

Public Document Pack

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Susan Hobson, Martin Bennett, Austin Knott, Ben Seal,
Richard Entwistle, Charlotte Gilbert, Clare Griffin, Alastair
Harvey, Louise Hawson, Jez Kenyon, Councillor Andrew
McCloy, Geoff Nickolds, Paul Richardson and John Towe



PEAK DISTRICT LOCAL ACCESS FORUM MEETING

**TO BE HELD FROM 10.00 AM
ON 14 JUNE 2023 IN ALDERN HOUSE, BASLOW ROAD, BAKEWELL**

File: A1182/4/3419

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|----|---|
| 1 | Welcome and Apologies (to follow) |
| 2 | Minutes of the meeting 15 March 2023 (to follow) |
| 3 | Matters arising from last meeting not covered by agenda (attached) |
| 4 | Proposed changes to LAF meetings (including update on PDNPA organisational change (to follow) |
| 5 | Themed topic - Access for All (attached) |
| 6 | Access Update (attached) |
| 7 | Derbyshire rights of Way Maintenance Programme (attached) |
| 8 | Derbyshire CC RoWIP Update (to follow) |
| 9 | Members' Reports (attached) |
| 10 | Any Other Business (to follow) |
| 11 | Dates of next meetings (attached) |

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Peak District Local Access Forum

**Minutes of the Meeting held on Wednesday 15th March 2023
in the Board Room at Aldern House, Bakewell**

Members Present:

| | |
|-----------------------|--------------------|
| Louise Hawson (Chair) | |
| Martin Bennett | Richard Entwistle |
| Charlotte Gilbert | Clare Griffin |
| Nick Doran | Jez Kenyon |
| Cllr Susan Hobson | Cllr Andrew McCloy |
| Austin Knott | Geoff Nickolds |
| Ben Seal | Paul Richardson |
| Dave Savage | John Towe |

Minutes:

1

Welcome and Apologies

Apologies for absence were received from Craig Best, Jo Holliday, Joe Dalton, Charlotte Leech and Alastair Harvey.

2

Minutes of the meeting on 1st December 2022

The minutes of the last meeting held on the 1st December 2022 were approved as a correct record.

3

Matters Arising from last meeting

PDNPA TRANSPORT SYMPOSIUM

Took place on the 1st February 2023. It was a smaller and more high-level strategic event than originally envisaged, which looked at how the key local authorities and transport bodies could work together. It was hoped that more specific actions and consultations may come back to the Forum at some point.

ENVIRONMENT LAND MANAGEMENT SCHEMES (ELMS) UPDATE

Charlotte Gilbert gave an update to Members.

The Basic Payment Scheme (BPS) is being phased out and will finish in 2027. The Government has a manifesto commitment to maintain the farming budget so all reductions in the current BPS will be reinvested in farming. Sustainable Farming Incentive (SFI) aims to be more streamline, efficient and fairer. SFI is available to all farmers currently in receipt of BPS; it offers nine standards with two levels (Introductory and Intermediate) for each standard. The Government intends to implement similar improvements across Countryside Stewardship (CS) next year. CS provides financial incentives for farmers, foresters and land managers with grants for multi-year management agreements. On January 26th the Government published an update to the Environmental Land Management Schemes (ELMS) with the aim of bringing clarity and certainty for business planning. The enhanced CS higher tier schemes will be aimed at places needing complex management such as creating or restoring habitats and improving woodlands; the mid-tier and wildlife offers are aimed at protecting and enhancing the natural environment through multi-year management grants to improve wildlife, water quality, air quality and natural flood management. Landscape Recovery Scheme supports ambitious large -scale nature recovery projects, focusing on net zero, protected sites and habitat creation. Whether this delivers on all the desired outcomes will depend on the uptake by farmers. So far there is a very mixed view from farmers. Some farmers will be put off before they start and will abandon the system and increase livestock numbers which will be the opposite of what the Government intends. There is little in the detail to increase access but this is the base layer and more options may come as the higher tiers are rolled out.

Ben Seal reported that since the Agriculture Act received royal assent, British Canoeing, the British Mountaineering Council, Ramblers, British Horse Society and Open Spaces Society have been trying to influence the development of the Environmental Land Management Scheme (ELMS) to ensure that the access element is as strong as it can be and rewards farmers for making improvements to access, but to date no assurance has been received that the ELMS will deliver on access.

Ben informed the LAF that he had met Ministers back in January 2021 calling for a chance to do a proper consultation with stakeholders, and that a year later that was finally opened up and 2 weeks ago a stakeholder forum was held. DEFRA is looking at exploring what it can pay landowners for permissive access (not permanent access), but the emphasis still seems to be on farm/educational visits. Ben was not expecting a huge change, but would continue to lobby Ministers.

LAF members asked where the public could find out where the permissive access will be and when it would be taken away? Ben reported that currently there wasn't a place where they could find this information. Sue Smith reminded the meeting that information on new permissive rights of way developed as a result of Farming in Protected Landscapes (FiPL) funding in the Peak District National Park can be found on the PDNPA website. The meeting agreed that this was a good model.

Louise asked if it would be useful for the LAF to make a representation to the Minister to encourage funding of permanent access and underline the wider issues associated with permissive access.

Agreed that Louise Hawson and Mike Rhodes would draft a letter to the Minister on behalf of the LAF.

ACCESS TO WATER

Ben reported that following the last LAF meeting he had met with the Shadow Secretary of State for the Environment and Access Colleagues and that there would be further round table discussions to follow.

CYCLE ACCESS TO THE PEAK DISTRICT

Following the presentation at the last Forum by Simon Geller from Sustrans, it was reported that there had been some correspondence relating to one of the routes that was talked about from Hathersage ?? to Grindleford Café/Railway Station, and that there were some ongoing discussions taking place, including with the local residents association, who will be a key partner in making this work

NATIONAL PARK MANAGEMENT PLAN

Cllr McCloy confirmed that the National Park Management Plan was ratified at the Authority Meeting on the 2nd December 2022.

CAR PARKING CHARGES

Members were informed that the proposal to increase the current car parking charges and the introduction of new ticket machines at other Authority car parks was agreed by the Authority Members at the Authority Meeting on 3rd February 2023.

4

Themed Topic - Nature Recovery and Access

Dave Savage, Landscape Recovery Manager for the Dark & White Peak at the Derbyshire Wildlife Trust (DWT) gave a presentation to the LAF Members on the work that the DWT was doing on nature recovery and access.

Dave reminded LAF members of the biodiversity crisis and provided data on the loss of key species and the national and international importance of key habitats in the Peak District. He gave examples of the kinds of species that could be reintroduced as part of creating a wilder landscape, including beaver and even golden eagle. He emphasised the importance of nature to people, including how it had inspired him as he was growing up.

Dave reported that back in 2018, the DWT's Wild Peak Programme (WPP) was set up to improve wildlife in the Peak District National Park, working with landowners to identify and introduce measures on their land. So far 49 landowners had signed up to the scheme. The DWT has been given funding to make the WPP happen. Examples of measures included putting Shetland

Cows to graze on the Thornhill Trail, which has already helped to improve habitats and increase the crane fly and insect numbers etc. and that they were also looking at doing a beaver feasibility study in the Park with a view to reintroducing them.

The presentation prompted discussion about the importance of nature recovery, and also of understanding the potential conflicts with access, and with farming and other land management activities. It was agreed that this was a key theme that the LAF would continue to return to.

The LAF thanked Dave for his presentation

5

Access Update

ACCESS FOR ALL

Sue Smith, PDNPA's Access and Rights of Way Officer presented her report which was to provide and update on issues related to access in the Peak District.

Sue reported that, significant funding had been received from DEFRA, for infrastructure improvements to make protected landscapes more accessible for people of all ages and abilities. Further funding was anticipated for 2024/25.

The funding was being spent on creating more miles, more mobility, and more places. This includes all-terrain wheelchairs available to hire from the Authority's Cycle Hire and Visitor Centres free of charge, a three-fold increase in all-terrain mobility scooters (trampers), and accompanying videos to increase confidence.

Sue reported that surfacing works had taken place on 4 routes, 3 of which were in the proximity of Sheffield, with thanks to the Countryside Maintenance & Projects Team. More updates will follow.

Sue was thanked for her report.

CONSULTATION ON DIRECTION ON ACCESS LAND

Sue reminded the LAF Members that in 2018 the Authority had made a direction on public safety grounds to restrict access to land at Silence and Old Grove Mines due to instability, whilst further investigations and works were carried out.

Since then, the direction has been extended on a number of occasions, following evidence of further instability, and now the Authority is proposing to extend the direction for 2 years until 30th April 2025, or until the satisfactory completion of remediation in connection with geotechnical investigations. The direction only refers to access land and not to public

rights of way or highways, although they were also impacted by the instability.

LAF Members considered the impact on all public access in the area and asked what could have caused the instability in the first place and what was the likelihood that the access land would be opened up after this 2-year period. Sue responded that there were a number of factors involved, which affected the long-term outcome including whether the full extent could be re-opened.

The LAF agreed to formally respond to the public consultation as a statutory consultee supportive of the proposal to restrict public access for a further 2 years.

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Derbyshire CC RoWIP Update

Gill Millward, the Countryside Access Improvement Officer from Derbyshire County Council presented her report which was to update on the progress towards delivery of the Derbyshire Rights of Way Improvement Plan.

As far as the existing Rights of Way network was concerned, work was continuing to complete the package of schemes funded through the County Council's Highways Capital Programme, which included 12 major surfacing and drainage projects with a further 9 schemes designed and issued to contractors. Works of a more minor nature have been completed on 38 paths across the county, and signposting has taken place at 896 locations across the network in 2022/23 with another 155 to be completed by the end of March 2023.

Gill reported that the number of Definitive Map Modification Order (DMMO) applications continues to increase. As of the 1st March 2023, the Authority was dealing with 320 applications of which 272 were currently undetermined. She then invited Charlotte Gilbert to update the LAF Members on the issues surrounding the prioritisation of DMMO's following meetings of the Joint LAF Unrecorded Ways Sub-Group held in November 2022 and January 2023.

Members were updated on the progress of the White Peak Loop which is 71% complete and more updates will be provided at the next LAF in June, including the feasibility studies which are currently underway for the missing sections of the route. Feasibility work for the missing sections of the Pennine Bridleway around Glossop is also ongoing.

Gill reported that works on the Shallcross Incline at Whaley Bridge had been delayed until the 27th March due to the weather. It was expected that resurfacing work on the Peak Forest Tramway between Buxworth and Chinley would start just after Easter.

A report would be going to the next County Council Cabinet Meeting on 16 March to consider and approve the proposed forward plan of activities for the Sustainable Travel Programme, including continued delivery of Derbyshire's Key Cycle Network. Gill will forward a link to the report to LAF Members after the meeting has taken place.

LAF Members were asked to send in any comments regarding the Safer Roads Fund Project for the Via Gellia between Cromford and Newhaven by the 26th March deadline.

Gill reported that the public engagement process for the D2N2 Local Cycling and Walking Infrastructure (LCWIP) had now closed and that she would report on the feedback at the next LAF meeting.

Gill was thanked for her report.

It was agreed that a sub-group would be set up to meet with DCC Rights of Way to review progress on the maintenance programme, looking at the routes that the LAF was consulted on in 2022/23, and the planned works for 2023/24. Louise asked for interest in attending this meeting: expressions of interest came from Nick Doran, Paul Richardson, Charlotte Gilbert, Martin Bennett and Louise Hawson.

Louise and Gill will contact those members and the DCC team to agree a date for the meeting. All LAF members will be informed of the date and will be welcome to join.

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Members' Reports

Louise Hawson informed the LAF of the proposal by Severn Trent Water as part of its Water Resources Management Plan to extend the reservoirs at Upper Derwent Valley (UDV) ie Ladybower, Howden and Derwent, as it has been identified as a need by Severn Trent to increase the water storage capacity. This is being considered as part of a national programme of major capital improvement works looking at strategic water infrastructure and among the options being considered for UDV are:-

1. raising the height of one or more of the dam walls, which will mean the flooding of more land.
2. the addition of a new reservoir behind Howden
3. ending transfer of water to Yorkshire Water

The British Mountaineering Council has written to DEFRA and Severn Trent Water in response to the draft Water Resources Management Plan querying the rationale behind the proposal, emphasising the special character of the Upper Derwent Valley and raising concerns regarding the consultation process. Louise reported that a representative from Severn Trent was willing to come and talk to a meeting of the LAF later this year as more information should be available by then on the options to be taken forward.

It was reported that Severn Trent Water was also looking at improvements to both Carsington Water and Tittesworth Reservoir with a 2m increase in the height of the dam wall.

Louise reported that there was more information available on the Severn Trent Water website and that she would send the links to the LAF Members.

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Any Other Business

Mike Rhodes had circulated the draft Local Access Forum Annual Report for 2022 and asked if any Member had any comments, could they please feed them back to him.

Ben Seal informed Members that there would be a debate in the House of Commons on the 21st April regarding Right to Roam.

Austin Knott informed Members that the Staffordshire Walking Festival will be taking place from the 21st April until the 1st May and that further details could be found on the web if interested.

Nick Doran reported on the issues he had been having in sorting interconnective bus links across the county as well as obtaining timetables, and asked if any other Member had found similar issues?

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Date and venue of next meeting

The date for the next meeting of the LAF will be on Wednesday 14th June 2023 at Aldern House, Bakewell.

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Peak District Local Access Forum

Date: 14 June 2023

Item: 5

Title: Access for All

Author: Sue Smith

Purpose of the Report

The purpose of this report is to provide an update on the access for all programme.

Background

In November 2022, the Peak District National Park received £131k of capital funding for infrastructure improvements to make Protected Landscapes more accessible for people of all ages and abilities and from all socio-economic backgrounds, to make them what Glover called, 'places for everyone.'

No funding is available in Year 2 (this current year) of the programme. Further funding will be received in Year 3.

Defra Access Funding

The Year 1 funding was required to be spent by the end of March 2023. This was met by developing facilities at key locations, improving online information, creating and enhancing Miles without Stiles routes, and increasing the number of people participating to meet our ambition (Appendix 1). Monthly updates are attached in Appendix 2. The [Programme and Resources Committee report](#) sets out the details of our delivery. This is summarised as:

- Creating 5.6 km of accessible paths through resurfacing, widening, ramping and installing or removing gates
- Promoting Miles without Stiles routes as being truly inclusive and developing an in-house system for route videos
- Mapping and guides for new Sensory Trails so that everyone slows down to connect with nature
- New welcoming signage and symbols to provide at a glance information
- Undertaking an audit for Accessible Castleton as an accessible village
- Acquiring 6 trampers, an electric wheelchair, and a trike and providing 5 all-terrain wheelchairs free to borrow so no one feels excluded.

An Accessible Place

Accessible Castleton develops a template for accessibility at a large site, in this case a village which is already a popular destination. This builds on the provision of accessible routes by working with businesses to compile a catalogue of information, producing a visitor guide for the visitor centre, providing a sensory story and itineraries, and, in conjunction with Visit Peak District, providing accessibility training for businesses.

Recommendation

- 1. That the report is noted.**

Appendix 1 - Ambition

An Accessible Peak District

The Peak District National Park covers an area of over 555sq km at the heart of the nation. It is one of the most popular, accessible and well-known areas in England with over 12 million leisure visits a year. The National Park is surrounded by major conurbations and provides a vital and tranquil space for physical and mental health and wellbeing and for adventure.

Access to the Peak District National Park is rooted in the first access campaigns which culminated in the Peak District becoming the first National Park in the UK in 1951. A third of the Peak District National Park is open access land with 1,300 miles of rights of way and a network of 20 Miles without Stiles routes with 20 more planned. Former railway tracks provide for leisurely walks and family bike rides on 65 miles of scenic traffic-free trails. We operate cycle and tramper hire facilities at a number of locations and have estates, woodlands, and a campsite.

Accessibility is at the heart of our work. We work closely with disabled user groups and through the Accessible Peak District working group for partner sites and have received awards for our accessibility work. The Miles without Stiles routes are very popular, with 1 in 12 visits to the website. Sale proceeds from the Miles without Stiles handbooks, sponsored by Yorkshire Water, go into the Authority's Access Fund for route maintenance and development.

Our ambition is to develop and promote accessibility hubs across the Peak District National Park to provide a range of routes and experiences in proximity to populations and with the supporting infrastructure and facilities for disability access needs. Access to the hubs would be enabled by links to public transport and dedicated disabled parking and access within the hubs would be facilitated by a range of equipment, information, and signage.

Overview – Year 1

The improvements provided through this funding are helping to increase the number and length of Miles without Stiles routes in the National Park. These routes are suitable for wheelchair users, pushchair users, anyone with mobility issues, and are truly inclusive. Three of these routes are in proximity to the conurbation of Sheffield to widen participation and encourage exploration of the National Park on the doorstep. There have been two interviews with Radio Sheffield, one being with Accessible UK which emphasised how important these routes are for access to nature and for well-being. A further interview is scheduled for later in the year.

The path works on these and other routes have included re-surfacing, widening, creating a ramp in place of steps, improving camber, and re-locating and creating hardstanding at seating. Gates have been removed, replaced, or installed, with new fittings to make them easier to open.

A new video and the development of an in-house system for filming Miles without Stiles routes will help build confidence in visiting and enjoying the beauty of these places. The videos accompany the clear mapping, concise directions and grading of these routes, to help assess suitability, provide familiarity, and to enjoy again places once visited. A staff event to showcase this was held in April 2023.

The funding has provided a template for developing Castleton as the National Park's first accessible village. This includes auditing and supporting businesses, and for an access guide, sensory story, and itineraries. The Local Access Forum will be considering what makes an Accessible Place at their meeting in June 2023.

The multi-user former railways have been made more welcoming with signage, shelters, route widening, the creation of ramps, and removal of gates. A connection with nature is provided by new Sensory Trails.

The acquisition of six trampers has expanded the number of sites available for hire. The branding encourages connections with the landscape and its special places. An electric wheelchair bike and a trike provide for all abilities at our bike hire sites. The new all-terrain wheelchairs are free to borrow so that no one is excluded.

Appendix 2 – Monthly updates

Monthly Updates

January 2023

More Miles



Continuing the success of our accessible hard surfaced and stile-free paths, works have been completed over the winter for two more Miles without Stiles. More works are currently underway for new and extended routes.

Accompanying films and route videos are in production, and new sensory trails available in time for Spring will make the routes even easier to enjoy.

More Places



Work is underway on an accessibility guide for Castleton. Working with businesses and Visit Peak District and Derbyshire, it will help to remove barriers to access.

More Mobility



Since November, six new all-terrain trampers have been acquired for the Peak District National Park's cycle hire and visitor centres. New inclusive cycles will also be coming soon. Improved signage, shelters, and route improvements will make it even easier to explore. All with a welcoming smile.

February 2023

More Miles



Four path surfacing projects were completed in February 2023.

These extend an existing Miles without Stiles route on the moorland fringe above Sheffield, follow the start of a historic packhorse route, allow for a Surprise View over the Hope Valley, and widen a section of the Tissington Trail.

More Places



Sensory Trails have been provided along our Miles without Stiles, so that everyone can take time to connect with nature at www.peakdistrict.gov.uk/sensory.

A Sensory Story and visitor information is being developed for Accessible Castleton.

More Mobility



Peak District Trampers will take you to places where you will want to go. Some of the most iconic places of the Peak District are shown on our new trampers.

March 2023

More Miles



Improving or removing gates improves accessibility for the benefit of all users.

New route videos complement the clear mapping and directions of our Miles without Stiles routes.

More Places



New signage provides a welcome for everyone.

An accessible shelter has been provided mid-way between the two cycle and tramper hire centres on the Tissington Trail.

More Mobility



More equipment for exploring. All-terrain wheelchairs are free to borrow so that everyone can enjoy the National Park.

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Peak District Local Access Forum

Date: 14 June 2023

Item: 5

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.

Access Land Direction

The National Park Authority has continued the direction at Silence Mine restricting public access on safety grounds until 30 April 2025. The consultation outcome, which includes the LAF's response is attached in Appendix 1.

A further site meeting is planned with Derbyshire County Council officers to discuss reinstatement and to consider future access provision.

Green Lanes

Comprehensive schemes for repair and reinstatement works undertaken by Derbyshire County Council, the Highway Authority, are being considered by the Peak District Local Access Forum for routes in their area. This includes a number of Green Lanes where the improvements to surfacing will increase accessibility and help people to keep on track to protect verges.

Further accessibility enhancements have been funded from the Defra Access for All programme and from donations to the Authority's Access Fund. At Long Causeway, a section of resurfacing will help provide for a new Miles without Stiles easy access route. At Wetton Hills and Moscar Cross, replacing stiles with bridleway gates next to the field gates will increase accessibility for a range of users.

Monitoring

The biennial Ease of Use Survey reports on a randomised 5% of the rights of way network. This includes signage, waymarking, structures, obstructions, and surface condition. Consideration is also given to scope for improving accessibility. In 2022/23, 82% of the network was easy to use, based on the selection surveyed.

Access Fund

The Peak District National Park's [Access Fund](#) provides for supporting access improvements through donations. Donations from the public are made via the Peak District Foundation.

In 2022, donations totalled £1080. Sales from the Miles without Stiles handbook via the Authority's visitor centres, totalled £967.

Works during 2022, included anniversary gates at Oarystones and Chrome Hill, replacing stiles with gates at Conksbury and Moscar Cross, a new access point at Sir William Hill, repairs and replacement gates at access points on access land, widening the pedestrian gate on the broken road at Mam Tor, steps on a steep slope at Back Dane, and surfacing improvements to a chicane on the Trans Pennine Trail.

Recommendation

- 1. That the report is noted.**

Appendix 1

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CONSULTATION OUTCOME REPORT

COUNTRYSIDE AND RIGHTS OF WAY (CROW) ACT 2000

PROPOSAL FOR A LONG-TERM DIRECTION RESTRICTING ACCESS

APRIL 2023

| Land Parcel Name: | Direction Ref. |
|--|----------------|
| Silence & Old Grove Mines, Great Hucklow & Foolow | 2018088745 |

1) Introduction

The Peak District National Park Authority (PDNPA) has completed its consultation on the proposal for a long-term direction to restrict CROW access on this land. The consultation was held between 16 March and 14 April 2023.

The following consultation comments were received:

Peak District Local Access Forum – recognise the significant public safety issues arising from the ongoing collapse of the land in and around the Silence and Old Grove Mines site. Based on the information received, agree that the continued temporary restriction of CROW access to the extent identified in the consultation documents is necessary on public safety grounds.

Have discussed the issues and challenges associated with this site for several years, since the first application for closure of CROW Access Land in 2018. Pleased that a geotechnical report has been completed and reinstatement works are now being considered. Understand that any work will take time to agree and to implement, and therefore support the proposal for an extension of up to two years, until 30th April 2025, or until the completion of remediation in connection with geotechnical investigations have been carried out to the satisfaction of the Authority.

Wish to see this area re-opened to the public as soon as possible, and ask that PDNPA continues to keep pressure on all parties to remediate and to reinstate access as soon as possible, and continues to keep the LAF informed of progress with the works.

Finally, whilst recognise that Public Rights of Way are not covered by this direction, note that, as a result of the same public safety concerns, the Public Rights of Way running through the site – an east-west restricted byway made up of Grindlow RB6 and Foolow RB10, and north-south footpath Foolow FP9a – also remain closed. In addition, the minor road running along the northern boundary of the site is suffering slippage, and has been closed several times in recent years for repairs. As a result, east-west access, for horse riders and cyclists in particular, is often effectively closed through this area, affecting some well-used circuits. Alternatives for walkers travelling east-west or north-south require use of minor roads which themselves may be unsafe due to sometimes fast-moving traffic. Ask the PDNPA and DCC to consider the impact of these PROW closures and explore alternative routes through the area for non-car users.

Derbyshire Dales Ramblers – no objection to the proposal to extend the duration of the above direction until 30 April 2025 or until completion of remediation in connection with geotechnical investigations, to the satisfaction of the PDNPA as the Mineral Authority, whichever is sooner.

Aware of the instability of the land around the mines and the potential danger to Access Land users. Would like to see nearing the end of the two-year duration, consideration of the future opening of part of the Access Land to the east, taking into account safety implications, if a further direction is needed.

Would also note that there are two Rights of Way running across the Access Land. Foolow FP 9 runs north to south and Restricted Byways Grindlow RB6/Foolow RB 10 run west to east. Both these RoWs offer walkers off-road safe access and link to the wider RoW network. There has also been previously the temporary closure of the highway running north of the Access Land. Any alternative off-road routes for walkers and other RoW users would be very beneficial. The local country lanes are narrow and the vehicular traffic can present considerable danger to vulnerable road users.

Great Hucklow Parish Council - agree that the closure should be extended to 30th April 2025 as proposed.

Foolow Parish Meeting – in the light of the ongoing risk to individuals, due to the state of the land and the future uncertainties, fully support.

Individual - against reducing open access to the public unless it is temporary and for safety reasons. The next generation will not thank this generation for freedoms lost, freedoms to roam and enjoy the countryside.

2) Outcome

The PDNPA is satisfied that the restriction of CRoW access to the extent identified is necessary on public safety grounds having regard to the occurrences of instability, the presence of a potential contributory factor, and the nature and character of the land.

The PDNPA, as Mineral Planning Authority, has commissioned geotechnical investigations into the instability at this site and is considering the conclusions and recommendations of the reports provided. This includes the approval and implementation of reinstatement works. Pending this, it is necessary to protect the safety of the public by extending the temporary closure of the land.

Having regard to the continuing evidence of instability, potential contributory factors, and the nature and character of the land, PDNPA is satisfied that a restriction of CRoW access to the extent identified is necessary on public safety grounds. It is considered that the extension of up to two years would be an appropriate period of time for identification and rectification of the instability and for the monitoring of this.

This direction shall cease to have effect on 30 April 2025 or, if earlier, the date on which PDNPA as Mineral Planning Authority approves completion of the necessary remediation having regard to the outcome of the geotechnical investigations undertaken by the PDNPA as the Mineral Planning Authority and for an associated monitoring period. In the event of the instability being more extensive or requiring more extensive remediation, including monitoring, the direction shall be further reviewed.

3) Summary of Restriction

| Land Parcel Name: | Dates of Restriction | Reason for Exclusion |
|---|-----------------------------|-----------------------------|
| Silence & Old Grove Mines, Great Hucklow | 30 April 2025 | Public Safety |

Details of the restriction will appear at www.openaccess.naturalengland.org.uk.

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Peak District Local Access Forum

Date: Wednesday 14 June 2023

Item: 8

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

Author: Gill Millward, Countryside Access Improvement Officer, Sustainable Travel Team, Derbyshire County Council

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 condition and drainage:** Work is continuing to deliver the package of rights of way schemes funded through the County Council's Highways Capital Programme which will be discussed in more detail under Item 7. This includes several major surfacing and drainage projects, as well as works of a minor nature, such as surface patching, vegetation clearance, boardwalk and step repairs, which are equally important in helping to make routes available and more accessible.
- **Roadside signposting:** During 2022/23, signposting work was completed at around 1,051 locations across the county. In 2023/24, funding is available to deal with 400 missing or damaged signposts in an initial phase of work with the potential for a further 200 locations to be dealt with this year.

Aim 2: Definitive Map and Statement

- The latest public notices for Definitive Map Modification Orders and Public Path Orders can now be seen on the County Council's website, along with those relating to permanent Traffic Regulation Orders and Statutory Declarations deposited by landowners under Section 31(6) of the Highways Act 1980:
<https://www.derbyshire.gov.uk/leisure/countryside/access/rights-of-way/notices/rights-of-way-notices.aspx>
- The number of Definitive Map Modification Order (DMMO) applications which the County Council receives continues to increase. A further seventeen claims have been added to the online register since the beginning of December 2022, with the majority of more recent applications now being based on historic, documentary evidence:
<https://apps.derbyshire.gov.uk/applications/right-of-way/results.asp>

Whilst good progress is being made, given the limited staffing resources which are available, as of the 1 March 2023, the Authority was dealing with 320 applications at various stages in the process, of which 272 were undetermined.

- **Project 2026 Derbyshire:** Back in March, after previously announcing its decision to repeal the 1 January 2026 cut-off date introduced by the Countryside and Rights of Way (CROW) Act 2000, Defra has reimplemented a cut-off date for claiming historic rights of way extending it by 5 years to 1 January 2031. The work of the Joint LAF Unrecorded Ways Sub-Group in gathering information and people's views about the issues surrounding the prioritisation of DMMOs has become increasingly important and should enable the LAFs to be in a better position to provide further support and advice in accordance with their role and statutory function.

Aim 3: An improved network

- Details of the proposed forward plan of activities for the County Council's Sustainable Travel Programme, including the continued delivery of Derbyshire's Key Cycle Network, can be found in the report which was approved by Cabinet on 16 March 2023 (Item 49/23): <https://democracy.derbyshire.gov.uk/ieListDocuments.aspx?CId=135&MId=1181&Ver=4>
- A further report is due to be presented to Cabinet on 15 June 2023 to formally accept the **£3,005,000 Active Travel Tranche 4 grant** from the Department for Transport. This will be used to fund two high profile projects which are currently being developed by officers in the Sustainable Travel team for the Little Eaton Branch Line and White Peak Loop.
- **Little Eaton Branch Line:** The award of £2.73m, once accepted by Cabinet, will fund the full construction of a multi-user Greenway between the National Cycle Network (NCN) Route 54 Millennium Cycleway at Duffield Road in Little Eaton and Rawson Green in Kilburn as part of a longer route eventually connecting Ripley into Derby City. The scheme is subject to planning permission and our application which is currently in preparation is expected to be submitted later this summer. Using funding secured through our Highways Capital Programme, the track bed of this former railway line now owned by the County Council, has been cleared of overgrowth to enable an engineering investigation of all structures to be undertaken, as well as the necessary Flood Risk Assessment which will be used to support our planning application. The Little Eaton Greenway Supporters Group volunteers continue to be actively involved in the project through site action days and sharing project information in the wider community.



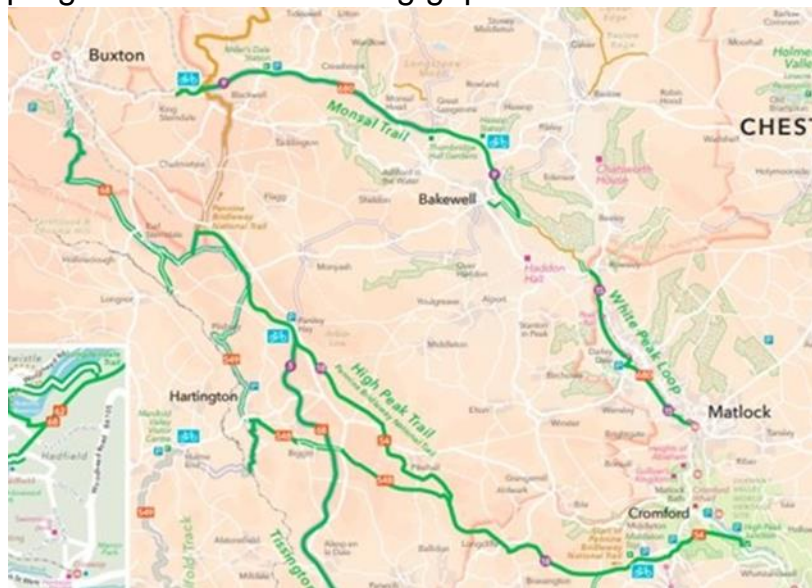
The results of the stakeholder engagement which was carried out last Autumn will be published on our website shortly

- **White Peak Loop (WPL):** The award of £275,000 will fund further development and feasibility work to help progress connecting the WPL from the end of the Monsal Trail at Topley Pike into and across Buxton Town Centre to Harpur Hill, a route which also meets local needs as part of a Buxton Walk and Ride Network. The work includes preliminary to detailed design, community and stakeholder engagement, surveys, planning and approvals and will build on the recent appraisal work undertaken by our consultants to identify the preferred route options. This has also been informed by the feedback received from an online stakeholder input workshop held on 28 January. These routes will enable people to choose more active choices for their everyday short trips promoting greener travel. The funding from Active Travel England will also extend to investigating a safe and coherent active travel scheme alongside the A6 from the Hogshaw Roundabout in Fairfield, Buxton to Dove Holes to meet current design guide standards. There is more information about the WPL on our website here:

<https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/white-peak-loop/white-peak-loop.aspx>

Work continues to progress the other missing gaps in the WPL from High Peak

Junction near Cromford to Matlock Railway Station (through the feasibility study which is nearing completion for the Derwent Valley multi-user trail between Shardlow in South Derbyshire and



Hathersage in the Derbyshire Dales), as well as the section from Rowsley to Coombs Road in Bakewell.

- **Pennine Bridleway National Trail:** On-going maintenance continues, with drainage work and general repairs being undertaken along the route. Groundwork volunteers have been busy replacing gates, gate posts and several sections of fencing, as well as carrying out drainage and litter picking. Investigation work for the missing sections of the Trail around Glossop is continuing. Further site visits have taken place with DCC Highways and Estates to look at the options for improving access over the A626 Glossop Road railway bridge and to investigate another

route running initially through Network Rail land along the northern flank of the railway line, near Bankwood Gate. Negotiations with Network Rail have now commenced and at this stage several different alternatives are being considered to identify the best feasible route available.

- **Peak Forest Tramway Trail:** Resurfacing of 1.3km of the Peak Forest Tramway between Lower Crist, near Buxworth and Green Lane in Chinley is scheduled to commence in early June for an expected duration of four weeks. There will be a temporary closure in place while the resurfacing is being carried out. Works also include the removal of three motorcycle barriers, with two immediately at the roadside due to be replaced with two way opening easy access gates suitable for all legitimate users.
- **Shallcross Incline, Whaley Bridge:** Work to reconstruct the surface and improve drainage on the Shallcross Incline in Whaley Bridge is currently underway on site and should be complete in time for the school holidays in July. Due to the fairly steep nature of the route, this will be top dressed with a porous paving material to assist with drainage and provide a suitable surface for all permitted users which include pedestrians, cyclists, horse riders and people on mobility scooters or with pushchairs. Again, the route is closed while construction is underway and motorcycle barriers at either end of the route will be removed to leave a gap alongside each maintenance access gate.
- **Chesterfield Active Travel Route:** This 7.8km east-west route across Chesterfield is a £1.68m scheme being funded under Tranche 2 of the Department for Transport's Active Travel Fund. Crow Lane, at the eastern end of the route was permanently closed to vehicles on 17 February 2023 to provide a dedicated walking and cycling route (also accessible to horse riders) to the Chesterfield Royal Hospital. The remaining 7.2km of the route is being progressed and will be completed in 2023/24. Construction is underway to widen and enhance the existing section of the Hipper Valley Trail which runs through Somersall Park past Walton Dam, including resurfacing the section out onto Somersall Lane. Work has also commenced at the western end of the route to provide a new superhighway style arrangement in the form of a segregated cycleway on the A619 Baslow Road/ Chatsworth Road, including a new signal layout at the junction with Storrs Road. New lining features will be provided on the rest of the route (5.05km) which utilises current facilities eg along Bobbin Mill Lane, Goytside Road, Dock Walk and through Queen's Park etc.
- **Safer Roads Fund Projects:** Following the public consultation which took place back in January for the A5004 (Long Hill) between Buxton and Whaley Bridge, a four week consultation was also undertaken during March 2023 for the A5012 (Via Gellia) between Cromford and Newhaven. New proposals are being developed to improve road safety along both stretches of road and provide an opportunity to make some improvements for pedestrians, cyclists and horse riders.

- **Greener Towns 20mph zones:** A further consultation is underway until 9 June 2023, seeking people's views on a Green Towns initiative to pilot 20mph speed limits in two Derbyshire towns, Buxton and Long Eaton: <https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/greener-towns-20mph-zones-2023.aspx>
A lower, safer speed, with fewer accelerations and decelerations would improve air quality, reduce carbon emissions and help encourage more people to walk or cycle for shorter journeys, with benefits for their health and wellbeing.
- Other consultations include a short on-line survey to understand the demand for **electric vehicle charging infrastructure** across the county from residents, businesses and visitors to the area. This is open until the end of 2023: <https://www.derbyshire.gov.uk/council/have-your-say/consultation-search/consultation-details/electric-vehicle-charging-in-your-area.aspx>

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

- **Local Cycling and Walking Infrastructure Plan (LCWIP):** We are awaiting the results from the online public engagement which closed back in March for the shared LCWIP which has been prepared jointly by Derbyshire County Council, Derby City Council, Nottinghamshire County Council and Nottingham City Council for the D2N2 area. The comments received will help gauge the level of the support for the LCWIP and inform the final version of the document.
- **Cycle Derbyshire:** The cycle route planner tool has been developed to encourage people to explore the County's 266 miles (444km) of traffic-free trails that are family friendly and accessible for all, with inclusive cycling hubs offering a range of electric and adapted cycles to hire. The planner is easy to use and will help find the best route for recreational or commuting use, reducing carbon on the journey to Net Zero. <https://cycle.travel/map/derbyshire>
- **Walk Derbyshire:** At the end of April, Walk Derbyshire launched its "Inclusive Spaces" webpage: <https://walkderbyshire.org.uk/get-walking/> This is for groups that provide activities for specific people eg those with health conditions/ disabilities, women or men only groups, religious and faith groups. Anyone who knows or has a group that provides specialist walks is encouraged to get in touch so details can be added to the website. The Districts and Boroughs which have been chosen for the four Active Neighbourhood pilot areas are Bolsover, Chesterfield, Erewash and NE



Derbyshire, based on high levels of inactivity and deprivation. They each have the opportunity to access £100k of funding, with up to £20k being available initially for Stage 1 community engagement activity which will guide the full Stage 2 proposals. The Stage 1 bids have now all been agreed by the Pilot Proposal Panel meaning that work should be able to start very soon.

- **Derbyshire Countryside Events Programme:** Further information about the events which are taking place for the remainder of 2023, including the popular Woodland Festival held at Elvaston Castle Country Park near Derby, can be found in our Countryside Destinations and Events brochure here:

<https://www.derbyshire.gov.uk/leisure/countryside/whats-new-this-season/countryside-events-programme.aspx>

Aim 5: Greater community involvement

- **Volunteer contribution:** In 2022/23, volunteers working on our countryside sites, paths and trails have contributed just over 1,545 days, which is a 24% increase on the previous year and estimated to be worth in the region of £138,579. Groundwork Greater Nottingham continues to manage and supervise volunteer task days on behalf of the County Council, including support for the groups working on the Clowne



Greenway, Pennine Bridleway and Little Eaton Branch Line. Groundwork has also been working with the recently formed Darley Dale Community Volunteer (DDCV) group. The Group has been concentrating on cutting back vegetation and litter picking on a section of the White Peak Loop (WPL) alongside Peak Rail's heritage railway and would like to expand its activities to include improvements to local rights of way. Its work on the WPL is being complemented by a contract which has been issued for more extensive vegetation clearance and siding out on the Matlock to Rowsley section of the route which had become very narrow in places.

This is nearing completion and is being funded and managed by the County Council.

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

Public Rights of Way in Derbyshire

Derby & Derbyshire Local Access Forum & Peak District Local Access Forum

June 2023

Rob Greateorex
Team Leader – Public Rights of Way
Network Planning

Organisational Structure

➤ Place Department

- Highways Directorate
 - Network Planning
 - Strategy
 - Construction
 - Design
 - Emergency Planning
 - Derby & Derbyshire Road Safety Partnership & Road Safety

Organisational Structure

Network Planning

- Traffic & Safety
- Highway Maintenance – Highway Inspections & Public Rights of Way
- Street Lighting & Traffic Signals
- Highways Hub
- Structures Management & Maintenance
- Civil Parking Enforcement

Organisational Structure



Organisational Structure

Public Rights of Way

- Team Leader – Public Rights of Way line managed by Senior Project Engineer – Highway Inspections
- 6 Rights of Way Assistants (Inspectors)
- 2 Rights of Way Assistants (Legal Orders)
- 1 Rights of Way Assistant (Digitiser)
- 1 Technical Assistant
- Team currently supported by
 - 1 Project Officer – Capital Programme,
 - 1 Project Support Officer &
 - 1 Rights of Way Assistant (Legal Orders) 0.5FTE

What We Do

- Manage & maintain the Public Rights of Way network for throughout Derbyshire ensuring the successful delivery of the Councils duties, responsibilities, and priorities, as Highway Authority and thereby provide a **safe and reliable** Public Rights of Way network for all users.

s130 Highways Act 1980 'to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority'

s41 Highways Act 1980 'duty to maintain highways maintainable at public expense'

- Ensure the Definitive Map & Statement is kept under continuous review to incorporate changes made through legal orders.
- Currently a responsive service to enquiries raised by members of the public, landowners, stakeholders etc. etc.

A Few Figures

- 4,497 km of Public Footpaths
- 612 km of Bridleways
- 69.8km of Restricted Byways
- 59 km of Byways Open to All Traffic (BOATS)



Priorities

- Attending to public safety issues include:
 - Missing/damaged drainage/inspection covers
 - Collapsed mine shafts
 - Sink holes
- Signposting where the PRow leaves a metalled road.



Public Rights of Way Management

- Barbed wire
- Bulls & Aggressive Animals/Dogs
- Dangerous Land Adjacent to a Public Right of Way
- Definitive Map – Public Path Orders/Creations, DMMO's
- Electric Fences
- Encroachment
- Hedges & Trees adjacent to a Public Right of Way
- Misleading Signs & Notices Erected on a Public Right of Way
- Obstructions
- Ploughing & Cropping

- Stiles & Gates
- Surfaces on Public Rights of Way – Bridges, Drainage, Ditches, Boardwalks
- Sign Posting & Waymarking
- Temporary Closures – Emergency & planned Works



Workload 1st April 2022 – 31st March 2023

| Service | Enquiries received | Enquiries closed | Enquiries outstanding |
|-----------------------|--------------------|------------------|-----------------------|
| Rights of Way general | 1147 | 1015 (88%) | 132 (12%) |
| Definitive Map | 275 | 252 (91%) | 23 (9%) |
| Emergency | 9 | 8 (88%) | 1 (12%) |
| Maintenance | 1380 | 928 (68%) | 452 (32%) |
| Obstructions | 2560 | 2467 (96%) | 93 (4%) |
| Total | 5371 | 4670 (87%) | 701 (13%) |



Surface Vegetation Clearance 2023/24



- Countywide 662 selected paths cut/sprayed once May/July and some again August/September to control surface vegetation.

| | No. of Paths | Length (Km) | Area (sqm) |
|------------------|--------------|---------------|-------------------|
| Amber Valley | 165 | 31.86 | 71,533.50 |
| Bolsover | 55 | 19.26 | 81,764.50 |
| Chesterfield | 54 | 17.42 | 66,278.20 |
| Derbyshire Dales | 88 | 17.24 | 41,088.40 |
| Erewash | 103 | 22.68 | 44,665.50 |
| High Peak | 39 | 5.20 | 14,459.00 |
| North East | 133 | 37.43 | 133,737.00 |
| South Derbyshire | 25 | 7.95 | 13,671.00 |
| Totals | 662 | 159.03 | 467,197.10 |
| Hectares | | | 46.72 |

Role of Town & Parish Councils

- Section 43 Highways Act 1980 provides a power to parish or community councils to undertake maintenance of any footpath or bridleway within the parish or community.
- The highway to which the Agreement relates must be a highway maintainable at public expense.
- Intended for minor works. Excludes:
 - ❖ Work on Restricted Byways or Byways Open to All Traffic
 - ❖ The renewal or construction of footbridges
 - ❖ The repair and maintenance of public paths or sections of public paths having tarmacadamed, concreted, flagged, paved or similar permanent surfaces
 - ❖ The supply and erection of signposts on public paths.
- 156 of the 204 Derbyshire parish/town councils are signed up to the scheme.
- In 2022/23, 61 parish/town councils participated in the scheme.

Maintenance completed 2022/23

In the last 2022/23 we:

- improved the surface of 8.1 miles of PROW.
- renewed or installed 1043 finger posts locations and waymarked 202 routes.
- completed 240 minor PROW schemes



Capital Programme 2023/24

- 10 - 2022/23 Funded projects carried over into 2023/24 for completion
- 10 - Phase 1 projects – Funded in 2023/24
- 8 - 2022/23 projects carried into 2023/24
- 6 - Phase 2 Projects which may not be funded in 2023/24
- 12 - Emergency/Block projects



Enterprising Council

- Highway Service is moving towards a mixed economy operational model and as part of the review all service areas will be looked into including public rights of way.
- Creating 2 new service areas to help us transform the way we work - commissioning and delivery.
- Review will look into how services are currently delivered and how they can be delivered in the future.
- Review will look into how volunteering can be integrated in to the service, minor maintenance agreements with Parish/Town Council's and a replacement for the Ease of Use Survey.
- New model to be implanted March 2024.

How to Report Faults With Us

- For any routine enquiries please email report via our website <https://www.derbyshire.gov.uk/transport-roads/roads-traffic/report-a-road-fault/report-a-road-fault.aspx> - auto acknowledgement with ref no. you can use to trace your enquiry with, enquiry will be directed to the correct officer, speedier response – better customer experience.
- If you believe that the issue you are reporting could cause an immediate threat to life or serious injury to road users or the general public please contact Call Derbyshire Monday to Friday between 8am – 6pm and Saturday 9.30am - 4.30pm on 01629 533190 or outside of these hours please call Derbyshire Police on 101.

..... and finally

Any questions?



Notes from Peak District Local Access Forum Sub-Group Meeting with Derbyshire County Council Rights of Way – held over MS Teams on Thursday 18 May 2023

Present: PDLAF (Louise Hawson, Martin Bennett, Charlotte Gilbert, Nick Doran and Paul Richardson); PDNPA (Richard Pett) and DCC (Rob Greatorex, Steve Hollinworth and Gill Millward)

The aim of the meeting was to:-

- 1) Look at the programme of public rights of way repairs proposed for 2023/24
- 2) Provide feedback on the work completed in 2022/23
- 3) Look at how the LAF can help DCC improve its communication with users and stakeholders around repairs and maintenance of public rights of way
- 4) Provide LAF input on any issues, challenges or specific concerns, including revisiting relevant input from last year

1) 2023/24 Programme

(a) 2022/23 Funded Projects carried over into 2023/24 for completion

- Baslow Road, Bakewell – remedial works additional stone required in wheel ruts caused by heavy forestry vehicles.
- Bramley Lane off B6001 over towards Longstone Edge – remedial works topsoil and seeding central verge (similar to Back Lane, Darley Dale).
- Edensor BOAT 13 – Open texture/ large loose stones to be remedied.
- Castleton Hollowford Road up to Hollins Cross and Castleton FP21. Open texture/ loose stones in places. **The Sub-Group agreed that stone pitching (as on The Roych) would be preferable for the steeper sections as loose material has/will wash out and also emphasised the need for suitable drainage with an appropriate maintenance regime.** Filter drains have been installed which outfall into ditch further downhill.
- Castleton FP20 – proposing similar treatment to Castleton FP21.
- Edale BW19 (Pennine Way) – Funding from Pennine National Trails Partnership/ Natural England has been extended. Work is currently on-site for the lower-level path between Lee House and the ford. The high-level section is within SSSI/ National Trust land and stone pitching is planned for September 2023 to February 2024.
- Beeley BOAT 13 – on-site and expect to finish repairs before end of May.
- Hayfield BW72 up to Edale Cross. SSSI – September to February works.
- Charlesworth FP52 Torside reservoir – Work planned for Summer 2023.
- Eyam BOAT 25 Sir William Hill – verge damage caused by works, advised that this should be allowed to revegetate naturally.

(b) Phase 1 Projects – Funded in 2023/24

- Roadside fingerpost signs – 400 locations identified and being progressed.
- Hartington Upper Quarter FP144. Repair timber steps and regrade path beside Fernilee reservoir.
- Hope Woodlands FP24 – Parkin Clough – Yorkshire Bridge to Win Hill. Installation of around 50 to 60 timber steps and handrail.
- Hulland FP17. Install boardwalk across marshy area.
- Newton Grange FP1 runs into Dove Dale. There was a query about scope of work - possibility of installing steps. **ACTION: SH to share more information/ photographs and seek comments from Sub-Group on the work required.**
- Tintwistle BW26. Timber steps on south side of A628 Woodhead Road. **It was agreed that it would be better to regrade the route and remove existing steps. ND mentioned that the catch on the top gate is broken.** Damaged tarmac surface on approach to Crowden = farm access. Plan to fill-in potholes, install grips and make sure cut off drains are working correctly.
- Staveley FP21. Link to Chesterfield Canal.
- Hayfield BW47 (Phase 2) at Kinder reservoir. Surface muddy section of path with gritstone aggregate. **ND and PR both raised the need for adequate drainage to reduce likelihood of stone washing away.**
- Cobblesnook Lane and Cardlemere Lane, near Minninglow. Sustrans route. Stoning sections of route to A515. Filling ruts and potholes.
- Outseats FP7 – Hollin Bank, near car park and toilets. This is really muddy with plans to provide stone cobbles and surfacing. Increase size of main culvert and create a stone dished surface to direct water off path and into culvert. **ACTION: SH to provide more detailed information so LH can seek further thoughts from Stanage Forum.**

(c) 2022/23 Unfunded Projects carried into 2023/24

- Hope BW32 Phase 1. Includes Hope Woodlands BW5. Upper Ashop to Hope Cross. Waterbars and stone picking on steep gradient. Filling ruts. It was noted that ruts are really deep and difficult to ride on horseback or mountain bike. There is wide, heavy agricultural machinery taken up here.
- Hope BW32 Phase 2. Brinks Road to Hope Cross. Stoning rutted sections.
- Castleton BW40 – Dirtlow Rake. Large loose stones and deep waterfilled depressions. On-site crushing of stones to form a smoother surface and filling depressions. This is a very popular route with lots of use by 4x4s, trail bikes and mountain bikes. **Also need to build in weather resistance.**
- Peak Forest BW55. Stoning rutted sections with plans to dust edges to encourage grass growth as vehicles are preventing natural regeneration of verges, but concerns that this wasn't successful on Eyam BOAT 25. Reports of off-road night driving taking place up here with convoys travelling quite fast. Both issues prompted a conversation about the need to protect verges to encourage biodiversity, but also for people to report any illegal use to the

Police and insist on an incident number to ensure that it is followed up.

ACTION: It was agreed that this would be mentioned at the main LAF meeting and for GM/RG to check if there is still a Green Lanes Policy/ Strategy in place at DCC. GM will also find out more about the latest project to look at improving roadside verges for biodiversity. RG

suggested that work on this route may be carried out in two phases with the initial phase to concentrate on making the route safe, less challenging for vehicle users and to have discussions with the Police to help reduce antisocial behaviour and then look at improving the verges as part of a second phase.

- Youlgrave BW10, Coalpit Lane. Difficult solution as well as mapping issues. Steep incline with exposed tree roots. CG suggested that removing the bigger stones would help. **ACTION: It was agreed that it would be useful to arrange a site visit with LAF members and DCC/PDNPA – solution may call for some compromise between the needs of different user groups.**
- Macclesfield Old Road, Buxton over to Goyt Valley. Lots of large loose stone. Stone picking and filling deep ruts in verge where landowners have placed telegraph poles to try and prevent vehicles going off the main track onto SSSI. Reinstate water bars. **ACTION: It would be useful for DCC to discuss with PDNPA officers who have been involved with issues on this route.**
- Hayfield BW 47 (Phase 1). Repairs to stone pitching. Water bars on steep gradient.
- Clough Lane Birchover BOAT 23 and South Darley BOAT 46. Stoning rutted sections. It was noted that this is a popular route for motor vehicle users with easy access from the A6. It is also used by Duke of Edinburgh groups making their way to the campsite at Birchover – **need to be careful that surface improvements don't encourage vehicles to travel faster.**

(d) Phase 2 Projects which may not be funded in 2023/24

NB: It was agreed that these will be discussed further when funding is confirmed.

- Roadside fingerpost signs – 200 additional locations.
- Chinley FP44. Sandy Lane. Culvert stream that runs diagonally across path.
- New Mills BW144. Chinley Churn. Drainage works on deep muddy section.
- Tissington FP22. Dovedale. Boardwalk repairs. SSSI and National Trust.
- Monyash BOAT 29. Filling deep depressions and rutted sections.
- Chapel-en-le-Frith BOAT 144. Rushup Edge. Localised stone pitching.

(e) Emergency/Block projects

- Dethick FP27 & FP29 New steps and edging – on-site.
- Charlesworth FP65 Timber steps repairs.
- South Darley FP37, Wensley - timber step repairs.
- Highlow FP2 beside River Derwent, Goose Nest Woods, Riverbank repairs.

- Bakewell BW11 (Intake Lane). Remedial works to improve descent from Shutts Lane. British Horse Society has offered funding for two gates needing attention which RG confirmed was in hand.
- Offerton FP6, near stepping stones- timber step repair.
- Outseats FP42, Higgar Lane - concrete step repair rebuilding.
- Shatton Lane, Tarmac patching to existing tarmac surface.
- Brough and Shatton BOAT 16 Robin Hood's Cross – filling deep waterfilled depression.
- Little Longstone FP12 Monsal Head to Netherdale Farm. Problem with steep uneven steps (polished limestone). Probably one of busiest paths in Derbyshire which is used to access the Monsal Trail from the car park, often by first time visitors. Could be quite a significant project along with Ashford-in-the-Water FP17 below. Also definitive map issues here and possibly has bridleway status. PDNPA involvement in the past. **ACTION: It was agreed to arrange a site visit with LAF members, DCC and PDNPA officers.**
- Ashford-in-the-Water FP17 weir path to Monsal Head – step repairs.
- £96k countywide surface vegetation clearance contract has recently been issued for schedule of paths to be cut back in May with some receiving a second cut in August.

In response to a request from SH for suggestions about any other routes that needed to be looked at this year, the following were mentioned:-

- **Bakewell BW18** (Across golf course up to Ballcross Farm) - ND reported that the section through the woods is very worn and rutted. Whilst it may be a good downhill mountain bike track, it is difficult for horse riders to use. This would be a really useful repair as it would help with access to a circular route around Chatsworth etc.
- **Brailsford FP17** at Commonsides – MB reported that this is impassable due to a marshy area which needs about 200m of boardwalk but is a good link in the network which avoids the A52. **RG agreed to have another look at this.**

2) 2022/23 Work completed

(a) Capital projects

- Hucklow BOAT 18, School Lane – kerbing and filled potholes near school.
- Foolow BOAT 20, filled in deep potholes.
- Stoney Middleton BW 17 – stoning up.
- Riley Lane – stoning up.
- Great Longstone BOAT 52 – deep potholes.
- Taddington BOAT 70 stoning.
- Hope FP33 stoning.

- Ballidon BOAT 11.
- Bonsall BOAT 64 and 71.
- Calver FP13.
- Green Lane Middleton.
- Hartington TQ BW42 - **MB said this was a huge improvement, a little bit of run off is starting to appear which needs to be monitored.**

(b) Minor works

- 1049 Roadside fingerpost sign locations
- 276 rights of way waymarked
- Bonsall FP56
- Ashford-in-the-Water FP17
- Hayfield BW71
- Hayfield FP37
- Charlesworth FP10
- Bakewell FP35
- Matlock FP12
- New Mills FP96
- Hope Woodlands BW8
- New Mills FP103
- Youlgrave BW6

3) Communication with Users and Stakeholders

There was some discussion about how all this information could be made more readily available, using language that is easy to understand so there is greater transparency and people can find out what work is planned on paths in their area. A continuous dialogue with the LAF would also help with this, where there is a good pool of knowledge and appreciation of the needs of different user groups, as well as the landowner's perspective. **ACTION: SH offered to share his technical drawings and location plans with the Sub-Group. RG agreed to look at what information could be put on the County Council's website and the possibility of publishing a quarterly or half yearly forward programme of works.**

4) Issues, Challenges or Specific Concerns

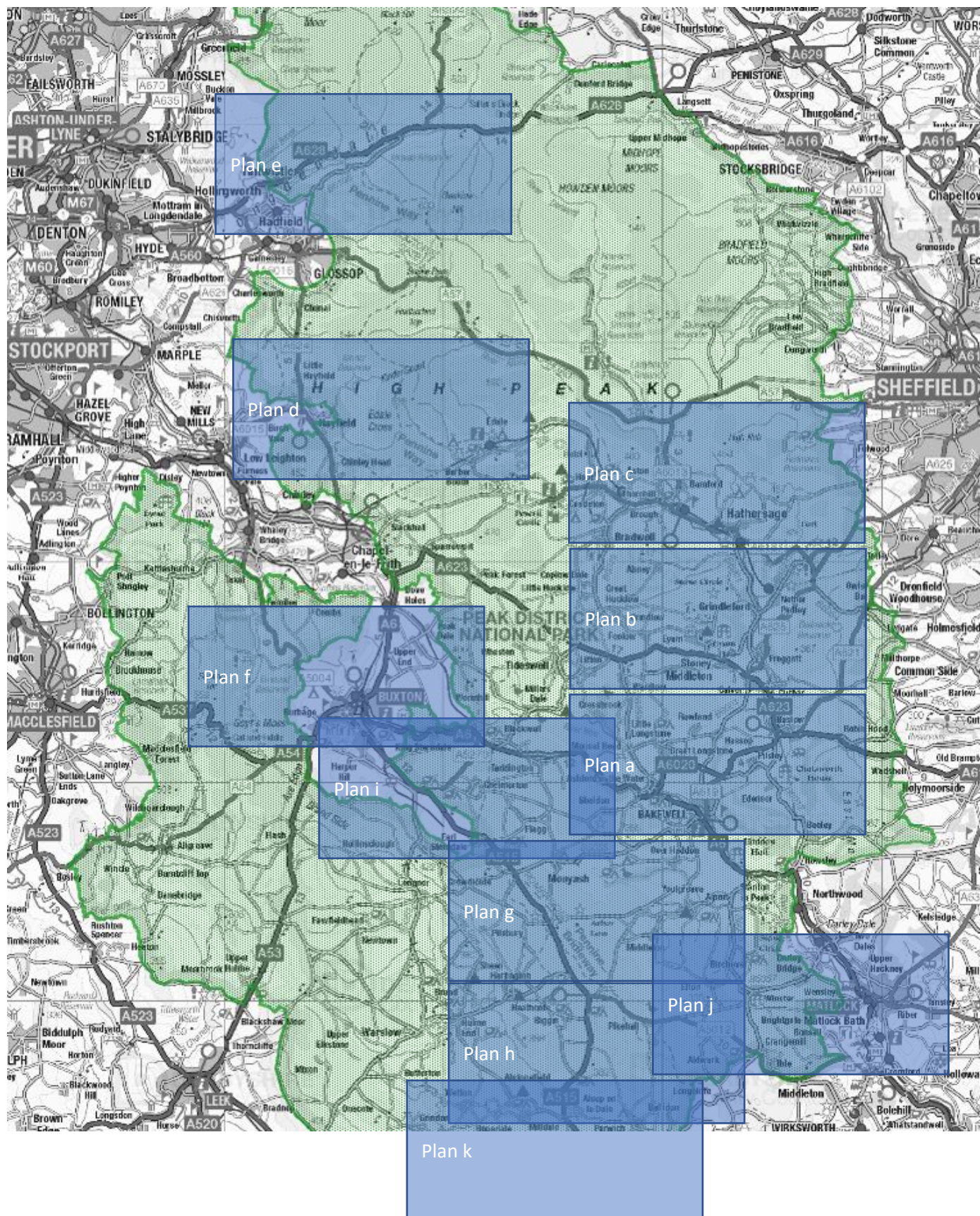
RG clarified that the majority of these schemes are issued to in-house teams from Property Services and Highway Construction Services, with some problems arising from the lack of a pre-start meeting before work got underway on site. This is now being addressed by having a more manageable number of schemes and ensuring that these meetings do take place in future so the work can be properly explained and discussed to help avoid anything going wrong.

MB and PR both emphasised the importance of providing adequate drainage which is effectively maintained going forward as part of any surfacing improvements, particularly in the face of climate change and the increased frequency of intense rainfall events which will only exacerbate the situation. Any opportunities to encourage landowners to plant trees to help with flood mitigation ought to be encouraged. RG confirmed that DCC is starting to phase work and provide more robust solutions, but there are some very challenging sites eg paths through hollow ways where there often isn't anywhere to take the water and sometimes the only option is to go back and repair them after a really heavy storm.

Final thoughts – everyone agreed that this had been a very productive meeting and thanked DCC Rights of Way Officers for attending. It would be useful to have this meeting at least once a year to look back at projects which have been completed and to provide input/ comments on those which were being planned. There was also a reminder to let DCC know about any other paths where repairs are needed so these can be included in future programmes of work.

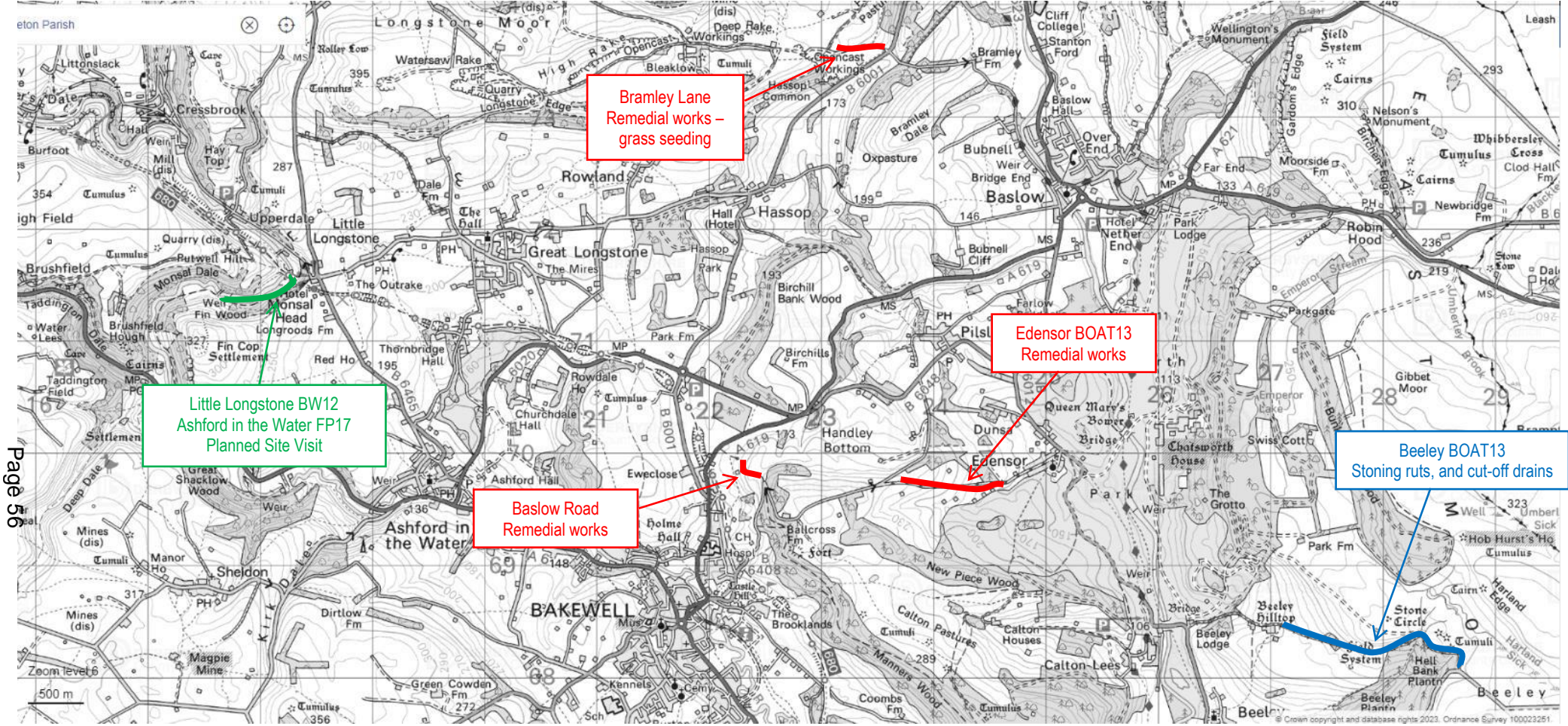
Location of Works discussed at 18th May 2023 meeting

Location Overview

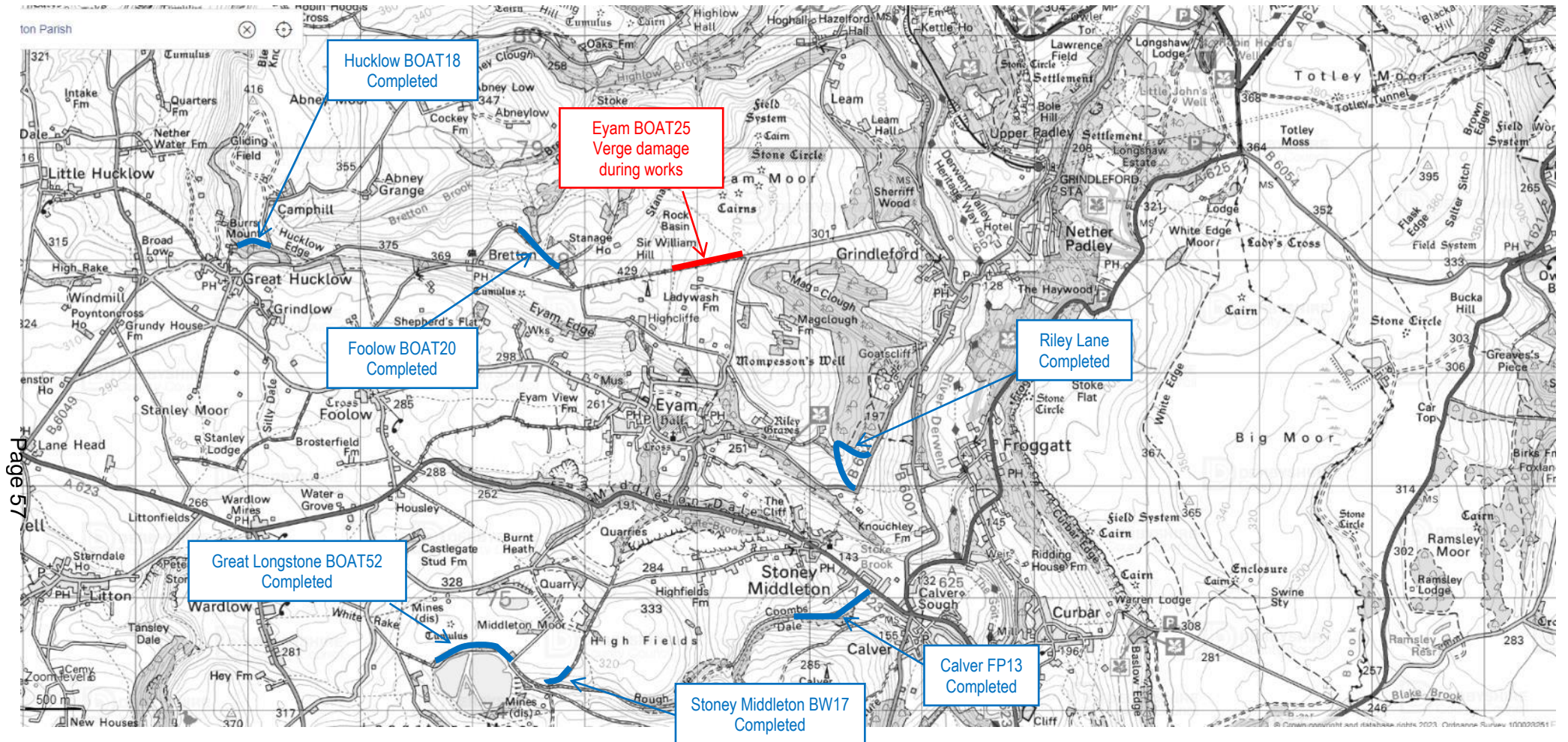


Legend of following plans

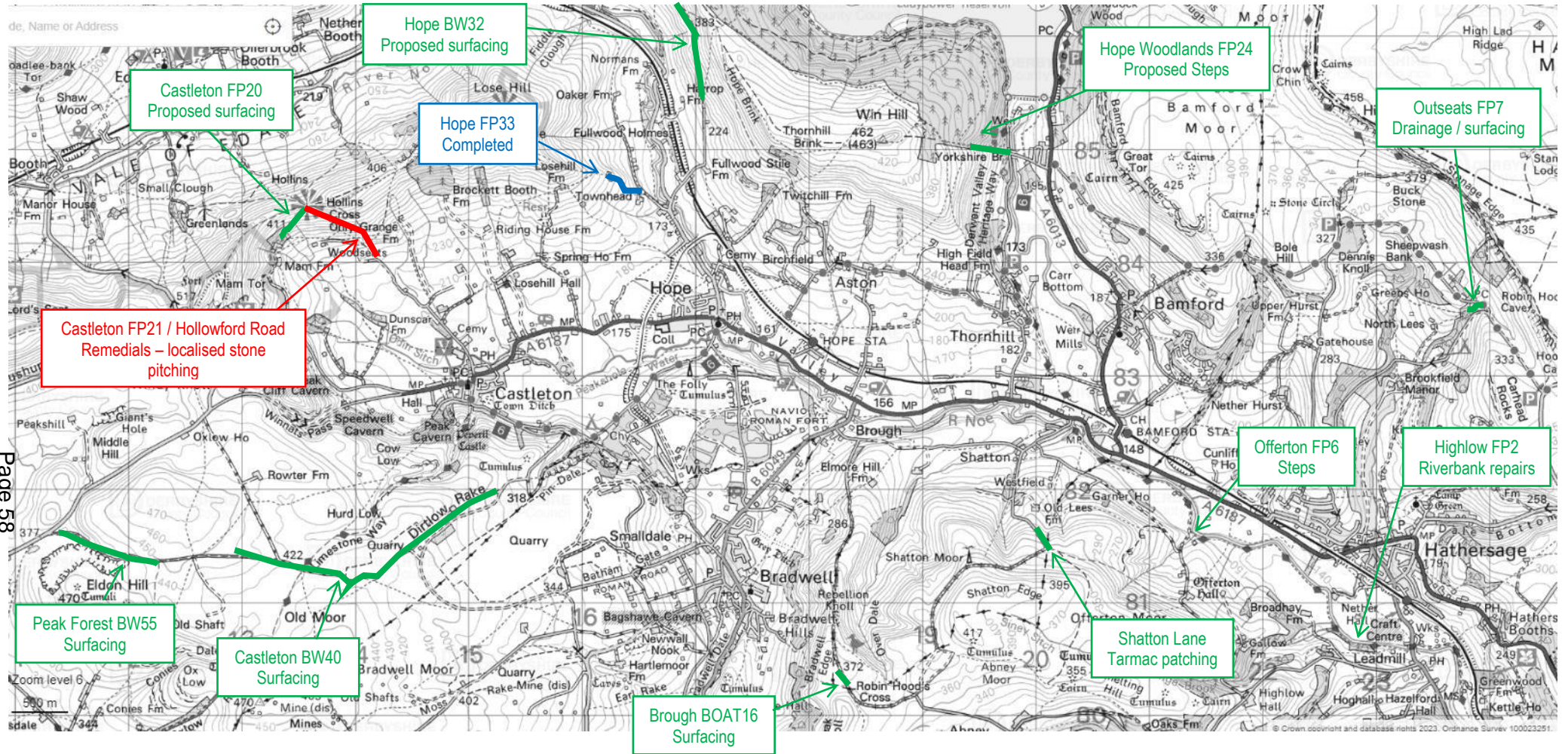
Blue – Completed / on-site; Red – Remedial works required to completed works; Green – Proposed works

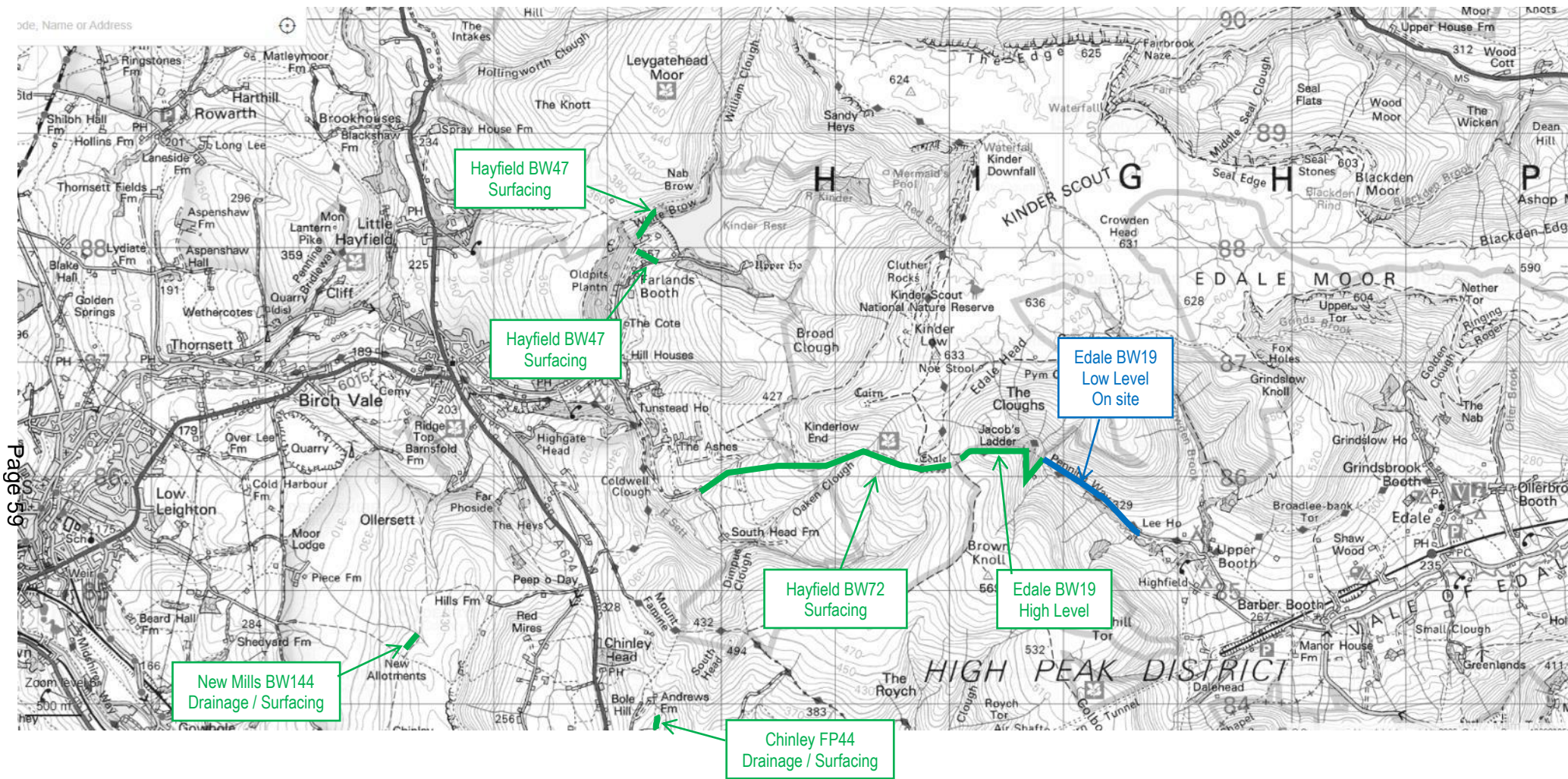


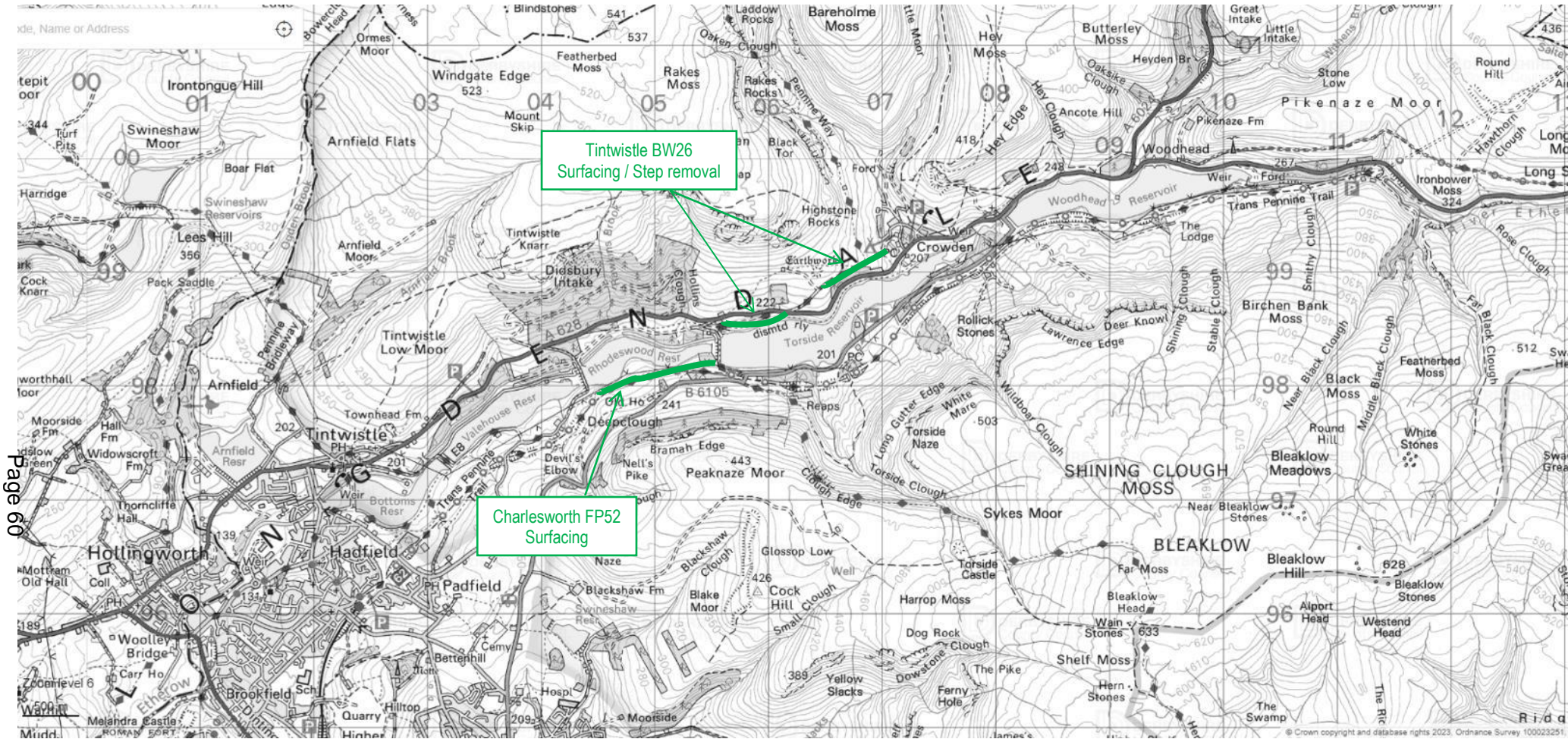
Plan b

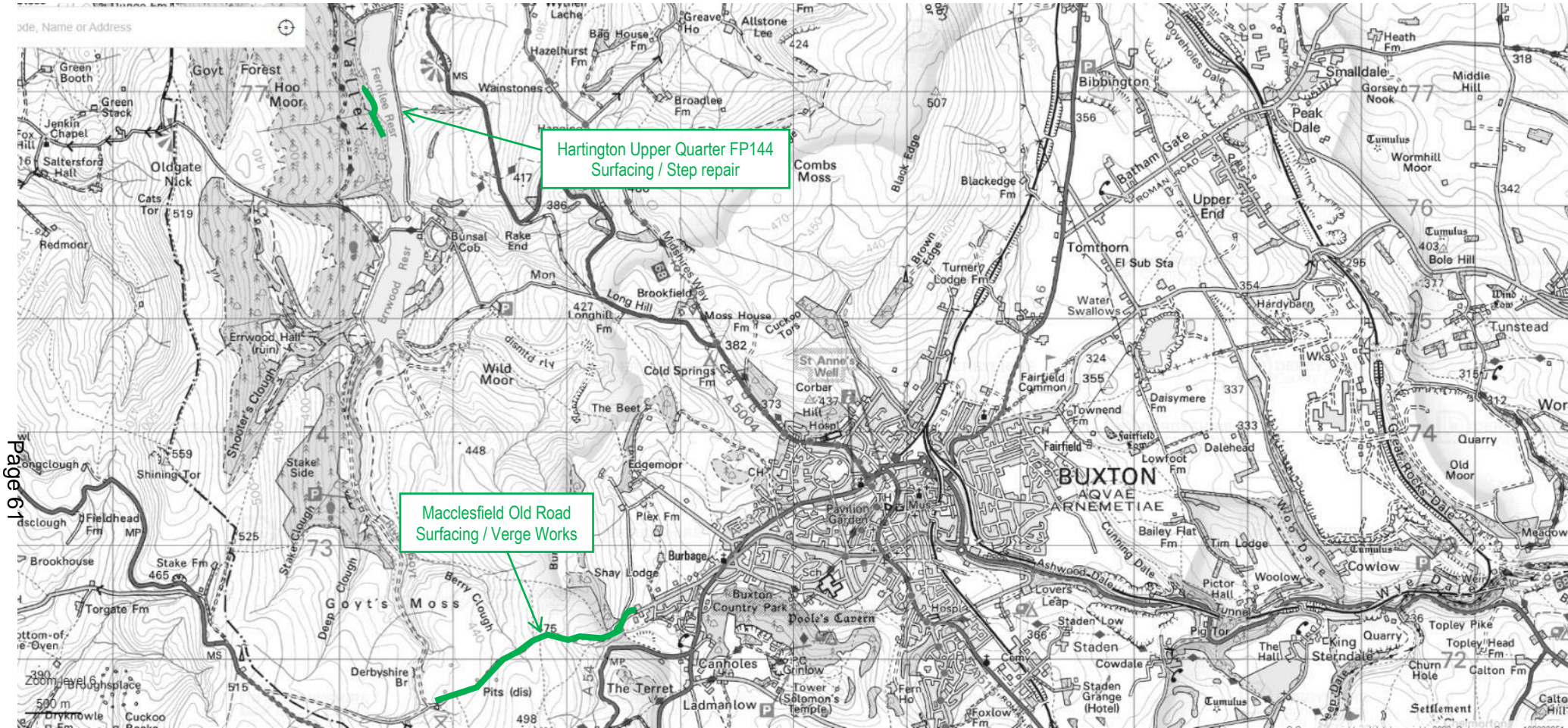


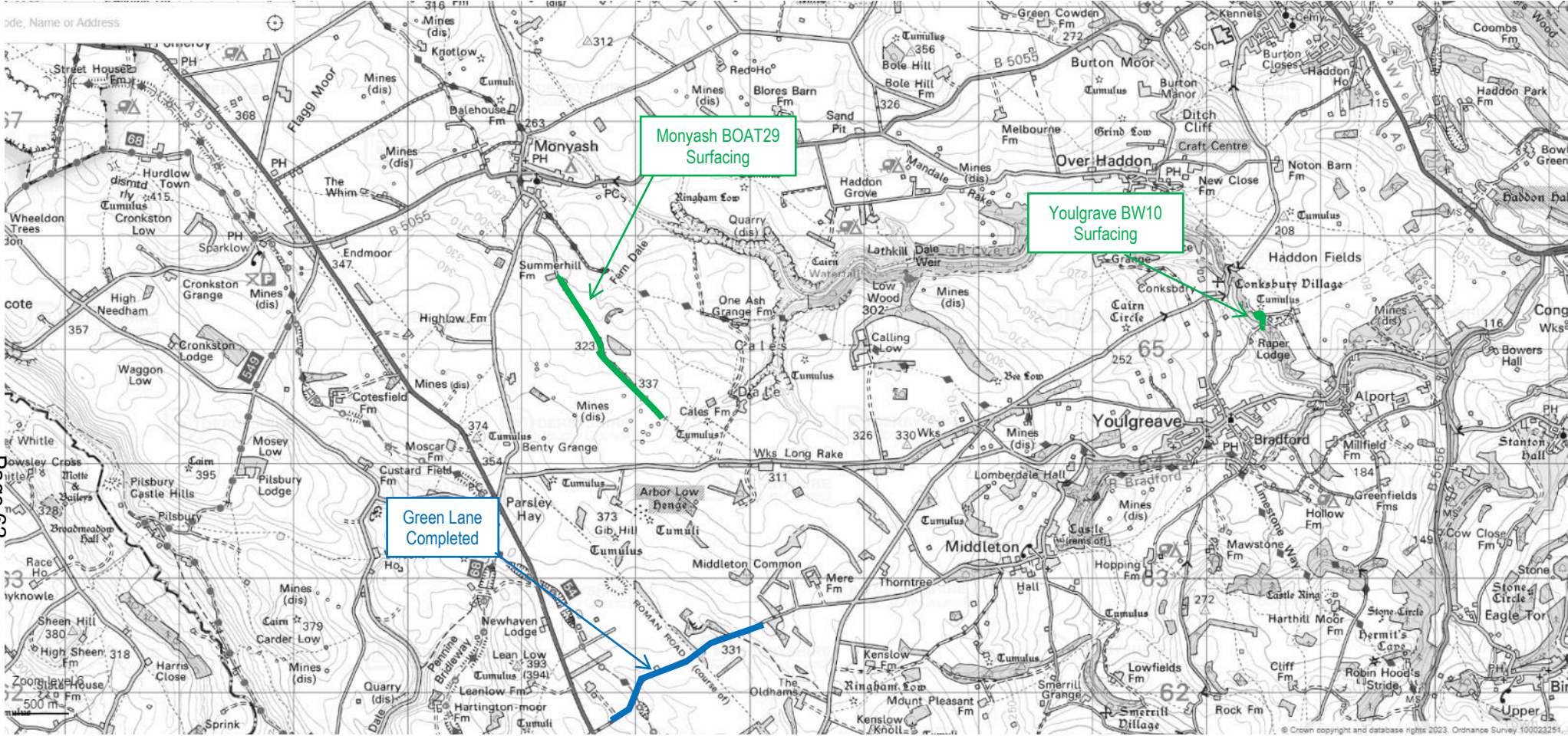
Plan c

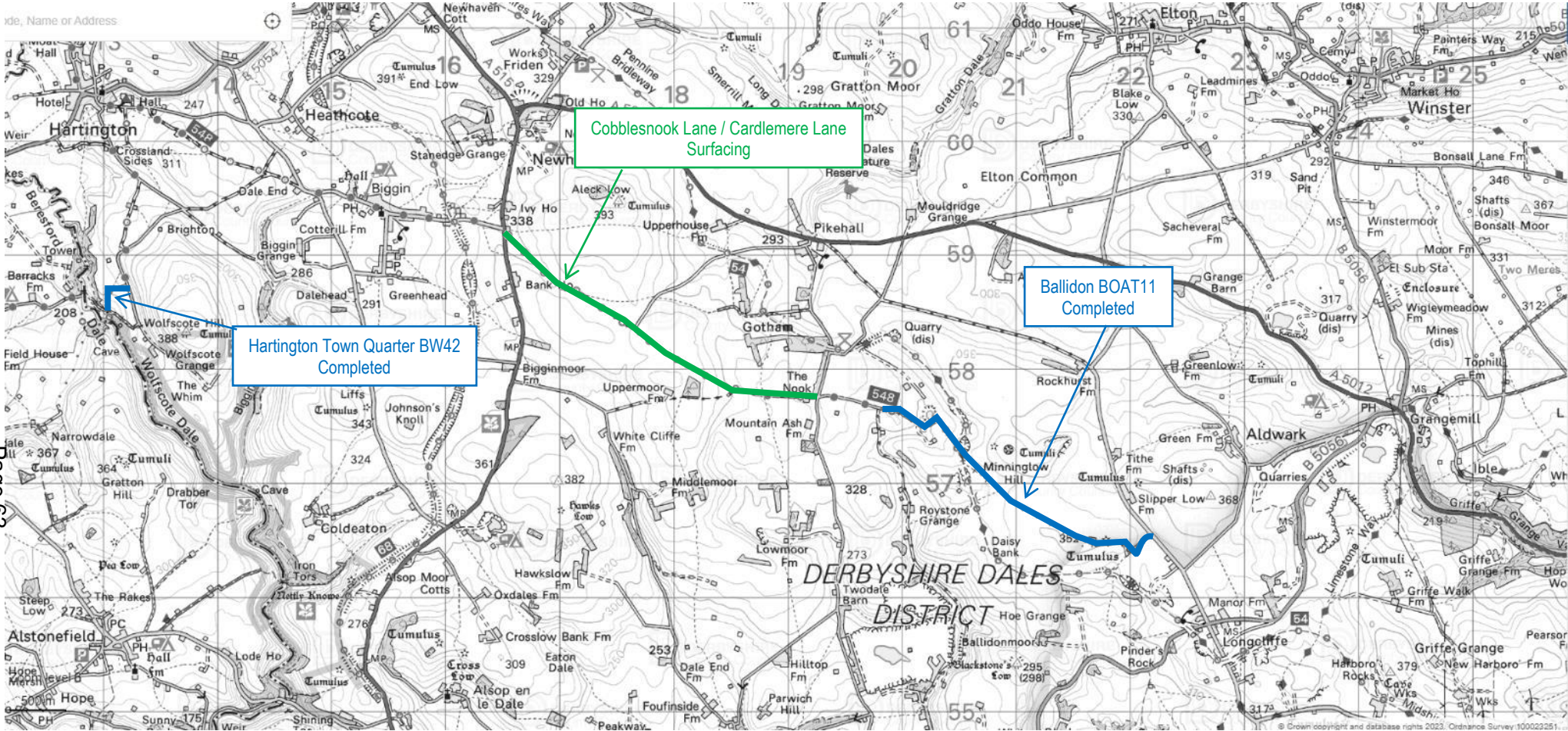


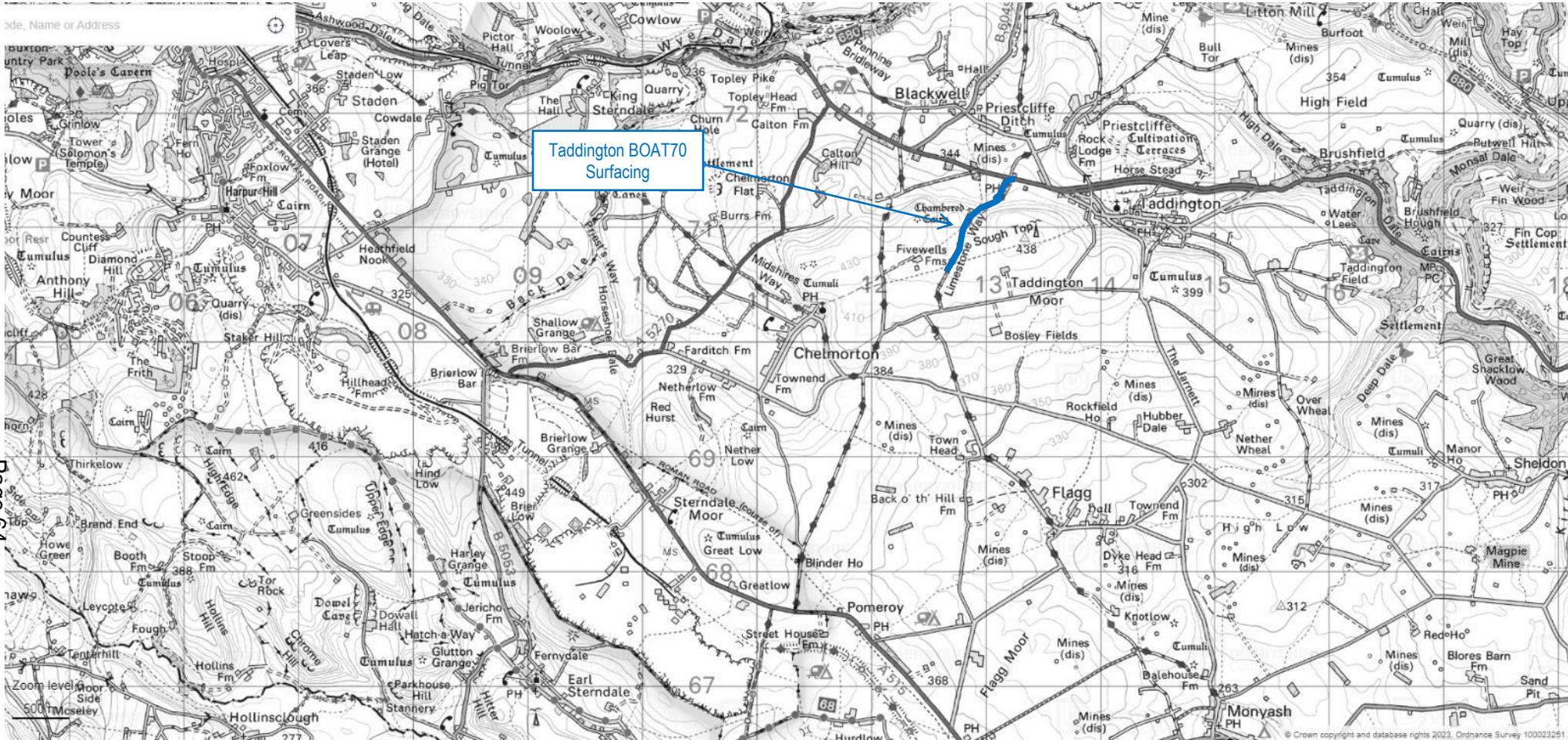


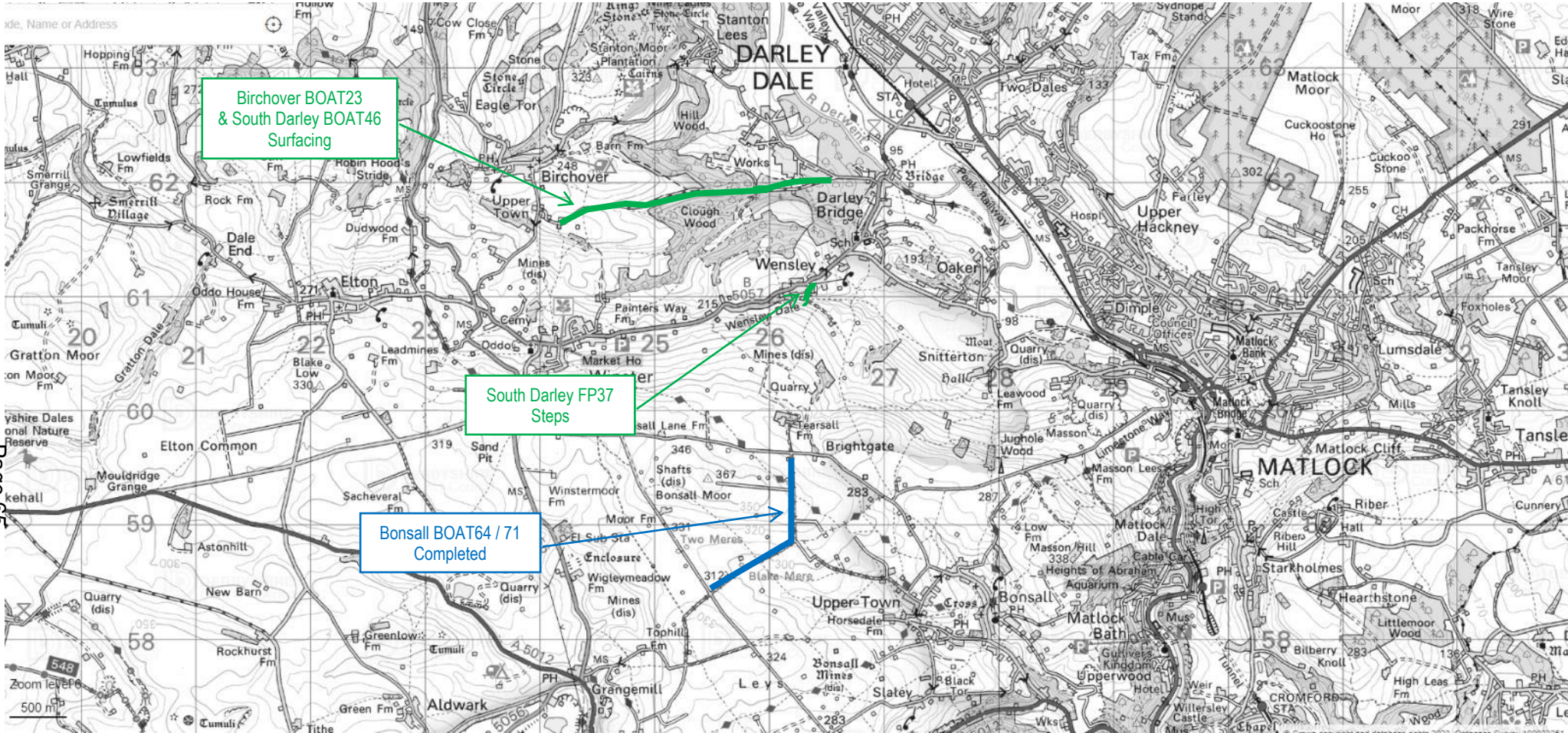












Plan k

