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Peak District Local Access Forum

On: Wednesday 4 February 2026

At: Aldern House, Baslow Road, Bakewell

Agenda

Start: 10.00 am

1	Welcome and Apologies	
2	Minutes of meeting on 15 October 2025 (Nick Doran)	
3	Membership (Sue Smith)	
4	Sustainable Travel (Alan Simpson)	
5	Active Travel (Sue Smith/Tim Nicholson)	
6	Derbyshire CC RoWIP Update (Gill Millward)	
7	Path and Trails Appeal (Roisin Joyce)	
8	Access Update (Sue Smith)	
9	Dove Stones Woodland (Kate Hanley)	
10	Members Reports (All)	
11	AOB and Date of Next Meeting	

Close: 12.30 pm



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Peak District Local Access Forum

**Minutes of the Meeting held on Wednesday 15 October 2025
at Aldern House, Baslow Road, Bakewell.**

Members Present:

Martin Bennett
Martin Beer
Richard Entwistle
Cllr Susan Hobson
Ian Ord
Ben Seal

Clare Griffin (Chair)

Charlotte Gilbert
Nick Doran
Louise Hawson
Geoff Nickolds
Dave Savage
John Towe

27/25 WELCOME AND APOLOGIES

Clare Griffin, Chair for today's meeting, welcomed Clara Thomas, Engagement Ranger and People of the Peak Project Support Officer, and on the Youth Impact Collective Group, and Jess Kid, Trainee Farm Adviser.

Apologies were received from Craig Best, Gill Millward, Alastair Harvey, Paul Richardson and Austin Knott.

The LAF now has a central email address PDLAf@peakdistrict.gov.uk

28/25 MINUTES FROM THE LAST MEETING ON 11 JUNE 2025 (3:56)

The minutes of the meeting held on 11 June 2025 were approved as a correct record.

Phil Mulligan provided a budget update. The Authority is awaiting news from DEFRA on their 3-year settlement, and is planning for the worst-case scenario of a cut to the core grant. A consultation is underway on staff cuts, which are in addition to cuts made earlier in the year. Extra capital funding made available to English National Parks doesn't replace the revenue funding required for overall running of the organisation. Extending car park charges and planning advice fees are being considered to gain extra income. There is a similar picture for all English National Parks. Partner organisations support National Park aims and LAF members considered that LAFs are well placed to provide letters of support for the National Park.

Action: PDLAf to draft letter to DEFRA Ministers regarding National Park funding, with consideration given to involving all National Park Local Access Forums.

Matters Arising from 11 June 2025:

25/22 Tourism Charter

The Authority has recently adopted a Tourism Charter. A workshop will take place to consider how to enact the charter and take it forward. Partners will look at ways to influence visitor behaviour and for funding of infrastructure.

25/25 Any Other Business

The Turncliffe Common consultation response from the PDLAF has been submitted.

29/25 MEMBERSHIP (18:31)

Sue Smith reported a Member resignation from Charlotte Leech, who will stay involved but won't sit on the Forum. It is hoped that there will be a replacement with land manager representation to keep a balanced membership.

The PDLAF will continue to have a moving Chair role, with each Chair retaining the role for 2 consecutive meetings. Nick Doran will be Chair for the meetings in February and June 2026. At the February meeting the LAF will be asked to select a Chair for the 2 consecutive meetings beyond June 2026.

There is potential involvement of the Youth Impact Collective with consideration of a one-year membership role to the LAF. Clara Thomas, People of the Peak Project, and Anna Stuart, Communities Project Officer, spoke to the Forum about the Youth Impact Collective (YIC), which is still a relatively new group of 18 to 30 year olds formed to improve young people's ability to live, work, and access the National Park. Various representative roles have been set up on the YIC Group, including a Chair, a Welcome Lead and Nature Leads. The group are keen to have their say about the PDNP and have a youth perspective recognised in decision making.

Action: PDLAF members are invited to talk to the Youth Impact Collective Group at their monthly meetings.

30/25 OUTDOOR RECREATION & ACCESS TO NATURE (25:51)

PDLAF Member, Ben Seal from Paddle UK, gave a presentation on the All Party Parliamentary Group (APPG) for Outdoor Recreation and Access to Nature. The APPG held an Inquiry on expanding access to blue and green spaces, including expert witness sessions across a broad range of user and interest groups, and have produced the Outdoors For All Recommendations Report. Lots of outdoor recreation groups were involved, including Paddle UK. A Summary of Consensus has been drawn up with 40 recommendations split into 9 sections. The Inquiry is the start of a process to consult on Access to Nature. The PDLAF needs to consider what good access is by looking at the report findings and being prepared to respond to a future Access to Nature consultation. New APPGs are imminent for National Parks and Outdoor Education.

Forum members discussed access issues and the findings of the report on public awareness and education. It is a small percentage of the population that cause problems in the countryside. How to educate in the right way is key. The Countryside Code could be better communicated through social media, promoted through retailers and businesses and broken down into specific activity codes for wild camping, fire risk and dogs.

The PDLAF didn't respond to the consultation due to difficulties in achieving consensus within the timeframe, but Ben indicated that responses subsequently directed to the APPG on Access to Nature were welcomed.

Action: The link to the Outdoors For All report be circulated. PDLAF members to

contribute to a response to the APPG consultation recommendations.

31/25 NATIONAL PARK BEHAVIOURAL DATA & INSIGHTS (1:14:37)

Sarah Rowley, PDNPA Senior Strategy and Performance Officer, gave a presentation on the data collection around visitation in the National Park. Data has been pulled together from various sources, including an online survey, Strava and mobile hotspots. The data collected gives an idea of trends of the number of visitors to areas of the National Park. Visitor pressure has an impact on the landscape, and brings both positive and negative benefits. Full data results will be communicated in early 2026.

A quick capture app, where information is gathered in real time, has been developed and was piloted by PDNPA Rangers over the summer. Data gathered can inform where more recreation management is needed and can be used in funding bids. The app is going to be rolled out to volunteers and others.

Forum members discussed the changing pattern of visitors since Covid 19. Numbers have gone back to pre-Covid levels, although people are now more likely to come all year round and some areas are busier. The data collection shows the Hope Valley is a particular hotspot for visitation.

32/25 NATIONAL PARK MANAGEMENT PLAN UPDATE (1:46:33)

Sarah Rowley gave an update on the National Park Management Plan 2023-2028 (NPMP). The Wider Stakeholder Forum is made up of over 70 organisations. The NPMP has 4 main aims, 10 objectives and 50 actions, with 112 Critical Success Factors below that. These are delivered by all the partners, including PDNPA. The Delivery Group meets 3 to 4 times a year. The NPMP is in Year 3. The Partnership Group sits above the Delivery Group. Partners have an active duty to further National Park purposes.

Action: PDLAF to nominate a member representative for the National Park Management Plan Delivery Group.

Previously this has been the role of the PDLAF Chair, but with a rolling Chair this will now fall to the PDLAF Vice Chairs Martin Bennett and Charlotte Gilbert

33/25 MORRIDGE HILL COUNTRY SITE ACCESS PLAN (1:53:31)

Anna Stuart from the Morridge Hill Country Landscape Recovery Project, gave a presentation on the Morridge Hill Site Access Plan. Morridge Hill covers a large area with the main landowners being PDNPA, Staffordshire Wildlife Trust, the Ministry of Defence and 21 farmers and land managers. The project is currently in a 2-year development phase with delivery phase proposals to be submitted by May 2026. The project is funded by DEFRA in conjunction with Natural England and the Environment Agency. Help is sought from the LAF regarding proposed route improvements, additional routes, consultations, and volunteer surveys.

LAF members discussed that the area was good for outdoor recreation and a popular climbing area, but there was little detail on which groups aren't accessing the area. The nature of the landscape means the area won't be fully accessible to all users. The focus is therefore on what was possible and linking routes to public transport. Anna was looking to the LAF and its representative organisations for ideas on access improvements with a deadline of January 2026. There was a British Mountaineering Council offer of some funding and volunteer time.

Action: PDLAF members to consider input on improving access at Morridge Hill

Country.

34/25 DCC RIGHTS OF WAY IMPROVEMENT PLAN UPDATE (2:14:01)

Gill Millward was not present to give a progress update to the Peak District LAF. Sue Smith presented the update on Gill's behalf.

- Details on the Station to Station walks had been circulated to members.
- Two consultation responses had been attached to the RoWIP update report for the Forum to note - one on Definitive Map Modification Orders (DMMO) and one on the Hope Valley Active Travel Masterplans.
- A meeting is being considered in January 2026 with Derbyshire County Council to discuss proposed schemes over the coming year.

35/25 ACCESS UPDATE (2:16:27)

Sue Smith gave an Access Update.

- Projects are underway for Year 4 of the DEFRA Access for All Programme of funding.
- The PDLAF have previously been advised on the Peak District Foundation's Path and Trails Appeal. The Access Fund continues to receive income through Miles without Stiles handbook sales.
- The Ease of Use survey has been carried out using a field-based app with an 85.64% pass rate.
- The PDLAF has provided a stakeholder response to the review of the Countryside Code.

Action: The PDLAF to invite the Peak District Foundation to a future meeting to give an update on the Path and Trails Appeal.

36/25 ACTIVE TRAVEL UPDATE (2:21:01)

Tim Nicholson, PDNPA Transport Policy Planner, updated members on the Active Travel programme.

- A sub group of the PDLAF had been formed.
- A draft active travel plan was approved at the May 2025 Authority Meeting.
- An economic business case and feasibility study has been developed with the aim to secure funding.

Tim further updated members on the Local Plan consultation, due to start in November 2025. Of particular interest to the PDLAF:

- The National Park currently safeguards land on the Monsal Trail and Trans Pennine Trail for future rail development. From the 2024 Local Plan stakeholder consultation feedback, it is proposed that safeguarding will be dropped for both trails in order to secure their recreational use.
- There will be a further proposal to safeguard land between Bakewell and Rowsley, and between Buxton and the Goyt Valley, for potential trail use.
- The Recreation Hub policy is out for consultation.

Action: Local Plan consultation details to be circulated to PDLAF members.

37/25 ANNUAL REPORT (2:27:13)

Sue Smith tabled the latest PDLAF Annual Report and will look to summarise which interest groups members represent in future reports.

38/25 MEMBERS REPORTS (2:29:31)

Charlotte Gilbert, representing the British Horse Society (BHS), along with the Regional Bridleways and Access Officer from Rugby, had met with Helen Carrington, the PDNPA's Trails Manager. Recent changes to charging in PDNPA car parks had led to confusion about the tariffs applying to horse boxes. The issue is now resolved with some changes to signage being implemented. It was recognised by the BHS that charges needed to be increased in light of the reduction in the National Park's core funding.

39/25 AOB & DATE OF NEXT MEETING (2:31:47)

Anna Jennings gave a brief overview to LAF members about Nature Prescriptions. Working with RSPB, the PDNPA had pioneered this initiative under the Green Prescribing agenda. It includes a programme of walks and activities where health care professionals can support people to connect with nature and green spaces. A new leaflet has been launched, working with further agencies to widen the reach of the programme. The purpose of speaking to the LAF was to raise awareness and seek collaboration with other groups on health and wellbeing work.

The date of the next 2 meetings, chaired by Nick Doran, are 4 February and 3 June 2026. The Chair for the 7 October 2026 meeting is to be determined. Suggestions from Members on themes for future meetings are sought.

The meeting finished at 12:42 pm.

Meeting ended - 12.42 pm

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Peak District Local Access Forum

Date: 4 February 2026

Item: 5

Title: Active Travel Update

Author: Sue Smith & Tim Nicholson

Purpose of the Report

The report provides an update on the Active Travel programme.

Background

In April 2024, the Peak District National Park received £100k of funding from Active Travel England to develop a programme for active travel and a Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan. The funding ran until end June 2025. An Active Travel Sub group, comprised of LAF members and other key stakeholders was established to advise on and support this work.

Partnership Approach

A [joint report](#) by National Parks England and Active Travel England sets out the success of the partnership approach and the value through active travel that National Parks bring for health and nature.

Active Travel Plan

The Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan 2025-2030 is at www.peakdistrict.gov.uk/activetravelplan. This includes the strategic network identified through consultation. The priorities for its delivery are attached in Appendix 1, and will be taken forward subject to resources and all necessary consents.

The programme of work has also included data monitoring and an economic business case to complement the concept work undertaken to identify and prioritise schemes to deliver and enhance the strategic network. Details are provided in the accompanying presentation given to the Active Travel Sub-group in December 2025.

Safeguarded Routes

As part of the Peak District National Park Local Plan Review, and based on the outcome of the public consultation on the strategic high level network, it is intended to safeguard aspirational routes for extending the network where known. The routes identified include a link between Bakewell and Rowsley, to extend the Monsal Trail, and the link between Buxton and the Goyt Valley. Both routes use former railways.

Mayor's Big Transport Conversation

The East Midlands Mayoral Combined County Authority (EMCCA) is carrying out a high-level consultation on a Local Transport Plan for the area. The [consultation](#) closes on 8 February 2026.

Recommendation:

- 1) To note the contents of the report.**

2) To consider any response that the LAF might like to make to the EMCAA consultation.

Appendix 1

Action Plan for delivering the Peak District National Park Strategic High-level network for walking, wheeling, cycling and horse-riding

Scheme	Priority	Timeframe
Monsal Trail West (see paragraphs 8.2.6 to 8.2.10) Extending to Buxton, dependent on agreement with Network Rail	High	Long-term
Trans Pennine Trail Rerouting To reduce the number of crossing points (Future feasibility study). Complicated by the presence of the Trunk Road and environmental designations.	High	Long-term
Monsal Trail East / Delivery of the White Peak Loop Extending to Rowsley and completing the White Peak Loop. A partnership approach with Derbyshire County Council, through a series of projects requiring landowner agreement and subject to a number of constraints.	High	Long-term
Bakewell Link (see paragraphs 8.2.1 to 8.2.5) Accessible link from Bakewell via Coombs Road to the Monsal Trail.	High	Short term
Sheffield Link via Houndkirk Road (see paragraphs 8.2.11 to 8.2.14) Sheffield Moors Partnership approach supporting Sheffield Local Plan mitigation measures.	Medium	Medium term
White Peak Loop connectivity Connectivity improvements with communities and visitor attractions/facilities.	Medium	Medium term
Tissington Trail to Manifold Trail Link An on-road approach on Sustrans routes for Quiet Lanes / nodal links. Involvement of Derbyshire and Staffordshire County Councils.	Medium	Medium term
Longdendale Loop With support of United Utilities, for routes along the north side of the reservoirs linking to the Trans Pennine Trail, Pennine Way, and Crowden. Surfacing, bridge, and crossings.	Medium	Medium term
Monsal Trail to Wyedale car park An accessible link from the western end of the Monsal Trail at Blackwell Mill to Wyedale Car Park.	Medium	Short-term
Tissington Trail to High Peak Trail Link route involving Sustrans route with support of Derbyshire County Council and landowners, Surfacing and A515 crossing.	Medium	Short-term
A628 Trans Pennine Trail Crossing at Woodhead Station (Future feasibility study) May require an experimental approach to street lighting.	Low	Short-term

The main priority for the Plan will be the delivery of the schemes listed above. However, where opportunities arise to deliver smaller scale improvements that add value to the strategic network, we will take them forward, subject to available funding and any constraints.

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Trail User Data

Presentation to the LAF Sub-group

Tim Nicholson
3rd December 2025

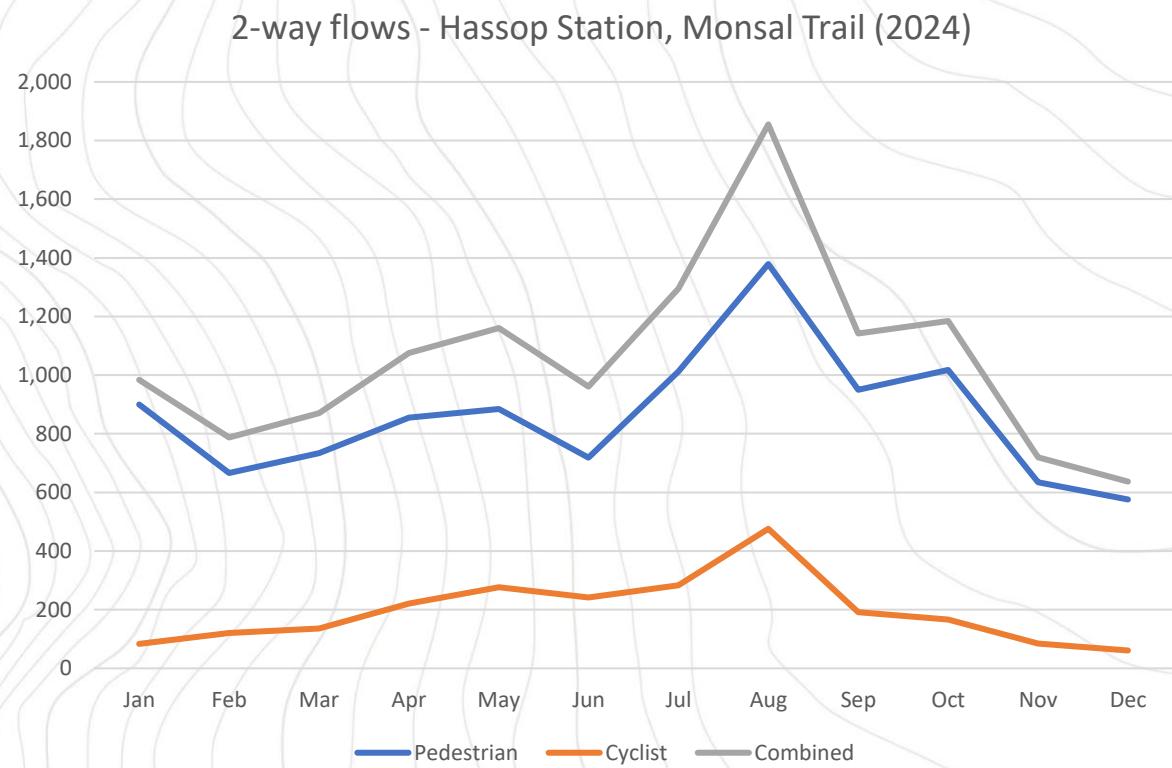
Trail User Data

Agenda

1. Permanent Counters
2. Temporary Counters
3. Trail User Surveys
4. What next

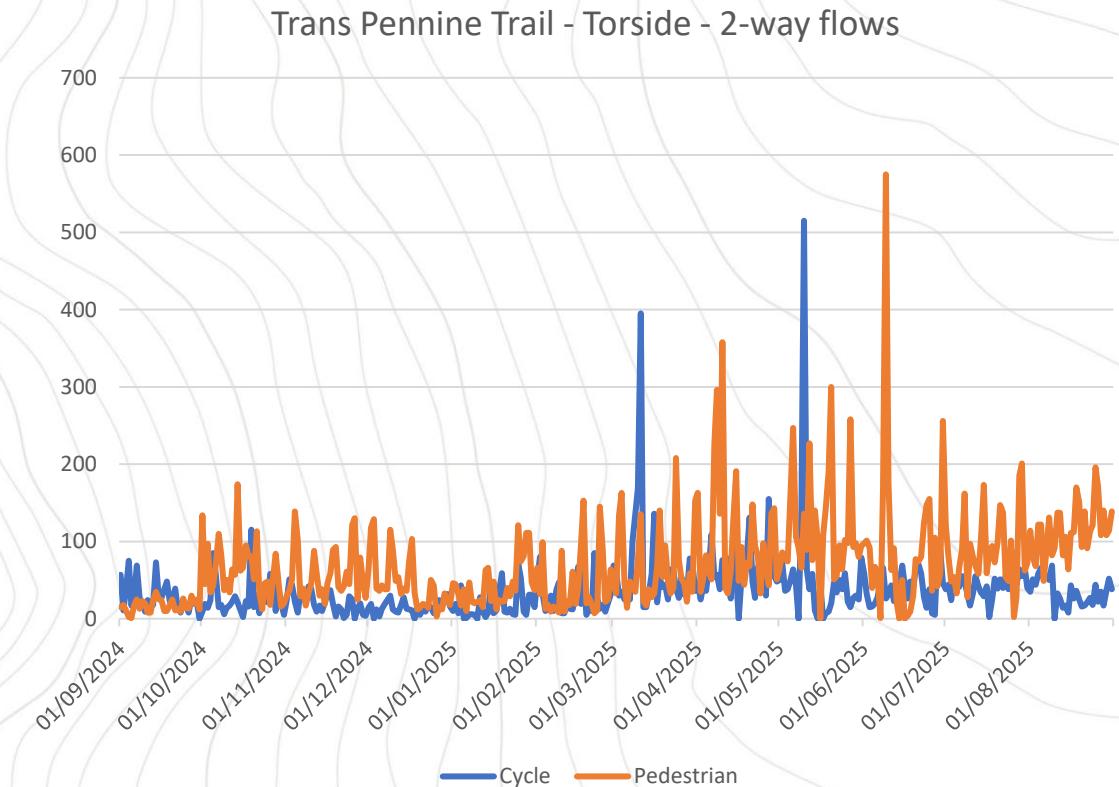
Permanent Counters

- Initially installed as part of the Pedal Peak II Project
- Cycling data since August 2010
- Pedestrian data since March 2012
 - Monsal Trail (Hassop Station)
 - High Peak / Tissington Trails (Parsley Hay)
 - Manifold Track (Waterhouses)
- Average Combined Daily 2-way flow of 1,056
- Busiest Month – August
- Anomalous totals for January due to waxwings



Temporary Counters

- Provided by Parklife Monitoring
- Funded through the ATE grant
- 2 installation phases
 - Summer 2024 – Coombes Road (MT), Hartington Station (HPT), Torside (TPT), Hurdlow (HPT)
 - Spring 2025 – Hartington Station (TT), Thornhill Trail, Mam Tor, Wyedale, Minninglow (HPT), Hulme End (Manifold), Swainsley (Manifold), Thor's Cave (Manifold), Mapleton Lane (TT), TPT West, TPT East



Trail User Surveys

- Autumn 2024 – Millers Dale (MT), Parsley Hay (HPT & TT) and Torside (TPT)
- The average distance travelled from home was 76 miles
- The most popular activity was walking (54%)
- Popular reasons for visiting were to ‘experience nature’ (25%) or ‘take part in a recreational activity’ (23%)
- The average spend per respondent as part of the day’s visit was £42.06
- 75% of respondents arrived by car.
- The average rating for facilities at the survey location was 9 out of 10
- 48% of respondents stated that ‘More off-road routes’ would make them walk, wheel or cycle more.

Active Travel Project – Visitor Survey – 2024			
Date		Location	
Weather		First part of Post Code of person being interviewed (e.g. DE45)	
Q1 Can you please tell us where you live?		Q6 How far do you think that you will travel today walking, wheeling, cycling or by horse?	
Village or area		Up to 1 km	
Town		1 to 5 km	
City		5 to 10 km	
Q2 Where did you start your journey today?		More than 10 km	
Q3 How did you travel here today? (please give all methods)		Q7 How many people are visiting with you today?	
Car	Van		
Bicycle	Electric bike		
Motorbike / moped / motorised scooter		Q8 If so, do any of them have difficulty walking?	
Train	Tram	Yes	
Service Bus	Private coach / minibus	No	
On foot		If 'yes', how many people have difficulty walking?	
Mobility scooter or 'tramper'			
Mobile home or camper van			
Other (please specify below)		Q9 What is the reason for your visit today? (please tick all that apply)	
		To experience /appreciate nature	
Yes – long distances (more than 1 mile)		To take part in a recreational activity	
Yes – short distances		To experience local culture	
No		To have an adventure	
If you answered yes, do you use any of the following mobility aids?		As part of a school or educational visit	
Wheelchair		To visit a unique destination	
Mobility scooter or 'tramper'		For health and fitness	
Walking frame		Other (please specify below)	
Adapted bike			
Other (please specify below)			
Q5 How often have you taken part in these activities in the Peak District over the last 12 months?		Q10 How long will your visit here last?	
Walking	Daily	Weekly	> 30 minutes
	Monthly	Once or twice	From 31 minutes to 60 minutes
	Other (please specify)		1 – 2 hours
Wheeling	Daily	Weekly	2 – 3 hours
	Monthly	Once or twice	3 – 4 hours
	Other (please specify)		4 – 6 hours
Horse riding	Daily	Weekly	6 – 8 hours
	Monthly	Once or twice	Other (please specify below)
	Other (please specify)		
Cycling / Mountain biking	Daily	Weekly	
	Monthly	Once or twice	
	Other (please specify)		

What next

- Continue to collect data from the existing permanent counters
- Assess data from the temporary counters
- Relocate temporary counters where appropriate
- Undertake additional user surveys at locations where improvements may come forward.



Economic Business Case

Presentation to the LAF Sub-group

Tim Nicholson
3rd December 2025

Active Travel Economic Business Case

- A joint commission with Yorkshire Dales NPA
- Contract awarded to Tender won by Phil Jones Associates (PJA) in March 2025
- An assessment of the economic value of the existing and proposed strategic high level network

Active Travel Economic Business Case for
Peak District National Park - DRAFT

Peak District National Park Authority

September 2025

Project Code: 08907

Document Reference: 1.1

Active Travel Economic Business Case

Existing routes AMAT results - 2023 prices (DfT's Active Mode Appraisal Toolkit)

Existing routes	Present Value Benefits	
High Peak Trail	£	2,219,820
Longdendale Trail	£	7,756,130
Manifold Track	£	2,660,550
Monsal Trail	£	9,816,970
Thornhill Trail	£	9,307,450
Tissington Trail	£	3,866,930
COMBINED	£	35,627,850

Active Travel Economic Business Case

Proposed routes AMAT results - 2023 prices (DfT's Active Mode Appraisal Toolkit)

Proposed Routes	Present Value Benefits	Present Value Costs	Benefit Cost Ratio
Route 1 - Macclesfield Canal	£ 11,139,020	£ 6,155,670	1.81
Route 2 - Trans Pennine Trail	£ 5,932,970	£ 1,693,470	3.50
Route 3 - Huddersfield Narrow Canal	£ 3,718,710	£ 1,480,310	2.51
Route 4 - Goyt Valley and White Peak Loop full route	£ 25,310,940	£ 2,694,710	9.39
Route 5 - Monsal Trail Extensions	£ 8,621,860	£ 1,589,500	5.42
Route 6 - Peak Central full route	£ 20,142,950	£ 6,728,210	2.99
Route 7 - Derwent Valley full route	£ 34,984,310	£ 2,211,530	15.82
Route 8 - White Peak Loop combined	£ 29,943,780	£ 3,932,230	7.61
Route 9 - Derbyshire Greenway South full route	£ 6,638,260	£ 1,300,470	5.10
Route 10 - Peak Forest Tramway full route	£ 12,989,480	£ 2,610,510	4.98
COMBINED	£ 159,422,280	£ 30,396,610	5.24

Active Travel Economic Business Case

Visitor Economy

- Forecast increase of 2,268 daily cycling and walking trips,
- This could result in an additional total visitor spend of £ 65,518,651.89 per year.
- This would reflect almost a 10% increase on the £774m per year economic impact of visitors

Additional benefit

Benefit	Value per year (2023 Prices)
Collision reduction	£1,037,347
Access to Greenspace (ORVal)	£23,080,276
Local Visitor Spend	£65,518,652

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Peak District Local Access Forum

Date: Wednesday 4 February 2026

Item: 6

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:**

Just over £627k of funding has been secured through the Highways Capital Programme in 2025/26 and 2026/27 for the installation of roadside signposts and emergency schemes/minor drainage and surfacing works to promote the safe use of the Rights of Way network. This will be discussed in further detail at the June LAF meeting when there will also be an update on repairs to routes which Forum members have been particularly interested in, such as Edale Bridleway 19 (Jacobs Ladder - Pennine Way), Bridleway 32 at Hope Cross, Chapel Gate and Bamford Clough.



Aim 2: Definitive Map and Statement

- **Project 2031 Derbyshire:** Volunteers from the British Horse Society, Ramblers, Peak & Northern Footpaths Society and other user groups are continuing to investigate historic, unrecorded routes across Derbyshire with research records now created for 418 paths and 236 Definitive Map Modification Order (DMMO) applications submitted to the County Council to date.
- In terms of dealing with the backlog of **DMMO applications**, details of progress made between 1 October 2025 and 31 January 2026 is set out in the table below.

Legal Order Stage	October 2025	November 2025	December 2025	January 2026
New DMMO applications received (6)	<p>04873 = Add FP from Woolley Bridge Road, Glossop to Printers Park, Hollingworth (Tameside MBC)</p> <p>04876 = Add FP from between 38 & 40 Mayfield Road to Henmore Brook – Ashbourne</p>	<p>04875 = Add BW along Knab Lane to FP42 and upgrade parts of FPs 42 & 53 to BW - Darley Dale</p> <p>04877 = Vary particulars for Chesterfield FP83 Walton Road to Moorland View Road</p>	0	<p>04879 = Add RB from Mickleover Greenway (former railway) along part of Bannell's Lane to A516 south of Bannell Lane Farm – Bearwardcote</p> <p>04880 = Add FP from Highfield Road to New Station Road - Bolsover</p>
Informal consultation started (2)	04407 = Add BW from end of adopted highway Wyver Lane to FP 27 - Belper	0	0	04365 = Upgrade to BW, FP1, FP9 (part), FP63 and add BW to cross River Wye - Wormhill, Blackwell in the Peak & Taddington
Decision made by DCC (3)	0	<p>04785 = Add FP from Pilhough Lane to Stanton Hall Lane - Stanton in the Peak</p> <p>02853 = Upgrade New Mills BW50 to BOAT (Decision is for RB)</p>	<p>04825 = Vary particulars of FP31 Kirk Langley - Rejected</p>	0
Orders made (3)	0	<p>04312 = FP from Commonside Road to FP30 and from FP30 to Springfield Road - Barlow</p> <p>04333 = Upgrade FP98 off Woodseats Lane, Charlesworth to BW</p>	<p>02853 = Upgrade New Mills BW50 to RB (Sitch Lane to Spinnerbottom – Birch Vale)</p>	0
Cases to PINS (3)	<p>04274 = Upgrade FP102 Hartington Upper Quarter to BW (A5004 Long Hill to Bunsal Cob)</p> <p>04269 = Upgrade FPs 26,33 & 34 to BW – Doveridge</p>	0	<p>04837 = Add BOAT along NCH between Garner House and Highlow Hall – Offerton & Highlow. Statement of Reasons</p>	0
Decisions from PINS (2)	04729 = Vary particulars of FP3 – Hayfield. Order confirmed by SoS	04574 = Add RB & FP Upper School Lane – Dronfield. Order confirmed by SoS	0	0
Orders confirmed (0)	0	0	0	0
FP = Footpath BW = Bridleway RB = Restricted Byway BOAT = Byway Open to All Traffic NCH = Non-Classified Highway SoS = Secretary of State 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/>
- With regard to the recommendations put forward on behalf of both Derbyshire LAFs for the prioritisation of DMMO applications, a response has now been received from the County Council's Director of Legal and Democratic Services. The letter concludes that the Authority is unable to adopt the LAFs recommendation to prioritise applications for multi-user routes ie those for bridleway and above. After further consideration it has been decided to maintain the system currently in place for determining applications in chronological order of receipt. The current system is based on the Council's attempt to fulfil its statutory requirement to determine applications within 12 months of receipt, something it is unable to achieve at present but is working towards, and to maintain fairness to the applicants in its approach. The Council's response was discussed at a recent meeting of the Joint LAF Sub-Group for Public Rights of Way, Open Access and Unrecorded Ways held on 26 January. Given that there are now 2.5 full time members of staff working exclusively on DMMO applications, it was agreed to monitor progress over the coming months and to invite an officer from Legal and Democratic Services to provide an update at a future LAF meeting.

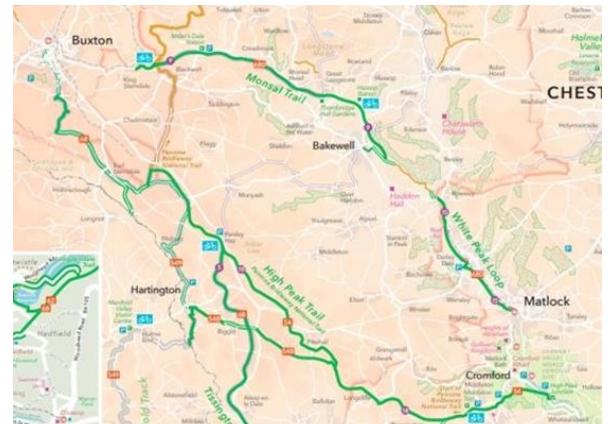
Aim 3: An improved network

- **Investment:**
 - On 16 October 2025 (Item 122/25), Cabinet approved the Regeneration Pipeline and list of prioritised projects which include sections of the Key Cycle Network (KCN) and work relating to the Active Travel Masterplans. It also approved the allocation of 2025/26 East Midlands Combined County Authority (EMCCA) funding for the Market Towns and Active Travel Programmes, totalling just over £2.8m. In addition to public realm improvements and footway resurfacing, this will also enable feasibility studies, preliminary/ detailed design and construction to be undertaken on KCN pipeline priorities, including sections of the White Peak Loop/ Derwent Valley Trail, Pennine Bridleway National Trail and the Trent Valley - Shardlow Greenway. On 13 November 2025 (Item 138/25), Cabinet also approved the Highways Capital Programme for 2026/27 which includes schemes within the Sustainable Transport Function, providing a further £406k for the continued development and maintenance of the KCN/ local connections and a Service Level Agreement with Groundwork Five Counties. Both reports can be accessed here: [Browse meetings - Cabinet - Derbyshire County Council](#)

- In early December it was confirmed that the County Council had been awarded a Level 2 **Active Travel Capability Rating** by Active Travel England, an improvement on its previous Level 1 status. This is in recognition of progress made in creating/ improving routes for walking, wheeling and cycling (which will also accommodate horse riding wherever possible) and promoting active travel as a safer, healthier and more sustainable mode of transport for everyday journeys and leisure. It follows recent successes including completing further sections of the White Peak Loop and the Chesterfield East-West cycle route, connecting Holymoorside and Chesterfield Royal Hospital through the town, with significant progress also being made on emerging projects such as the Little Eaton Greenway which is transforming a former railway line into a 5km multi-user route between Little Eaton and Rawson Green. This is due to open in Summer 2026 as part of the Derby City to Ripley Active Travel Route. The higher rating means the County Council is eligible for increased funding opportunities and technical support from Active Travel England. The total award for Derbyshire over the four-year period starting 2026/27 will be £6.5 million, approximately three times higher than if the Authority had remained at Level 1.
- **Pennine Bridleway National Trail (PBW):** A 205-mile, multi-user National Trail running from Middleton Top, near Wirksworth to Ravensdale in Cumbria.
 - Grant offers from Natural England allocated through the Pennine National Trails Partnership, combined with match funding from the County Council, are being used to support the on-going maintenance of the existing 60 miles of the PBW through Derbyshire in 2025/26. These also fund a Project Officer to oversee and undertake works on the ground. This autumn/winter has seen general maintenance being focused on vegetation clearance with the continued help of Groundwork volunteers working at various locations, primarily at Wormhill, along with essential drainage on steeper sections of the route at South Head, near Hayfield. The replacement of anti-slip surfaces is being progressed for road crossings on the A6 at Blackwell in the Peak and the A515 at Pomeroy, with funding provided through the Highways Capital Programme. Surface and drainage improvements are also being planned for Highstool Lane near Chelmorton, along with the clearance and resurfacing of a short section of the onward route alongside the A515 to the west of Street House Farm.

- On the development side, work is continuing for one of the three missing sections of the PBW around the west side of Glossop, again with funding from Natural England allocated through the Pennine National Trails Partnership. Engineers assigned to the River Etherow section between New Road at Tintwistle and Woolley Bridge Road in Hadfield are continuing to progress the preparatory work and initial designs for this 1.7km section. The route includes proposals for a multi-user bridge over the river and signalised crossings on the roads at either end. Officers continue to liaise with the various landowners and further surveys are planned for the winter period, including flood risk assessments and trial pits/boreholes at the proposed location for the bridge to help better understand the underlying ground conditions.

- **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, catering for both active travel and leisure use, helping to support the visitor economy.



- A 42-mile predominantly traffic-free route is now open and signed.
- During the remainder of 2025/26 and into next financial year, work will continue 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 the Buxton Walk and Ride Network.
- As far as local connectivity is concerned, there are also plans to improve the A6/A53 junction in Buxton, which is an important gateway into the town. The County Council is currently seeking people's views on what improvements they would like to see to help address issues such as congestion, air quality and accessibility for all road users and inform the next step in the design process. The Engagement Survey is open until 20

February 2026 and can be accessed here: [A6/A53 – Buxton Gateway consultation - Derbyshire County Council](#)

- For the WPL itself, we will be exploring the options at Rowsley to provide a better connection between the section of the route which emerges in the car park at Old Station Close and Church Lane; undertaking surface/ drainage improvements along Highstool Lane, near Chelmorton (a section shared with the Pennine Bridleway National Trail); further surface upgrades on Coombs Road, near Bakewell, as well as progressing the extension of the route into and through Buxton linking with the railway station.
- A contract has been awarded for the refurbishment of the boardwalk on a popular section of the route near Rowsley. This is expected to start in February and take approximately 3 to 4 weeks to complete. A temporary closure will be in place while the repairs are underway to protect the safety of the workforce and members of the public. Every effort will be made to keep the length of closure to a minimum.
- Preliminary designs and high-level costings have been completed for a section of the WPL between Green Lane, next to Buxton Community School and the A6 Hogshaw Roundabout in Fairfield. The route will now be taken forward in stages, with funding available from Active Travel England to progress the section between Buxton railway station and the A6 Hogshaw Roundabout to detailed design.
- For the section between the A6 Hogshaw Roundabout and the Monsal Trail at Topley Pike, detailed designs are being finalised ready for further discussions with stakeholders to improve the surfacing and drainage of the Byway across Fairfield Common during 2026.
- More information about the WPL, including updates on future developments for various sections of the route can be found here: [White Peak Loop - Derbyshire County Council](#)

- **Derwent Valley Trail:** Following completion of the feasibility study in 2024, we are continuing to develop 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. We are also working to support community groups in Matlock and Matlock Bath to investigate the East Bank Track which coincides with a missing section of the WPL and other route options for walking, wheeling and cycling.

- **Active Travel Masterplans (ATMs):** Work is continuing to progress several of the recommendations in the ATMs which have been produced to improve connectivity within the market towns of Belper, Glossop and Ilkeston. Capability Funding from Active Travel England is being used to help



progress several strategic KCN routes, which include producing preliminary designs and high-level costings for a section of the Derwent Valley Trail between Belper and Duffield, as well as investigating possible routes for the Great Northern Greenway through Ilkeston. In Glossop work is continuing on the missing River Etherow section of the Pennine Bridleway/ Trans Pennine Trail and the Walk Wheel Cycle Trust (the new name for Sustrans) has recently been commissioned to identify preferred alignments and undertake initial design work for active travel routes to Glossopdale School. As well as the longer-term strategic interventions, funding is also available to deliver more short-term interventions/ quick wins, such as dropped kerbs, footway resurfacing and cycle parking.

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

- **Walk Derbyshire:** Information about the programme of regular guided walks and ideas for self-led walking routes throughout Derbyshire can be found here: <https://walkderbyshire.org.uk/>
- **Cycle Derbyshire:**
There are now over 450km of traffic free trails across the county. The popular Cycle Derbyshire leaflet/ map has been updated to reflect this. An additional 20,000 copies have been printed, with distribution underway. Copies can be obtained from local libraries, visitor hotspots, accommodation providers, cycle hire and information points.



Aim 5: Greater community involvement

- **Volunteer contribution:** The Service Level Agreement (SLA) with Groundwork Five Counties is continuing in 2025/26. There were 270 volunteer days delivered between April and December 2025, estimated to be worth around £53,865. During Q3 (October to December 2025) work was undertaken across multiple sites, including the Pennine Bridleway, Clowne Greenway and Archaeological Way sections of the Bolsover Loop, Little Eaton Greenway and former canal. Volunteers contributed to vegetation clearance, habitat creation, litter picking, as well as the annual sweep of leaves off the boardwalk on the White Peak Loop which is due to be refurbished in February/ March 2026.



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

Peak District Local Access Forum

Date: 4 February 2026

Item: 8

Title: Access Update

Author: Sue Smith

Purpose of the Report

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

Defra Access for All

The full extent of the £255.9k of funding for 2025/26 has now been received. Projects are underway for delivery by end of March 2026. This includes: schemes for improved access to nature for all, a Changing Place at Trentabank, Accessible Bakewell, interactive mapping for Miles without Stiles routes, trikes, wheelchair bikes, and e-bikes.

Farming in Protected Landscapes

Funding for the FIPL programme has been extended for a further 3 years until end March 2029.

- [Case studies 2024-25](#)

Access Funding

The LAF have written to the Peak District Foundation with details of their support for donations and funding raised for improving access. Appendix 1.

- [2024/25 Annual Report](#).

Local Plan

The response provided by the Forum to the Local Plan [Preferred Approach Consultation](#) is attached in Appendix 2.

North Lees Verge Parking Byelaws

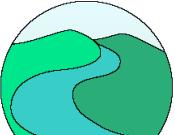
The making, implementation, and enforcement of byelaws to restrict verge parking on areas of Authority-owned land, access land, and highway is proposed to be taken forward across the North Lees Estate in particular.

- [Draft byelaws for verges](#) and [plans](#)

Recommendation

- 1. That the report be noted.**

Appendix 1

 PEAK DISTRICT LOCAL ACCESS FORUM	Peak District Local Access Forum c/o Peak District National Park Authority Aldern House, Baslow Road, Bakewell Derbyshire DE45 1AE Email: PDLAF@peakdistrict.gov.uk
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Roisin Joyce
Director, Peak District National Park Foundation
Aldern House, Bakewell, DE45 1AE
by email: roisin@peakdistrictfoundation.org.uk

10 December 2025

Dear Roisin

PDCAF AND THE PATH AND TRAILS APPEAL

The Peak District Local Access Forum is the statutory body advising the Peak District National Park Authority (PDNPA) and Derbyshire County Council (DCC) (among others) on recreation and access matters within the Peak District National Park area. We were set up under the Countryside and Rights of Way Act, 2000 to advise on the improvement of public access in the Peak District and Northwest Derbyshire for the purpose of open-air recreation and enjoyment. Forum members are drawn from a wide range of access interests including walking, climbing, cycling, horse riding, recreational motor vehicles, farming, land management, major landowners, conservation organisations, and local businesses.

I am writing on behalf of the PDCAF to invite you to attend a future meeting to tell us more about the work of the Foundation and in particular the Paths and Trails Appeal, which has cross-over with the LAF's priorities and with the Access Fund, which we have supported for a number of years (see footnote).

We very much welcome the Foundation's focus on fundraising for improvements to the rights of way network and access more widely. It's clear these are vital issues for residents and visitors to the National Park, and contribute to health, wellbeing and the local economy. As a Forum, we'd like to understand more about the Paths and Trails Appeal, how projects are identified and how funds are allocated, and to look at the ways that PDCAF members can support the future of the Appeal.

PDCAF brings together a wide range of knowledgeable access stakeholders, and as such can provide expertise, knowledge of the access priorities and issues facing the Peak District and the opportunity to engage potential project partners and supporters.

On a practical level, opportunities for support could include:

- Promotion of fundraising appeals and activities
- Strategic advice on key themes, identifying priority routes or targeting access challenges in the Peak District

- Involvement in distribution of funds (e.g. through a member of the LAF being involved in the appeal's grant making process on our behalf)

Our next meeting is 10am – 12.30pm on 4 February 2026, at Aldern House. We'd be delighted if you can join us then.

If you would like to discuss this further prior to the meeting, I'd be happy to have a call with you.

Yours sincerely

Louise Hawson
on behalf of the Peak District Local Access Forum

Copies by email to:
LAF members
Peak District National Park Authority: Sue Smith
Derbyshire County Council: Gill Millward

Footnote: PDLAF's involvement in the Access Fund

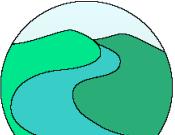
PDLAF supported the creation of the Access Fund in 2014 as a standalone fund administered by the PDNPA Access Team and overseen by the Forum. PDLAF advised on how monies should be spent, including priorities for future years, and received annual reports and regular updates from the access team on how monies had been distributed.

The purpose of the Access Fund was to provide an opportunity for donations to be made towards access improvements in the National Park, in particular new and upgraded access points, new areas of access land, new permissive paths to improve links to existing access, signposts and signage, and mapping and leaflets.

Money was raised by public donations, sales of the Miles without Stiles Handbook and old copies of "the Clarion Ramblers" guides, and donations from organisations. Many of the public donations came from PDLAF members or were raised through the work of members.

When the Peak District National Park Foundation took on fundraising for the Access Fund in 2021, our understanding was that the Access Fund would remain ring-fenced and that the PDLAF would retain a continued role in the activities of the fund and receive regular reporting about how the money was spent. In recent years we have received reports on funding but have not been directly involved in advising on priorities for spending.

Appendix 2

 PEAK DISTRICT LOCAL ACCESS FORUM	Peak District Local Access Forum c/o Peak District National Park Authority Aldern House, Baslow Road, Bakewell Derbyshire DE45 1AE Email: PDLAF@peakdistrict.gov.uk
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Policy and Communities Team,
Peak District National park Authority
Aldern House,
Baslow Road,
Bakewell,
DE45 1AE

21 December 2025

Dear Policy and Communities Team

Local Plan Review Preferred Approach Consultation

I am writing on behalf of the Peak District Local Access Forum in response to the Peak District National Park authority's request for feedback on the Local Plan Preferred Approach consultation. The Peak District Local Access Forum welcomes the opportunity to comment on the Local Plan. We welcome the scope and vision of the overall Plan and the outcomes, detailed in Section 3 - Spatial Objectives and Strategic Housing Provision, in support of the overall Vision statement are welcome. These are in line with our objectives of sustainable access, whilst maintaining the diverse landscape for which the Peak District is renowned. We will reserve our comments and observations to the aspects of the Plan as they refer to our areas of expertise.

The Peak District Local Access Forum has members drawn from a range of interests and is a statutory independent group appointed by the Peak District National Park Authority and Derbyshire County Council. It advises those two authorities on improvements to public access in the Peak District and North West Derbyshire for the purpose of open-air recreation and enjoyment. It was the first in the country and originally met in December 2000 following the Countryside and Rights of Way Act, 2000. Its members bring experience of a broad range of interests including walking, climbing, cycling, horse riding, recreational motor vehicles, farming, land management, conservation, climate change and local business.

PDLAF Response to the Local Plan

The Peak District Local Access Forum welcomes the protections placed on the rights of way network in the local plan, however the LAF is disappointed to see no mention of the distance and percentage makeup of the RoW network in Key Facts point 5, pg17. The RoW network in the National Park is a key attraction for visitors and the LAF feels the importance of the network should not be downplayed.

The LAF appreciates the document is predominantly a document about planning policy and the LAF is pleased to see specific mention of opportunities to improve the right of way network in relation to future developments. The LAF is also pleased to see the specific safeguarding of the

Monsal and Trans Pennine Trails against development prejudicial to their current use as recreational trails. The LAF feels there needs to be clarification over the recognition of safeguarding blue and green spaces; the LAF would like the inclusion of access land and permissive rights to be encouraged as part of any development within the park and surrounding area.

The LAF is pleased to see the protections in place to minimise water pollution and protect water ways and ground water, as well as environmental protections aimed at increasing the park's resilience to climate change. However the LAF is concerned that access to blue spaces is barely mentioned, and not at all in relation to recreation. The LAF would like to see blue spaces being afforded the same consideration as the public rights of way network. Particularly a desire to see enhanced access to blue spaces in policies 62 and 63.

Policy 63 makes reference to walking, cycling and horse riding (paragraph D) with regard to the development of new routes. The LAF has been pleased to see the park authority's work on Miles Without Styles and would suggest wheeling and accessibility are added to this section, and others relating to rights of way and access.

Again, with regard to policy 63 paragraph D, the LAF is unsure of how any new route could meet all four subclauses and 'conserve and enhance the Special Qualities of the area'. Any new route could be seen as not enhancing or conserving in isolation, yet spreading the high volume of visitor traffic across a wider area of the park would act to conserve and enhance the whole of the park. The LAF feels new routes should be made as easy as possible to create. The LAF feels that policy 63 should be extended to help increase the RoW network, not just ensure its continuation. Whilst the RoW network in the park is extensive the percentage of bridlepaths is far below the national average of 22%.

LAF members were pleased to see support for sustainable transport to be included in the Preferred Approach but some LAF members would like to see this go further. Specifically, Policy T1 was asked to be significantly strengthened to require all major tourism and recreational developments to deliver fully funded high-quality, direct cycle routes and demand-responsive public transport links. There is a feeling that developments, business and residential, are not required to consider non-vehicle connections during planning. This can create isolated developments where there is no option but to use private cars. In an area already highly visited with limited access via public transport or active travel, developments could easily run counter to the national park's legally defined purposes.

The LAF welcomes "Draft Policy Direction 7 - Recreation Hubs" as a sustainable initiative for managing visitors to the National Park and would encourage this policy to be strengthened by the inclusion of sustainable transport links to the Hubs from outside the National Park and from the Hubs to the wider Park. The LAF is unclear on the definition of "recreation management areas" and would like this clarified as the policy appears to support developments designed to "reduce/mitigate" visitor pressures on these areas. The LAF seeks to increase access rather than reduce it.

With regard to "Draft Policy Direction 11 - Temporary Campsites; the LAF has discussed the role of Temporary Campsites as an alternative to wild-camping for those who wish to have a less formal experience. There is clearly a need for wider camping facilities in the park and the economic benefits could outway the negative impacts. The LAF would like to see a wider consultation, with alternatives to an Article 4 Direction, before this is applied for. Could reduced numbers of temporary sites, or sites limited to camping only, be a compromise?

The LAF welcomes the inclusion of public access as part of restoration schemes in Policy 44 and notes the reference to “amenity” in this policy as well as Policy 50. The LAF also notes the priority for “nature recovery”. The LAF has previously discussed the importance of access in areas of restoration, for example restored quarries for climbing, or the potential for increased access to blue spaces. The reference to amenity specifies ‘nature conservation’, however the term is not confined to this and includes access. The LAF feels nature recovery and access are not mutually exclusive and would encourage public access to be strengthened in these policies.

Yours Sincerely

Nick Doran
Chair, Peak District LAF