

Public Document Pack

Peak District Local Access Forum

On: Wednesday 11 June 2025

At: Aldern House, Baslow Road, Bakewell

Agenda

Start: 10.00 am

1	Apologies	
2	Minutes from the last meeting held on 19 February 2025	
3	Matters Arising	
4	The Role of the National Park Ranger	Robert Kenning
5	Access Update	Sue Smith
6	Active Travel (Tim Nicholson)	Sue Smith
7	Cheshire East Rights of Way Improvement Plan (Genni Butler)	
8	Derbyshire Rights of Way Improvement Plan Update (Gill Millward)	Gill Millward
9	Discussion on Path Forward for the Local Access Forum	Robert Kenning
10	Peak District Tourism Charter	Phil Mulligan, Chief Executive
11	Sheffield Local Plan Wildlife Mitigation	
12	Members Reports	
13	Any Other Business	
14	Date of next meeting	

Close: 1.00 pm

Lunch: Time Not Specified

*Background papers available

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Peak District Local Access Forum

Minutes of the Meeting held on Wednesday 19 February 2025 at Aldern House, Baslow Road, Bakewell.

Members Present:

Charlotte Leech
Nick Doran
Austin Knott
Louise Hawson
Geoff Nickolds
Ian Ord

Charlotte Gilbert (Chair)

Martin Beer
Martin Bennett
Ben Seal
Jez Kenyon
John Towe

Others Present:

Gill Millward, (DCC)
Rich Pett, (PDNPA)

Mike Rhodes, (PDNPA) (Secretary)

1. APOLOGIES

Apologies for absence were received from Cllr Susan Hobson, Richard Entwistle, Clare Griffin and Alastair Harvey.

1. APOLOGIES

Apologies were received from Dave Savage, Cllr Susan Hobson, Clare Griffin, Alastair Harvey and Richard Entwistle. Charlotte Gilbert acted as Chair in Clare Griffin's absence. The Peak District LAF welcomed new member Ian Ord. Ian has been a Royal Naval Officer, and an NHS director. He is a wheelchair user due to a progressive disease, but keeps as active as possible. Ian currently sits on Hope with Aston Parish Council, with a remit on Rights of Way. Dawn Biram was introduced to the PD LAF, attending as a visitor to input to the Access to Water item being presented by Severn Trent Water.

2. MINUTES FROM THE LAST MEETING 16 OCTOBER 2024

The minutes of the meeting held on 16 October 2024 were approved as a correct record.

A summary of action points to be updated at each meeting.

3. MATTERS ARISING

24/42 Health and Wellbeing Presentation

Research recently published in the Lancet Journal indicates that the population has stalled on improved fitness and health.

24/48 Members Reports – Derbyshire on-line mapping

The footpath issue reported through the on-line system to demonstrate the process has been sorted.

24/47 Review of Directions

The response on West Nab has now been actioned.

24/48 Members Reports – Access to the Outdoors

Ben Seal to report back later in the meeting.

4. ACCESS TO WATER (DAN TABERNER-STW)

Dan Taberner, Visitor Experience Lead at Severn Trent Water (STW), made a presentation on Access to Water. Dan provided the background to water access on STW reservoirs and why STW want to increase managed water based activities. Managed Open Water Swimming sessions and events have recently taken place at Carsington Reservoir, as well as the introduction of Paddlesports to Ladybower, which was launched in October 2023 and is affiliated with Paddle UK.

Next steps to consider are to establish Carsington Reservoir as a swimming location, with several events, including potentially a triathlon, to take place in 2025. The triathlon event may mean some road closures in the area. Tourism and local businesses will benefit from such events, but they could cause problems for locals as a mass participation event will cause some disruption in the area. Regular swim sessions are planned, which are seen as more of a benefit to the local community. and Carsington Reservoir aims to achieve Beyond Swim accreditation. Tittesworth Reservoir and the Upper Derwent Valley are possible sites to allow managed swimming sessions and events, with unauthorised swimming still prohibited.

Summary of Discussion

It was acknowledged that managing water based activities is a challenge, but water companies are behind on facilitating public access to water from where they should be. Access rights on land are well established. There should be a similar level of access to water, with provision not just for experienced swimmers.

Dawn Biram, member of the public, was attending today's meeting to input to this item and gave feedback on the swimming event she attended at Carsington. There are a lack of facilities in and around the Peak District, which is an area some distance from the sea, for recreational water users and the different types of swimmers to access water. It's as natural for people to want to go into the water as it is for them to want to walk on moorland areas. In Scotland water companies have to allow more access to water with messaging to highlight the dangers.

There is a risk that having more managed swims events could confuse users into thinking that all water access is authorised. Carsington had been holding such events for a year, and haven't noticed a change in the level of unauthorised swimming.

Water companies are reluctant to allow more water based activities due to safety concerns. The public walk along cliff edges and swim in the sea. People do get injured, and there are some deaths, but should there be more concerns about people going into reservoirs. There are hazards that can't be seen in the water, and at recent events at Carsington some swimmers needed help to get out of the water. The areas around reservoirs in the Peak District already attract large amounts of visitors. Creating more access to water could increase these pressures.

5. NATIONAL PARK TRAILS MANAGEMENT (HELEN CARRINGTON)

Helen Carrington, PDNPA Property Manager, gave a presentation on the PDNPA Trails Management Plan (TMP). Helen has responsibility for looking after the four multi user trails in the National Park, as well as Authority owned car parks, camp site, toilets and holiday cottage. The trails infrastructure also includes tunnels, signage, shelters, picnic sites, rubbish bins and electric charging points.

Under the TMP trails are resurfaced on a scheduled basis which is expensive. Each user group of the trails, which includes walkers, runners, cyclists and horse riders, has their own expectation of what sort of surfacing is best. Trees and undergrowth that grow adjacent to the trails have to be managed, which includes dealing with Ash Die back, where tree failure is a risk to trail users. There are significant Health and Safety issues around tunnels. Sections of the trail may be closed for periods of time to allow for maintenance work. The expenditure on car parks, toilets, campsite, holiday cottage and trails is budgeted to be £977k in 2025/26, but with estimated income from car parking, facilities, concessions, cafes and abseiling licences, £198k will go back into the overall Authority budget.

Summary of discussion

Where parking and toilets are charged for there is a risk that people will look for places where they can park for free and use alternatives, such as roadside verges, and this has an impact on the site. Charging should be balanced against site impacts.

Since the introduction of Pay & Display machines at a further 13 PDNPA owned car parks surveys have been carried out to monitor any dispersal of vehicles outside parking areas, where it has been shown that there is some dispersal onto the roadside and any free parking areas from some of the charged for sites. The Authority can't charge for using the trails, so the income has to come from car parks. Similarly in making a decision about charging to use toilet facilities, this is assessed on a case by case basis. At Dovedale we charge the public for using the toilets there as there is no other way of making income to support their maintenance. The annual parking permit is good value for regular users of our car parks, there are still some free parking, and times when parking is free in our Pay and Display car parks.

The trails are a good resource, but lack of facilities and link routes to the trails can be a barrier to people using them. The Access Fund has been used to maintain shelters and improve access to the trails, but the link routes are outside Helen's remit. Better messaging could be displayed at car parking sites to advise how the money is being used.

Tim Nicholson, PDNPA Transport Policy Planner, outlined the Authority's view on car park expansion. Demand is assessed against impact. There has been a consultation on car park issues as part of the Local Plan review. Car parks created in open countryside have to balance with National Park purposes.

Car parks are an opportunity to educate about the Countryside Code through the right messaging in the right places, and to set out how the charges are supporting the work of an organisation. New tariff boards with messaging are planned.

Helen explained the choice of surfacing on the trails. The Ultra Trek option is hard wearing to last over 10 years and the best long term surface. The surface is dark in colour but does blend in after the first year and allows for the trail to be widened. It reflects the former use of the trails as a railway line.

Action: Helen to provide a link to the Trail Management Plan

6. DERBYSHIRE CC ROWIP UPDATE (GILL MILLWARD)

Gill Millward, Countryside Access Improvement Officer at Derbyshire County Council (DCC) gave an update on Derbyshire's Rights of Way Improvement Plan (RoWIP)

Aim 1: Existing Rights of Way Network

Work is due to commence on Jacobs Ladder/Pennine Way. Other schemes are deferred due to the need to target funds for pothole repairs. There will be continued investment in roadside signposts in 2025/26 to promote the safe use of the RoW network

Aim 2: Definitive Map and Statement

Progress update on dealing with the backlog of Definitive Map Modification Order (DMMO) applications. The Joint LAF Unrecorded Ways Sub-Group has produced a set of recommendations and is reported to the Peak District LAF under Item 7 at this meeting.

Aim 3: An improved network

The three draft Active Travel Masterplans (ATMs) for Belper, Glossop and Ilkeston have been completed. Wider public engagement is planned for May 2025 on the Hope Valley Active Travel Masterplan. The results Derbyshire Local Nature Recovery Strategy (LNRS) is now out for consultation. The Peak District LAF may want to respond as individuals or collectively, and to share with any relevant contacts.

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

Walk Derbyshire is now more established. Details of the network of walking groups and the programme of led walks are on the Walk Derbyshire website:

Walk Derbyshire

Aim 5: Greater community involvement

Volunteer contribution to RoW maintenance in Derbyshire had been of significant benefit to the network over the year 2024/25.

Summary of Discussion

Rights of Way routes are closed where necessary to carry out maintenance works for Health and Safety of contractors and the general public. Access is maintained where possible, and routes opened up as soon as it is safe to do so. Rob Greateorex from DCC Highways will be at the PD LAF in June to respond to any queries on the RoW network in the Peak District. The process of saving historic routes through submitting a claim, getting it accepted and formalised can take many years.

An interim route for the White Peak Loop should be signed and in place by the end of March 2025. A couple of sections are missing with access improvements and resurfacing planned. Stakeholder events are planned for the spring to advise on the work completed.

Actions:

- **DCC RoW Maintenance - Invite Rob Greateorex to attend the LAF meeting in June**
- **Eyam BOAT 31, Temporary Closure - Find out why it was necessary to close the route to all users while the repairs are underway**
- **Provide an update on the Safer Roads Fund Project for the A5004 Long Hill (will be included in my RoWIP Update for June)**

In addition, Martin Bennet asked if it would be possible to invite someone to a future LAF meeting to talk about Slow Ways.

7. PRIORITISATION OF DMMOS - JOINT SUBGROUP REPORT (GILL MILLWARD)

Gill Millward, DCC Countryside Access Improvement Officer, presented a report to agree the advice which Derbyshire's Local Access Forums will provide to DCC with regard to the prioritisation of Definitive Map Modification Order (DMMO) applications in respect of unrecorded rights of way. The cut off date to register claims had been extended to 2031, but the current government may repeal that.

The Joint LAF Sub-Group have considered how to support the process of registering applications by facilitating people putting claims in. Nationally there are 8000 plus claims. The process for these can't be changed as it is set out in legislation. The Joint Sub-Group have looked at how claims could be prioritised, as they take a long time to process with limited resources for the work involved. The proposal is that those routes that benefit more different users should be prioritised.

Summary of Discussion

Prioritising multi user routes was good, but people might be put off submitting other applications, and may class routes as multi user routes to get priority consideration. DMMOs should be looked at area by area. Useful links might not get priority.

It is recommended that when considering DMMO applications, priority should be given to those for multi-user unrecorded ways ie claims for bridleway and above. Multi-user routes, whether they are new Rights of Way or upgrades, would benefit the most people and help link up these currently fragmented networks; and giving them priority would fit in with sustainable transport policies. It is also recommended that this new Unrecorded Ways DMMO strategy considers routes in batches by area to reduce duplication.

Recommendation: That Members of the Peak District Local Access Forum approve this set of recommendations and agree that they are conveyed to the County Council in a letter which also raises concerns about the lack of resources which are currently available for dealing with this area of work.

Action: The Peak District LAF to respond as per the recommendation

8. ACCESS UPDATE (SUE SMITH)

In Sue Smith's absence, Mike Rhodes gave an Access Update.

The surfacing works in the Goyt Valley has nearly doubled the length of this accessible route, with enhancements to Fernilee Reservoir including maintenance of the existing section, and new gates installed for access by cyclists and horse riders.

The improvements to the Monsal Trail/Coombs Road link are under consideration by the Authority's Property Team.

Action: The report is noted.

9. ACCESS RESTRICTIONS CONSULTATION (SUE SMITH)

In Sue Smith's absence, Mike Rhodes presented the report to notify the Forum on the consultations for the review of open access land exclusions and a consultation for extending the long-term direction excluding public access at Silence and Old Grove Mines.

Long-term Directions restricting Access are reviewed every 5 years. Reviews at Deer Hill, Diggle and West Nab have been completed. The National Park Authority is reviewing its long-term directions and consulting on an extension to a long-term direction to restrict

access rights.

Silence Mine

The public access at Silence Mine needs to be reviewed once work is completed there. Locally there are concerns as the ground is unsafe, and there are access issues for work activities. Long term thinking is required as there has also been the loss of access on two Rights of Way and a road.

Crowden

Nothing has changed since the last review so the 2020 response could be resubmitted.

Hollins Hill

The Authority has met with the landowner who has confirmed that the direction is still necessary and that there are no suitable alternatives. The direction is conditional on the concession path to the land being available at all times, the line of which is to be further assessed.

Recommendation:

- That the LAF consider their response to the consultations at Crowden and Silence Mine, and for any at Hollins Hill.

10. ACTIVE TRAVEL CONSULTATION (TIM NICHOLSON)

Tim Nicholson, PDNPA Transport Policy Officer, updated the Forum on the Active Travel England Capability Fund programme.

The PDNPA are developing a Peak District Walking, Wheeling and Cycling Infrastructure Plan. An Active Travel Consultation started on the 5 February and will close on 16 March 2025. Peak District LAF members are asked to share details with their groups to promote the consultation. A high-level network of existing and proposed routes for more active travel have been mapped for people to suggest any network improvements along with any other comments.

Action: To note the contents of the report and to consider the response to the active travel consultation at a future meeting of the Active Travel Sub-group.

11. MEMBERS' REPORTS

Ben Seal

Paddle UK and others have been looking at the new legislation for National Parks set out in December 2024

The cut off date for submitting DMMOs had been extended to 2031 and will require primary legislation to repeal it. Nine new river walks are proposed in England, with a pilot walk planned for 2025, and will use existing routes and contribute to Nature Recovery. Ben has taken Derbyshire MPs out paddling to promote access to water. A joint letter has gone to Baroness Hayman, Minister for Access and Bio Security, to support a river walk for the Derwent Valley, with no response as yet. There is no process to input to the plans currently. Ben offered to submit a letter on behalf of the Peak District LAF in support of a Derwent Valley river walk.

Access to Nature is on the agenda for MPs and there will be a future consultation on the Right to Roam to create a greater ability to enjoy the outdoors. The PD LAF should consider what view to take on new access rights in regard to pressure points, opportunities and resources, and pressure on National Parks to manage it. An all party committee is being created to consider outdoor recreation.

The Water Commission is looking for radical reform of the water sector, with a Water Bill due

for summer 2026, which will give the opportunity to include legislation for access to water.

Summary of Discussion

The river walks should be a resource for all users, not just people on foot. King Charles III is aiming to give access to coastal areas including cliffs and beaches. A joint stakeholder response on access should be formed. Local Access Forum groups could work more closely together on this, especially with other National Park Forums.

There is a 154 mile walk through Stoke-on-Trent which connects communities with the River Trent, through £190k of funding. A code of practice requires water companies to produce an annual report. There is a requirement for partners, including water companies, to further National Park purposes, but it's not clear who will monitor this.

12. ANY OTHER BUSINESS

The National Trust are planning to install a fence to secure and protect a 15km boundary of moorland later in 2025 on Derwent and Howden Moor. The project will support conservation, landscape management and ecological restoration in the region.

The Forum queried whether the fence will be removed when the project is finished, and that the access points across the fencing on Rights of Way should be maintained.

Action: The Peak District LAF to contact the National Trust regarding removal of the fencing once the project is complete. Any comments to be sent to Mike Rhodes who will pass on to the National Trust.

Andy Farmer, PDNPA Ranger Team Manager, is retiring at the end of February, and this is his last PD LAF meeting. Sue Fletcher, Head of Landscape and Engagement, and CEO, Phil Mulligan, were present to thank Andy for his long years of service, his contribution to the Authority, and for being a champion for access.

13. CHAIR AND KEY THEMES FOR THE NEXT MEETING

The next Peak District Local Access Forum meeting is Wednesday 11 June 2025. Clare Griffin to Chair the meeting, with Engagement as the theme.

Charlotte Leech will chair the meeting on Wednesday 15 October 2025, with the theme to be confirmed.

Meeting ended - Time Not Specified

PEAK DISTRICT LOCAL ACCESS FORUM

ACTION SHEET

This paper contains those actions required from the meeting on 19 February 2025 and any on-going actions from previous meetings.

Item	Subject	Action Required	Action By	Action taken/update
	<u>19 February 2025</u>			
5	NP Trails Management Plan	Provide LAF members with a link to the Plan	HC	The Plan has been sent directly to Members via email
6	DCC RoWIP Update	<ul style="list-style-type: none"> DCC RoW Maintenance - Invite Rob Greateorex to attend the LAF meeting in June. Eyam BOAT 31, Temporary Closure - Find out why it was necessary to close the route to all users while repairs were underway Provide update on the Safer Roads Fund Project for the A5004 Long Hill Invite someone to future LAF meeting to talk about Slow Ways. 	GM GM GM MJR/GM	Include in RoWIP Update report for June
7	DMMO Prioritisation	Prepare letter on behalf of both LAFs as per the approved recommendation.	GM	
9	Access Restrictions Consultation	That the LAF considers its response to the consultations at Crowden and Silence Mine, and for any at Hollins Hill.	CG	Actioned
10	PDNPA Active Travel Consultation	Consider LAF's response to the consultation at a future meeting of the Active Travel Sub-Group.	SAS/ LAF Sub-Group	Sub-Group to meet on 11 June
11	Members' Reports	Submit a letter on behalf of the LAF in support of a Derwent Valley river walk.	BS	
12	Any Other Business	Pass comments to the National Trust about fencing planned for Derwent and Howden Moor and ask for its removal once restoration project is complete.	MJR/LAF members	Actioned and reply received
	<u>16 October 2024</u>			
4	Health and Well-being (Nature connectedness)	Invite someone leading on this work to a future Forum meeting to provide an update.	MJR/GM	
6	Hope Valley Active Travel	Provide a LAF response to the public consultation for the draft	LAF Sub-	GM to advise when

	Masterplan	Hope Valley Active Travel Masterplan.	Group	consultation is underway
8	Review of Statutory Direction at Hollins Hill	Provide a LAF response to the consultation	CG	Response provided
9	Members' Reports	a) Trails Management Plan - Invite Helen Carrington, PDNPA Property Manager, to make a presentation at the next meeting about the management of the PDNP's trails and properties. b) Access to the Outdoors - Prepare report for next LAF meeting and introduce recently elected area MPs to the work of the LAF. c) Draft letter to Derbyshire County Council on behalf of the LAF regarding the difficulties using its online reporting system for problems on the Rights of Way network.	MJR BS MB/GM	Presentation given at February meeting Report presented at February meeting and met with MPs Letter being prepared on behalf of both LAFs
	12 June 2024			
9	Access Restrictions Consultation	LAF to respond to the consultation as set out in Appendix 2 for West Nab.	CG/SAS	Response provided
11	Members' Reports	c) Invite someone from PDNPA to speak at a future LAF meeting on the National Park Management Plan and to consider wider feedback from the LAF in addition to moorland fire management.	MJR	

Peak District Local Access Forum

Date: 11 June 2025

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

Defra's Access for All programme provides capital funding for the removal of barriers to access '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"'.

To date, £287k of funding has been provided. A report on the Year 1 delivery was provided to the Forum in June 2023. No funding was received in Year 2 of the programme.

Year 3 Delivery

In Year 3 of the programme, the funding of £155.8k has been used to:

- Create and enhance Miles without Stiles routes
- Develop facilities at key locations and improve information
- Increase the number of people participating.

The funding was also used to raise further funding of £26.2k via the Peak District Foundation towards the provision of a Changing Place at Parsley Hay. This has allowed for additional accessibility projects to be delivered.

The expenditure in Year 3 is set out in Appendices 1 and 2 and includes:

- Surfacing and widening routes and gate installation
- A changing place, campsite facilities, resting places, and tactile interpretation panels
- Trikes and fast charging e-bikes

Year 4 Delivery

The programme has been extended by a further year. In Year 4, £255.9k of funding is to be provided. Some of the items identified for Year 4 include:

More Miles

- New Miles without Stiles routes
- Films and sensory and audio trails

More Places

- Resting places, signage, and links to the Trails
- Accessible Bakewell

More Mobility

- Equipment for mobile cycle hire.

Recommendation

- 1. That the report is noted.**

Appendix 1 - Access for All Funding 2024/25

What is involved?

Defra's Access for All Programme provides funding to the Peak District National Park to make it more accessible for people of all ages, abilities and needs, to help bring the benefits of spending time in nature to everyone.

In 2024/25, capital funding of £155k for infrastructure improvements was provided. The funding is for assets created or acquired, and not maintenance.

Why is it important?

The funding provides the financial support to allow focus on the development of accessibility hubs and accessible routes. This provides the places, facilities, equipment, and information needed to build confidence in accessing the special qualities and amazing experiences of the Peak District National Park.

Who is involved in delivery?

The project lead is the Access and Rights of Way Officer. The project team involves Properties, Trails, CMPT, Cycle-hire, and Communications. It includes inputs from Design, IT, and Rangers.

What's been delivered in 2024/25?

- A Changing Place at Parsley Hay
- Accessible camping facilities at North Lees
- Shelters at Hurdlow and Hartington
- Path surfacing at the Goyt and Hurdlow
- Tactile orientation panels on the Trails
- More resting places across our properties
- Fast charging e-bikes and trikes

How has the funding been supported?

The Peak District Foundation's funding of £26.2k for the Changing Place enabled the equivalent amount to be allocated to additional access improvements. The Foundation's funding of £7.7k for the maintenance of the pre-existing Goyt Miles without Stiles route complemented the capital works delivered under this programme. The Foundation's £3.5k to improve the access from the Parsley Hay Miles without Stiles route into Ruby Wood linked with the picnic site improvements provided by the Access for All funding.

What's next

Defra have indicated the availability of further funding in 2025/26 of £255.9k.

The active travel work is developing a plan for a high-level network of routes for walking, wheeling, cycling, and horse-riding in the National Park linking with future improvements for accessibility and access to nature.

More Miles

Extension of the Goyt Miles without Stiles route – Cost £20k.



More Places

Changing Place at Parsley Hay – Cost £55.5k, plus £26.2k Peak District Foundation funding.



More Mobility

Tactile orientation panels linked to new equipment – Cost £18.4k, excluding installation.



Appendix 2 - Completed Projects – Year 3

More Miles

Item	Details	Comments
Millers Dale	Surfacing path on platform & seating	Link from Goods Shed and Changing Place avoiding car park. Also seating area. Supports Accessibility Hub development.
Goyt	Vegetation removal, resurfacing & gate	Extended MwS route. Also identified as proposed active travel network. Maintenance on existing route funded by the Peak District Foundation.
Hurdlow	Widening & resurfacing High Peak Trail	Improvements along a multi-use trail. Part funding. Also supports development of White Peak Loop and active travel.
Fernilee	Replacing kissing gates.	Gates with increased width for all users. Proposed Miles without Stiles route and permissive bridleway. Also identified as proposed active travel network.
Mapping of routes	For new Miles without Stiles routes	In-house mapping for extended Miles without Stiles route at the Goyt. Published in the Welcome Guide.

More Places

Item	Details	Comments
Parsley Hay Changing Place	Design and construction of Changing Place	Bespoke design to complement the heritage of the former rail trails. Part funded by the Peak District Foundation.
Tissington and High Peak Trail panels	Tactile interpretation panels	Signage which welcomes all users and shows location, facilities, and distances between car parks and cycle hire locations. Also supports active travel.
Hurdlow weighbridge	Surfaced access ramp from the Trail	Ramp installation to former weighbridge shelter near to Parsley Hay. Accessible by tramper.
Hartington shelter	Re-roofing, access ramp, rail, and seating	Upgraded resting place/shelter at mid-point between Parsley Hay and Hartington Station.
Trails benches	8 benches	Additional seating.
Ruby Wood	Surfacing to picnic area	Extends the MwS route into the picnic area. Accompanied by Peak District Foundation funding to level the access from the Trail.

North Lees Campsite	Hoist, washing-up facilities, automatic door opener, ramp to camping pod, benches.	Improvements and provision of facilities to complement a stay in the accessible camping pod.
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More Mobility

Item	Details	Comments
Inclusive cycles	2 items	At Parsley Hay
E-bikes	11 fast-charging	To allow for repeat and short hires for accompanying the trampers and inclusive cycles.
Wheelchair bike battery	1 item	Second battery to allow for repeat hires.

Peak District Local Access Forum

Date: 11 June 2025

Item: 6

Title: Active Travel Update

Author: Sue Smith

Purpose of the Report

The purpose of the report is to provide an update on the Active Travel England Capability Fund programme.

Background

In April 2024, the Peak District National Park received £100k of funding to develop a programme for active travel and a Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan.

An Active Travel Sub group, comprised of LAF members and other key stakeholders was established to advise on and support this work.

Active Travel Consultation

A consultation on the development of a high-level network of routes took place February to March 2025. The Active Travel Sub-group met on 5 March and 16 April 2025.

The consultation process drew out a good number and range of comments largely supporting the proposed routes, but also useful specific concerns and suggestions for change (e.g. landowner and resident concerns regarding indicative routing). Changes have been made as a result.

A summary of the consultation is attached in Appendix 1.

Next Steps

The finalised plan will include identification of a series of schemes, that would enhance the existing strategic high-level network. Once the plan adopted, this will allow for prioritisation of these schemes with a view to securing further funding for scheme development.

Subject to further funding, to continue the work undertaken over the last 12 months to work with partners in the design, development, and delivery of the strategic network and to identify a secondary network, which will provide enhanced links to the strategic network.

Recommendation:

- 1) To note the contents of the report and to consider the response to the active travel consultation at a future meeting of the Active Travel Sub-group.**

Appendix 1 – Active Travel Consultation 2025

Public Consultation

The consultation ran from 5 February 2025 to 16 March 2025. Those previously involved with the workshops and other key contacts were notified.

A press release was issued on 7 February 2025. This went out to over 100 local and regional media contacts. Details were provided in the consultation sent to the Parish Councils on 7 February 2025.

Posters and postcards were provided at the National Park Authorities car parks and cycle-hire facilities along the existing multi-user Trails. With their agreement, posters and postcards were also provided at other key venues, including visitor centres, cycle-hire, and retail or for circulation to contacts.

The consultation was circulated via social media on 7 February 2025, 18 February 2025, and 8 March 2025. There have been approximately 47k views of the posts resulting in 1.8k interactions.

There have been approximately 5.5k web views of the consultation and 860 views of the video providing help with using the mapping.

Consultation Responses

The consultation used interactive mapping to enable locational detail to be provided. The consultation asked for important locations by activity and frequency of visiting and for locations where improvements by type were required. Responses could also be provided without using the mapping. Details of the respondents' home address was requested to whatever level of detail they were comfortable with providing. There was no restriction on the number of locations or submissions which could be made.

The precision provided by the mapping has been helpful to provide detail both in terms of routing and for noting locations and improvements. As stated above, proposed routes are indicative only at this stage.

Consultation responses identified need, challenges, and concerns. They relate to active travel in practice, the network as a whole, and/or provide detail on individual locations and routes.

In total 388 submissions were made, providing details of 673 important locations for a variety of activity types, and 402 improvement locations. Important locations and improvement locations may overlap. This allows for priority areas to be gauged where more than one person has identified and where the frequency of use or propensity to use is high.

The Network

The network consulted on includes existing key routes, their extensions, and new link routes. It includes former rail trails, Sustrans routes, canal tow paths, Derbyshire County Council's adopted Key Cycle Network, and other routes from constituent and adjoining Highway Authorities. Routes and sections of routes outside the National Park boundary up to a distance of approximately 10km are included.

The network includes both existing and proposed routes. Existing routes are shown as solid lines, proposed routes as dashed. Proposed routes may follow roads, tracks, public rights of way, or other infrastructure features. The mapped line is indicative and at this stage provides a general intention only for connectivity. The development of a proposed route would be subject to detailed design and feasibility with the involvement of all those with an interest and include further public consultation. The routing therefore is fluid.

Notwithstanding the fact that the network where proposed is indicative, this consultation on the interconnectivity of routes to form a high-level network has highlighted modifications to be made to the network for the purposes of this Plan. This includes sections of DCC's proposed route along the Derwent Valley connecting Hathersage to Rowsley to follow minor roads where available. In other locations, where public rights of way are followed, it is recognised that braiding of routes for different uses may be an option.

It should also be noted that work is underway by Derbyshire Country Council for Active Travel Masterplans for both Glossop and Hope Valley. This may include consultation on parts of the Derwent Valley route.

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Peak District Local Access Forum

Date: Wednesday 11 June 2025

Item: 8

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

Author: Gill Millward, Senior Active Travel Manager, Strategic Transport and 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, drainage and roadside signposts:** A total of 297 roadside signposts were installed across the rights of way network during 2024/25. A programme of work is being prepared for 2025/26 with £315,052 of funding secured through the Highways Capital Programme for emergency schemes to promote safe use of the rights of way network and continued investment in roadside signposts. Further details will be provided at the October LAF meeting.

Aim 2: Definitive Map and Statement

- **Project 2031 Derbyshire:** Volunteers are continuing to investigate historic, unrecorded routes across Derbyshire with research records now created for 412 paths and 262 DMMO applications submitted to the County Council to date. The set of recommendations put forward by the Joint LAF Sub-Group for Public Rights of Way, Open



- Access and Unrecorded Ways regarding the prioritisation of DMMO applications is being conveyed to the County Council's Legal Services team following its approval by both LAFs.
- In terms of dealing with the backlog of **Definitive Map Modification Order (DMMO) applications**, details of progress made between 1 February and 30 April 2025 is set out in the table below.

Legal Order Stage	February 2025	March 2025	April 2025
New DMMO applications received (5)	04844 = Upgrade FP7 to RB, Burnaston	04850 = Add FP from Chapel Lane to North End, Wirksworth 04852 = Add FP from FP72 to FP71, Wirksworth	04856 = Add FP from BOAT 63 to FP33, Bonsall 04857 = Upgrade FP 56 to BW from Broadway Lane to junction with BW74, Taddington
Informal consultation started (1)	0	0	04786 = Add BW from Maple Drive through Long Walk Wood and add BW Weston Road to BW 6, Weston on Trent
Decision made by DCC (1)	0	0	0936 = Upgrade BW50 to BOAT, New Mills (second determined report without TRO) Report approved
Orders made (0)	0	0	0
Cases passed to PINS (2)	04413 = Add FP from A608 to "The Mound", Morley	0	04174 = Add FP from Flamstead Lane to FP 28, Denby
Decisions received from PINS (0)	0	0	0
Orders confirmed (0)	0	0	0
FP = Footpath BW = Bridleway RB = Restricted Byway BOAT = Byway Open to All Traffic NB: Those in the Peak District LAF area are shaded in grey.			

Further information about each of these applications, including decisions made by DCC and the Planning Inspectorate (PINS) can be found through the County Council's on-line register:

<https://apps.derbyshire.gov.uk/applications/right-of-way/>

Aim 3: An improved network

- **Greenway/ Cycle Route Development and Maintenance in 2024/25:**
A total of 7.45km of new Greenways/ Cycle Routes was achieved in 2024/25, bringing the total length of the off-road network across

Derbyshire to just over 453km. This included sections of the White Peak Loop and Markham Vale Greenway, near Chesterfield. Improvements were also undertaken on a further 15.25km of existing routes as follows:

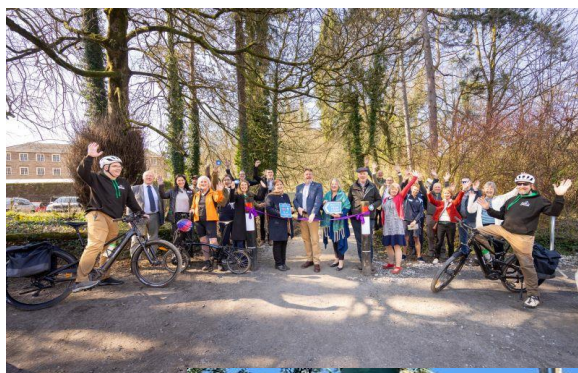
- White Peak Loop – Churchtown to Rowsley
 - High Peak Trail – Middleton Incline
 - Trans Pennine Trail – Chesterfield Canal towpath between Hollingwood Hub and Mill Green, Staveley
 - Dronfield to Unstone Cycle Route
 - Archaeological Way at Shirebrook
 - Hipper Valley Greenway – Walton Road to Chesterfield railway station
 - Old Road, Buxton (Brookfield Cottage to White Hall Centre)
- **Pennine Bridleway National Trail (PBW):** A 205-mile, multi-user National Trail running from Middleton Top, near Wirksworth to Ravensdale in Cumbria.
 - On the Derbyshire section of the Pennine Bridleway, general maintenance has focused on essential drainage work and vegetation clearance, with the continued help of Groundwork volunteers working at various locations, including Birch Vale and South Head. Following the completion of work on the A5012 (Via Gellia Road) near Pikehall, the replacement of non-slip surfaces is also being progressed for road crossings on the A6 at Blackwell in the Peak and the A515 at Pomeroy, with funding provided through the County Council's Highways Capital Programme. Again, these will be treated with a buff-coloured stone to increase visibility/ awareness of the crossing for motorists and provide an anti-slip surface for trail users.
 - On the development side, work is continuing on two of the three missing sections of the National Trail around the west side of



Glossop, with landowner discussions underway for a feasible alternative route into Gamesley which avoids Dinting Viaduct. Engineers assigned to the River Etherow section between New Road at Tintwistle and Woolley Bridge Road in Hadfield are making good progress with preparatory work and initial designs for this 1.7km section which will include a multi-user bridge over the river and road crossings at either end. Meetings

are taking place with the various landowners and further ecological surveys are underway.

- The County Council is a member of the Pennine National Trails Partnership which oversees the management, maintenance and promotion of the PBW. Funding from Natural England is allocated through the Partnership each year to support the on-going maintenance of the existing sixty miles of the PBW through Derbyshire, as well as development work for the missing Glossop sections, with match funding provided by the Council. Grant offers have recently been received to fund this work in 2025/26.
- **White Peak Loop (WPL):** An iconic 54-mile circular route around the White Peak area of the Derbyshire Peak District, linking the National Park with the Derwent Valley Mills World Heritage Site. Once complete it will connect the High Peak and Monsal Trails with the market towns of Buxton, Bakewell and Matlock.
 - In the meantime, following the launch event held at Cromford Mills back in March, a shorter 42-mile circular loop is now signed and open. This avoids Buxton for the time being and runs along a variety of surfaces, including some sections of public open roads, aggregate tracks, bridleways and traffic-free trails.
 - Development work will continue throughout 2025 to extend and make further improvements to the whole WPL, including design and preparatory work for the missing sections in and around Buxton, which also meet local needs as part of a Buxton Walk and Ride Network. Preliminary designs are nearing completion for a section of route between Green Lane, next to Buxton Community School and the A6 Hogshaw Roundabout in Fairfield.
 - Work also continues to make the WPL accessible to more people and to make further local connections for both active travel and leisure.
 - A scheme to improve the public rights of way and part of Coombs Road between Rowsley and the Monsal Trail near Bakewell is now complete, providing a useful off-road connection.
 - More information about the WPL, including the new film which has been produced, can be found here: [White Peak Loop - Derbyshire County Council](#)



- **Derwent Valley Trail:** Following completion of the feasibility study in 2024, we are developing recommendations for how to progress delivery of the five different sections of this 68km multi-user route between Shardlow to the SE of Derby and Hathersage, working in partnership with key stakeholders, such as the Derwent Valley Trust (DVT). Preliminary design of Route Section 2 between Belper, Duffield and Derby has been identified as one of the strategic interventions to be progressed through the Belper Active Travel Masterplan. In collaboration with the DVT, the Belper West Bank section will be the first phase towards connecting the network of active travel routes to and from Derby City for communities and visitors alike.
- **Active Travel Masterplans (ATMs):** Work is continuing to progress several of the recommendations in the Active Travel Masterplans which



have been produced for the market towns of Belper, Glossop and Ilkeston. As well as developing preliminary designs for sections of the Derwent Valley Trail, Pennine Bridleway and Great Northern

Greenway, this also includes delivering more short-term interventions/ quick wins, such as dropped kerbs, footway resurfacing and cycle parking. A rural/ visitor economy-based ATM is being developed for the **Hope Valley** based on the results of the stakeholder engagement which took place last September. Wider public engagement is planned for Summer 2025.

- **Safer Road Fund Projects:** Funding secured from the Department for Transport to improve road safety along the A5004 (Long Hill) between Buxton and Whaley Bridge and the A5012 (Via Gellia) between Cromford and Newhaven has provided an opportunity to make some improvements for pedestrians, cyclists and horse riders.
 - In connection with the A5004, these have included the resurfacing of a badly eroded 1.6km length of Old Road between Brookfield Cottage and White Hall Outdoor Activity Centre, which incorporates part of Buxton BOAT 28. Work is currently underway to tarmac the central strip which has since washed out and the whole section will be surface dressed later this year. A shared footway/ cycleway has been provided alongside the A5004 between its junction with the A53 in Buxton and Coldspring Plantation. Subject to securing the necessary planning permission, it is proposed to extend this facility to connect with the SE end of Old Road. Footway improvements are also proposed for Vaughan Road/ Manor Road in Whaley Bridge.

- Along the Via Gellia, an anti-slip road crossing has been provided where the High Peak Trail/ Pennine Bridleway crosses the A5012. In order to help improve safety for pedestrians looking to cross the road between two existing rights of way near the Lilies, a new flight of steps, handrail and landing area has been constructed at the NE end of Hopton Footpath 6. Similar improvements are also planned at the SE end of Bonsall Footpath 2 east of the Old Colourworks. At Pikehall, an off-road connection is being designed between Hedge Lane and Green Lane.

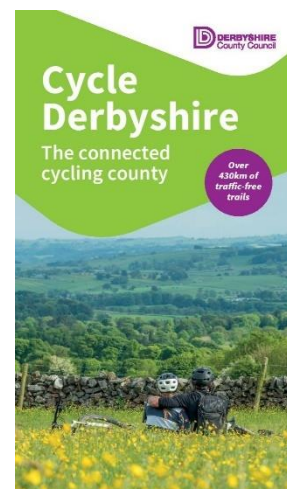
- **Preparing a Local Nature Recovery Strategy (LNRS) for**

Derbyshire: The public consultation on the draft Local Nature Recovery Strategy for Derbyshire, which includes the city of Derby, closed on 20 March 2025. All the comments and feedback received from the on-line survey and series of events held across the county back in February/ March are being used to produce the final version of the Strategy by Summer 2025.



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

- **Walk Derbyshire:** Details of Get Active Walks, regular activities and upcoming events for each of the districts and boroughs across the county can be found by clicking on the map here: [Everyday Walking -](#)
- **Cycle Derbyshire:** Over 20,000 copies of the Cycle Derbyshire map and leaflet have now been distributed to over 150 sites including visitor hotspots, accommodation providers, campsites, cycle hire and information points. Due to popular demand, there will be a further print run during 2025.



Aim 5: Greater community involvement

- **Volunteer contribution:** As part of the Service Level Agreement (SLA) with Groundwork Five Counties, 383.69 volunteer days were delivered in 2024/25, estimated to be worth around £76,546, with six new



volunteers recruited during the year. Under the new SLA for 2025/26, dedicated groups of volunteers continue to work on rights of way in South Derbyshire, as well as on the Pennine Bridleway National Trail, Little Eaton Canal, Bolsover Loop (Archaeological Way/ Clowne Greenway) and the White Peak

Loop, carrying out much needed maintenance and improvements which include cutting back encroaching vegetation, creating wildlife habitat, litter picking and essential drainage work.



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

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Peak District Local Access Forum

Date: 11 June 2025

Item:

Title: Tourism Charter

Author: Phil Mulligan

Purpose of the Report

The purpose of the report is to update and seek involvement in the Tourism Charter for the Peak District National Park.

Background

In May 2025, the Authority approved a Tourism Charter in response to the volume and pattern of visitation and the impact on the area's communities, its natural environment and cultural heritage assets, as well as the achievement of net-zero targets. The Tourism Charter is set out in Appendix 1.

Tourism Charter

Through the Charter, the Authority aims to work in partnership to understand and identify areas to influence use of the National Park to achieve better experiences for visitors and positive outcomes for communities, nature and the landscape. When there is sufficient partner support for the Charter, the Authority will convene partners to develop an action plan for working to achieve the aims of the Charter.

Recommendation:

- 1) To note the Tourism Charter and to provide input as it progresses.**

Appendix 1- Peak District National Park Tourism Charter

Why a Charter is needed

The Peak District National Park is loved and visited by millions of people every year. The National Park was created for everyone to enjoy. The special qualities of the National Park provide awe and inspiration with stunning views, unique rock formations, dramatic landscapes, historic settlements and important wildlife, all of which tell the story of the nation over thousands of years. But increasing visitor pressure, often associated with vehicle emissions, congestion and parking issues at some of the National Park's most popular locations is causing harm to the very features, habitats and communities that people have come to enjoy.

Those who care for and manage the National Park are now seeking to work in partnership to help manage these pressures. This Peak District National Park Tourism Charter has been created to align partners in working together to limit or mitigate the negative impacts of user pressure whilst seeking to improve the experience visitors have.

Through this Charter, partners commit to identifying and understanding the impact of increasing visitation in certain areas of the National Park and to work together to find solutions that reduce or mitigate any negative effects. Partners signing this Charter will work together to identify actions that promote responsible visitor behaviour and achieve positive outcomes for communities, nature and the landscape.

The purpose of the Charter is:

To make the National Park a welcoming place for all visitors and users whilst seeking to deliver new approaches to management and attract investment to help secure the National Park's special qualities for future generations.

Delivering the Charter

The Charter will be delivered through partners agreeing high level outcomes and targets for managing the impact of visitor pressure. Partners will develop an action plan and seek resources to deliver specific projects and initiatives that help reduce the negative effects stemming from increased visitor pressure.

Tourism delivers many economic and social benefits for individuals, communities and businesses but partners recognise that certain locations are feeling the strain. Partners will therefore work together to better understand the volumes, patterns and impacts of those using the National Park. This will inform overall objectives and actions and, where appropriate, inform the development of area-based management approaches to reduce negative impacts in key locations.

Work to address the impact of private vehicle use and ensuring consistent communications messages that inform and reinforce responsible behaviour will be key aspects of delivering the Charter's objectives.

Charter signatories

The partners listed below have signed up to this Peak District Tourism Charter: [List]

PEAK DISTRICT LOCAL ACCESS FORUM- BRIEFING ON SHEFFIELD LOCAL PLAN

Purpose

- To inform the Local Access Forum of the anticipated impact of increased recreational pressure on the Peak District Moors Special Protection Area (SPA) and Special Area of Conservation (SAC) as a result of the developing Sheffield Local Plan, and the likely process for confirming and delivering mitigation measures.
- To invite initial high-level comments on draft proposals to mitigate those impacts.

Background

Sheffield's Local Plan, which is currently in the public examination stage, proposes the development of 38,012 new homes within the Sheffield City Council area over the next 15 years. Whilst a large proportion of the proposed development would be in the city centre and the eastern side of the city, this would result in a 16.4% population increase in the city, with consequent increases in recreational pressure to the Peak District Moors SPA and SAC. The most significant impacts (note that this only deals with impacts on the nature conservation interests of the SPA/SAC) have been identified by the Habitats Regulations Assessment (HRA) as:

- Increased fire risk
- Increased disturbance to nesting birds
- Increased path erosion, braiding and expansion

Following discussion between Sheffield City Council and the National Park Authority, the HRA has concluded that whilst there are likely to be significant impacts, these can be adequately mitigated. Sheffield City Council have therefore undertaken to lead on the production of a costed Mitigation Delivery Plan within 12 months of the Local Plan being finalised, in liaison with the National Park Authority, and have agreed to the principle of reasonable and proportionate developer contributions to help fund mitigation measures, subject to this not compromising the Local Plan's financial Viability Assessment. Work on producing the Mitigation Delivery Plan is likely to start in October 2025.

High-level mitigation measures have been identified (see table below). Other measures such as fencing bird nesting sites have also been considered and rejected as impractical and/or inappropriate. Comments are invited on these to help inform the Mitigation Delivery Plan including, for example, priority sites likely to require mitigation. It should be noted that, whilst measures may also enhance public access, the primary purpose of any measure must be to mitigate the impacts of increased recreation on wildlife. It should also be noted that, whilst developer contributions may help with existing issues such as footpath erosion insofar as that mitigates increased recreational pressure, they cannot be expected to fully fund mitigation of existing recreational pressure. There will doubtless need to be discussions about what such contributions can reasonably be expected to fund.

Rhodri Thomas
Land & Nature Team Manager
Peak District National Park Authority
June 2025

Potential Mitigation Measures to Reduce Recreational Pressure on the South Pennine Moors SPA/SAC and Peak District Dales SAC

Mitigation Measure	Comments	Potential Delivery	Priority
Provision of alternative green space	<ul style="list-style-type: none"> Main Modification to Policy NC15 promoting the creation/enhancement of accessible natural greenspace that would help deflect visitors away from the SPA/SAC. SCC to identify and promote Green Spaces capable of providing both “short duration” and “day visit” that could deflect visitor pressure from the Peak District National Park 	SCC	H
Moorland path restoration and maintenance	<ul style="list-style-type: none"> Moorland path restoration and maintenance Path condition assessment, impact appraisal, design and delivery required. Some known existing problem sites: <ul style="list-style-type: none"> White Path Moss + Whitestones Burbage + Houndkirk Totley Moss + White Edge Clod Hall Moor Stanage Edge Bamford Edge + access paths Higger Tor + Carl Wark Higher Shelf Stones Capital investment and ongoing maintenance. Restoration and maintenance should include reinstatement of damage from trampling and erosion to adjoining areas 	SMP SCC PDNPA MftF	H
Increased ranger presence on the ground	<ul style="list-style-type: none"> Volunteer fire wardens but also a need for increased professional ranger presence to guarantee resource, manage volunteers and carry out work not suited to volunteers (e.g. engagement with a view to enforcement). Provides an effective means of preventing wildfire and controlling disturbance by dogs off leads. 	SMP SCC PDNPA National Trust/RSPB	H
Strategic Fire Management	<ul style="list-style-type: none"> Wildfire prevention, mitigation and firefighting strategy. 	PD Moorland Group PDNPA MftF NE	H
Sustainable transport options	<ul style="list-style-type: none"> Main modification to Policy T1 proposed to highlight need to improve sustainable travel choices between urban Sheffield and the Peak District 	SCC	M

Mitigation Measure	Comments	Potential Delivery	Priority
Signage and information boards (including Fire Information Boards)	<ul style="list-style-type: none"> Limited evidence of the positive impact of signage. To ensure robust communication this is considered a necessary measure. Needs to avoid potential conflict with Natural Zone qualities. Implement in line with “Peak District Proud” messaging. 	SCC PDNPA NT/RSPB LAF	M
Provision of off-site information	<ul style="list-style-type: none"> Co-ordination of messaging. Opportunity to promote responsible visiting through “Outdoor City” branding Include managing social media 	SCC PDNPA NT/RSPB SMP	M
Management of car parking	<ul style="list-style-type: none"> Review whether management of car parking provision/deterrence in different locations could help mitigate recreational impacts on the SPA/SAC. 	SCC PDNPA NT/RSPB SMP	M
Allocated areas for BBQ including sand buckets/fire extinguishers (where appropriate) introduction of penalties for people using BBQs outside allocated areas	<ul style="list-style-type: none"> Assess the impact of BBQ site provision Potential conflicts with landscape objectives and existing planning policies, and largely outside Sheffield City Council’s control. Strategic assessment of risks and opportunities required- some evidence provision is counterproductive. Resourcing of infrastructure and personnel required. 	Peak District Moorland Group FOG SMP	M
Monitoring plant disease and isolating contaminated areas	<ul style="list-style-type: none"> Potentially helpful but may have a minor impact. 	Natural England? Landowners	L
Monitoring and controlling invasive species	<ul style="list-style-type: none"> Potentially helpful but likely to have a minor impact. 	Natural England? Landowners	L
Provision of dog waste and litter bins	<ul style="list-style-type: none"> Potential conflict with landscape. Adequate servicing unlikely. “Take home” messaging favoured via signage and off-site information. 	N/A	N/A

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