

# Public Document Pack

## Peak District Local Access Forum

**On: Thursday 15 June 2017**

**At: Aldern House, Board room**

### Agenda

Start: 10.00 am

1	Apologies	
2	Agreement of Agenda	
3	Minutes from the last meeting, 9th March	
4	Matters Arising	
5	Chair/Vice-Chair	Mike Rhodes
6	National Park Management Plan Consultation	Emily Fox, Matt Mardling
7	New Structure for National Park Outreach and Visitor Experience	Emma Stone, Sarah Wilks
8	Green Lanes update	Sue Smith
9	South-West Peak Landscape Partnership	Karen Shelley-Jones
10	Derbyshire Rights of Way Improvement Plan - Update and Work Programme 2017/18	Gill Milward
11	Access Update	Sue Smith
12	Members' feedback	
13	Any Other Business	
14	Date and venue of next meeting	

Close: 1.00 pm

Lunch: 1.00 pm

\*Background papers available

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## Peak District Local Access Forum

**Minutes of the Meeting held on Thursday 9 March 2017  
at Aldern House, Baslow Road, Bakewell.**

### Members Present:

Bob Berzins  
Richard Entwistle  
Henry Folkard  
Charlotte Gilbert  
Clare Griffin  
John Hall  
Caroline Hanson  
Terry Howard

Edwina Edwards (Chair)

Andrew Murley  
Paul Richardson  
John Thompson (Vice Chair)  
Ally Turner  
John Walton (PDNPA Member Appointee)  
Sue Weatherley

### Others Present:

Mike Rhodes, (PDNPA) (Secretary)  
Gill Millward, (DCC)  
Sue Smith, (PDNPA)

Di Mallinson (PDNPA - minutes)  
Sarah Wilks (PDNPA)  
Emma Stone (PDNPA)  
Richard Taylor (DCC)

## 1. APOLOGIES AND WELCOME

Apologies for absence were received from Adge Last, Jon Stewart, Ian Bunting, Caitlin Bisknell (DCC Appointee) and Matt Hutson.

Edwina announced that Laura D’Cruz had resigned from the LAF and welcomed new member Paul Richardson, a local resident and businessman with a keen interest in access issues.

Edwina also welcomed Emma Stone and Sarah Wilks, who had been appointed as new Heads of Service under the Authority’s organisational restructuring. Emma is now Head of Visitor Experience Development and Sarah is Head of Outreach Development. Mike Rhodes explained that both officers would report to Simon Malcolm, Director of Commercial Development and Outreach and that Emma would manage the Access and Rights of Way Team.

## 2. MINUTES FROM THE LAST MEETING, 8 DECEMBER 2016

The minutes of the meeting held on 8 December 2016 were approved as a correct record subject to one amendment on page 4 with regard to Item 6 - Access Update:

The meeting on 20 October 2016 was of the LAF’s Green Lanes Sub Group and not the Access Sub Group.

## 3. MATTERS ARISING

P1 (1) – Mike confirmed that a card had been sent to Mike Johnson, thanking him for his contribution to the work of the Forum and wishing him well for the future.

P5 (7) – Tim Nicholson would report to the 15 June LAF meeting on the development of the Transport Design Guide.

P6 (10) – Members' Feedback

### **Peak Horsepower AGM**

John Thompson confirmed that he had written to Natural England as agreed. Gill Millward was also seeking additional funds for completion of the Pennine Bridleway around Glossop.

### **State of Nature Report**

John would attend the next meeting of the National Park Management Plan Advisory Group. A copy of Penny Anderson's presentation for the launch of the report had been circulated to Forum members.

### **Regional Chairs' Meeting**

Chris Page had forwarded feedback to Mike and Gill as requested. John would attend the next meeting on Tuesday 14 March and report back to LAF members.

### **Lost Ways**

Gill advised the meeting that any unrecorded routes which relied solely on historic evidence would be lost if left unclaimed by 2026. Many LAFs are concerned about this and consider that urgent action is therefore needed to raise awareness of the risk and help facilitate the necessary research. The Derby and Derbyshire Local Access Forum agreed that LAFs could work together to achieve this through an event or workshop. The Lost Ways Sub Group had met at the end of January to consider a plan of action and had invited members of Leicestershire LAF's Unrecorded Ways Sub Committee to take part in discussions at the next meeting of DADLAF on Friday 17 March.

Terry Howard, Chair of Sheffield Ramblers, expressed concern that despite a Deregulation Act intended to make it easier to submit claims, the necessary guidance was still not available. He suggested that potential claims should be notified direct to the relevant local authority rather than undergo the current lengthy procedure. Gill added that clarity about what constituted a good quality application together with careful prioritisation of claims would improve the process. However, people also needed to be aware that the County Council would not be given any extra resources to process these claims and they would have to wait their turn in the queue. Terry thanked Gill for her work on the Lost Ways Initiative.

## **4. DRAFT LAF ANNUAL REPORT 2016**

Mike tabled the draft report and asked members to contact him within the week with any comments. He thanked Sue and Gill for their input. Edwina also thanked John.

## **5. MOUNTAIN BIKING INITIATIVES**

Mike welcomed Chris Maloney of the Peak District Mountain Biking Group and Si Barnes of Ride Sheffield who gave a presentation about their work with the mountain biking community. They focused on encouraging responsible behaviour and developing an understanding of the Peak District's special qualities and vulnerabilities in the context of increasing use of its trails by mountain bikers.

This was in the context of the push for an English model of responsible off-road access initiated by the British Cycling campaign. Chris and Si gave many examples of their work to build good relationships and gather evidence of what mountain bikers want, also using the Cycling UK survey ('Rides of Way') as an evidence base. Examples given included:

- Promotion of all-weather routes
- Use of social media to get the message out to mountain bikers
- Working with National Park Rangers to maintain routes
- Working with Natural England and landowners
- Dig days and maintenance days on the Eastern Moors
- Discussions with biking magazines
- Minimising conflict between user groups
- Establishing a good relationship with landowners, eg Severn Trent Water

As an example, the Cut Gate Path (leaflet tabled), running from Ladybower around Langsett Reservoir was identified for an awareness-raising campaign. The mid-section of this rocky route was widening as users tried to avoid the bog, leading to further deterioration of the path. Si and Chris were seeking the views of different user groups in order to formulate a way forward.

Terry Howard was impressed with what had been achieved but suggested that Si and Chris give their presentation at walking group meetings too, a suggestion readily accepted by them both.

Henry Folkard welcomed the improved dialogue with mountain biking groups, who were taking the impact of weather conditions into account whilst still going out to enjoy their activity. He felt that behaviour was the main issue to be addressed and thanked Si and Chris for their work.

Andrew Murley told the meeting of his alarming encounter with mountain bikers and asked what mountain biking groups were doing to encourage respect for other users, including wheelchair users like himself. Chris and Si were putting out strong messages to bikers but acknowledged that they were unable to reach everyone. They would report back to their groups with Andrew's comments and continue to ask biker magazines to promote responsible behaviour.

Caroline Hanson enquired about the Strava website, a global community of athletes able to record, analyse and compare their sports performance with each other. Si confirmed that "Ride Sheffield" is trying to build a relationship with Strava who are struggling because the website encourages people to use routes and then have insufficient staff to police the activity. Si said that Strava was being used by some as a route guide.

John found the presentation encouraging and thanked Chris and Si for their good work. He felt that any new opportunities needed to be sustainable and well managed.

Ally Turner also thanked the guest speakers and highlighted the existing good dialogue they had with Peak Horsepower. She observed that most users enjoy access opportunities in more than one way, for example a horse rider can also be a keen walker.

Bob Berzins congratulated Chris and Si on their work within the context of an

increasing demand for off road biking opportunities. He was aware that ongoing discussions at national level could lead to changes in the legislation governing these activities. Bob noted that Sarah Fowler had spoken to the Environment, Food and Rural Affairs Committee in Parliament on behalf of National Park Authorities about their efforts to generate income in the national parks. Si said that purpose built trails have been well received but that the Peak District presents a challenge in terms of increased access for mountain bikers.

New member Paul Richardson drew attention to the growth of honeypot locations and stressed the need to relieve pressure on the trails. He hoped that user groups would work on how to do this.

Henry referred to the Rights of Way Improvement Plan which aimed to review the status of certain ways, and wondered if concessionary bridleway status could be granted on some routes. He said the prime concern had to be sustainability, for example the use of a route could be suspended to allow time for the ground to recover.

Sue Weatherley asked for more information re the Cut Gate Path, which she saw as an opportunity to set an example of good practice. Chris and Mike agreed that the short term aim was to make people aware of the condition of the path and create an awareness of the impact of weather and user activity upon it. Mike described the Cut Gate report as a case study to raise issues which could be applied more widely.

## **6. NATIONAL TRAILS**

Heather Procter, Pennine National Trails Partnership Manager, gave a presentation on the development of the Pennine Way and the Pennine Bridleway.

The Secretary of State had approved completion of the Bridleway's 137 mile (approx. 220km) northern extension to Byrness but there was no funding from Natural England to either create or maintain it. A 4.9km section remained to be finished at Glossop and would be completed before work started on the northern extension.

Heather reported that the Partnership was looking at the creation of a National Association or Alliance to secure funding and improve promotion of the two trails.

Heather has also been working with Gill to draw up a strategic funding/ delivery plan for the Glossop section and would be presenting a case to Natural England.

Clare commented on complaints about way markers, stressing that users of the trails needed to be competent in the use of Ordnance Survey maps. She mentioned the Harvey's linear maps for use on the Bridleway and Heather confirmed the existence of one for the southern section, although there was none for the whole route as yet. Heather agreed the need to manage user expectations re way markers and to raise awareness of the challenging weather conditions they might experience.

Bob liked the use of social media which had been set up on Twitter and Facebook for the Pennine Way but this was not yet available for the Bridleway.

Henry stressed the need for continuity of funding including the costs of employing staff to maintain the trails. Gill noted that any funding would have to be matched.

Charlotte asked if the SPEED Community Group had been involved and Heather confirmed that she had met with both them and Peak Horsepower.

Edwina encouraged the use of national trails by local people, for example via the Health and Wellbeing programmes of local Health Authorities and Sports Councils.

A date for completion of the Glossop section of the Bridleway could not be given as there was currently no funding in place for its construction or a dedicated project officer to take on this work. Edwina felt that the LAF could support the trails development and thanked Heather for her presentation.

## **7. DERBYSHIRE CYCLING PLAN – KEY CYCLE NETWORK CONSULTATION**

Gill presented this item, saying that the aim of the Plan which complements the Wider Peak District Cycle Strategy was to make Derbyshire the most connected and integrated cycling county, getting more people cycling more often by 2030. This would be achieved in part by providing a network of high quality connected routes both on and off road for all forms of cycling journeys, including commuting and leisure, accommodating horse riders wherever possible.

Derbyshire County Council (DCC) was taking the lead on this aspect of the Plan and had Cabinet approval to develop a conceptual Key Cycle Network (KCN) for the county along with an associated Cycle Infrastructure Delivery Plan. The KCN represents the “trunk roads” for cycling in Derbyshire, linking communities as well as encouraging leisure use. This will help shape future investment priorities by providing a focus for getting schemes ready to bid for funding from the Local Transport Plan and other external sources. Gill stressed that this does not preclude other routes being funded or developed eg more local links to communities or those identified in our existing Greenway Strategies.

Gill would circulate a larger map of the provisional KCN network to LAF members for consideration about any gaps, missing routes or cross boundary links and collate all comments received by the end of March to report back to DCC officers leading on this work. **ACTION: GM**

Henry raised the issue of connectivity with public transport routes and Gill confirmed that this would be considered alongside the location of other key destinations eg employment areas to help create a network for cycling commuters.

Clare asked if the cycle ways would be marked. Gill said yes there would be a need for signage at certain locations and this would be taken into account as part of a route’s implementation.

Edwina suggested that groups such as those represented by Chris and Si should have the chance to comment and Gill agreed to send the proposals to them, although there was no broad public consultation at the moment. This would follow later in the year. **ACTION: GM**

In response to John's question about strategies, Gill confirmed that the Derbyshire Cycling Plan was linked to the Wider Peak District Cycle Strategy and officers would continue to work together towards its progression.

Richard Taylor confirmed that a key cycle network including super-cycle ways for commuters is high on the government agenda, aligned with the Cycling and Walking Investment Strategy.

## **8. FRIENDS OF THE PEAK DISTRICT – BOUNDARY WALK**

Julie Gough gave a presentation on behalf of Friends of the Peak District about the Peak District Boundary Walk, which covers 190 miles of the national park boundary.

The Walk and an accompanying book will be launched on Saturday 17 June at the start/finish point in Buxton and Julie invited LAF members to join in the first footing. The walk has 20 stages, each of which is 9-10 miles in length.

Julie explained that funding for the project is low and much of the maintenance work is done by volunteers. She confirmed that the book also covers the history of the Campaign for the Protection of Rural England which pre-dates the Mass Trespass and that a website is under construction.

## **9. ACCESS UPDATE**

Sue Smith tabled and ran through her report, noting that the National Park Authority meeting on 17 March would consider the development of a charity vehicle for fundraising and also the effect of Brexit on farming in the national park.

Sue thanked Forum members for their support of the Access Fund.

Henry urged the better use of existing funds rather than establishing a new Giving fund, in order to maintain coherence of the strategy. Edwina noted that it would be undesirable to have the Access Fund integrated into the proposed charity vehicle. John and Edwina had been in touch with Sarah Fowler, resulting in the likelihood that Simon Malcolm would speak to Forum members at the next LAF meeting.

Sue tabled a second report re the National Park Management Plan (NPMP) Update, noting that a consultation document would go to the Authority meeting on 26 May for approval. A NPMP officer would be reporting to the next LAF meeting in June.

Members were pleased to see the inclusion of Brexit in the update reports, which were noted.

## **10. DERBYSHIRE'S RIGHTS OF WAY IMPROVEMENT PLAN UPDATE**

Gill presented her report, noting that there was a slight downward trend in pass rates for the condition of surveyed paths.

Terry asked how the County Council was responding to the Ramblers' Big Path Watch. Richard Taylor confirmed that Peter White had received details of this



and that the comments had been put on file.

Terry also asked whether DCC notified Ordnance Survey (OS) of Definitive Map Modification Orders as he had found old paths on new maps. Gill agreed to follow this up if Terry could provide any specific examples, as OS is normally notified about any new modification orders. **ACTION: TH/GM**

Gill confirmed that the draft policy for Working With Community Groups would be taken to Cabinet for approval later in the summer.

Members raised concerns about several routes including Bamford Clough and Chapel Gate. Edwina encouraged discussion on these issues over lunch with Richard Taylor, who pointed out that despite the commendable efforts of his team, the impact of insufficient staffing was beginning to show.

## **11. GREEN LANES UPDATE**

Sue tabled her report and mentioned that details of the Traffic Regulation Order (TRO) for Derby Lane were now on the National Park Authority's website. Exemption for cavers to use part of the route was already being applied and Sue welcomed Derbyshire Caving Association's offer to assist with this.

Proposals for a TRO at Washgate had been approved at the Audit, Resources and Performance Committee (ARP) on 3 March, which includes a specific exemption for two motor cycle trials.

Recreational Motorised Vehicle Action Plans for 2017/18 would be reported to ARP on 19 May. Priority Route Action Plans were being identified in Kirklees and Sheffield. Sue thanked the Green Lanes Sub Group for their professional and comprehensive support in contributing to the reports on all the priority routes, including those who are no longer members of the Forum - being James Kellie, Richard Peart and Mike Johnson.

Sue confirmed that resources had been allocated by the Authority for the continuation of this work.

Sue will be attending the national Motor Vehicle Stakeholder Working Group at its next meeting in April 2017. Sue assured LAF members that the Access and Rights of Way Team had regular contact with vehicle user groups.

Terry urged the Team to ensure that LAF members from different authority areas talked to each other for example where more than one authority had an interest in a particular Byway Open to All Traffic. Sue confirmed that the Highways Authorities were consulted in these matters.

The committee debate on the Washgate TRO was available on the Authority's website as an audio webcast should members wish to listen.

Charlotte raised three points:

- Washgate – the river bed could be damaged by motorbike trials
- Moscar – could officers check the badly damaged banking– **ACTION: MJR**
- Voluntary restraint measures at Minninglow did not appear to be working

Sue reported that the LAF sub-group had visited Moscar Cross Road and officers

- 12.** had provided photographs of a later visit. Richard Pett was discussing the Minninglow situation with Richard Entwistle.

### **MEMBERS' FEEDBACK**

Terry drew members' attention to the forthcoming Spirit of Kinder Day on Saturday 22 April at 2pm in the Village Hall, Edale and a new book about the history of the access movement entitled The Clarion Call.

Henry stated there was a new booklet out about the Stanage Pole.

- 13.** John thanked officers including Sarah Fowler, Mike Rhodes, Sue Smith, Richard Pett, Gill Millward and Richard Taylor for their support of the LAF and hoped that both Emma Stone and Sarah Wilks would address the meeting soon.

### **ANY OTHER BUSINESS**

There was no further business to consider and the meeting finished at 1.15pm.

The next meeting is on **Thursday 15 June 2017 at 10am** in the Board Room, Aldern House.

## Peak District Local Access Forum - Thursday 15th June, 2017

### Item 6

#### **Peak District National Park Management Plan Review - Background Report from John Thompson**

##### **Introduction**

1. We have had previous presentations and fed comments into the Peak District National Park Management Plan Review.

2. At this meeting Emily Fox will highlight the key elements of the Review which has been agreed for consultation and response to the Authority and I have in Annex A included previous comments I have fed in via Emily and the National Park Management Plan Advisory Group where I have represented the LAF at recent meetings which are chaired by Diane Jeffrey. Jon Stewart is also on the Advisory Group as a National Trust representative, and Allison Thomas and Richard Taylor represent Derbyshire County Council. There is a very good partnership approach in that Group and its constitution is being reviewed as the NPMP Review work moves forward through consultation to implementation as a Plan for the Peak District.

3. It has been suggested at the Advisory Group that people could raise awareness of the matter through their networks.

##### **4. Recommendation**

**1. That the LAF welcomes the consultation, considers how to respond to the consultation and who should lead and be involved in this in the light of presentation and discussion at this meeting.**

**2. That LAF members help to raise awareness of the review, timescale for comments and questionnaire through their networks and contacts.**

## National Park Management Plan Review

### Response to Initial Comments put Forward on behalf of the Peak District LAF from Emily Fox by email on 16th May, 2017

Hi John

Once again, many thanks for your comments on a draft version of the National Park Management Plan consultation document. As promised, here is a full response to your comments, as I hope some of my responses will help inform the LAF's discussion around the final consultation document and your response to the public consultation. For ease of reference, I have used your headings in my responses below.

1. **Name and terms of reference** – We would like to take you up on your offer to help with this, and will be in touch when we've had some time to work on this. **(Meeting Arranged)**
2. **Overview** – I can understand why you have suggested an additional appendix of other plans and strategies that already exist, but in this consultation, we didn't want to make the document any longer than it already is. It isn't something anyone else has raised in this early engagement process, so we weren't sure how many people would look at it. I have tried to clarify the 'we' and remove typos in the document.
3. **Special Qualities** – there is reference to the campaign for access in special quality 6: **An inspiring space for escape, adventure, exploring and quiet reflection**  
The Peak District National Park is bordered on all sides by major conurbations, bringing it within reach of millions and providing a rural oasis in stark contrast to its urban neighbours. Although today many visitors take access for granted, prior to 1949 the majority of its moorland and hills had no public access. People were passionate about accessing Kinder Scout for exploration and adventure, so it became the stage for the Kinder Mass Trespass in 1932. This and other similar protests reflected the mood for greater public access to the uplands, leading to the 1949 National Parks and Access to the Countryside Act. National parks were then established as places of escape and enjoyment, with the Peak District National Park being the first in 1951.
4. **Infographic and maps** – we are including the final infographic and some diagrammatic maps in the consultation document. There will be a map of the whole of the National Park, so people can refer to it throughout, and also one of the main landscape partnership areas, as we had feedback that this would be helpful.
5. **Areas of Impact**
  - a. Topic Papers - The topic papers are an appendix to the consultation document, but these are background papers should anyone want additional detail, but do not form part of the consultation.
  - b. Area of Impact 2 - We haven't reordered the areas of impact, but have made it clear that they should be read together and that they are not in order of priority.
  - c. Area of Impact 3 – public access – I haven't been able to make a change to add in reference to continuing the CROW Act or access fund, as these are key corporate actions for the Authority, rather than partnership based activities. They are therefore 'business as usual' activities, which we agreed these types of things wouldn't be in the NPMP, as this should illustrate added value over and above what is already happening.
  - d. Area of Impact 3 – understanding and enjoyment - Under the intention of 'ensure shared responsibility', I have added to the words in bold 'We want people to

appreciate, understand and *care* about the impacts they have on the National Park and other users’.

- e. Area of Impact 3 – Recreation routes - – I haven’t been able to make a change to add in the references you mention, as these are key corporate actions for the Authority, rather than partnership based activities. They are therefore ‘business as usual’ activities, which we agreed these types of things wouldn’t be in the NPMP, as this should illustrate added value over and above what is already happening.
6. **Area of Impact 5** – This area of impact was called ‘public benefits’ in a previous version, but we have now simply called it ‘benefits, as ‘public benefits’ means different things to different people. So we have tried to keep the wording as simple as possible, especially as this is a public consultation document.
7. **Area of impact 6** – It was this comment, alongside ones from others, that has led me to state at the beginning of the areas of impact that they should be read together and that they are not in order of priority. Hopefully this reminds people that we wouldn’t want to pursue one area of impact at the expense of others, and that where there are positives for more than one area of impact, that is even better.
8. **LAF meeting 15<sup>th</sup> June** – As now agreed with you, we will present the consultation paper to the LAF and update you on the timings of the consultation. – This is subject to Members approving the recommendations in their paper on 26<sup>th</sup> May.

I hope this detailed response enables you to see where I have been able to take your comments into account, and where I haven’t felt able to, my reasons why. If you have any questions on my response, please let me know.

Kind regards  
Emily

**My email to Emily of 26th April after soundings of some LAF Colleagues who asked to be involved were:**

**Hi Emily - As a follow up to the meeting and your email, my comments reflecting on the meeting yesterday and for the most part also previously in a note I sent to Paul Tiplady (consultant) ahead of the draft are:**

**1. Name and terms of reference** - good to review with consultation by email ahead of or for the July 25th meeting. Happy to contribute thoughts if you can "dig out" the present terms of reference and indicate what else you and Sarah would like the Group to do in future. There are some sensitivities, but advantages to including Partnership in the name.

**2. Overview** - I think the general tone is fine especially as there are so many unknowns with Brexit and funding. It is positive and hopefully will enable more people to be engaged within the National Park. From my involvement to date as a member of the NPMP Advisory Group, I think the document is fair, says the right things and covers the issues well. It would be helpful somewhere early on to indicate what other Plans (Local Plan?) cover things readers might have thought were covered and key Strategies (eg Landscape, Recreation, Cultural Heritage) exist on specific topics – “Wider Peak District Cycling Strategy” was outward looking and secured national and Partner funds working together . Perhaps they could be listed in an Appendix  
At several points the word “We” is used – who is that referring to? There are a few typos – e.g. “bridal” ways under Special Quality no 6.

**3. Special Qualities** - the information Joe Glentworth sent me re yesterday about how our previous comments and suggestions re the 8 Special Qualities had been dealt with was most helpful (See Joe's note below and the 2015 Special Qualities attached) Personally I think they are appropriate now. **In Appendix 1, it would seem appropriate to recognise the special place of the Peak District re the campaign for Access and the pioneering work to lobby and implement that under the NP. etc Act, 1949 and the CROW Act, 2000.**

**4. The Infograph** - which was tabled, but not referred to in the meeting, is very good in highlighting with facts and figures the "Benefits that the Peak District National Park provides." **Will it be included together with some maps and other illustrations in the consultation draft?**

**5. Areas of Impact** - the Topic papers referred to in the Introduction could usefully be in an Appendix. There were a number of points aired in the meeting on presentation and content in a very good Draft . I offer the following as my additional suggestions with **key points in bold** for consideration please:

**Impact 2 – Getting the Most for the Peak District National Park** – after discussion yesterday this is important, but needs careful wording as applies to all other areas – **perhaps it should therefore switch to No 8 and avoid reading as though just about conserving the area?**

**Impact 3 – Encouraging Enjoyment with Understanding** – I guess the points below should relate to this:

**Access** - Every so often in the Draft reference is made to the possible consequences of "Brexit" or leaving the European Union. The CROW Act, 2000 at present still has not reached it potential, there is no mention yet about the mapping review (deferred from 2014). What we need to know is the CROW Act safe, will its aspirations be fulfilled and we don't want to see or experience the access work of years of campaigning and working for access lost. Thus with several LAF colleagues I have consulted, we would wish to see in the document - **the continuing support, sustaining, improvement and further implementation of public access as contained in the CROW Act. The continuation of promotion and "ring fencing" of the innovative "Access Fund" by the NPA is crucial to future access improvements throughout the National Park. Access opportunities to water should be given greater impetus as a challenge for the future.**

**Understanding and Enjoyment** - We want visitors to be inspired, not just understand the park but be thrilled and excited. **As I said yesterday, beyond understanding is 'caring about'. With this kind of experience comes support for the Park which can be manifest in all kinds of ways- volunteers, word of mouth spread of information, possible financial support and so on. The National Park is not just a tourist attraction it is special, a National Treasure.**

**Partnership Approach** - I strongly agree with the suggestion for a future White Peak project – that's a clear gap that needs to be filled as that way of working has been successful in many other areas of the work (like Moors for the Future as mentioned in the Draft and yesterday), and is fundamental to achieving implementation of action through the NPMP. The need for sustaining "Moors for the Future" funding beyond its current funded partnership is vital – an issue for government support based on real achievements and future needs.

**Recreation Routes** - Government and Natural England should continue to be lobbied (we are doing that) to **ensure the profile of National Trails is raised and funding planned ahead and provided for National Park Authorities and Local Authorities to sustain and maintain these visionary national assets. In the case of the wider Peak District that includes the Pennine Way, as well as completion of the Pennine Bridleway section around Glossop.**

**The scope for Rights of Way Improvement Plans (ROWIP's) by Local Highway Authorities to be vehicles for partnership delivery (the Derbyshire model is one we have most experience of working together with the neighbouring Derby and Derbyshire LAF), should be stressed, along with the Wider Peak District Cycling Strategy, improved Horse Riding Circuit loops and circuits, and as with other National Parks, strong support for "Miles without Stiles" to increase access opportunities Park Wide for everyone to enjoy.**

**Impact 5 – I prefer inserting "Public" before Benefits in the title for this one.**

**That is encouraging and vital and worth referring to to get an integrated approach, including access benefits.**

**Impact 6 – Securing a future for Farming and Land Management – In looking for securing future land management support schemes, please remember access, tourism and understanding are crucial to an integrated approach and build on previous work and initiatives in the Peak District**

**Good to ensure links to Defra priorities for NPA's as Jon Stewart mentioned yesterday**

**6. Consultation with the Local Access Forum** - I will liaise with Mike, Edwina and Jon Stewart as a member of the LAF about how best to handle this and the likely time available with a document available on line and as a pdf. at the 15th June meeting. Will you be coming along to that meeting. Happy to do an overview and encourage LAF involvement (including links to organisations, user groups etc if you wish).

Hope all goes well at the Authority meeting this Friday, and best of luck with amending the draft as necessary after what will have been 3 meetings of Managers, Advisory Group and NPA members this week!

I have copied Sarah and Matt in as officers present with you at the meeting yesterday, and Edwina, Jon Stewart, Mike Rhodes, Sue Smith and Gill Millward and am happy to clarify any points if needs be.

Kind regards

John my personal views with some soundings  
John Thompson Vice Chair for  
Peak District Local Access Forum

### **Special Qualities Update from Joe Glentworth**

Hi John,

Good to hear from you. I won't be at the meeting today but you will meet a new member of our team Matt Mardling and Emily will also be attending. Hopefully the information below will be useful but let me know if you need anything else.

As you are aware we have consulted with a range of stakeholders on these statements and tried to take on board all the comments we received in a balanced way. The statements have evolved during this process and we feel that this has helped strengthen them and make them more meaningful to a wide range of stakeholders.

Here are a few notes on the specific comments made by LAF:

4. Distinctive settlements with strong communities, great character and traditions – this has now changed to ‘Characteristic settlements with strong communities and traditions’ which hopefully captures your comments.

5. A lived in landscape shaped by people and industry since prehistoric times – we feel that the lived in landscape element is captured in number 4 when we describe strong communities and traditions. This statement is more about the working nature of the landscape.

6. Numerous and exceptional opportunities for recreation, wonder, learning experiences and understanding – I think the original statement was ‘limitless opportunities for recreation’ and for obvious reasons LAF wanted this to be amended. This has now changed to ‘A space for escape, adventure, exploring and quiet reflection’ which reflects some of the language in the Access and Recreation Topic Paper and hopefully addresses the point raised here by LAF.

8. Landscapes that provide benefits to society which stretch way beyond their boundary (or within and beyond the national park)- this statement has changed a number of times but is all about the wider benefits that the park provides both inside and outside the park. We feel that this new statement helps to capture this better - ‘Vital benefits for millions of people that flow beyond the landscape boundary’.

These statements are not yet set in stone and we are now using this consultation to present them to a wider audience and make sure they capture what is important about the Peak District National Park. Again, after this consultation we will take on board all feedback in a balanced way as best we can.

We have scheduled in an item on the June LAF to present the NPMP consultation document including the new special qualities. I think this will be part of the discussions in the meeting today.

Best wishes,

Joe





**Consultation on:**

**The review of the National Park  
Management Plan 2018-23  
including special qualities**

Matt Mardling



# Where we've come from

- Partnership plan for the place
- Previously agreed:
  - Current vision framework
  - Prioritise actions
  - Use existing working groups
- Led to 10 topic papers
- December 2016 filter issues in topic papers





# Where we've come from



## Where we're going

- 8 areas of impact to provide greater focus
- Refining special qualities
- Both form part of the current public consultation



# Areas of Impact

The focus for the new management plan actions



# 1. A National Park for everyone



Overcome perceived barriers to access

Overcome physical barriers to access



## 2. Getting the most for the PDNP



**Provide a supportive policy, decision making and funding framework**



**Engage in new ways of working**



# 3. Encouraging enjoyment with understanding



**Balance opportunities for enjoyment with conserving a fragile environment**



**Ensure shared responsibility**



## 4. Preparing for a future climate

**Prepare for extreme weather events**



**Encourage renewable energy at an appropriate scale**



**Reduce the effects of climate change on the special qualities, including enjoyment of the National Park**

**Balance changes in land management practices**



# 5. Enhancing the benefits that the PDNP provides

**Develop an awareness and understanding of the benefits of the National Park**



**Engage with businesses on the benefits of the National Park**

# 6. Securing a future for farming and land management

**Support farm diversification**



**Ensure succession for farming**

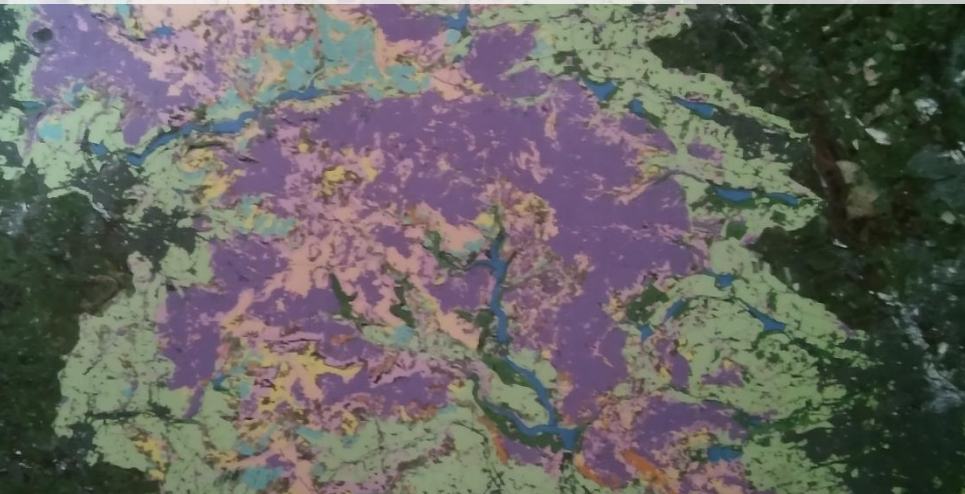


**Secure future land management support schemes**



# 7. Managing landscape conservation on a big scale

**Establish monitoring at a landscape scale**



**Establish a White Peak Partnership**



**Maintain existing landscape scale delivery**



# 8. Supporting sustainable communities



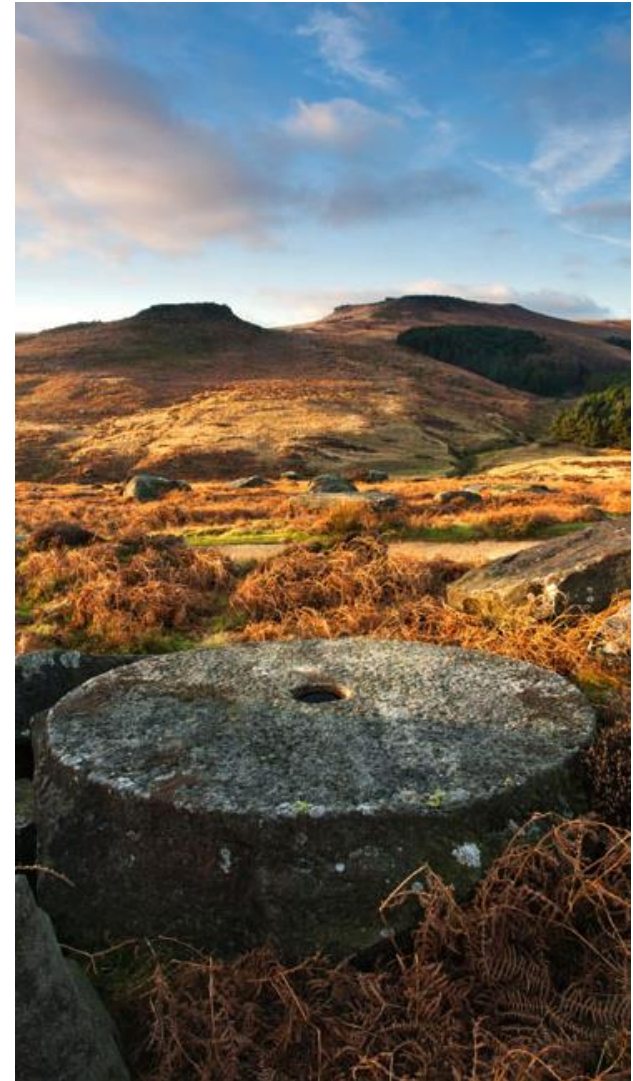
**Support the provision of appropriate housing**

**Improve access to services**



# Special qualities

- Part of our statutory purposes
- Why national parks were designated
- Define what is distinctive and significant about the PDNP
- Help us plan effectively and manage the PDNP to protect them



***Beautiful views created by  
contrasting landscapes  
and dramatic geology***

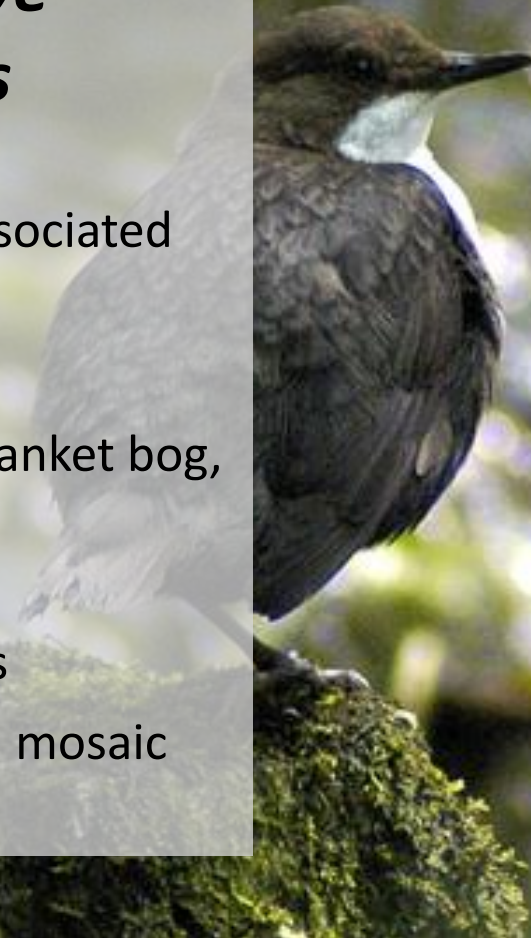
- Mosaic of landscapes, sense of place and beautiful views
- Contrasts between National Character Areas
- The Dark Peak's characteristic Millstone Grit horseshoe
- The South West Peak's intimate mosaic of moorland blocks
- The White Peak's rolling limestone plateau





## ***Internationally important and locally distinctive habitats and species***

- Variety of habitats and associated species
- Crossroads
- Dark Peak: expanses of blanket bog, moorland and heathland
- White Peak: precious and vulnerable ash woodlands
- South West Peak: diverse, mosaic landscape





***Undeveloped places of tranquillity and dark night skies within reach of millions***

- Tranquil and undeveloped character
- Accessible backdoor wilderness
- Dark Peak: desolate and exposed tracts of moorland
- White Peak: tranquillity in a more enclosed landscape
- South West Peak: expansive views



## ***Characteristic settlements with strong communities and traditions***

- Story of people, climate and traditions
- Distinct character of buildings
- Nature of local stone
- Influenced by local needs, industry and strong traditions
- Customs and traditions resonate through communities



## ***Landscapes that tell a story of people and industry since prehistoric times***

- Interactions between people and place across time
- Neolithic Stone Age tribes to today's land managers
- Iconic landscapes created by people and industry
- Trade and transport routes
- Habitats for wildlife



***A space for escape,  
adventure, exploring  
and quiet reflection***

- Stage for the Kinder Mass Trespass
- Physical and mental wellbeing
- Adventure and new skills
- Escape and quiet reflection
- Recharge drained batteries



## ***Historic features offering visible and buried reminders of past lives***

- Complex cultural landscape
- Story of human settlement
- Mix of visible and buried history
- Prominent historical features
- Unobtrusive archaeological sites
- Evidence of past industry
- Untold stories to be discovered



***Vital benefits for millions of people that flow beyond the landscape boundary***

- Positive impact on people who may never visit
- Breathing lung and green oasis
- Clean water and air
- Reduced flood risk
- Absorbing and storing carbon
- Part of a global network of protected landscapes



# Benefits that the Peak District National Park provides



**555**  
square  
miles

of PDNP protected for natural beauty

over  
**1/3**

of the PDNP is open access

**472**

scheduled monuments in the PDNP

**1/3**

of the PDNP is designated for nature conservation

**206**  
million  
pints

of milk produced in the PDNP

up to  
**12**  
percent  
reduction

In peak river flows due to healthy PDNP moorland

**£578**  
million

value of tourism in the PDNP

**£1.6**  
trillion

value of UK natural capital

up to  
**20**  
million  
tonnes

carbon stored in PDNP peat bogs

## Benefits within the Peak District National Park

## Benefits to the surrounding regions

## Benefits for the UK and the globe



**158**

UK priority species in the PDNP

**2,910**

listed buildings in the PDNP

over  
**1,300**  
miles

of rights of way in the PDNP

**65**  
miles

of cycling trails in the PDNP

**450**  
billion  
litres

of drinking water a year provided by the PDNP

over  
**20**  
million

annual visits to the PDNP

**45**  
million  
burgers

beef equivalent to 45m burgers produced in the PDNP

**£2.2**  
billion

UK health benefits of outdoor exercise

**12**  
percent

of the Earth's land is protected areas

biodiversity, geodiversity, soil quality, pollination, energy provision, pest regulation, tranquillity, recreation, clean air

sense of history, regulating water flow, clean water, timber provision, food provision

carbon storage, sense of place, tourism, inspiration and natural beauty

## Next steps

- Public consultation starts in June for 6 weeks
- Revise areas of impact & special qualities
- Develop delivery plan autumn 2017
- Final plan consultation Spring 2018
- Formal adoption







# Issues for LAF to consider

We are looking for Members to be engaged with the consultation process and help to mould the plan.

## Please now:

- Provide comment on the consultation document
- Publicise it amongst your members and encourage anyone with an interest to get involved.



# Any Questions?

Consultation is open from  
19<sup>th</sup> June - 31<sup>st</sup> July

[www.peakdistrict.gov.uk/npmpconsultation](http://www.peakdistrict.gov.uk/npmpconsultation)

## Peak District Local Access Forum

**Date: 15 June 2017**

**Item: 8**

**Title: Green Lanes Update**

**Author: Sue Smith**

### **Purpose of the Report**

The report provides an update on progress with managing recreational motor vehicles in the National Park.

### **Action Plans**

Actions plans were reported to Audit Resources and Performance Committee (ARP) in May 2017. The approved action plans for 2017/18 on priority routes, illegal use and communications are available on the website at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles). As part of this work, route action plans and route summary reports have been updated and can be viewed at [www.peakdistrict.gov.uk/priorityroutes](http://www.peakdistrict.gov.uk/priorityroutes).

In light of the long-term commitment to this work, we will be taking the opportunity to emphasise the value of green lanes by refreshing the route prioritisation to reflect the National Parks' special qualities and through mapping and signage improvements to develop the access network.

### **Motorcycle Events at Washgate**

In March 2017, National Park Authority Members resolved to make a traffic regulation order which would permanently prohibit mechanically propelled vehicles at Washgate, near Hollinsclough save for the Bemrose Trail and Reliance Cup events on such terms as required by the Authority.

These motorcycle events took place on 12 March and 4 June with the organisers of the two events co-ordinating their approach to have regard to the sensitivity of the situation. Each event did not use the River Dove nor the route for staged sections to keep disturbance to the stream, route and other users to a minimum. Notices and marshalls were also in place.

We will be using what we have learned from these events to develop the terms required by the order and to set out in the authorisation form. The understanding and supportive approach by the Bemrose and Reliance event organisers and participants has been very welcome.

### **Recommendation**

- 1. That the report is noted.**

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# Peak District Local Access Forum

**Date: 15 June 2017**

**Item: 8**

**Title: TRO Consultation**

**Author: Sue Smith**

## **Purpose of the Report**

The Local Access Forum (LAF) has been consulted on the Authority making some form of traffic regulation order (TRO) to restrict the use of the route at Wetton by recreational mechanically propelled vehicles.

This report provides background to the process for traffic regulation orders (TROs) and asks the Local Access Forum to consider any response they may wish to make for the Wetton consultation.

## **Background**

The Authority's Strategy for the Management of Recreational Motorised Vehicles on Unsealed Highways and Off-road and the revised Procedure for Making Traffic Regulation Orders were adopted in February 2012.

The Strategy emphasises the need to protect the special qualities of the National Park and identifies ways in which this may be achieved. Traffic regulation orders are one of the options available. The Procedure sets out the issues that will be taken into account when considering this course of action.

Plans identifying actions for 2017/18 covering the management of green lanes, controlling illegal use and communications were approved in May 2017. The actions identified included consultations on possible vehicle regulation at Wetton.

## **Process**

A consultation for Wetton under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure)(England) Regulations 2007 has been sent out to the persons identified in Schedule 1 of the Regulations and to other known interest groups identified by the Authority for these routes. A 28 day consultation period has been provided.

The consultation sets out the reasons for considering a TRO and the options available. It asks whether use should be or should not be restricted and either the nature, extent and duration of any restriction or any alternative means of management. The letter is provided in Appendix 1 and the plan of the route in Appendix 2.

The Audit Resources and Performance Committee (ARP) meeting at which the consultation responses are due to be reported is scheduled to take place on 15 September 2017. The report will consider evidence and grounds for making a TRO and alternative management options. Members will also consider the form that any such TRO could take.

If, following this meeting, there is a formal decision to pursue a TRO option, work will begin on preparing a statement and drafting the order in accord with that agreed. Notices are then published and served on consultees and landowners and a six week public consultation period is provided. The responses are reported to the ARP Committee

to consider whether to proceed to make a TRO on the basis proposed, to make amendments to the proposed order, to seek an alternative management option, to defer the decision or to hold a public inquiry. If there is a formal decision to proceed to make an order, the order will be prepared and published and notice will be formally served.

### **Information**

A list of consultees is available on the website. This includes those organisations that are prescribed by regulations and those that are routinely consulted. There may be other organisations which will be consulted on specific routes because of their particular interest. Contact details have been provided where possible to allow for interested individuals to contact their representative organisations with any views they may have.

Route information can be found at [www.peakdistrict.gov.uk/priorityroutes](http://www.peakdistrict.gov.uk/priorityroutes). Details of the strategy, procedure, action plans, and consultations can be found at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles).

### **Recommendation**

- 1. That the report is noted.**
- 2. That the LAF considers whether they wish to make a response to the Wetton consultation.**

## Appendix 1

**Peak District National Park Authority**

**Tel: 01629 816200**

E-mail: [customer.service@peakdistrict.gov.uk](mailto:customer.service@peakdistrict.gov.uk)

Web: [www.peakdistrict.gov.uk](http://www.peakdistrict.gov.uk)

Minicom: 01629 816319

Aldern House . Baslow Road . Bakewell . Derbyshire . DE45 1AE



**PEAK  
DISTRICT  
NATIONAL  
PARK**

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Your ref:

Our ref: **A76228/SAS**

Date: **12 June 2017**

Dear Sir/Madam

### **Wetton - Consultation under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007**

The National Park Authority is seeking views on the possibility of the Authority making some form of traffic regulation order to restrict use of the above route by recreational mechanically propelled vehicles. I enclose a plan of the route.

The Authority has concerns about the impacts that recreational motorised vehicles may have on the special qualities of the National Park designated because of its natural beauty and the opportunities afforded for open-air recreation by the public as a whole. In relation to this particular route, there are issues relating to the nature and condition of the route and its environmental sensitivity.

A traffic regulation order on this route which either restricts all mechanically propelled vehicles at all or specified times or which imposes limits on width could assist in addressing these issues. The options available to the Authority could include the making of a permanent or partial traffic regulation order, to adopt some other means of management, to hold in abeyance or to do nothing. The consultation responses received will help guide this decision.

Background information which includes the route issues and objectives for this route can be found at [www.peakdistrict.gov.uk/priorityroutes](http://www.peakdistrict.gov.uk/priorityroutes). Details of the Authority's role in relation to recreational motorised use in the National Park and its strategy and procedure for making traffic regulation orders can be found at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles).

Please send your organisation's views in writing or by email to [wetton@peakdistrict.gov.uk](mailto:wetton@peakdistrict.gov.uk) or to Sue Smith at the above address by 10 July 2017 stating:

- 1) your name and organisation
- 2) whether you think use of this route by recreational motor vehicles should be, or should not be, restricted in any way
- 3) if you believe use should be restricted by a traffic regulation order:
  - the type of use
  - the extent in terms of length, width or direction
  - the duration or period of any restriction

4) if you believe use should not be restricted by a traffic regulation order , any alternative means of management

5) any evidence to support this view

Before any decision is taken whether to proceed with the making of a traffic regulation order or any alternative form of management, the consultation responses will be considered by the Authority's Audit Review and Performance Committee. In reaching a decision the Authority will also consider the duty imposed by s122 of Road Traffic Regulation Act 1984.

The meeting of the Committee which will consider whether to proceed with a traffic regulation order is scheduled to take place on 15 September 2017. If the Authority does decide to proceed with the making of a traffic regulation order, you will receive formal notification of the proposed Order to be made, and will be given a further period of not less than 21 days to respond with your views, in relation to this specific proposal, before any final decision is taken.

Please also note that we have listed your organisation as a consultee on our vehicles webpage. This is so interested individuals can contact you with any views they may wish you to represent prior to any public consultation.

If you would like any further information or are unable to respond within the timescale specified and would like to agree an extension please do not hesitate to contact me.

Yours faithfully

Sue Smith  
Rights of Way Officer



Appendix 2



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## Peak District Local Access Forum

**Date:** Thursday 15 June 2017

**Item:** 10

**Title:** Derbyshire's Rights of Way Improvement Plan – Update

**Author:** Gill Millward, Countryside Access Improvement Officer,  
Derbyshire County Council

### Purpose of Report

To present Forum members with an update on progress towards delivery of Derbyshire's Rights of Way Improvement Plan.

### Progress to June 2017

Below is a summary of the main work in progress in relation to each of the five RoWIP aims:-

#### Aim 1: Existing Public Rights of Way network

- **Path condition surveys** to assess the ease of use of the network are still continuing, with results from May's survey currently being collated. There has been a steady decline in the overall pass rate from 74.3% in 2013/14 to 67.1% in 2016/17. The target for this year remains at 72.5% and we will continue to analyse why paths are failing the assessment

#### Aim 2: Definitive Map and Statement

- In terms of dealing with the **backlog of legal orders**, since the beginning of March 2017, one order has been made and four orders have been confirmed and brought into effect, adding three public footpaths to the Definitive Map in the parishes of Alfreton, Curbar and Ripley. During this period the Planning Inspectorate has issued start date notices for a further four opposed Definitive Map Modification Orders, involving written reps, two hearings and a Public Inquiry

#### Aim 3: An improved network

- **Greenway/ Cycle Route Development and Maintenance in 2016/17:** new cycle route developments achieved by all agencies in the county are monitored and collated to measure the scope of the entire Cycle Route Network in Derbyshire and assess the County Council's asset for maintenance and management. Over the last 10 years, significant development has taken place year on year with an average of 14.5km of new route being added to the network each year. The table below shows the schemes achieved in the financial year 2016/17, along with the maintenance which was carried out on existing routes.

New Routes completed in 2016/17		km
<b>Quarter 1: April to June</b>		
A61 Alfreton Hill shared use cycle path		0.30
Erewash Canal - Ilkeston Gateway (Awsorth Road to Potter Bridge)		1.70
Clowne Connection - Mitchell Street bridge replaced with new ramp to Linear Park		0.10
Shared use routes associated with MEGZ - previously unclaimed + Seymour Link Road		3.90
Findern Bridleway 11 - new build around sewage works to join Trent and Mersey Canal		0.25
<b>Total length - 1st quarter =</b>		<b>6.25</b>
<b>Quarter 2: July to September</b>		
Chesterfield Station Link - Hipper Valley East Extension and route to Railway Station		1.10
Millership Way, Ilkeston - traffic free shared use route previously unclaimed		0.90
White Peak Loop East - Phase 4 Harrison Way to Old Station Close, Rowsley		1.30
Archaeological Way - Poulter Country Park to Mag Lane link (opens up a 12km route)		0.30
<b>Total length - 2nd quarter =</b>		<b>3.60</b>
<b>Quarter 3: October to December</b>		
White Peak Loop East - Phase 2 Station Road to Church Road, Darley Dale		0.80
<b>Total length - 3rd quarter =</b>		<b>0.80</b>
<b>Quarter 4: January to March</b>		
<b>Total length - 4th quarter =</b>		<b>0.00</b>
<b>2016/17 Target = 8km</b>	<b>Total cumulative annual length in km =</b>	<b>10.65</b>
<b>Derbyshire Cycle Network (on + off road)</b>	<b>After Q4</b>	<b>490.52</b>
<b>Derbyshire Greenways (off-road only)</b>	<b>After Q4</b>	<b>392.77</b>
<b>Derbyshire Countryside Sites</b>	<b>After Q4</b>	<b>105.97</b>
<b>Derbyshire LTP3 (2011-2026)</b>	<b>After Q4</b>	<b>79.62</b>
<b>Maintenance Schemes completed in 2016/17</b>		
<ul style="list-style-type: none"> <li>• Trans Pennine Trail, Westwood, Brimington resurfaced to improve access for all users</li> <li>• High Peak Trail/White Peak Loop (Hopton Top to Longcliffe) resurfaced - 2km</li> <li>• Pennine Bridleway National Trail – resurfaced Highstool Lane near Chelmorton - 1.3km</li> <li>• Sett Valley Trail – rebuilt failed culvert at Wilde’s Crossing, filled in large sink hole and reconstructed 0.5km of trail damaged by flooding and resurfaced a further 1km</li> </ul>		

- **On-going Greenway/ Cycle Route Projects:** a summary of the main projects which are underway across the county can be found in Appendix 1. In addition, a 400 metre extension to the Adventure Bike track in Williamthorpe Local Nature Reserve, NE Derbyshire has been delivered, creating a 2km circular loop for cyclists off the Five Pits Trail
- The final report for the **Pedal Peak II Cycling Project** is now available online and can be viewed here in the related documents section: [www.derbyshire.gov.uk/pedalpeak](http://www.derbyshire.gov.uk/pedalpeak)
- **Investment:** a total of £1,290,000 of Local Transport Plan (LTP3) funds have been allocated to be spent directly on public rights of way or RoWIP related projects and will enable further work to be carried out on several Greenway schemes, including Clowne Branch Line, White Peak Loop and Archaeological Way in Bolsover. It will also pay for repairs on parts of the Sett Valley Trail, High Peak Trail, Pennine Bridleway (The Roych), Mickleover Greenway and Shallcross Incline in Whaley Bridge
- **Other external funding** includes a £56k grant from Natural England for continued maintenance of the Pennine Bridleway National Trail in 2017/18, with match funding from the County Council. Contributions towards the 0.3km Archaeological Way link from Mag Lane in Whaley

Common to Poulter Country Park came from the Tarmac Landfill Communities Fund and Limestone Journeys legacy

#### **Aim 4: Improve the promotion, understanding and use of the network**

- A programme of **countryside events** is underway, with several talks and guided walks to help promote the use of our trails, including the Archaeological Way and High Peak Trail (marking 50 years since this closed as a railway line). Countryside Service staff will also be supporting the Eroica Britannia Cycling Festival and Ride taking place on 16 - 18 June
- **Visitor Economy:** a consultant has now been appointed to develop a Destination Plan for the *Visit. Sleep. Cycle. Repeat* project in North Nottinghamshire and North Derbyshire with just over £29k of European funding which the Bolsover Countryside Partnership helped to secure
- **The Derbyshire Cycling Plan:** latest news and progress can be found here: [www.derbyshiresport.co.uk/latest-news-and-progress-on-the](http://www.derbyshiresport.co.uk/latest-news-and-progress-on-the) with the launch of a Cycle for Health scheme in Erewash and a public self-service cycle hire scheme in Derby being just two examples of initiatives being developed around cycling

#### **Aim 5: Greater community involvement**

- **Volunteer contribution:** volunteers working with the Countryside Service in 2016/17 have contributed 3,608 days, estimated to be worth around £752,000
- The Service Level Agreement/Accord with the **Peak District National Park Authority** continued in 2016/17 with £20k funding from Derbyshire County Council. National Park Rangers and volunteers delivered improvements on around 120 individual routes, involving signposting/waymarking, path furniture, drainage and vegetation clearance
- The Service Level Agreement with **Groundwork Creswell** has been extended for a further 12 months. Again an incredible amount was achieved last year working with groups of dedicated volunteers in areas of South Derbyshire and the High Peak, including the Pennine Bridleway, Clowne Branch Line/ surrounding rights of way, as well as helping to support a newly formed group in Heage and Nether Heage
- The Rights of Way team has updated the Ploughing and Cropping leaflet as part of its wish to **work with farmers/ landowners** to improve the county's network of paths
- A press release was issued at the beginning of April on the issue of **Livestock and Rights of Way** in conjunction with the Derby and Derbyshire Local Access Forum and National Farmers Union

#### **Recommendation**

That Forum Members note this progress report for delivering Derbyshire's Rights of Way Improvement Plan.

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## Peak District Local Access Forum

**Date:** Thursday 15 June 2017

**Item:** 10

**Title:** Derbyshire's Rights of Way Improvement Plan – Outline Work Programme for 2017/18

**Author:** Gill Millward, Countryside Access Improvement Officer, Derbyshire County Council

### **Purpose of Report**

To present Forum members with an outline of the annual work programme for delivering Derbyshire's Rights of Way Improvement Plan (RoWIP) during 2017/18.

### **Background**

The annual work programmes identify how the Authority intends to progress delivery of the RoWIP in each year.

The Economy, Transport and Communities Department Highways and Transport capital programmes for 2017/18 were approved by Cabinet on 4 April 2017. This funding helps considerably with RoWIP delivery and further details can be viewed here - see agenda item 7:

[http://www.derbyshire.gov.uk/images/2017-04-04%20Service%20Plan%20Appendices\\_tcm44-290925.pdf](http://www.derbyshire.gov.uk/images/2017-04-04%20Service%20Plan%20Appendices_tcm44-290925.pdf)

It should, however, be noted that following the recent restructuring of the Countryside Service, including the Public Rights of Way team, the staff reductions will have a significant impact on what can realistically be achieved.

### **Outline RoWIP Work Programme for 2017/18**

The report highlights the key areas of work which will form the focus for delivery under each of the five RoWIP aims.

This year will see work continuing on the ten year review of Derbyshire's Rights of Way Improvement Plan due to be completed by November 2017. Efforts will concentrate on making a new assessment of the needs of different users and the extent to which the existing local rights of way network meets those needs.

It is our intention to continue to work closely with both Local Access Forums, mainly through the joint RoWIP sub group, so we can draw on members' invaluable knowledge and expertise which will be used to inform any wider public/ stakeholder consultation.

We will also be exploring links with other new and emerging plans and strategies, such as those associated with the Derbyshire Cycling Plan eg Key Cycle Network and the Government's Cycling and Walking Investment Strategy/ Local Cycling and Walking Infrastructure Plans.

**Aim 1: Ensure that the Public Rights of Way network is open and available for use**

- Existing network: continue to carry out path condition surveys to report on the ease of use of the network. Target of 72.5% in 2017/18
- Signposting: replace and repair roadside signposts recorded as missing or defective as resources allow, with details of destinations and distances where appropriate
- Path furniture: improve the quality of path furniture across the network, including the provision of more gates to replace stiles
- Surface improvements: £300,000 secured through the Local Transport Plan Capital Programme (LTP) to deliver surfacing and drainage works on public rights of way and routes identified in the Green Lane Action Plan which have been prioritised as being in most need of repair or which benefit most users
- Implement a programme of seasonal surface vegetation clearance

**Aim 2: Provide an up to date and widely available Definitive Map and Statement**

- Legal status: continue to work with Legal Services to process the backlog of legal orders and report progress on a quarterly basis
- Definitive Map and Statement: keep digital mapping up to date as further legal changes take place

**Aim 3: Provide a more connected, safe and accessible network suitable for all users**

- Bridleway routes: progress the dedication of sections of the Great Northern Greenway in Erewash as public bridleway
- Pennine Bridleway National Trail Development: produce a funding plan/ delivery strategy for completion of the remaining sections of the route between Monks Road, near Charlesworth and Glossop Road in Gamesley
- Pennine Bridleway Maintenance: carry out routine surface/ furniture maintenance and implement repairs at The Roych using funding provided by Natural England and Derbyshire County Council
- Connected routes: work with partners, including user groups and both Local Access Forums to create new bridleway links eg onto the Monsal and High Peak Trails and to "plug" other gaps in the network
- Planning process: actively seek and monitor developer contributions available for multi-user trails/Greenways, including ensuring that all current and future projects are recognised in the revised Derbyshire Infrastructure Investment Plan



- High Speed Rail HS2: continue with preparatory work to safeguard existing Greenways and maximise opportunities for future route development, as well as identifying preferred options for the associated National Cycleway
- Open access land: work with both Local Access Forums to improve access provision and signage on open access land around the Buxton and Matlock areas
- Greenway strategies: combine the three existing Greenway Strategies into one countywide document with sections on each District/Borough
- Greenway development: deliver 8km of new Greenways in 2017/18 and continue to work on other Greenway/ cycling projects, including the Archaeological Way in Bolsover, Clowne and Little Eaton Branch Lines, Leabrooks Railway, Phase 3 of the Hipper Valley Greenway between Somersall Lane and Holymoorside, the Brassington Link on to the High Peak Trail, Hilton Greenway Spur in South Derbyshire and Five Pits Trail Link to Corbriggs car park at Grassmoor in NE Derbyshire
- White Peak Loop: continue to prepare and deliver further sections of the route between Matlock and Buxton using funding provided in the LTP
- Greenway maintenance: carry out improvements costing £200,000 on sections of the Sett Valley Trail, High Peak Trail, Shallcross Incline and Mickleover Greenway
- Easy access routes: work with both Local Access Forums to identify suitable routes and carry out small scale improvements
- Safer network: two schemes identified at a cost of £100,000 to improve a footpath in North Wingfield which provides direct access to the local primary school and construct a new shared pedestrian / cycle link alongside Furnace Hillock Way which will help improve connectivity between the Five Pits Trail and the new Avenue major development site near Wingerworth
- Investment: £1,290,000 has been directly allocated to Rights of Way and Access Projects within the 2017/18 LTP Capital Programme. We will continue to bid for further funding from the LTP, as well as exploring other external funding sources

#### **Aim 4: Improve the promotion, understanding and use of the network**

- Signage: review existing provision and produce internal design guide for use on trails/Greenways, including messages for responsible use
- Healthy Lifestyles: assist with delivery of the 2016 – 2021 Active Derbyshire Plan, including promotion of the access network for healthy/active living, as well as liaising with Public Health and Walking for Health Officers
- Work with other partners such as Peak District National Park Authority, National Trust, Moors for the Future, National Forest, Visit Peak District and Derbyshire to promote wider access opportunities which benefit tourism and the local economy
- Visitor Economy: produce final Destination Plan for the *Visit. Sleep. Cycle. Repeat* project in the 'borderlands' of North Nottinghamshire and North Derbyshire funded by the European Agricultural Fund for Rural Development (EAFRD) Growth Programme. This is based on a

consortium approach to developing green infrastructure, tourism promotion, economic regeneration and improving the connectivity of heritage attractions in the area, looking in particular at cycling and walking provision

- Attend events such as Eroica Britannia (16-18 June) and the Woodland Festival (23-24 September) to promote the work of the Countryside Service/ Local Access Forums and highlight the access and outdoor recreation opportunities which Derbyshire has to offer
- Derbyshire Cycling Plan – Infrastructure and Connectivity: continue to play an active role in the development of a Key Cycle Network across the county and associated Local Infrastructure Plans
- Cycle Derbyshire: update web based mapping and information, with a view to a possible future reprint of the leaflet
- Volunteering opportunities: keep the countryside volunteering webpage up to date and under review
- Easy access: follow up on suggestions from the DADLAF Accessibility Event for improving the provision of information eg use of video footage, better interactive mapping, links to other websites

#### **Aim 5: Encourage greater community involvement in managing local rights of way**

- Finalise and seek Cabinet approval for the new Countryside Service Volunteer Policy for Working with Community Groups
- Continue to provide support for voluntary groups as resources allow
- Monitor outcomes of Service Level Agreement with Groundwork Creswell (extended for a further 12 months) to work with volunteers in delivering access/ habitat improvements, which also contribute to people's health and wellbeing. This will be mainly focused on the Pennine Bridleway National Trail and Clowne Branch Line, as well as public rights of way in South Derbyshire and the High Peak, along with support for the newly formed Friends of Heage and Nether Heage
- Monitor outcomes of existing Service Level Agreement with the Peak District National Park Authority which delivers a variety of repairs and improvements across the public rights of way network
- Distribute funding available to enable local councils, community groups and volunteers to carry out improvements to local rights of way
- Volunteer contribution: coordinate and collate the number of volunteer days spent on countryside and access related projects – target of 3,000 volunteer days in 2017/18
- Work with landowners/managers/Local Access Forums to raise awareness of shared responsibilities in relation to public rights of way eg with regard to livestock, ploughing and cropping through press releases and guidance notes

#### **Recommendation**

That Forum Members note the key areas of work which will form the basis for delivering Derbyshire's Rights of Way Improvement Plan in 2017/18.

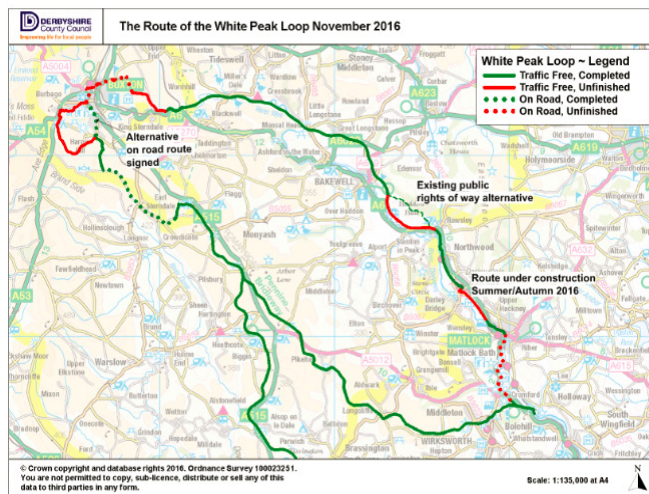
# Derbyshire County Council (DCC) Greenway/ Cycle Network Update

## WHITE PEAK LOOP

DCC is developing a major new circuit covering 60 miles between Matlock and Buxton.

### White Peak Loop West: Harpur Hill

Planning approval has been given for a revision to the proposed route through the grounds of Parks Inn, Harpur Hill. Final negotiations are taking place with the landowners involved and the proposal is to complete this section from the temporary halt at the top of Fiddle Street into the car park at Parks Inn over the summer months.



### White Peak Loop West: Topley Pike to Buxton

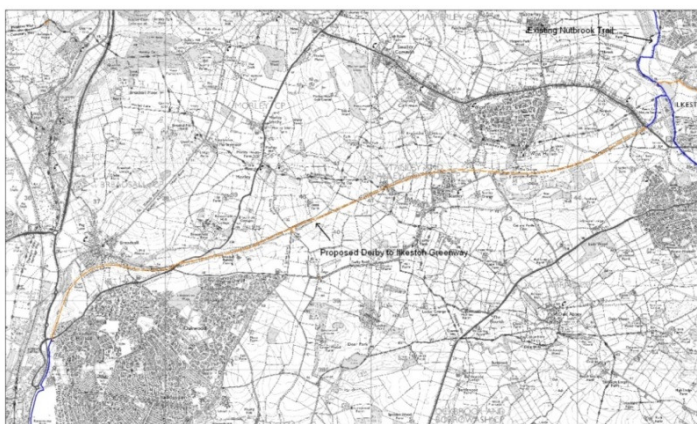
Some feasibility work is taking place ahead of looking for additional funding to progress this section of the route.

### White Peak Loop East: Matlock to Rowsley

The rail crossing to access the trail opposite the Arc Leisure Centre at the Matlock end is still closed off. The County Council is working hard to find a resolution to this problem and until the new crossing is in place, the section between Darley Dale and Matlock is not available to cyclists as the only access is via a public footpath with steep steps down an embankment.

### White Peak Loop East: Rowsley to Bakewell

Negotiations are ongoing with the Haddon Estate as funds are in place to progress the designs for this section.



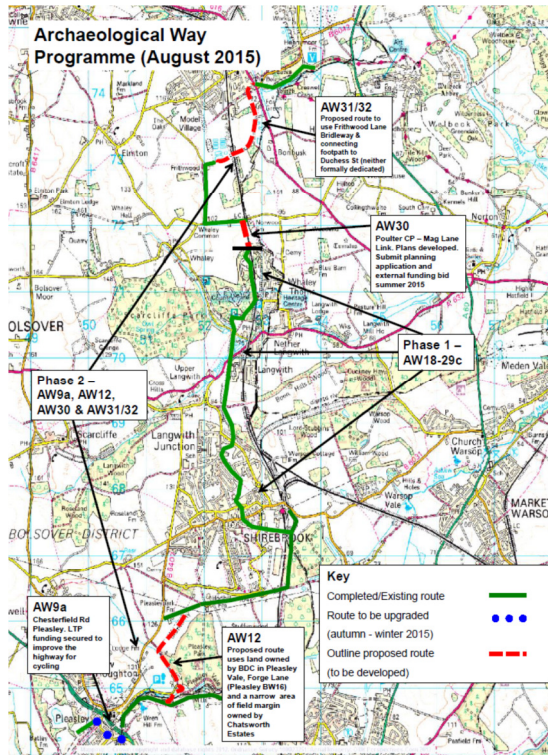
## GREAT NORTHERN GREENWAY

This developing Greenway connects Derby to Ilkeston, with the most recent section being completed between the A608 Mansfield Road to Lime Lane, near Morley. Further east, towards Ilkeston, sections of the disused railway line are not in Local Authority ownership and will have to be acquired or permissions sought.

Work is currently underway to improve the section of Trail adjacent to Mansfield Road. Posts have been installed to try to resolve a problem with parked cars blocking the Trail entrance at Lime Lane which prevent horse riders from accessing the Trail. Directional signage will also be provided.

## ARCHAEOLOGICAL WAY

The Archaeological Way forms the eastern leg of the Bolsover Loop, a 51km proposed multi user circuit around the historic countryside of Bolsover District. This project is delivering 18.5km between Pleasley Pit Country Park and Creswell Crags Ice Age Centre, through some of the most beautiful Magnesian Limestone country and past important archaeological features.



The link to Poulter Country Park (AW30) was officially opened to the public in February 2017; the event was accompanied by the publication of a new Archaeological Way leaflet.

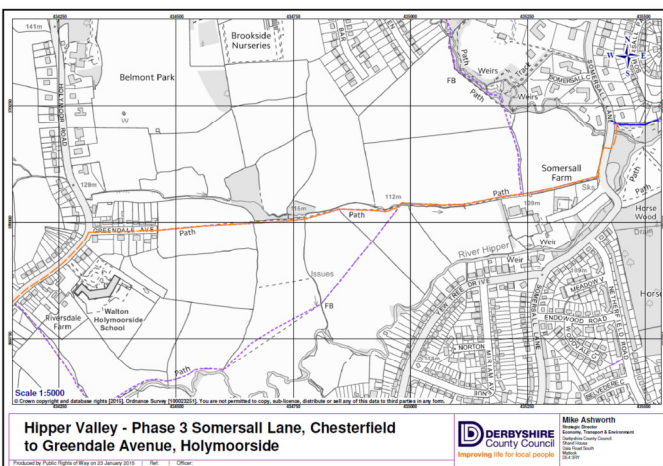
Additional funding has been secured from local Parish Councils to continue the work of the Archaeological Way Access Volunteers in 2017/18 and a contract has been drawn up with Groundwork Creswell to continue on-site supervision. The volunteers are concentrating on way marking along the route to improve its usability.

New brown tourist signs have been installed at Poulter Country Park and work will begin shortly to install new bridge parapets on Scarcliffe Footpath 7 at Langwith.

Work continues on the development of remaining sections and the dedication of newly constructed sections of the route.

## HIPPER VALLEY

Currently, this route is being pursued as a walking/cycling route, as planning permission could not be gained for a horse riding route due to issues regarding highway safety. The section linking Somersall Park in Chesterfield (over a new bridge, through woodland to a road crossing and widened pavement) to the start of Footpath 86 was completed in November 2015.



Planning permission has been granted and funding secured for the continuation of the route to Holymoorside.

There are still some legal, planning and landowner issues to resolve before work can commence on site. Recent discussions about possible options for dealing with the route's legal status have been helpful and are on-going. It is anticipated that the project will progress this year.

## LITTLE EATON BRANCH LINE



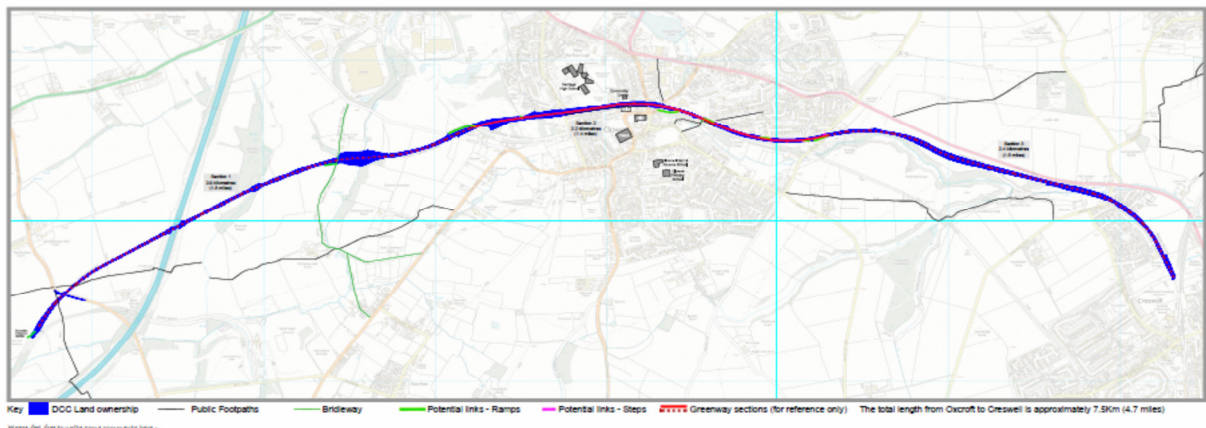
Derbyshire County Council bought a 5km section of the disused Little Eaton Branch Line, between Duffield Road, Little Eaton and Rawson Green, in 2014. LTP funding is secured to progress road crossing designs and pre project survey works. Bridges and culverts have been surveyed and necessary maintenance works carried out. Trees have been inspected and necessary works undertaken.

Traffic surveys have been completed on the road crossings and designs are currently being produced.

## CLOWNE BRANCH LINE

Derbyshire County Council bought the 7.4km Clowne Branch Line from Network Rail in 2014. It runs between Oxcroft Junction, Woodthorpe and the village of Creswell. Public consultation has been held regarding its development as a multi-user trail and the response was overwhelmingly positive.

### Clowne Branchline Greenway



### Planning Application CD5/1116/72

This has regrettably been rendered invalid due to an unforeseen landownership technicality. A re-submission will be made shortly with an estimated determination date in early September. Meanwhile further ecological studies have been carried out and more are planned for the summer months to better guide natural-capita gains across the site.

### Funding Application

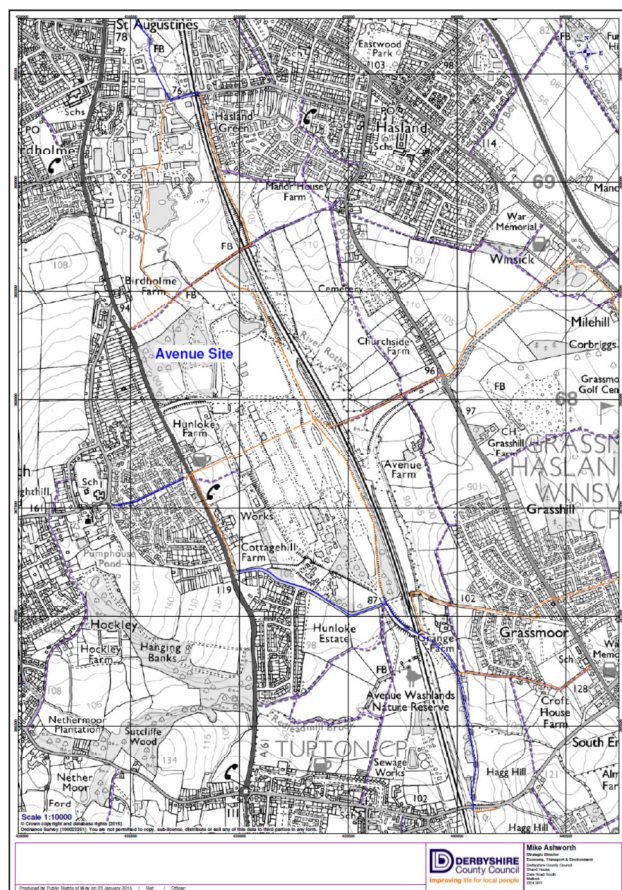
A decision for the European Regional Development Fund (ERDF) bid submitted in September 2016 to seek a 50% grant towards a 3 year phased project shall be delayed until planning is determined. The bid remains valid and the outputs remain achievable.

## Groundwork SLA Community Engagement – Green Tonic

Groundwork Creswell continues to engage and support volunteers to undertake habitat improvements and clear ups along the Clowne Branch Line. Tescos have also been highly engaged, reclaiming shopping trolleys and joining in practical tasks.

### AVENUE SITE

DCC Officers attend The Avenue Community Workstream meetings with the developer and other officers from NEDDC/BDC, with a remit to provide multi-user trail connectivity with the surrounding communities of Hasland, Grassmoor, Wingerworth and Chesterfield. The Group is now devoting more time to pursuing the development of these connections which are also being discussed at the A61 Cycle Infrastructure meetings.



Construction of the Greenways within The Avenue site is underway and should be completed by this summer. More detailed work is continuing to explore the funding/provision of the following links to provide this connectivity, as part of a strategic off-road network of multi-user Greenways:

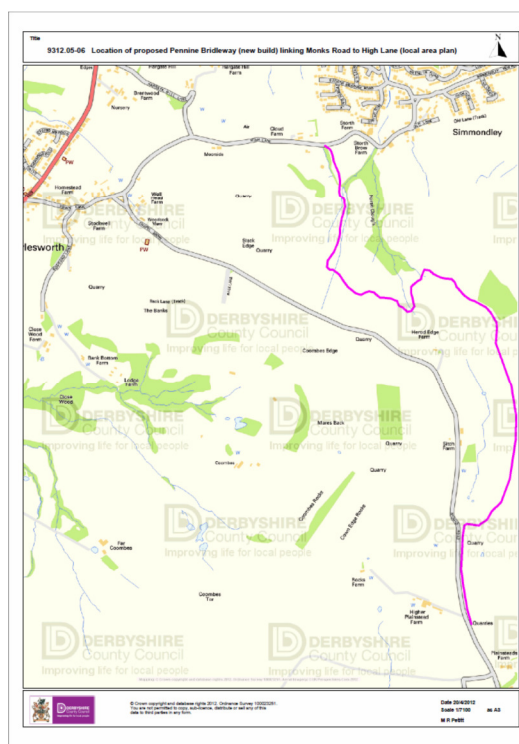
- Ingleton Road between Storforth Lane and The Avenue - this is being considered for inclusion in the A61 Growth Corridor Investment Plan as part of a continuous link between Clay Cross and Chesterfield town centre. A second option via McGregors Pond is preferred by many because it is flatter and more direct, but has many issues to overcome.
- North East to The Green at Hasland (upgrading of existing public footpaths) - less of a priority for the A61 corridor, but there is funding in this year's Local Transport Plan Capital Programme (LTP) for design and preparation work. Discussions are also taking place to ensure that sufficient width is left between an existing hedgerow and proposed security fence at Hasland Hall Community and Junior School Playing Field.
- South across Mill Lane towards Hagg Hill, E of Tupton and along Mill Lane itself – these routes are in place on the ground and work is on-going to establish them as public rights of way in connection with the acquisition of a bridge over the railway line (Bridge 74A). An alternative route which provides a direct link with Tupton is also being considered.
- East towards Grassmoor along an existing public footpath – this would form part of a proposed link with Grassmoor Country Park and the Five Pits Trail. There is funding in this year's LTP for the provision of a shared use route alongside Furnace Hillock Way.
- West across the A61 into Wingerworth – this will be addressed by the provision of a controlled crossing.

## PENNINE BRIDLEWAY NATIONAL TRAIL

The Pennine Bridleway is a National Trail being developed through Natural England with Local Authority support. The plan below shows the proposed route of the developing section from Monks Road to High Lane, Charlesworth. This route goes through some challenging terrain and is suited to mountain bikes. It is one of several sections of the Trail still to be developed around the western side of Glossop.

Construction of just over half this section of the route through the first three fields off Monks Road is now complete, along with the restoration of a drystone wall.

Further construction down to High Lane and beyond is dependent on securing the necessary resources. Discussions are currently underway and other possible sources of external funding are being explored.



## DERBY, DERBYSHIRE, NOTTINGHAM, NOTTINGHAMSHIRE D2N2 SUSTAINABLE TRAVEL PROGRAMME

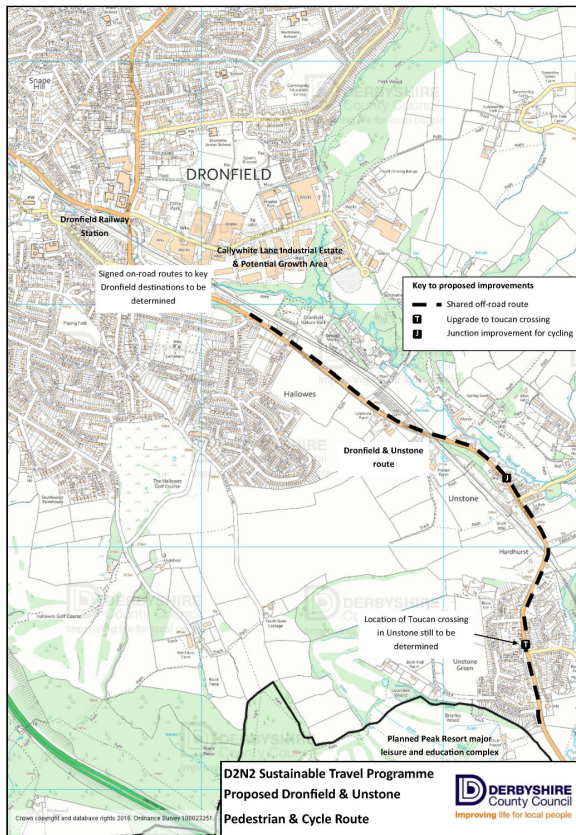
The D2N2 Sustainable Travel Programme comprises eight distinct pedestrian and cycle infrastructure projects that improve connectivity and enable sustainable economic growth, support the creation of new jobs and housing and improve health and well-being. The programme is funded by a £5.8 million D2N2 Local Growth Fund (LGF) grant and local contributions that bring the total to be invested over the next couple of years to approximately £10 million.

£2.1 million of the D2N2 LGF grant has been allocated to two Derbyshire projects:

- **Dronfield and Unstone Cycle Route**  
(An extension of the Chesterfield Strategic Cycle network)
- **Ilkeston Gateway**

## DRONFIELD AND UNSTONE CYCLE ROUTE

This £900,000 route connects Dronfield town centre to Unstone, where it links with Peak Resort bridleways and provide connections along the A61 corridor to Chesterfield. The project supports regeneration proposals being developed for Dronfield and includes better connections to Callywhite Lane industrial estate and the planned Peak Resort leisure and health development. The route will consist of a largely 3m wide shared pedestrian and cycle route alongside the B6057 and use of adjacent quiet residential roads where appropriate.

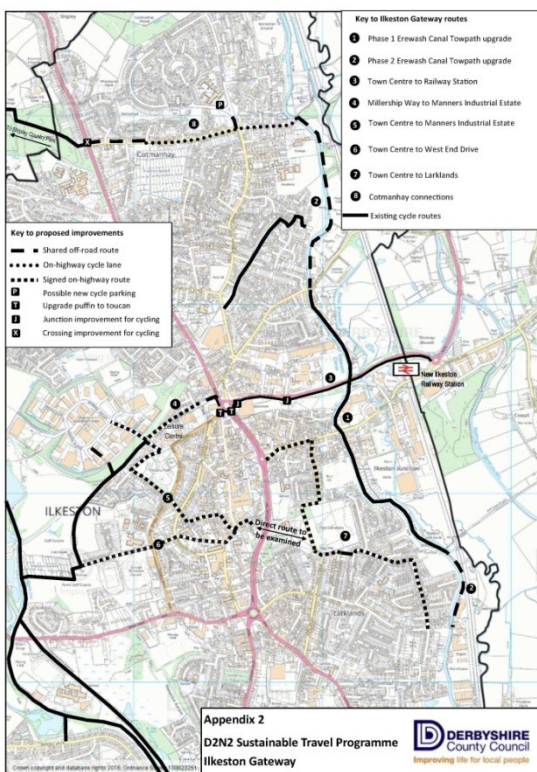


Meetings have been held with stakeholders, including Dronfield Town Council and Unstone Parish Council to discuss issues prior to detailed design. The grant funding allocation has been approved by the D2N2 Infrastructure and Investment Board to enable design to be carried out in 2017 and construction in 2018. DCC's Cabinet has approved the addition of the scheme to its capital programme, enabling design to commence. This work is on-going and scheduled for completion during 2018-19.

## ILKESTON GATEWAY

This has been developed into a Supplementary Planning Document (SPD) providing a package of access and connectivity improvements to maximise significant transport and regeneration

benefits from the new railway station and encourage travel alternatives. It will help accommodate the impacts of additional housing and employment development in the area. A £1.7 million package of proposed routes is based around the SPD. The first phase, an upgrade of the Erewash Canal towpath between Awsworth Road and Potter's Lock, was funded by DCC and the Canal and River Trust in 2016. The £1.2 million LGF grant will enable the towpath upgrade to be extended to Cotmanhay as well as establishing a network of routes from the railway station to key destinations in the town.



The grant funding allocation has been approved by the D2N2 Board to enable design to be carried out and construction to commence in 2017. DCC's Cabinet has approved the addition of the scheme to its capital programme, enabling design to commence. The Canal and River Trust has created a further 1.53km of cycle route alongside the Erewash Canal from Awsworth Road to Bridge Street and Potter Bridge to Green Lock.



## Peak District Local Access Forum

**Date: 15 June 2017**

**Item: 11**

**Title: Access Update**

**Author: Sue Smith**

### **Purpose of the Report**

The purpose of this report is to provide an update on issues related to access in the Peak District.

### **Miles without Stiles**

Extensive accessibility training has taken place this year to provide for access needs. Staff and volunteers from teams including Rangers, Cycle Hire, Visitor Centres, Learning and Discovery, Peak Park Conservation Volunteers and Customer and Business Support have all taken part. This builds on our 'Organisation of the Year' award presented by Accessible Derbyshire.

We are now identifying suitable routes for promotion as Miles without Stiles. This includes auditing, consideration of route improvements, and the preparation of maps, route descriptions and other information. We will be asking for input from the LAF and accessibility groups to develop this further.

In addition, all 10 of the English National Park Authorities are developing their collective ambition to improve access and engagement with a vision to extend Miles without Stiles across all the National Parks (Appendix 1). The potential for partnership funding and other funding streams is being developed to enable this. National Parks Partnerships are also considering opportunities for corporate match funding.

### **Sheffield Lakeland Landscape Partnership**

Last year the Forum supported a Sheffield Lakeland Landscape Heritage Lottery Fund bid. The proposal was successful and the Partnership is now exploring the following:

- Access, physical provision and wider promotion
- Communications and engagement for the project
- Ecological networks and opportunity
- Archaeological overview and some specific survey projects
- Landowner liaison and engagement

In relation to the first item, the National Park Authority has submitted an expression of interest, as part of a consortium, to deliver an access statement of significance, to identify access and gateway facilities and for involvement of interested parties. This would then allow identification of visitor use, potential access improvements and visitor management. The work also provides for specific access projects including works at Langsett and Cut Gate and for discovering Lost Ways.

If we are successful in our bid we will be building on our existing engagement with the project area and all those involved with it to identify, develop and deliver access opportunities and an integrated approach. The Peak District and Sheffield LAFs will be particularly closely involved. A map of the project area is provided in Appendix 2.

## **Future of Farming**

At the March meeting, Forum Members were notified that the effect of Brexit on farming is being considered by a National Parks England member-led working group to provide advice on strategic priorities, to ensure environmentally sustainable farming with public benefit, and for the pursuit of National Park purposes.

The policy discussion paper was sent to the Defra minister in May. Local and wider engagement is being developed and this final paper is circulated for information.

The National Park Authorities' Access Working Group have noted that the multiple benefits provided by access and education does not just cover access for educational purposes but access which provides links to and enhances the existing access and rights of way network.

## **Recommendation**

- 1. That the report be noted.**

## National Parks England

### Miles without Stiles

#### The vision

There will be a consistent brand, Miles without Stiles, across all of England's National Parks so people will know what they can expect and look for wherever and whenever they visit. We will develop additional Miles without Stiles routes and associated infrastructure, provide the promotion and guided experiences to develop their use, and encourage people to continue to benefit from activity in the outdoors through independent activities.

#### Introduction

The ten National Parks in England are the country's most stunning and memorable landscapes. They cover 10% of the land area, are closer than people think with over 50% of the population living within an hour's travel of a National Park. We welcome more than 90 million visitors each year to the National Parks and the surrounding areas. These cherished areas contain our finest and most inspirational walking and cycling. This project aims to use accessible and well-maintained networks to get more people, more active, more often.



Miles without Stiles, Latrigg Fell, Lake District and family walk, Dalby Forest, North York Moors

This project will respond to those who find access more difficult for a variety of reasons, including physical difficulty, being on low incomes or without their own transport, or facing cultural or physiological barriers. It will provide the paths and associated infrastructure for inclusive access to appeal to people and groups who are currently inactive, or have low activity levels. It will provide the support to enable people to access and use these networks and provide a pathway through to independent use. It will also promote routes using a variety of media to encourage exploration and challenge. This work helps deliver our purpose to provide opportunities for understanding and enjoyment of our National Parks and to meet the objectives of the Government's *8 Point Plan for National Parks* to encourage more diverse visitors to National Parks and promote innovative schemes in National Parks to improve our national health and wellbeing.

## Background

The National Parks in England have two clear statutory purposes which direct their work:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks;
- To promote opportunities for the understanding and enjoyment of the special qualities of the national parks by the public.

In pursuing these purposes the National Park Authorities have a duty to seek to foster the economic and social well-being of communities living in them.

National Parks were born out of the desire of the public living in surrounding urban areas to access the countryside for recreation. They are seen as the green lungs of the nation and as 'national treasures at the heart of our national identity'<sup>1</sup> with 90% of the public saying that National Parks are important to them. This ethos underpins our work in making opportunities for access available for everyone.

National Parks are an important recreation resource and many people are happy using the rights of way network in these invigorating spaces without any assistance. However, there are many people who are unaware of what is on their doorstep or are lacking the confidence to visit. This can sometimes be due to a change in circumstances. It is these people that this project will target by addressing physical, cultural and psychological barriers to outdoor recreation. The target audience will vary depending on the local needs and opportunities in each National Park, but will include:

- People with physical disabilities or mobility issues;
- People with mental health issues or learning disabilities;
- Black, Asian and minority ethnic groups who are underrepresented in our visitor profile; and
- People from lower socio-economic groups who are also underrepresented in our visitor profile.

This work is not new to National Parks – we have a proven track record of delivering these kinds of interventions working in quality partnerships with other organisations and community groups. However, this proposal would allow us to scale up our work, apply it across the country and enable us to reach out to more people and new audiences. We will also be working with our Welsh and Scottish colleagues to co-ordinate an approach to increasing access and activity across all National Parks in the UK.

### Miles without Stiles routes

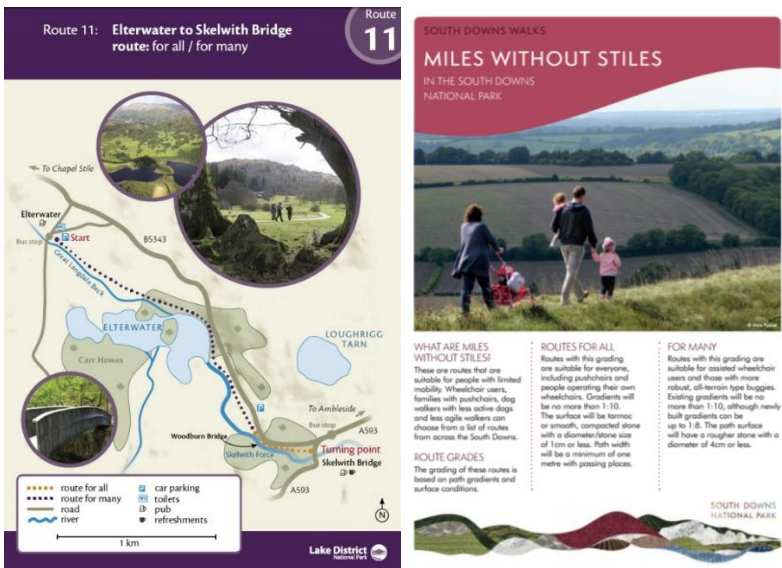
Many people think of walking in National Parks as being rugged tramping over fells and moors but we have offers to suit all abilities and interests. This project is about providing and promoting experiences in the same iconic scenery on reasonably flat routes in valleys and woodland, around lakes and reservoirs and along old railway paths. All without steps, stiles or steep gradients. Although these routes are billed as being for people with limited mobility, they have wide appeal. In addition to wheelchair users they are ideal for families with pushchairs and young children, older people with limited mobility and people with visual impairments or to put it another way - anyone at any stage of life or level of activity -

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<sup>1</sup> Rory Stewart MP, Defra Parliamentary Under Secretary of State 2015-16, speaking in 2015

thus helping to promote lifelong activity and adventure. Miles without Stiles routes will provide a welcoming approach which will showcase each National Park and its inspirational landscapes.

Initiated by the Lake District National Park Authority, 'Miles without Stiles' has already been adopted and promoted in some other National Parks. The Yorkshire Dales have developed routes and produced guides to Miles without Stiles routes. The Peak District is presently undertaking work on both infrastructure and promotion of Miles without Stiles supported by a donation from Yorkshire Water (Case study 1). The South Downs are developing and rolling out a series of Miles without Stiles routes. The aim of this project is to accelerate development and standardisation of accessible routes and activities across the English National Park family and deliver the benefits of outdoor activity to more people.



We have devised a grading system which all National Parks will use to ensure a consistent visitor experience and facilitate wider promotion of and engagement with outdoor activities by the target audiences. The route grades are: 'for all', 'for many' and 'for some'. These are based mainly on gradients and surface conditions.

<b><i>Paths for all</i></b>	Gradients will be no more than 1:10 and the surface will be tarmac or compacted stone with a diameter of 10mm or less.	Suitable for everyone, including people operating their own wheelchairs and pushchair users. Path width will be a minimum of 1m with passing places.
<b><i>Paths for many</i></b>	Existing gradients will be no more than 1:10, although newly built sections may be up to 1:8. The path surface will be rougher stone of 4cm diameter or less.	Suitable for assisted wheelchair users and those with more robust, all-terrain type buggies and trampers.
<b><i>Paths for some</i></b>	Gradients are not limited but slopes over 1:8 will have improved surfacing, or handrails. There may be some low steps or breaks in the surface up to 10cm in height. Stone surface material may also be up to 10cm in diameter.	Suitable for more robust all-terrain type buggies and trampers.

All routes will be well signed and waymarked, having resting places along the path and will be supported by a variety of media including handbooks, films, interactive mapping, audio trails and other high quality promotional materials. The experience may also be enhanced by art works and interpretive materials along the route such as tactile carvings, sound installations and activity trails for adults and children.

### **Supporting people to start becoming active**

Even with great routes, people who are currently inactive will not just appear and start using them so a major part of this project will be a programme of supported visits to get people started. We will work with our nearby communities and focus on those groups with low activity levels: people with health referrals, women, older people, people with disabilities, people from ethnic minorities and lower socio-economic groups. The targeted communities and groups will vary from National Park to National Park and we will work with colleagues at Public Health England (with whom we have an Accord) to ensure that we focus on the key groups who will benefit most for example see Case Study 3 Dartmoor's Naturally Healthy project.

Many of our National Parks already provide the support through guided activities and already work in partnership with key accessibility groups and landowners. This project allows for this work to be more targeted and linked to Miles without Stiles routes. The development and promotion of Miles without Stiles routes and the supporting programmes provides the inspirational activity for people to be motivated to do more, more often and to progress to independent activity within any of the National Parks where they live, work or visit.

National Park staff and volunteers will look to remove the barriers that prevent people visiting whether these are physical, cultural, emotional or logistical. Our work will focus on groups to allow us to work with more people and ensure that there is a support network for the individuals involved. However, we will also ensure that all our information is available and accessible to everyone to ensure a wider audience and the inclusivity of this work.

### **Developing the activity habit**

The guided walks are intended to provide the encouragement for people to become independently active. The programme will therefore be designed to increase peoples' confidence and abilities so that they feel comfortable to continue being active without support. We also understand that friendships will develop through these activities and that this in itself can help foster continued activity. Our work will therefore involve developing the support we give to groups such as the Disabled Ramblers and Experience Community to develop community champions. These are people within their own communities who will receive the training and support needed to run their own activities and events. We will also develop a network for the community champions through residential experiences and social gatherings so that they can mutually support each other in the longer term. This is a model we have used successfully before, particularly in the Mosaic project funded by the Heritage Lottery Fund (see case study 2). We will also work with accessibility groups, Local Access Forums and tourism providers to establish Accessibility Ambassadors.



Using the Access for All path, Shipley Bridge, Dartmoor

### **Case study 1: Accessible Peak District**

The Peak District National Park has been working closely with Accessible Derbyshire and others to foster and promote accessibility within the National Park. In 2016, in recognition of its efforts to help a wide variety of people to enjoy the National Park, it received an award for 'Organisation of the Year'. This work has been summarised in the Peak District National Park Authority's first annual [accessibility report](#).

Partnerships include sponsorship by Yorkshire Water for the development of Miles without Stiles work which will allow for further training of National Park staff in accessibility needs and the design and production of a Miles without Stiles handbook which will be freely available. This work is endorsed by Karen Darke, Paralympic gold medal cyclist who appreciates how important routes like this are for people to make their own adventures and who has shown what a difference routes like this can make.

As part of this work, which is due to be completed by Autumn 2017, the National Park Authority will be working closely with landowners to select Miles without Stiles routes and developing ways to support for the promotion of these routes with the help of volunteers from the Peak District Local Access Forum and groups including Accessible Derbyshire, Disabled Ramblers and Experience Community. It is anticipated that this will allow for further opportunities for the development and promotion of routes and for the engagement of a wider audience.

### **Outputs and outcomes for the Miles without Stiles project**

*Targets will depend on the level of funding secured*

Increase in length of km of Miles without Stiles routes and increased number of routes developed during the funding period (and as a percentage increase from existing provision)

Number of physical barriers removed – stiles, steps, etc.

Number of inactive people taking up introductory activities – with case studies

Number still active 6 months and a year later - with case studies

Data on health and wellbeing benefits of projects– to be measured in collaboration with partners such as health commissioning bodies or medical researchers.

Total number of people using the new routes (for those where people counters are installed or using data from GPS trackers) to show scale of usage outside introductory and guided activities

Increased media profile of Miles without Stiles routes in National Parks

Increase profile of National Parks as destinations for 'everyday physical activity'

### **Case study 2: Mosaic community champions**

The 'Mosaic Project' was initiated in 2001 and in a number of guises ran through to 2012 with a focus on Black and Ethnic Minority groups who lived close to different National Parks. The initial project ran in four national parks, but by the end all of England's national parks were involved. The project was a collaboration between National Park Authorities, the Campaign for National Parks and the YHA.

The aim was to cement long-term sustainable engagement between BME communities and National Parks. Working with deprived communities in 20 cities in the top 5% of urban deprivation, Mosaic aimed to create sustainable leadership capacity in the BME voluntary sector.

A key part of the project was to reach out to these groups through Community Champions; key leaders residing within various identified ethnic groups. In the case of the Yorkshire Dales, this featured primarily the Asian community within Bradford and the largely Afro-Caribbean community in Leeds and Keighley. These representatives were charged with internally promoting the benefits of rural recreation with measurable outcomes to increase visits and raise awareness. Working closely with the Black Environment Network (BEN) and the Campaign for National Parks (CNP), the objective was to promote the benefits of visiting the National Parks.

An evaluation of the Mosaic BME programme found that:

- By March 2012, the Mosaic project had recruited 208 people from ethnic minority communities and supported them to become Community Champions. 112 Community Champions were known to be currently active in promoting the National Parks within ethnic minority communities at the end of the project and committed to continue to do so.
  - Mosaic had enabled partners to identify and start tackling the barriers to BME communities visiting National Parks such as lack of awareness, issues of relevance, concerns and worries, and problems of accessibility.
  - Mosaic has clearly enabled Community Champions to feel confident about promoting the National Parks. The evaluation survey of current Community Champions found that 90 per cent of respondents felt confident in their role.
  - The Mosaic Community Champions have introduced at least 28,000 people from ethnic minority communities to the National Parks during the project period. This includes at least 9,000 people who have been taken on visits to the National Parks for the first time and thousands more who have been engaged in formal or informal talks and presentations about the National Parks.



### **Case Study 3: Dartmoor's Naturally Healthy project**

The Naturally Healthy Project is a three-year social action project part funded by Devon Public Health looking at developing "green prescription" processes, working with local health providers and community groups and individuals to deliver activities by championing Devon's natural environment as a way of promoting health equality and improving health and well-being and increasing physical activity.

The project is focused on the town of Buckfastleigh, on the edge of Dartmoor National Park. The town was selected as it has been identified for its health inequalities and has worked with doctor's surgery and other community groups.

Naturally Healthy activities have included:

- The development of processes of "Green Prescription" working with Buckfastleigh Medical Practice
- Introduction of a 10 week programme for local Buckfastleigh people with low physical &/or emotional well-being
- Delivery of physical and social activities, such as informal walks, visits to places of interest, picnics, Buckfastleigh Community Garden, Waycott Orchard, Forest Tai-Chi, Arts activities, Electric Bikes
- Introduce positive ways to improve life styles
- Linked in with *Walking For Health* and other opportunities, for example: Volunteering Gardening, DNPA ecology & conservation walks
- Use of Social Media (Facebook & Twitter) to raise profile of project, Dartmoor National Park and to develop relationships with organisations

The Project is now entering its final year which will see development of a sustainability strategy with local delivery partners, beneficiaries and medical stakeholders. There will also be an independent evaluation carried out by researchers from Plymouth University. The *Naturally Healthy Project* was always conceived as an action research project – specifically to understand the barriers to accessing green space for health from a variety of viewpoints – (potential) beneficiaries, medical practitioners and green-space providers – the researchers from Plymouth will report specifically against these.

In addition, the *Naturally Healthy Project* has contributed to Devon Local Nature Partnership's annual conference and a Devon LNP working group with a focus on health in greenspace. This has resulted in stronger links with *Walking for health* locally with a proposed 'Dartmoor consortium' approach to supporting volunteers to promote walking as a means to better health and wellbeing.

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