

## Peak District Local Access Forum

**On: Thursday 9 December 2021**

**At: Aldern House, Board room**

### Agenda

Start: 10.00 am

1	Welcome & Apologies  Tributes to outgoing Chair – John Thompson	<b>Mike Rhodes</b>  <b>Andrew McCloy</b>
2	Membership issues including the appointment of the Chair/Vice Chair	<b>Mike Rhodes</b>
3	Minutes from the last meeting, 9th September 2021	
4	Matters Arising from the minutes	
5	Farming in Protected Landscapes (presentation)	<b>Rebekah Newman/Rob Kenning</b>
6	Access Update	<b>Sue Smith</b>
7	Derbyshire CC RoWIP Update  Including Green Lanes Sub-Group Report & Presentation	<b>Gill Millward</b>  <b>Sue Smith</b>
8	Climate Change and Public Access	<b>Louise Hawson</b>
9	Members' Reports NPMP Review - situation report Local Plan Review Workshops Business Case Review Stanage Bridleway	<b>Charlotte Martin Bennett</b> <b>John Thompson</b> <b>Charlotte</b>
10	Any Other Business notified in advance Monsal Trail Railway Update	<b>John Thompson</b>
11	Dates of meetings for 2022 17 <sup>th</sup> March 16 <sup>th</sup> June 15 <sup>th</sup> September 1 <sup>st</sup> December	

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## Peak District Local Access Forum

**Date:** 9<sup>th</sup> December 2021

**Item: 2**

**Title:** Chair and Vice-chair for Local Access Forum

**Author:** Mike Rhodes

### Purpose of Report

1. To invite expressions of interest for the roles of LAF Chair / Vice-chair (or Joint Vice-chairs)
2. To confirm the process for their appointment

### Background

Following the retirement of John Thompson as LAF Chair, and the current terms of the existing Vice-chairs (Bob and Charlotte) having expired, we are seeking nominations from the existing LAF membership for the roles of Chair and Vice-chair.

These positions will be appointed at the March LAF meeting and will be for a two year term.

Nominations should be sent by email to Mike Rhodes, supported by the names of their promoter and seconder, by 28<sup>th</sup> February 2022.

If more than one nomination is received for either role, an election will be held at the March meeting, following the process described below;

### Appointment

Chair and Vice-chair are elected by Members. If there is more than one candidate for either position, the candidates will be asked to give a brief verbal presentation on their candidacy, followed by a paper ballot of Members. It may be possible to continue the current joint vice-chair arrangement, subject to negotiation.

In the event of more than two nominees the top two are subjected to a further vote. The successful candidate will need to have the support of a majority of the members present.

### Recommendation

**It is recommended that the appointment of Chair and Vice-chair, (or Joint Vice-chairs) for the Forum be carried out in accordance with the proposal outlined above.**

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## Peak District Local Access Forum

Agenda item

### **Duties and commitments of the LAF Chair (C) and Vice Chair (VC)**

Mike Rhodes  
9<sup>th</sup> December 2021

#### **Statutory Guidance**

Defra's formal guidance on Local Access Forums requires the following in relation to the roles of Chair and Vice-chair;

5.2.1 The Regulations require forum members to elect from amongst their number a chairman and vice-chairman, taking such steps as may be necessary to ensure as far as practicable that they are drawn from members representing different categories of interest (note - they may both represent „other interests“ provided they do not represent the same interest). Members of the appointing authority should avoid offering themselves to these posts if possible.

5.2.2 The length of time to be served by the chairman and vice-chairman is for the forum to determine, but will be constrained by the maximum term of their appointment as a forum member.

5.2.3 The precise role of the chairman and vice-chairman should be determined locally by the forum and should not be unduly onerous. Much will depend on the time which the chairman and vice-chairman are prepared to devote. An effective secretary and supportive appointing authority will certainly reduce the call on their time, and there is no reason why other forum members cannot undertake certain tasks if it will help to share the burden.

5.2.4 In chairing a meeting the chairman and vice-chairman should adopt an inclusive approach, actively seeking to ensure that all relevant views are heard, and should steer the forum, as far as possible, towards a clear and agreed line. The chairman and vice-chairman should not feel constrained from contributing to the discussion by expressing their own views. It is for the person chairing the meeting to decide whether to allow observers or members of the public to participate in discussions on specific agenda items.

5.2.5 Outside of forum meetings the chairman and vice-chairman should work with the secretary in preparing the forward work programme and annual report, finalising the meeting agenda, liaising with the appointing authority(ies) on administrative, training and logistical matters, and dealing with matters that arise between meetings.

#### **Peak District LAF**

It is envisaged that the Chair and Vice Chair will be able to work together and share the workload with support from the LAF Secretary, other Forum Members and PDNPA/DCC Officers. It will be helpful if they have complementary skills in order to achieve a successful LAF.

#### Principle Roles

- **Agenda setting meetings (C and VC)** – attended by Chair, Vice Chair and PDNPA/DCC Officers. Held four times a year in the day time (usually last 1 – 2 hours) at Aldern House. The date/time and venue are flexible
- **LAF meetings (C with VC to stand in if need be)** - chair four full meetings of the LAF a year (dates and venues agreed in advance with LAF Secretary/ DCC representative)
- **Annual Report (C)** - write Chair's Introduction
- **Recruitment (C with VC to stand in as necessary)** - assist with the appointment/ interviewing of new LAF members along with LAF Secretary and DCC representative

- **LAF's Statutory responsibilities (C and VC)** – work with LAF Secretary and DCC representative as necessary to ensure that LAF's statutory responsibilities are fulfilled
- **Rights of Way Improvement Plans (C and VC)** - liaise with DCC representative and other Highway Authorities to ensure that ROWIPs reflects the views of the LAF
- **Strategic meetings with Appointing Authorities (C and VC)** – attend meetings when there are important strategic issues to be discussed with senior officers from PDNPA and/or DCC. Attend other Authority meetings as necessary
- **Consultations (C and VC)** - oversee LAF consultation responses as necessary. This may involve writing letters or papers on behalf of the LAF, with other members and officers

#### Other discretionary roles

- **Sub Groups** – it is entirely down to the Chair and Vice Chair's discretion which sub groups they attend. The existing Access Sub Group and Green Lanes Sub Group are usually chaired by C and VC, but this role could be undertaken by any LAF member on the group as a way of sharing the load. Other LAF members are involved in joint Sub Groups with the Derby and Derbyshire LAF with regard to Lost Ways and the Rights of Way Improvement Plan
- **Peak District National Park Management Plan (NPMP) Advisory Group** – attended by the LAF's Chair or currently Vice Chair. The Terms of Reference are under review and may include a Partnership role with regard to the implementation of the NPMP. This could be taken on by any LAF member with a particular interest or expertise
- **East Midlands LAF Regional Chairs' group (usually C with VC deputising)** – meets 2/3 times a year to discuss the needs and activities of LAFs across the region. No Regional LAF Co-ordinator since Natural England withdrew funding, but Vicky Allen a LAF Member in the Region kindly acts as volunteer co-ordinator and minute taker. Meetings are worthwhile and have interesting speakers/pre agreed topics and reports from each LAF which are included in the minutes. Meetings are held during the daytime usually at either Natural England or City Council Offices in Nottingham. Again could be delegated to other LAF members as this is a good networking/ training opportunity
- **Consultation events** – it may be appropriate for the Chair or Vice Chair to attend certain events, but some can be shared with other LAF members according to their interest/ expertise
- **Other meetings** – again something which other Forum members could share if there is a need for input from the LAF according to their level of interest/ expertise

**PERSON SPECIFICATION**

JOB TITLE: <b>Chair of the Peak District Local Access Forum</b>		
REQUIREMENTS	ESSENTIAL	DESIRABLE
SKILLS	<p>Excellent communication and inter-personal skills at all levels.</p> <p>Capable of bringing together competing interests.</p>	Proven ability to liaise with wider interests, media, government agencies etc.
KNOWLEDGE	<p>Knowledge of countryside issues, and the PDNP in particular.</p> <p>Knowledge of access to the countryside and the interaction between recreation, land management and conservation.</p>	Knowledge of administrative procedures in central or local government, NGOs or similar organisations.
EXPERIENCE	Experience of chairing formal public meetings.	
EQUAL OPPORTUNITIES	<p>The knowledge of relevant Equal Opportunities issues and the ability to work within the PDNPA Equal Opportunities Policy.</p> <p>In the exercise of their duties the Chair and Vice Chair are required to have due regard to 7 principles of public life <a href="http://www.gov.uk">The Seven Principles of Public Life - GOV.UK (www.gov.uk)</a></p>	Knowledge of Human Rights and Equalities Act legislation
OTHER JOB REQUIREMENTS	<p>Willingness to commit to the LAF meetings/briefing and training events for 2 years.</p> <p>To have an independent and inclusive approach to chairing Forum meetings and when representing the LAF at all levels.</p>	

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# Peak District Local Access Forum

## Minutes of the Meeting held on Thursday 9 September 2021 at Webex - Virtual Meeting.

### Members Present:

Martin Bennett  
Richard Entwistle  
Louise Hawson  
Geoff Nickolds  
Ben Seal

John Thompson (Chair)

Bob Berzins  
Charlotte Gilbert  
Jez Kenyon  
Paul Richardson

### Others Present:

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

Sue Smith, (PDNPA)  
Sarah Wilks (PDNPA)

## 1. WELCOME & APOLOGIES

The Chair welcomed everyone to the meeting and thanked Jon Stewart, who had recently stepped down as a member as he had moved to a new job in North Cornwall, for all his work and involvement in the Local Access Forum. He and Mike both spoke to Jon before he left for his new job with the National Trust.

Sarah Wilks, Head of Engagement at Peak District NPA was present and Mandy Holden would be joining the meeting for the item on the Hope Valley Climate Action Travelling Light Project.

It was noted that some Forum members were attending a site visit at Brushfield after the meeting.

## 2. MEMBERSHIP ISSUES

It was noted that Jon Stewart, Edwina Edwards, Roly Smith and Andrew Murley had recently ceased to be members of the Forum. There was also a vacancy for a Moorland owner on the Forum with a total of 6 vacancies. A recruitment drive would be carried out in the autumn. It was hoped to encourage a more diverse and young membership too. Interviews would be held by the Chair with Mike Rhodes and Gill Millward.

Forum members were asked to notify their contacts of the vacancies and invite interested parties to contact Mike Rhodes.

The current Chair, John Thompson and the 2 Vice Chairs, Bob Berzins and Charlotte Gilbert were appointed until this meeting. However, John Thompson was standing down as Chair but would continue as a Forum member for now. It was hoped to appoint a new Chair at the March meeting of the Forum but the Vice Chairs would cover in the meantime.

Bob Berzins thanked John Thompson for all his work for the Forum and that it was hoped John could continue as a member of the Forum - he indicated he planned to do this.

It was noted that the Forum hoped to meet in person at the next meeting in December with

Bob Berzins chairing and would include a presentation for John Thompson.

### **3. MINUTES FROM THE LAST MEETING, 10 JUNE 2021**

The minutes of the last meeting held on 10 June 2021 were approved as a correct record and Karen Harrison was thanked for producing them.

### **4. MATTERS ARISING FROM THE MINUTES**

**Monsal Trail** – an update from the Peak District NPA had been circulated. There had been some press interest, the Authority was not backing a return of rail use on the Trail. It was noted that to open up the full route to Matlock would involve use of the Haddon tunnel which would require a lot of work and negotiation with the Haddon Estate. Derbyshire County Council had also indicated it was against the return of rail use – Gill Millward will check the current position. It was also noted that a Trails Management Plan was still to be finalised by the Peak District NPA and would probably not be completed until after the review of the Asset Management service.

**Peak District NPA Disposal Strategy and Programme** – it was noted that Emma Stone, Head of Asset Management would be making a presentation to the December meeting.

**Landscapes Review** – a summary of the current position from Sarah Fowler had been circulated with the agenda. Further news would be shared when received.

**Countryside Code Review** – Forum members were asked to share any knowledge of progress on this issue. Sarah Wilks stated that the current campaign had just started and there were new videos appearing on social media. The launch was low key but effective. Sarah will send a link to the videos via Sue Smith. In response to queries about visitors to the National Park, Sarah Wilks stated that there had been no visitor survey conducted this summer so no new data was available. Although it had been a busy summer there had been no reports of behavioural issues although the Authority was aware of hotspots eg Thors Cave. Community litter picks had taken place and there had been an increase in pop up car parks and campsites. It was thought that visitor numbers were up as well as more new visitors and overnight stays. It was hoped to be able to gather new data soon.

### **5. DERBYSHIRE CC ROWIP UPDATE**

Gill Millward from Derbyshire County Council presented her report on progress towards the delivery of Derbyshire's Rights of Way Improvement Plan.

With regard to re-surfacing and maintenance of routes there was a need to ensure the right materials were used and were sympathetic to the landscape. It was noted that the Forum had not had much input into DCC's resurfacing projects so it was good to be having the site visit this afternoon and an opportunity to voice comments.

The use of local volunteers to help with ongoing maintenance was raised however volunteers required training and supervision. DCC has a service level agreement with Groundwork Greater Nottingham, who supervise the work of volunteers on paths and trails across the county. Peak Park Conservation Volunteers also do work on access and rights of way. A new Volunteer Coordinator post for the Trails, funded by the Peak District National Park Foundation, has been advertised. Gill will give an update on the Walk Derbyshire programme at a future LAF meeting.

**The report was noted and progress on delivering Derbyshire's Rights of Way Improvement Plan was welcomed.**

**Gill Millward will make contact with the new DCC Councillor appointed to the LAF, Susan Hobson, and invite her to the next meeting.**

## **6. ACCESS UPDATE ON RIGHT TO ROAM ISSUES**

**Open Water Swimming** - Bob Berzins reported that he had met with Danny Udall, Eastern Moors Site Manager and a swimmer, to discuss Barbrook Pond which was heavily used in warm weather. Danny was keen to engage and increase recreational opportunities but ensure users respected the vulnerable area. This could include monitoring numbers and the impact on the surroundings.

Bob also reported that the Visitor Safety Group, a national body, looks at visitor usage and produces guidance including with regard to open water swimming. Bob has seen draft guidance on outdoor swimming and will update the Forum when it is published.

**Water Sports** - Ben Seal reported that there had been a tremendous increase in interest in paddle boarding in the last 12 months. However, there was a need for more places to go to be able to do this and a legislative approach was needed with a cross department group looking at public access to the countryside. Paddle Peak had suggested a pilot of open access to inland waterways in National Parks and was working with Local Authorities with a view to becoming a charity.

**Mountain Biking** – a meeting had recently been held with Adele Metcalfe and Tim Nicholson from Peak District NPA regarding transport and policy. This had been a positive discussion.

It was noted that the National Park Management Plan (NPMP) and Local Plan were being revised and there was an opportunity for input. Also trying to find new routes, have 6 suggestions and will send to Gill, Bob and Charlotte.

**Wild Camping** – Bob reported that Danny Udall had said wild camping would be tolerated on the Eastern Moors but not fires. It was noted that 245 campers with fires had been moved off Burbage but there had been fewer than expected on Stanage. There had been a general increase in other National Parks. Wild camping is not legal but is tolerated in some parts of England and Wales with an ethos of leave no trace or there is an impact. Pop up campsites had helped this year but some campsites had increased charges so had become prohibitive to some.

## **7. MEMBER'S REPORTS**

**NPMP Review** – Bob Berzins had attended the NPMP group meeting on line.

**Local Plan Review Workshops** – Martin Bennett had attended the Transport workshop and gave a summary of what had taken place. Martin would have appreciated more direction and focus with more debate time. Bob also attended the Workshop.

## **8. ANY OTHER BUSINESS**

**National Park Authority Car Parks Review** – John Thompson had circulated bullet points to Forum members. Stanage Forum would be responding to proposals. Concern was expressed about charges at Stanage increasing the number of people looking for free parking on the roadside and this would need monitoring. John's response to Emma was agreed.

**Hope Valley Climate Action Travelling Light Project** – Mandy Holden gave a presentation on the Travelling Light project which was a 5 year pilot regarding sustainable



## Peak District Local Access Forum

**Date:** 9<sup>th</sup> December 2021

**Item: 6**

**Title: The Peak District National Park Foundation supporting the Access Fund**

**Author:** Sarah Slowther

### Fundraising background

The Peak District National Park Authority has had a long-term ambition to diversify and increase income to support National Park Management Plan outcomes. There are lots of funders the Authority can't apply to as a statutory body. The Authority is less well placed to develop regular donors, business donations and major gifts and can't claim 25% gift aid on donations. Recognising this, the Authority took the decision to establish a fundraising charity.

[The Peak District National Park Foundation](#) registered with the charity commission in February 2019. Its vision is that the Peak District National Park is enjoyed and conserved by everyone, forever. The Foundation believes the Peak District should be a vibrant, diverse, and resilient place for nature, wildlife and climate, supporting the nation's wellbeing, enjoyed by and welcoming to all. Everyone should be able to discover and engage with protected landscapes to benefit the health and wellbeing of the whole nation. It was founded to raise funds and support projects to deliver this. Its staff and running costs are covered by the National Park Authority, longer term we're working towards covering these costs.

The Peak District National Park Foundation is a key part of the National Park fundraising strategy and our ambition to connect people to the National Park. It's the vehicle through which we can grow new income streams for Management Plan projects.

We're developing a programme approach to fundraising using the Foundation as the public facing brand to develop support for campaigns including the Access Fund. The Foundation is working to grow support from regular donors, corporate supporters, trusts and foundations and major donors. We're moving away from individual projects fundraising and creating a single route for donations. This enables us to co-ordinate our efforts and resources and better understand the cost of fundraising and the return on investment. It also creates a central system for thanking and stewarding supporters so we can grow a longer-term commitment from our supporters to develop funds to support conservation and access across the National Park. The Foundation is the best vehicle for this as a registered charity and it's registered with the Fundraising Regulator.

### How The Access Fund fundraising fits

Working with Sue and Mike we've included the Access Fund as one of the Foundation's fundraising campaigns. Working with the Rights of Way Team, our £70kfor70 campaign raised £10,000 to support access work as part of Miles Without Stiles.

### Restricted/Ring fenced Access Fund donations

We've included a dedicated donation link <https://peakdistrict.enthuse.com/peakdistrictaccessfund#!/> where donations are

ring fenced for the Access Fund – the money raised is paid as a grant to the Access Fund once a quarter. It includes the donation plus 25% gift aid (where donors have included this).

The Foundation uses Enthuse to manage its online fundraising. This gives us additional functionality including an automated thankyou and option to join our mailing list, gift aid processing, customised branding and marketing for specific campaigns. This Enthuse system includes a small fee for handling and processing payments. This is clearly detailed at the point of making a donation online and donors are given the option to cover the fee and many donors chose to cover this fee. The average fee (it varies dependent on size) is between 5 & 8%.

Any method of taking donations online will have costs associated with it. For example, a charity that builds its own digital fundraising system will have to pay a web development agency or internal staff to build that system, to maintain it and to ensure it is secure. In addition, there will also be a payment provider cost (e.g. Mastercard or VISA) associated with each donation and the administrative task of tracking those donations and thanking donors.

In line with charity industry standards for every £1 the Foundation raises we ensure that at least 85% goes on project delivery. The Foundation's reserves policy aims to retain 15% of unrestricted income to develop the Foundation's reserves position and to work towards covering its core costs in the longer term. For restricted income (income donated to a specific campaign such as the Access Fund) the Foundation takes a 5% fee to work towards covering the costs of fundraising.

Grant payments from the Foundation to the Access Fund will be ring fenced donations plus 25% gift aid, less the enthuse fees (where these aren't covered by the donor) and less 5% Foundation fee to start working towards covering the cost of fundraising. The Authority is keen for the Foundation to cover its staff and operational costs in the longer term. This can only be achieved by retaining a percentage of income.

### **Unrestricted Income supporting the Access Fund**

In addition to the ring-fenced donations mentioned above, the Foundation has a growing number of [Peak Partners](#) – corporate supporters who support our vision as well as a growing number of regular and one off donors who donate to support our work more generally. We can also use some of this unrestricted income to support the Access Fund, adding to the ring fenced amounts donated specifically for Access work.

### **Payments and Monitoring**

The Foundation will make a payment to the Access Fund once a quarter this will include the ring fenced funds received and any unrestricted income raised which can support Access work. This is paid as a grant with conditions including acknowledging the support of the Foundation and its supporters, tagging the Foundation in social media and sharing details of the access work the grant has supported. This is so we can report back to supporters and the charity commission and include information in the [Foundation's Annual Report](#).

The longer term ambition for the Foundation is to create a dedicated funder of Management Plan impacts it's still early days but support is growing all the time and working with Sue & Mike, we hope to be able to grow the already strong support for access work.

## Peak District Local Access Forum

**Date:** 9 December 2021

**Item:** 7

**Title:** Derbyshire's Rights of Way Improvement Plan (RoWIP) - Update

**Author:** Gill Millward, Countryside Access Improvement Officer, DCC

### **Purpose of Report**

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

### **Aim 1: Existing Rights of Way Network**

- **Surface/ drainage improvements:** The major rights of way schemes highlighted at September's LAF meeting are being programmed for delivery on the ground, with work already underway or nearing completion on a number of routes. More than 170 other paths across the county will also benefit from improvements which are due to be carried out by the end of March 2022. These include drainage and surface repairs, vegetation clearance, waymarking, installing/ replacing bridges and sections of boardwalk. Approval is being sought for a further round of schemes to be delivered as part of the County Council's Highways Capital Programme in 2022/23 and information will be shared with LAF members in due course
- **Signposting:** Details of the locations where the County Council is planning to install roadside signposts can now be viewed on the Derbyshire Mapping Portal:  
[www.derbyshire.gov.uk/leisure/countryside/access/rights-of-way/scheduled-maintenance-programme/scheduled-maintenance-programme.aspx](http://www.derbyshire.gov.uk/leisure/countryside/access/rights-of-way/scheduled-maintenance-programme/scheduled-maintenance-programme.aspx)

### **Aim 2: Definitive Map and Statement**

- Work continues to investigate and process the Definitive Map Modification Order (DMMO) applications which have been received by the County Council and can be viewed through the on-line register:  
[www.derbyshire.gov.uk/leisure/countryside/access/rights-of-way/register-of-applications-for-rights-of-way/register-of-applications-for-rights-of-way.aspx](http://www.derbyshire.gov.uk/leisure/countryside/access/rights-of-way/register-of-applications-for-rights-of-way/register-of-applications-for-rights-of-way.aspx)
- Following an appeal to the Secretary of State, an order has been made to upgrade Cromford Footpath 41 running through Bow Wood to the north of Lea Road to bridleway. The County Council has recently

confirmed and brought into effect an order adding a footpath along Pudding Bag Lane in Ashover to the Definitive Map and Statement

### Aim 3: An improved network

- **Pennine Bridleway National Trail:** The annual condition surveys have now been completed for both the Pennine Bridleway and Pennine Way. The results will inform work planning and budgeting for 2022/23, with the priorities for investment due to be agreed at the December meeting of the Pennine National Trails Partnership which looks after the routes



on behalf of Natural England. For the Pennine Bridleway within Derbyshire, on-going maintenance work continues with the replacement of tired looking fingerposts and waymark posts along the route, as well as the renewal of non-slip surfaces on several road crossings. A series of activities has been planned by the Trails Partnership manager to raise the profile of the

Pennine Bridleway. The film launched in September has done a great job in capturing people's attention and showcasing what the trail has to offer to a wider audience, with an encouraging increase in followers on both Twitter and Facebook. A new waterproof map of the entire route from Middleton Top in Derbyshire to Ravenstonedale in Cumbria has been produced by Harvey Maps with support from the Yorkshire Dales National Park Authority's Sustainable Development Fund. It includes information about route planning, accommodation, places to visit and horsebox parking

- **White Peak Loop (WPL):** We are continuing to progress feasibility studies, proposals and costings for the route through Buxton and await the outcome of our recent funding bid under Tranche 3 of the Department for Transport's Active Travel Fund. The content of the WPL webpage has been improved and is being kept up to date with any new information or developments
- **Clowne Greenway:**
  - Works to provide the Gypsy Lane footpath/cycling link between Stoney View and Elmton Road in Creswell should be underway in the new year/early spring, with a view to opening the path once the electric gates have been installed at the current entrance to the primary school
  - The Clowne Greenway has already proved highly popular, with recorded user numbers supporting this investment. During the first 12 months, monitoring stations in the centre of Clowne recorded almost 215,000 targets accessing the greenway with 187,683 pedestrians, 18,701 cyclists and 5,504 horse riders

- In order to understand more about the impact and benefits that the Greenway has had on the local area, a Project Evaluation survey has been launched on our consultations web page here: [www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/the-clowne-greenway---project-evaluation.aspx](http://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/the-clowne-greenway---project-evaluation.aspx)

We are hoping to engage with local residents and visitors on topics such as active lifestyles and modal shift, as well as finding out how the Greenway could be further improved and developed. The consultation closes on 29 December 2021

- **Little Eaton Branch Line:** Design work for the route between Duffield Road in Little Eaton and the A609 at Rawson Green is progressing and documents are being prepared in readiness for further community consultation and the submission of a planning application. Road crossings are at the detailed design stage and traffic surveys have been commissioned. We are hoping to construct the route in 2022/23, subject to securing planning consent and a successful Tranche 3 funding bid
- **Visit Sleep Cycle Repeat:** Recent work on the Skegby Trail crossing of Batley Lane, which will include the use of flexi-pave, brings the total length of new and improved trails around the Pleasley Hub in Bolsover District to 7.5km



- **Chesterfield Active Travel Route:** At the meeting held on 14 October, cabinet members approved the continuation of further detailed design and subsequent implementation of proposals for the east-west walking and cycling route across Chesterfield with inclusion for measures to help alleviate concerns. The 8km route being funded through Tranche 2 of the Department for Transport's Active Travel Fund will provide access to Chesterfield Royal Hospital, the town centre and rail station, along with a range of other key employment, retail and education destinations. The community engagement summary document can be found on DCC's website appended to the cabinet report
- **Markham Vale:** The Council's flagship regeneration project was set up to create an attractive and accessible business park centred around the former Markham Colliery situated between Staveley and Bolsover in the north of the County. One of the original concepts for the project was to facilitate sustainable travel options for both home-to-work routes and for

the benefit of the local community to access and enjoy the newly restored and landscaped areas. Several routes to, from and through the site have already been constructed, including the Clowne Greenway. A further route runs parallel with the A632 connecting Markham Vale with Bolsover Business Park where it meets the current end of the Stockley Trail. Grant funding of £357,000 was secured from Sustrans via Bolsover District Council towards the £441,000 cost of constructing the 1.1km long walking/cycling route which is nearing completion

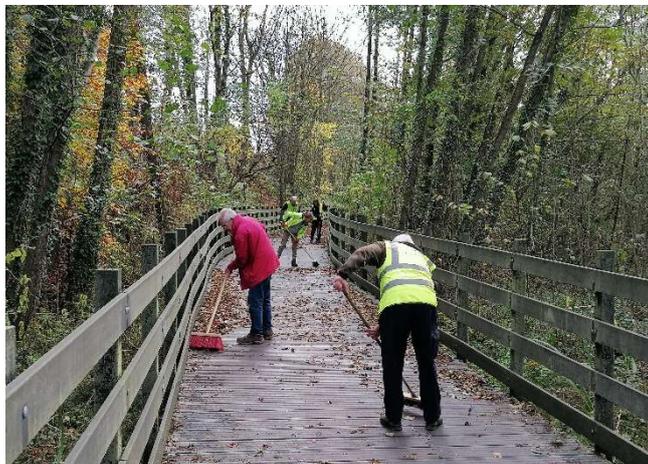
**Aim 4: Improve the promotion, understanding and use of the network**

- **Cycle Derbyshire:** There has been a high demand for the new Cycle Derbyshire leaflet and a further reprint of 30,000 is underway. Tourist Information Centres, Visitor Attractions and Heritage Centres are all reporting increased visitor numbers and uptake of leaflets



**Aim 5: Greater community involvement**

- **Volunteer contribution:** the work of volunteers on our countryside sites, paths and trails continues to be supported under a service level agreement with Groundwork Greater Nottingham. Back in November, local Sustrans



volunteers teamed up with Groundwork to clear back overhanging vegetation on a section of the White Peak Loop, as well as carrying out further habitat improvements in the special environmental corridor being developed at Rowsley sidings where wildflowers such as red campion and meadowsweet are being encouraged to flourish on the trail side, creating a haven for pollinating insects.

The day's work culminated in clearing the boardwalk of leaves which was much appreciated by all trail users, which included pushchair users and older local residents on e-bikes.

**Recommendation:**

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

# Peak District Local Access Forum

**Date:** 9 December 2021

**Item:** 7

**Title:** Green Lanes Update

**Author:** Sue Smith

## **Purpose of the Report**

The report provides an update on repairs on Green Lanes and other routes in the National Park.

## **Background**

The Forum represents a range of different user groups and interests, and has expertise in multi-user routes through its Green Lanes work. The Forum has previously expressed its willingness to provide comments on schemes of repair undertaken by the Highway Authorities.

In August 2021, the LAF was consulted by Derbyshire Council Council on a number of routes being proposed for repair. In September, the Green Lanes Sub-group met to inspect a number of these routes. Further routes have been identified subsequently for the Forum's involvement. Note that this includes some routes which are multi-user, but which are not Green Lanes.

## **Major Schemes of Repair**

The routes identified for major repairs are shown in Appendix 1.

The Green Lanes Sub-group inspected the proposed works at Chapel Gate, Cave Dale, Brushfield, Chertpit, and Jacob's Ladder. Their comments are provided in Appendix 2.

Officer comments on Pin Dale, Car Road, and Moorlands Lane have been circulated to the LAF, and are set out in Appendix 3.

The proposed works are summarised in Appendix 4. All the identified schemes are due to be completed by end of March 2022. Works have commenced at Chapel Gate and Car Road.

The Green Lanes Sub-group have also inspected proposed works at Beeley and Hayfield. Their comments are provided in Appendix 5.

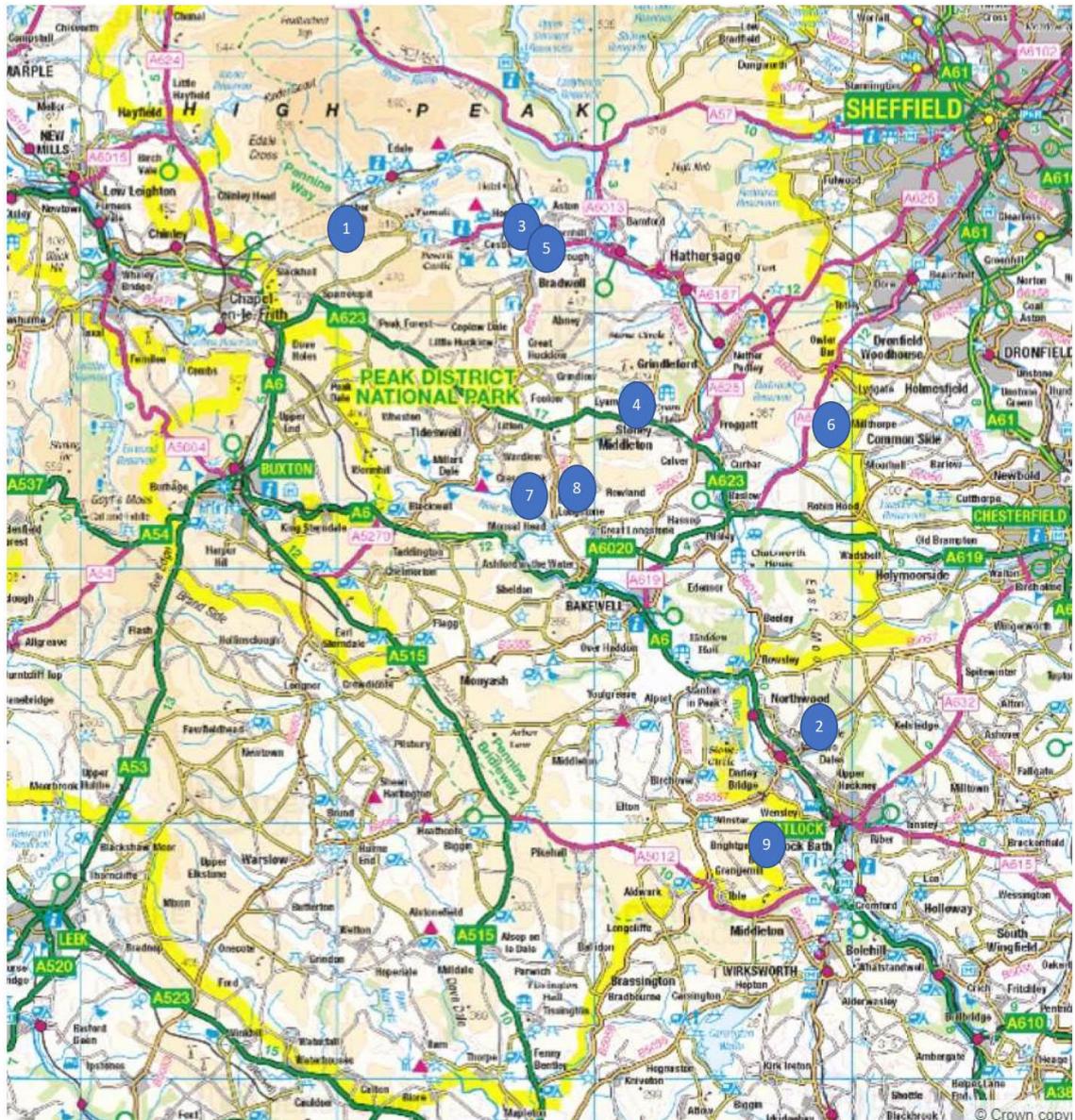
## **Maintenance**

Work has also been identified for routine maintenance on Brough Lane, Hurstclough Lane, and Long Causeway. This will include gulley clearing, minor resurfacing, and barrier replacement.

## **Recommendation**

- 1. That the report is noted.**
- 2. That the LAF consider whether they wish to make any additional comments on the views expressed.**

## Appendix 1



1. Chapel Gate, Edale
2. Back Lane, Darley Dale
3. Cave Dale, Castleton
4. Jacob's Ladder, Stoney Middleton
5. Pin Dale, Castleton
6. Car Road, Holmesfield
7. Brushfield, Little Longstone
8. Chertpit Lane, Little Longstone
9. Moorlands Lane, Bonsall

## Appendix 2

### Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided at site meetings on 7<sup>th</sup> and 9<sup>th</sup> September 2021 with Peak District Local Access Forum members.

#### Chapel Gate

- Key access route by cyclists, horse riders and walkers.
- NPA Traffic Regulation Order on the route prohibiting motorised vehicle use.
- Designations including SSSI, SAC and SPA.
- Repairs to be sympathetic to the surroundings and use ie no requirement to make suitable for motorised users.
- Naturally excavated gritstone to be used; 20mm to dust with incorporation of seed mix in place of hydraulically bound material (HBM).
- Scope for limited use of HBM on lower section for durability re farm use.
- Scheme to incorporate maintenance of cross-drains, the blockage of which is the principle cause of the water damage.
- Additional cross-drain at the top of the slope.
- Removal of excess road planings previously introduced.
- Inspection and treatment of pitched areas elsewhere on the route.

#### Cave Dale

- Start of Limestone Way long distance route.
- Key link route by mountain-bikers, horse riders and walkers.
- SSSI and ephemeral watercourse.
- Tarmac repairs and drain clearance on the initial section.
- Limestone 20mm to dust to infill betwixt exposed bedrock, where deemed necessary.
- Surfacing cambered and additional cross-drains to help shed run-off.
- Stone picking and limited resurfacing or infill between boulders to a minimum width higher up.
- Retention and encouragement of grass growth adjacent to the route.

#### Brushfield

- Key link route by cyclists, horse riders and walkers.
- Provides an access without steps to the Monsal Trail/the [Miles without Stiles route](#) from the NPA's car park.
- Designations including SSSI, SAC and SM.
- Determination of legal status as a bridleway has prohibited use by motorised vehicles save for annual event where consented.
- Use for maintenance and for emergency access to Trail on the lower section; use by farmer along whole route.
- Resurfacing using bound limestone to infill areas of lost tarmac.
- Surfacing to accommodate disabled users and to provide a central grass strip for horse riders under bridge to the Trail.
- Elsewhere surfacing where required using limestone 20 mm to dust incorporating seed mix and outcrops of bedrock.
- Where grassed areas, removal of loose stone only (no resurfacing required).
- For joining bridleway, retain grassy verges and combine stone clearance and some cutting back of overhanging branches. No resurfacing required.

### Chertpit

- Key route forming part of the [Black Harry Trails](#).
- NPA Traffic Regulation Order on part of the route prohibiting motorised vehicle use.
- Farm use at either ends of the route.
- Verges designated as key ecological areas/road verge nature reserve; protected species.
- Infill large depression at western end.
- Infill long rut with limestone and grass seed mix; use of HBM as appropriate to manage level of agricultural vehicle use.

### Jacobs Ladder

- Key link route to Eyam and Grindleford.
- DCC Traffic Regulation Order prohibiting motorised vehicle use.
- Some illegal use by motorised vehicles reported.
- Infill gulleying with gritstone, 20 mm to dust.
- Drainage channels and cambering to deal with run-off.
- Remove loose stone/rubble and rebuild boundary walls.

## Appendix 3

### Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided by PDNPA officers.

#### Pindale

- Key route for all users to link with Bradwell Moor.
- Camping barn, DoE route, and potential for disabled use.
- SSSI and SM.
- Substantive illegal use on adjacent land by motorised vehicles.
- Infill depressions on top section of track leading from the roadside.
- Hydraulically bound limestone on steep top section with central grass strip.
- Remove loose stone and rebuild boundary wall.
- Reinforcement of boulder barrier with additional boulders (subject to SM consent being obtained).
- Installation of boulder barrier/edge treatment on other side of the BOAT.
- Resurfacing using unbound limestone in the central section.
- No introduction of seed mix on central section at NE's request.
- Regrading of tracked sections permitted but with no importation of material (subject to SM consent being obtained).
- Hydraulically bound material with scooped cross-drains on lower section.

#### Car Road

- Links to other bridleways and areas of Access Land; forms part of Boundary Walk.
- Legacy of illegal motorised vehicle use and flytipping.
- Reinstatement of ruts adjacent to surfaced track and clearance of overhanging trees to prevent deviation from the track.
- Top dressing of areas where loose cobbles are not bound by grass vegetation.
- Phase works to reduce vehicle tracking over the middle vegetated section of the track.
- Infilling with gritstone and hydraulically binding of extensive area of wash-out in the lower section to improve accessibility.
- Consider use of vehicle barrier at A621 and signage.

#### Moorlands Lane

- Link to other tracks and lanes; no through route for motorised vehicles.
- Forms part of Limestone Way.
- Lane is of limited width.
- Clear back overhanging vegetation.
- Minor infilling of ruts where developing.

## Appendix 4

### DCC Scheme Details

#### Chapel Gate

Edale end lower - The proposed works involve filling the 1m wide and 400mm deep rut with granular material. It is proposed to use a gritstone/granite aggregate is a colour to suit the surrounding landscape.

Edale end upper - The works involve picking large loose stones from the path and filling any ruts with locally sourced gritstone granular material. Path surface to have topsoil/grass seed mix (1 part seed to 4 parts topsoil) raked in.

It is proposed to clean out the existing stone cross channels (6 no.) and construct two new channels. Existing ditch to be cleaned out where necessary.

#### Cave Dale

Lower - Install 3 number cut-off drains using re-used stone kerbs similar to the existing kerbing used. Alter existing steps to a cut-off drains. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

Upper - The works involve the construction of a path up to 2.0m wide. Rock outcrops restrict the width to 1.5m in places. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

#### Upperdale

Upper - The proposed works involve removing large loose stones from the path (hand picking and placing on drystone wall beside path or used to create stone channel). Applying a layer of fine limestone (10mm to dust) to path in wheel tracks and compact to bind existing surface. Apply a thin dusting of topsoil and grass seed mix to centre of path.

Lower - fill the rutted areas with granular material. A 1.1m wide path is to be created on RHS (looking uphill) utilising the existing tarmac surfacing where present. A 600mm wide path of 10mm asphalt is to be provided on the LHS. The central 600mm wide margin is to have a thin application of topsoil with grass seed. Grips are to be cut into the LHS verge.

#### Chertpit & Leys Lane

Western end - Works involve filling this depression with 100mm to 200mm granular material which would shed this water to the ditch beside the path.

Eastern End - Works involve filling the 500mm wide 50mm deep rut with unbound limestone. Rake in topsoil/grass seed mix to centre of path to promote grass regrowth.

#### Jacobs Ladder

The proposed works involve picking large stones, concrete kerbs and fence posts from the path. Filling deep ruts with previously picked material and Type 1 granular material. Constructing 5 stone channels using picked stones or locally sourced material.

#### Pindale

The proposed works involve the construction of a 2.3m wide granular path using locally sourced limestone to suit the surrounding landscape, filling ruts as required and picking large stones from the path. Two stone channels are to be constructed on the lower section to shed water. Drystone wall to be reconstructed using stone which has been pulled/fallen onto the path. Large boulders (24 in number) to be placed beside the path to discourage vehicle use on the surrounding landscape. Potholes infilled.

### Car Road

Lower - The works involve filling a 385m long rut which is up to 700mm deep and 1m wide. Then overlay with 75mm granular material to form path 2.3m wide. It is proposed to use locally sourced gritstone/granite to suit the surrounding landscape.

Middle – In areas of disrepair, an overlay with 75mm granular material will be provided to form a path 2.3m wide. It is proposed to use locally sourced gritstone/granite to suit the surrounding landscape.

Upper – Where necessary, the shoulders of the path will be reconstructed. It is proposed to do this using a Geogrid stabilising layer between two layers of granular fill. This will then be overlaid with 75mm thick granular material to form path 2.3m wide. Locally sourced gritstone/granite will be used to suit the surrounding landscape.

### Moorlands Lane

The works involve an overlay of 50mm thick overlay of granular material, predominantly in the rutted areas, to form a path 1.5m wide. It is proposed to use locally sourced limestone to suit the surrounding landscape.

## Appendix 5

### Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided at site meetings on 25<sup>th</sup> November 2021 with Peak District Local Access Forum members.

#### Beeley Lane

- Key route for all users and for links to adjacent moorland and permissive routes in adjacent woodland.
- Adjacent designations including SSSI, SAC, SPA and SM.
- Potential to provide for a Miles without Stiles route through surfacing repairs and drainage improvements.
- Drainage capacity/run-off is an issue. Meeting to be arranged with landowner and tenant to discuss.
- Resurfacing using unbound gritstone to provide a level surfaced track and to prevent undermining of walls.

#### Coldwell Clough, Hayfield

- Important bridleway connecting with Edale and the Pennine Bridleway. Links to the Pennine Way and the Kinder Plateau and extensive areas of Access Land.
- The route leading to the bridleway is an unclassified road. A permissive path in this lower section provides a level alternative.
- Designations include SSSI, SAC, SPA, SM at Edale Cross, Grade II Listed Building at Coldwell Clough.
- Complaints received about the surfacing when works undertaken on a section of the route several years ago, and which has now grassed up to some extent.
- Surfacing in the worst affected sections only, to include stone pitching and gritstone infill, and to encourage users to keep to the track.
- Works will require clearing out of gullies and also identifying their ongoing maintenance to help prevent future erosion.
- Construction of a slab bridge at Stoney Ford for walkers who wish to keep their boots dry.

Derby Telegraph 8th October 2021

# Controversial Monsal Trail rail plans ruled on by Government

DEPARTMENT OF TRANSPORT WILL NOT GIVE FUNDS FOR REINSTATING TRAINS

By JOSEPH ASH  
joseph.ash@reachpic.com

PLANS to reinstate the Peak and Dales line along the Monsal Trail have been ruled on by the Department of Transport.

After the closure of the line in 1968, nearly nine miles of the now abandoned railway was transformed into the popular trail, incorporating railway tunnels as well as the Monsal Viaduct.

As part of its Levelling-Up agenda, in January 2020, the Government pledged £500 million for the Restoring Your Railway programme to start reopening lines and stations.

The popular, highly competitive initiative saw 85 proposals submitted in the third round, of which 13 have been approved for funding.

The Manchester and East Midlands Rail Action Partnership (MEMRAP) believed the railway would "reconnect isolated communities between Matlock and Buxton/Chinley and reconnect Manchester with the East Midlands, to and through the Peak District National Park".

But the Department of Transport has ruled against handing funds to the reopening push.



The popular Monsal trail, incorporates railway tunnels and the Monsal Head Viaduct

proposal, working with key stakeholders to improve their understanding of the significant benefits of the proposed Peaks and Dales Line reinstatement.

There has been much contention surrounding the potential railway being reinstated, with 14,000 people signing a petition against the project.

Set up by trail activist Lee Cooper Smith, the petition reads: "This very action completely changes, and reduces the unique appeal of the trail of walking through the tunnels, along the same viaduct - it just

becomes a trail. This reduces the appeal of one of our key tourism assets that is partly responsible for Derbyshire's £2.3 billion tourism trade that many of our local businesses rely upon."

The proposal also did not have the backing of the Peak District National Park Authority (PDNPA) as they believed it did not meet the authority's tests to reinstate the railway.

MEMRAP disputes this and a spokesperson said: "The Peak District National Park is right to admit, in effect, that it does have a big transport route will remain."

problem. The fact is that the Chair of the PDNPA himself says that the situation is 'unsustainable'. We agree.

"Our proposal would be a core part of a proper, integrated, multi-modal solution - contributing to meeting that PDNPA-identified strategic need."

MEMRAP is due to meet again with the PDNPA CEO to identify and discuss further issues which our exciting and visionary proposals may need to resolve."

Local MPs had previously supported the idea of connecting Manchester with the East Midlands, through the Peak District.

High Peak MP Robert Largan said: "The Peaks and Dales Railway reinstatement is potentially a great example of this levelling up, bringing inward investment to Derbyshire, and supporting the tourism industry on which so many local people rely."

"We have an opportunity to push regeneration - not only in my constituency, but across Derbyshire, the wider region and the whole country."

For now the Monsal Trail is to remain as a trail but as MEMRAP believes "much public support is bubbling up", who knows how long this popular Peak District walking route will remain.

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