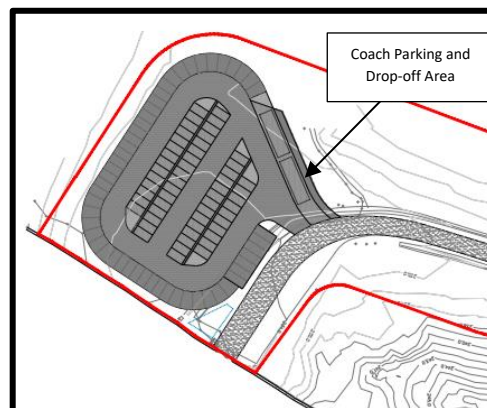


Figure 4-4 - Knott Car Park, Coach Parking

#### 4.1.3 Proposed Motorcycle Parking

Parking for motorcycles is not specifically made within the proposed car parking arrangements at Lyme. However, motorcycles can access the main car park and use standard parking bays as described above.





#### 4.1.4 *Proposed Cycle Parking*

As part of the relocation scheme, the cycle parking currently available within the main car park will be relocated to the timber yard to ensure sufficient parking is kept available during and post development. All other areas of cycle parking will be kept untouched as part of this development. The existing cycle parking at The Timber Yard will not be affected by the car parking proposals (14 Spaces retained). Likewise, the existing staff cycle parking at the stables will be retained (7 Spaces). Therefore, the total number of cycle parking spaces available at Lyme Park would stay at 29 spaces pre and post development.

## 4.2 **Additional Information**

### 4.2.1 *Electric Vehicle Charging*

There are currently no plans for the installation of any electric vehicle charging points within the new car park due to its distance from any existing electrical installation. Future opportunities will be investigated to add EV charging points to Lyme Park.

### 4.2.2 *Pedestrian and Footway Proposals and Shuttle Service Between Car Park and House*

A comprehensive pedestrian network will be created as part of the development proposals at Lyme Park. This pedestrian network will allow access around and between the different regions of car parking, separated from the main flow of traffic as to protect the pedestrians from collision. This will include 2m wide footpaths around the perimeter of all parking areas and 2.5m wide footpaths between the car park and the hall and/or gardens. The footpaths will consist of a loose gravel surfacing for flat sections and natural coloured, bound surfacing for sloped sections of footpath.

All sloped footpaths will have a gradient of or below a 1:20 incline to ensure they are fully accessible, with the footpath between the car park and the timber yard being stepped due to the natural incline. A large hardstanding area including a shelter structure will be constructed on the east side of the main car park, this will provide a meeting point for visitors that connects (through the wider network) to the Hall and Gardens. This area will also provide a space for the minibus shuttle service between the car park and the house to pick-up and drop-off pedestrians.

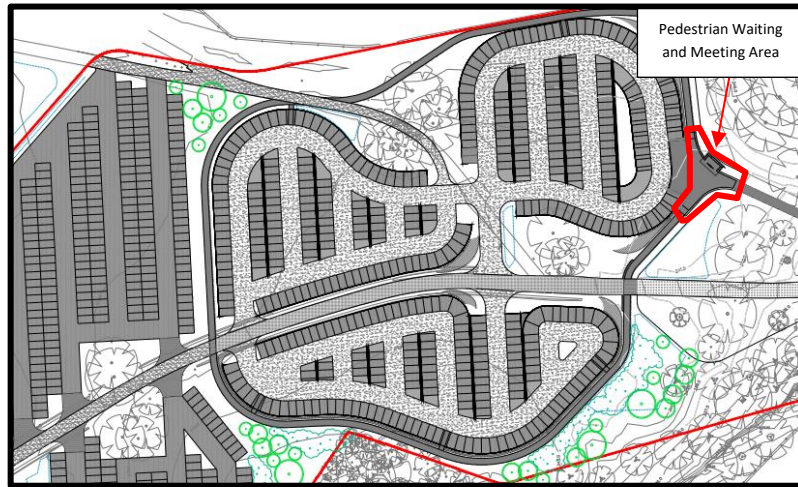


Figure 4-5 - Main Car Park and Pedestrian Waiting Area

### 4.3 Summary of Development Proposals

The proposed development of the vehicle parking at Lyme will provide an approximate like-for-like replacement of the existing parking arrangement in terms of the number of spaces available. This will therefore not increase the number of visitors to Lyme Park and will not affect the movement or volume of traffic on the local highway network. The proposals, however, will see the parking moved west of the current car park onto the current overflow parking areas. These new parking areas will be developed from different materials as to compliment the surrounding ecology. However, the main section of parking will be constructed for all-weather use. This will allow the natural watercourse and the traditional swine grounds (where the main car park is currently located) to be opened and restored to its original condition.

The movement of the car parking to the dressage area creates a longer walking distance than is currently required. Therefore, a comprehensive footway network has been proposed to ensure ease of access from the car park to the hall and gardens as well as around the estate itself.

There will be 29 cycle parking spaces in total around the estate for visitors to use with the relocation of the four Sheffield stands currently located in the main car park to the Timber Yard. In total, there will be 32 Blue Badge bays within the main car park, with the addition of the four Blue Badge parking spaces available at the Timber Yard and the five spaces at the Orangery Yard. Totalling 41 Blue Badge spaces around Lyme Park.

A specific coach drop-off and pick-up point will be retained in the current coach parking area in the swine ground. New coach parking areas will be located at the Knott car park, with space for up to two coaches at any one time, the layout of this car park provides a turning point for coaches to manoeuvre.

## 5 Traffic Collision Analysis

### 5.1 Introduction

A Transport Statement requires that the Road Traffic Collision (RTC) data for the area surrounding the development is analysed, to ensure that the scheme proposals address any existing safety issues that may have an impact on users of the new development. The analysis should identify any existing locations where a high incidence of road traffic accidents are occurring. It will also identify any concerns with respect of the more vulnerable road users (pedestrians, cyclists and motorcyclists). It is standard practice to review injury data over the most recent five-year period for which information is available.

### 5.2 Scope of the Study Area

The extents of the study area can be seen highlighted in *Figure 5-1*, where two RTC's occurred within the five year study period (2017-2021). The Crashmap Website was used to obtain the accident data.

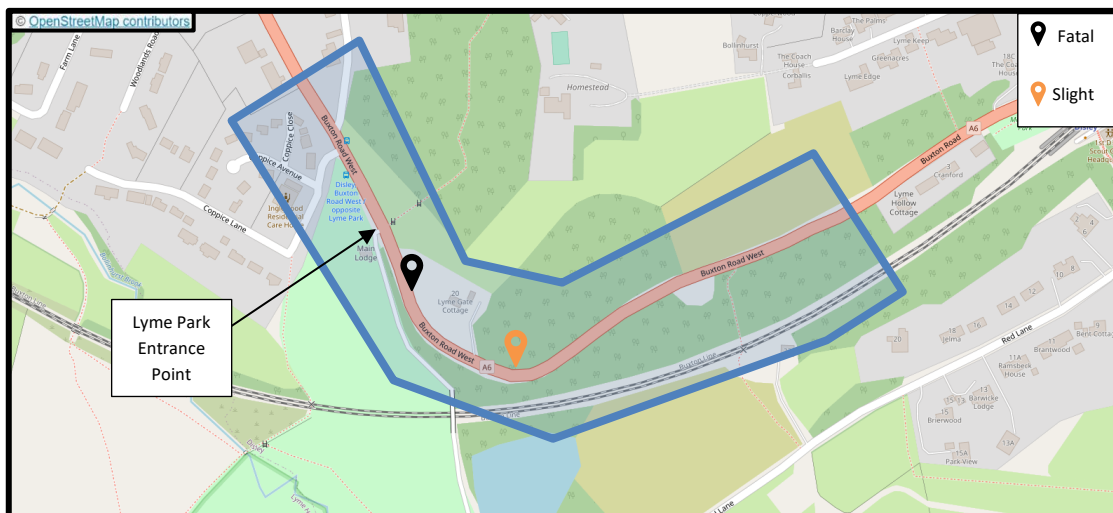


Figure 5-1 - Extent of the RTC Study Area

### 5.3 Road Traffic Collisions on the Local Highway Network

The data provided for the study area reveals that, over the period analysed (2017-2021 inclusive), only two collisions occurred within the study area, one of which resulted in a slight injury, the other resulting in a fatality. The CrashMap reports for these two collisions are included within Appendix D. Both RTC's occurred on a corner of the A6 within 100m of each other, as can be seen above in *Figure 5-1*.

The first of these RTC's occurred on the 5 October 2018, at 4:01pm. The weather conditions were rainy with a damp/wet road surface, and it was daylight during the hours of the accident. A motorbike and car collided as they were travelling in opposing directions on the corner of the A6. The driver of the motorbike, who was male 26-35 years old, sustained slight injuries, while the driver of the car, who was also male 26-35 years old, was uninjured.



The second RTC occurred on 12 June 2020, at 7.00am. The weather conditions were dry, with a dry road surface and it was daylight during the time of the collision. A goods vehicle collided straight on with a bus on the corner of the A6, Buxton Road West, as they were travelling in opposing directions. The driver and a passenger on the bus sustained slight injuries during the collision, with the driver of the goods vehicle sustaining fatal injuries. Both drivers were male and aged 46-55, with the injured passenger being female of age 16-20.

The two RTC's were similar in location, and both included two powered vehicles travelling in opposing directions colliding head on.

In both RTC's, those involved were noted as either "commuting to/from work" or were making a "journey as part of work". Consequently, it is concluded that the incidents did not involve visitors to Lyme Park.

The particular section of the A6 where the incidents occurred is subject to a relatively severe horizontal curvature, with limited forward visibility. It is possible the alignment of the highway was a contributing factor.

#### **5.4 Summary**

Due to the limited volume of RTC's that occurred during the five-year period within the scope of study, the analysis suggests that the localised area surrounding the entrance to Lyme Park on the A6, Buxton Road West, does not pose a significant hazard to motorists. However, as the two collisions occurred within 100m of one-another and that one of the collisions resulted in a fatality, it can also be suggested that this particular section of the A6 may benefit from a reduction in speed limit or increased traffic calming measures to reduce the possibility of future collisions.

It is anticipated that the proposed development of the car park will have no injurious affects upon the nature or frequency of RTC's. The development is not anticipated to change the number of vehicles predicted to be visiting Lyme Park.

## 6 Summary and Conclusions

### 6.1 Summary

This Transport Statement has been prepared to support the Planning Application for the relocation and improved quality of the car park at Lyme Park, located near Disley. It reviews the transport related impacts of the proposals and suggests any required mitigation measures.

Vehicular access into the site will remain as current, with access for all vehicles from the A6, Buxton Road West. All vehicles, excluding those accessing Plattwood Farm, will still be required to pass by the Admissions Hut upon entry to the Lyme Park estate.

Car Parking will be relocated circa 250m west of its current location in the Swine Ground and improved in layout and construction. The overall quantum of parking spaces available will be 950. The Swine Ground will be returned to its historic habitat form, and the culverted watercourse opened, further enhancing the habitat. The proposed new car park has been designed to ensure minimum environmental impact upon the estate, and to minimise visual intrusion.

Overall, the development plans as set out within the planning application are not anticipated to increase the quantum or frequency of vehicles accessing Lyme Park, as the replacement car park has been designed to replicate the current number of car parking spaces available.

A Travel Plan has been written by the National Trust with a specific focus on implementing measures to promote more sustainable transport modes to staff and visitors, and to reduce general travel by car.

### 6.2 Compliance with National, Local and Trust Transport Planning Policies

The proposed development of the car park at Lyme to which this Transport Statement refers, comply with the national, local and trust planning policies as set out within section 2. The National Planning Policy Framework states that a Transport Statement should be submitted as part of any planning application to ensure transport requirements are met with a focus on promoting sustainable transportation.

The movement of the car park from its current position to its proposed position further west of the house allows the current car park location to be restored to its original condition of the “Swine Grounds”, opening the original watercourse and encouraging biodiversity. This restoration of the natural watercourse and ecological site falls into line with a number of the National, Local and Trust Transport Planning Policies including The Cheshire East Local Transport Plan to Ensure Cheshire East is a Green and Sustainable Place and minimising the negative impact of the transport network on the natural environment. The Peak District National Park Authority – Local Plan also states that developments require a minimalist approach to transport infrastructure, with the proposed development plans seeking to improve the existing natural environment to its original state. The proposed develop should



be accepted in principal according to the Peak District National Park Authority – Local Plan under DS1 – Development strategy as the planned works secure effective conservation and enhancement of the swine grounds.

Furthermore, a recurring theme throughout many of the policies including The Cheshire East Local Transport Plan and Peak District National Park Authority Local Plan emphasise the need to accommodate pedestrians of all mobility levels, including effective use of park and ride schemes. The development of the car park includes dedicated pedestrian areas and improved footway system from the proposed car park, through the swine grounds and up to Lyme House. The current minibus system will operate from the new car park to assist those with limited mobility to access the house from the car park.

Overall, it can be seen within this Transport Statement that the proposed development aligns with the requirement and values of the presented national, local and trust transportation policies.


### 6.3 Conclusions


The current car park will be replaced like-for-like in terms of the number of parking spaces, therefore it is not envisioned that the number of vehicles visiting Lyme Park will change as a sole output of the development. However, a number of mitigation measures have been suggested to enhance the safety and increase the use of active and sustainable transportation by all visitors and staff to the site:

- Review the Travel Plan on an annual basis and implement the measures set out within in order to increase travel by sustainable modes, including SMART targets.
- Increase the volume of covered staff cycle parking spaces at the stables and/or other staff only areas in line with findings within the Travel Plan.
- Consider the introduction of electric vehicle charging stations within the next 3-5 years.



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