



Peak District Local Access Forum

On: Wednesday 3 June 2026

At: Aldern House, Baslow Road, Bakewell

Agenda

Start: 10.00 am

1	Welcome and Apologies	
2	Minutes from the last meeting on 4 February 2026 (Nick Doran)	
3	Membership (Sue Smith)	
4	DCC Rights of Way Maintenance (Rob Greatorex)	Sue Smith
5	Derbyshire CC RoWIP Update (Gill Millward)	Gill Millward
6	Peak Cluster NSIP (Tom Evans)	Tom Evans
	BREAK	
7	Access for All (Sue Smith)	Sue Smith
8	Active Travel Update (Sue Smith/Tim Nicholson)	Sue Smith
9	Peak District Local Plan (Tim Nicholson)	Tim Nicholson
10	Annual Report (Sue Smith)	Sue Smith
11	Members reports (All)	
12	AOB & Date of Next Meeting	

This page is intentionally left blank

Peak District Local Access Forum

**Minutes of the Meeting held on Wednesday 4 February 2026
at Aldern House, Baslow Road, Bakewell.**

Members Present:

Martin Bennett
Martin Beer
Austin Knott
Jez Kenyon
Paul Richardson
Ian Ord

Nick Doran (Chair)

Charlotte Gilbert
Cllr Susan Hobson
Ben Seal
Geoff Nickolds
John Towe
Nick Blayney

Others Present:

Sue Smith, (PDNPA) (Secretary)
Dave Savage, Local Access Forum

Gill Millward, (DCC)

1/26 WELCOME AND APOLOGIES

Apologies were received from Ian Ord, Craig Best, Alastair Harvey, Louise Hawson and Clare Griffiths.

Hayden Bridgeman, recently appointed to the Peak District National Park Authority (PDNPA) as Engagement Ranger Team Leader – Operations and Partnerships, was welcomed to the meeting.

2/26 MINUTES OF MEETING ON 15 OCTOBER 2025 (NICK DORAN) (00:01:25)

The minutes of the meeting held on 15 October 2025 were agreed as a correct record.

Matters Arising

The actions from the minutes will be picked up in the agenda items.

Sue Smith had circulated the latest restructure update for the PDNPA. The Authority is still waiting to hear confirmation of the DEFRA settlement. Nick Doran is co-ordinating a letter to DEFRA on funding for National Parks.

Action: LAF members to send comments to Nick Doran to incorporate into the National Park funding letter to DEFRA and MPs.

A meeting with representatives from DEFRA took place in February. A draft letter had been tabled about the All Party Parliamentary Group's (APPG) Outdoor Recreation and Access to Nature report. The draft letter sets out the PDLAF's support for the report recommendations and also welcomes APPG officers to attend a future Forum meeting.

Action: LAF members to send comments to Nick Doran and Sue Smith on the draft letter re the APPG report recommendations.

3/26 MEMBERSHIP (SUE SMITH) (00:06:35)

New member Nick Blayney was welcomed to the Forum. Nick is a keen walker and mountain biker and is trying to reinstate the Sheffield LAF. Nick has a wider interest in access which led to putting himself forward for the PDLAF.

Hayden Bridgeman introduced herself to the PDLAF.

The LAF had previously decided to have a rolling chair who will cover a couple of meetings. Nick Doran will also Chair the June 2026 meeting, and asked members to think about putting themselves forward for the October 2026 and February 2027 meetings.

Action: LAF members to consider taking on the role of Chair for the meetings in October 2026 and February 2027.

4/26 SUSTAINABLE TRAVEL (ALAN SIMPSON) (00:10:15)

Nick Doran introduced Alan Simpson, the Sustainable Travel Ambassador for the East Midlands Combined County Authority (EMCCA), who talked to the Forum about his role.

The East Midlands is the region with the highest growth in traffic, with too few buses in the north of the region and too many cars in the south. Planned growth in the area with new housing will bring more cars to the area.

The Mayor's budget is mainly designated for capital spending, which could be used in various ways, including purchasing land for park and ride schemes. Integrated transport and access solutions are needed, with ideas being sought as part of the current consultation on the Mayor's Transport Plan for the East Midlands. Alan asked for input from the PDLAF.

LAF members asked about the plan for using automated self-drive vehicles, as used in other countries, and considered the difficulties of scheduled bus and train services adequately serving rural areas.

There was concern expressed that there was no mention of the need for journeys for leisure activities in the Mayor's Transport Plan consultation and no reference to horse riders. It was felt that the consultation was urban focussed. It didn't mention the Rights of Way network and how to improve it. Accessing open spaces locally is a challenge in rural as well as urban areas.

The consultation provides an opportunity to think strategically on transport across borders with constituent authorities in a National Park, not only with the East Midlands region but into South Yorkshire, Greater Manchester and Staffordshire. The East Midlands provides important connectivity because of the link to other regions. Cross ticketing across areas and schemes would simplify people's access to public transport.

Provision of cycling routes is some way behind the rest of Europe and there is a need for safe routes operating in conjunction with public transport corridors. The mayor's transport plan consultation is an opportunity for communities to put ideas forward for what could work in their area. In order for schemes to work locally they need connectivity to the wider network.

Action: PDLAF to consider submitting feedback to the Mayor's EMCCA transport

plan consultation.

5/26 ACTIVE TRAVEL (SUE SMITH/TIM NICHOLSON) (00:59:00)

England and Active Travel England (ATE) on how National Parks are unlocking access to health and nature through work on active travel.

Tim Nicholson, Transport Policy Planner for the PDNPA, updated LAF Members on the [Active Travel Plan: Peak District National Park](#). The Authority had one year to deliver a Plan, and with the short timescale he focus was on the strategic network. The LAF and its active travel sub group were thanked for their help in developing this.

Tim's presentation provided details of the surveys undertaken and the amount of money that visitors spent as part of their day out and the joint economic business case with the Yorkshire Dales National Park Authority. Tim also referred to the recent Local Plan Review consultation which had raised the possibility of safeguarding potential new routes for walking, wheeling, cycling and horse riding.

LAF members welcomed the work and further noted that creating cycling, walking and wheeling routes should be factored in when building road and rail infrastructure.

6/26 DERBYSHIRE CC ROWIP UPDATE (GILL MILLWARD) (01:10:00)

Rob Greatorex will attend the PDLAF meeting in June to provide an update on the work programme, including repairs to routes which Forum members are particularly interested in.

Derbyshire County Council has advised that it will maintain the current system of dealing with DMMO applications in chronological order of receipt.

Charlotte and Martin are on the Joint LAF Sub-Group with the Derby and Derbyshire LAF which has met to discuss the County Council's response to the LAF's advice on the prioritisation of these applications. 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.

It was mentioned that when route status is determined/upgraded, further work may be needed to make those routes safe and usable for all users, An example was given of a bridleway connecting Wormhill to Taddington, via Blackwell.

LAF Members considered that pressure should still be made via MPs to pass the legislation needed to repeal the cut-off date for recording historic rights of way in England, after the UK Government announced its intention to do so back in December 2024.

Derbyshire has over 450km of traffic free routes for people to use and is now seeing significant amounts of money coming through from EMCCA to improve the network. DCC has achieved a Level 2 Active Travel Capability Rating, up from Level 1, after a recent assessment by Active Travel England (ATE).

In response to a question raised by LAF members, Gill reported that work is progressing on the White Peak Loop connections into Buxton using ATE funding to draw up detailed designs .

Action: Gill Millward to circulate to LAF Members details of the White Peak Loop into

Buxton.

In connection with the Chapelgate route, LAF members raised the user group involvement via the PDLAF and for ensuring that views were taken on board in order to avoid recurring problems.

Action: Gill Millward agreed to ensure that LAF input will be fully considered by DCC in future.

In connection with the aim to improve the promotion, understanding and use of the network, the Cycle Derbyshire leaflet continues to be updated to promote traffic free routes across the county, and is being distributed to cycle hire centres, accommodation providers, libraries and information points.

Greater community involvement is taking place through the use of volunteers and their preventative maintenance on trails, rights of way and countryside sites. The Service Level Agreement with Groundwork Five Counties delivered 270 volunteer days between April and December 2025, estimated to be worth in the region of £53,865.

10:30am 5 minute break

7/26 PATH AND TRAILS APPEAL (ROISIN JOYCE) (01:35:00)

Roisin Joyce, Peak District National Park Foundation Director, gave a presentation on the Paths and Trails Appeal. The Foundation is a charity set up in 2019 to raise funds to protect and improve the National Park. The Foundation can access sources of funding that a Local Authority can't and can be more donor focussed.

The Paths and Trails Appeal, launched in Autumn 2024, has raised funds from individual and community group donations, as well as corporate contributions. Of the £12,335 raised so far, £4k has gone into access and accessibility work and £4k to repairs and maintenance of the trails.

The Foundation has gone out to existing supporters, and linked in to community events. It plans to go out to Visitor Centres and Cycle Hire centres shortly, and will introduce a campaign in a few months to seek further support from visitor accommodation providers and outdoor event organisers, as well as Legacy giving.

A major donation of up to £100k over the next 12 months had been received, which could be a multi year commitment, for footpath repair in the Dark Peak.

Other funded projects include People of the Peak, an accessible garden, a litter picking programme, and working in partnership with a climbing/ mountaineering clothing and equipment manufacturer and the British Mountaineering Council on maintenance work at Stanage Plantation.

The LAF welcomed the update and considered that there was an opportunity for more direct contact with the Foundation to help contribute to how donations are spent.

Action: Roisin Joyce to provide details of the proposed works at Lantern Pike.

Action: Forum members to pass on any ideas on funded work to Nick Doran, as current Chair, or Sue Smith to raise at a future meeting with the Foundation and PDLAF.

It was noted that any funded projects on the Rights of Way network in Derbyshire should be

run past the County Council.

In response to a question raised about placing a levy on accommodation, Roisin responded that this would not be part of the Foundations's remit.

8/26 ACCESS UPDATE (SUE SMITH) (01:52:50)

DEFRA Access for All programme in Year 4 (2025/26) was funding capital works with a focus on access to nature. On completion of this year's spend, a report would be provided to PDLAF.

Action: Sue Smith to report to the June LAF meeting on 2025/26 Access for All delivery.

The Farming in Protected Landscapes (FiPL) scheme had been extended for a further 3 years to March 2029. Updates on FiPL access projects had been circulated to LAF members.

Action: FiPL officer to be invited to a future LAF meeting to update the Forum on all areas of work covered.

The PDLAF had provided a response to the PDNPA's Local Plan consultation, which was noted and agreed.

The Forum also noted details of the proposed amendments to the byelaws in relation to verge parking at North Lees.

Action: LAF Members to consider any feedback on verge parking at North Lees.

Members advised that permissive footpath/ bridleway information had not been updated on the PDNPA website since 2022. It was hoped that landowners will continue with the permissive schemes.

9/26 DOVE STONES WOODLAND (KATE HANLEY) (02:05:10)

Kate Hanley from the Royal Society for the Protection of Birds (RSPB) at Dove Stone gave a presentation on the management of the 4,000 hectare site, with a focus on native woodland and native scrub creation. The site is well placed to deliver learning, access opportunities and connection to nature, being in close proximity to Oldham, Manchester, Rochdale, Huddersfield and Bradford. The RSPB has been at Dove Stone since 2010, when the peat was in poor condition. A lot of recovery work has taken place since then, helped by the input of volunteers. Progress has been made across the site with nature restoration work, but the upland peatland areas are still in a poor state.

Kate was available after the meeting to answer any questions from Forum members, and would be happy to host a site visit to Dove Stone if members were interested to find out more about the work being carried out there.

Action: Sue to consider arrangements for a future site visit by the Forum or its

members

10/26 MEMBERS REPORTS (ALL) (02:22:50)

None

11/26 AOB AND DATE OF NEXT MEETING (02:23:00)

Tom Lewis, PDNPA Area Ranger based at Brunts Barn, spoke to the Forum about the current recruitment of a Wildfire Engagement Officer role that will cover the Eastern side of the National Park. This was being funded by the British Mountaineering Council and the Moors for the Future Partnership. This is a seasonal, educational role and will showcase how effective this role can be in managing incidences of wildfires, using data sets to inform when and where these are likely to occur, to best use this resource. Similar roles in other areas of the National Park have had a positive impact on litter and wildfire risk, by engaging with the public.

Sue Smith advised that 2026 is the 25th Anniversary of the Peak District Local Access Forum, alongside the National Park's 75th Anniversary. Pin badges to mark the 75th anniversary had been issued and were available for Forum Members.

Date of Next Meeting is Wednesday 3 June 2026.

Meeting finished at 12:29pm

Meeting ended - Time Not Specified

e:\peakdistrict\data\agendadocs\7\7\2\00005277\minutes.docx

Peak District Local Access Forum

Date: Wednesday 3 June 2026

Item: 5

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:**
Funding of just over £627k which has been secured through the County Council's Highways Capital Programme in 2025/26 and 2026/27 is being used to undertake roadside signposting, emergency schemes and minor drainage/ surfacing works to promote the safe use of the Rights of Way network across Derbyshire. The schemes of work being planned or already underway/ completed will be discussed further under agenda item 4 at the June LAF meeting. Reference will also be made to those routes which Forum members have been particularly interested in.

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 422 paths and 239 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 March and 19 May 2026 is set out in the table below. 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/>
- Any consultations which are currently underway in relation to DMMO applications and public path orders can be found here:
[Rights of Way notices - Derbyshire County Council](#)

Legal Order Stage	March 2026	April 2026	May 2026
New DMMO applications received (7)	<p>04882 = Delete FP68 from junction with FP58 to FP67 near Dumbles Cottage - Denby</p> <p>04883 = Add FP from FP7 to Hall/church driveway - Barton Blount</p> <p>04884 = Upgrade FP52 to BW and add BW from E end of FP52 to Riber Road - Matlock</p>	<p>04885 = Add FP from FP29 to adopted highway Guildford Lane - Clay Cross</p> <p>04888 = Add FP from Main Street to FP6 - Calver</p> <p>04890 = Vary particulars of width for part of FP146 – Ripley</p>	<p>04891 = Upgrade to BW FPs 91 & 99, Piddocks Road to Park Road - Swadlincote</p>
Informal consultation started (7)	<p>04465 = Upgrade FP16 to BW – Church Broughton</p> <p>04671 = Add BW's from Mercaston Lane to Wild Park Lane and from Middle Wild Park to Wood Lane - Mercaston</p>	<p>04444 = Add FP from Tanners Lane to bank of River Trent - Repton</p> <p>04412 = Upgrade to BW FPs 8 & 9 - Newton Grange and FP10 - Eaton & Alsop</p> <p>04395 = Add FP at Intakes Lane - Middleton by Wirksworth and Hopton</p> <p>04431 = Upgrade FP22 to BW and add BW along Bowden Lane - Hope</p>	<p>04864 = Add FP between gate into Youlgrave Churchyard and FP14 - Youlgrave</p>
Decision made by DCC (3)		<p>04407 = Add BW Wyver Lane - Belper. Rejected making of Order. (Applicant has appealed to PINS)</p> <p>04386 = Add FP from Ferry Lane to River Trent - Twyford and Stenson. Determined to make order</p> <p>04365 = Upgrade to BW FP1, FP9 (part), FP63 and add BW over ford River Wye - Wormhill, Blackwell in the Peak and Taddington. Determined to make order</p>	
Orders made (4)	<p>04624 = Modify the particulars of the location of FP86 between Shallcross Road and Elnor Lane - Whaley Bridge</p>		<p>04322 = Upgrade FP8 to BW and downgrade BW7 to FP - Northwood & Tinkersley</p> <p>04386 = Add FP from Ferry Lane to River Trent - Twyford and Stenson</p> <p>04603 & 04760 = Add RB along Boggy Lane - Church Broughton</p>
Passed to PINS (1)	<p>02853 = Upgrade BW50 to RB from Sitch Lane to Spinnerbottom, New Mills</p>		
Orders confirmed (2)	<p>04274 = Upgrade FP102 to BW – Hartington UQ</p> <p>04312 = Add FP from Commonsie Road to FP30 and from FP30 to Springfield Road - Barlow</p>		
<p>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.</p>			

Aim 3: An improved network

With funding secured through the East Midlands Combined County Authority (EMCCA), Active Travel England, the County Council's Highways Capital Programme and Natural England/ Pennine National Trails Partnership, work is continuing to develop and improve several priority sections of Derbyshire's Key Cycle Network, as well as progressing some of the next steps for the Active Travel Masterplans in Belper, Glossop and Ilkeston, as described below.

- **Pennine Bridleway National Trail (PBW):** A 205-mile, multi-user National Trail running from Middleton Top, near Wirksworth to Ravensdale in Cumbria.
 - Grant applications to Natural England allocated through the Pennine National Trails Partnership, combined with match funding from the County Council, will be used to support the ongoing maintenance of the existing 60 miles of the PBW through Derbyshire in 2026/27. These also fund a Project Officer to oversee and undertake works on the ground. This winter/spring has seen general maintenance being focused on vegetation clearance with the continued help of Groundwork volunteers working at various locations, including Hayfield and Glossop, along with essential clearance of cross drains between Birch Vale and South Head. A recycled plastic bench has been installed along the Sett Valley Trail near Hayfield, increasing the stopping points along this busy section and a replacement picnic bench also in recycled plastic has been installed at Middleton Top. The replacement of anti-slip surfaces on the road crossings is being progressed, with the A6 at Blackwell in the Peak now completed and the A515 at Pomeroy planned, using funding provided through the Highways Capital Programme. Surface and drainage improvements are also being programmed this summer for



Highstool Lane near Chelmorton (a section shared with the interim route for the White Peak Loop), 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, as well

as active travel funding from EMCCA. 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. 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 ecological/river condition surveys are now complete. To help with the design and future planning application, a flood risk assessment is also being planned, along with a geotechnical survey 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.



- Work is continuing on 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.
- 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 in 2026/27.
- Detailed designs are being finalised for improvements to the surfacing and drainage of the Byway across Fairfield Common.
- Feasibility work to scope and assess route options is commencing on the section of the WPL between Matlock and High Peak Junction, near Cromford. This also coincides with part of the Derwent Valley Trail. Officers will be working closely with the Derwent East Bank Track Project, a partnership between Matlock Civic Association, Matlock Bath Development Association and the Derwent Valley Trust.

- The options at Rowsley to connect the trail head in the car park at Old Station Close with Church Lane are currently being explored.
- Further surface/drainage improvements are being planned for Coombs Road, near Bakewell.
- The refurbishment of the 200m long boardwalk situated between Harrison Way in Darley Dale and the car park off Old Station Close at Rowsley has now been completed (pictured right). The work has been carried out to ensure that it is safe and accessible throughout the year for walking, wheeling and cycling. The existing decking has been overlain with new hard-wearing deck planks which have a ribbed surface profile. This provides a highly slip resistant finish, also allowing water to drain away and thereby reducing the risk of ice forming in cold conditions.
- 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](#)



- **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. This

includes 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, the Walk Wheel Cycle Trust has been commissioned to conduct a review and develop options for improved walking, wheeling and cycling routes through the western areas of Glossop (Gamesley/ Dinting) to Glossopdale School. The report and route options study are due to be completed by the end of

May. 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.

- **Safer Roads Fund Schemes:**

The Safer Roads Fund is a UK government initiative that provides local highway authorities with funding to implement practical safety upgrades on England's highest-risk, local A-roads with the aim of proactively reducing fatal and serious collisions. Whilst typical measures include installing average speed cameras, junction redesigns, roadside barriers, rumble strips, anti-skid surfacing, and clearer road markings/signs, there is also an opportunity to make some improvements for pedestrians, cyclists and horse riders for whom these roads can present a significant barrier. especially where there is no safe onward connection.

- **A5004 Long Hill between Buxton and Whaley Bridge:**

Following substantial resurfacing work, surface dressing has been completed on a section of Old Road between Brookfield Cottage and the White Hall Outdoor Activity Centre which incorporates part of Buxton BOAT 28. Planning permission has now been granted by High Peak Borough Council for a shared use facility through existing farmland and the site of a Severn Trent Water reservoir alongside the A5004. When complete this will create a link between the SE end of Old Road and the shared footway/cycleway which has already been provided between Coldspring Plantation and the junction of the A5004/A53 in Buxton. Footway improvements proposed for the area between Vaughan Road and Mevril Road in Whaley Bridge have been programmed for July. Following the confirmation of a DMMO back in March, improvements are being planned for Hartington Upper Quarter Footpath 102, now upgraded to bridleway between Long Hill opposite the bridleway from White Hall down into the Goyt Valley. This will include the replacement of an existing footbridge.

A5012 Via Gellia: A new footbridge has been installed on the public footpath near Tufa Cottage. The off-road connection between Hedge Lane and Green Lane at Pikehall is being programmed for June/July time. In order to improve safety for pedestrians looking to cross the main road near the Via Gellia Colour Works, a new flight of steps, handrail and landing area are due to be installed at the SE end of Bonsall Footpath 2.

- **A57 Snake Pass between the outskirts of Glossop and Sheffield:** Other measures to improve connections between existing rights of way are being considered at three locations – The Snake Pass Inn, Hope Cross to Bridge-End Pasture and Cutthroat Bridge. Further information can be found on pages 24-28 of the County Council's report presented to the National Park

Authority meeting on 22 May 2026 under agenda item 11: ([Public Pack](#)) [Agenda Document for National Park Authority, 22/05/2026 10:00](#) For Cutthroat Bridge, designs have been produced which include a handrail on the unofficial path from the nearby layby. It is proposed to reinstate the stone surface along the verge on the south side of the A57 to provide a better connection between the two public footpaths on either side of the Snake Pass Inn.

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

- **Walk Derbyshire:** A summary of the last four years of Walk Derbyshire and the various initiatives to encourage more people to get out and walk more can be found here: [A quick summary of the last four years of Walk Derbyshire](#) - There is now a network of walking groups which meet regularly in all districts and boroughs in Derbyshire, including the High Peak and Derbyshire Dales, along with a programme of regular led walks for people of different ages and abilities, including wheelchair users and people with reduced mobility.
- **Cycle Derbyshire:** An article about cycling the White Peak Loop in May's edition of the Derbyshire Life magazine describes a two-day guided e-bike tour of the route: <https://wheresems.com/wp-content/uploads/2026/04/Circling-the-White-Peak.pdf>

Aim 5: Greater community involvement

- **Volunteer contribution:** As part of the Service Level Agreement (SLA) with Groundwork Five Counties, just over 357 volunteer days were delivered in 2025/26, estimated to be worth around £71,221. During Quarter 4 (January to March 2026) work was undertaken across various sites, including the Pennine Bridleway, Bolsover Loop (Clowne Greenway/ Archaeological Way), White Peak Loop, Little Eaton Greenway and the former Canal, as well as footpaths in Overseal. Volunteers carried out much needed maintenance and improvements, including footpath surveys, dealing with fallen trees, cutting back encroaching vegetation, creating wildlife habitat, providing bird and bat boxes, litter picking and essential drainage work. It was also reported that volunteers had been receiving lots of positive comments from members of the public. A new SLA is underway for 2026/27 with dedicated groups of volunteers already making a difference on several of Derbyshire's multi-user trails, countryside sites and public rights of way.



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

This page is intentionally left blank

Peak District Local Access Forum

Date: 3 June 2026

Item: 7

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, £0.54 Million of funding has been provided.

2025/26 Delivery

The expenditure in Year 4 of the programme, is set out in Appendices 1 and 2 and includes

- Surfacing, gates, viewing areas, and route information
- A changing place, outdoor classroom, resting places, and information/guides
- Fast charging e-bikes, inclusive cycles, and volunteering equipment

Future Delivery

In 2026/27, funding will be continuing at £255.9k and has been indicated to continue at that level for the two years following. Some of the items identified include:

More Miles

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

More Places

- Developing facilities at accessibility hubs
- Accessibility guides

More Mobility

- Inclusive cycle-hire equipment and for volunteers.

Recommendation

- 1. That the report is noted.**

Appendix 1 - Access for All Funding 2025/26

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 2025/26, capital funding of £255.9k for improvements to infrastructure and information was provided. The funding is for assets created or acquired, 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 Property, Trails, Cycle-hire, Countryside Maintenance and Projects Team, and Rangers. It includes inputs from Peak Park Conservation Volunteers, and IT.

What's been delivered in 2025/26?

- A Changing Place and proposed Miles without Stiles route at Trentabank
- A proposed new Miles without Stiles and tramper route at Derwent Dam
- Accessibility improvements for enjoying nature at Torside and Minninglow
- Accessible gates and bus stop improvements
- An accessible woodland and outdoor classroom at Brunts Barn
- Miles without Stiles interactive mapping and a Monsal Trail map
- Fast charging e-bikes, e-trikes, wheelchair bikes, and an e-mountain trike
- A e-cargo bike and e-bikes for trails and Ranger volunteers

How has the funding been supported?

The Peak District Foundation has provided funding of £4k for maintenance work to complement the capital works delivered under this programme at Surprise View and Conksbury. Peak Park Conservation Volunteers and Ranger volunteers have supported this work.

What's next

Defra have indicated the availability of further funding for 2026/27 and beyond. A separate report in relation to this will be provided, along with the 2025/26 project breakdown.

An active travel plan has been produced 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. This funding can help develop the infrastructure

More Miles

Proposed Miles without Stiles and tramper route at Derwent Dam – Phase 1
Cost £15.2k, 25 volunteer days



More Places

Accessible Woodland at Brunts Barn - Phase 1 – Cost £15.8k, 17 PPCV days



More Mobility

New e-bikes and inclusive cycles, and equipment for volunteers – Cost £107.2k



Appendix 2 - Completed Projects – Year 4 – 2025/26

More Miles

Item	Details	Comments
Brunts Barn, Grindleford	Vegetation clearance, step removal, surfacing, pond dipping platform, bridge.	Proposed Miles without Stiles route in the wildlife area. Links to ambassador training and volunteer hub. Volunteer involvement for design & delivery. Potential for Phase 2 for a disabled toilet, to extend the route, and provide for interpretation.
Conksbury	Widening and surfacing access.	New disabled access to Miles without Stiles route .
Derbyshire Bridge	2 in 1 gate.	Cattle grid bypass on road adjacent to the car park.
Derwent	Surfacing, gates, regrading of ramp, handrail, seating, viewing area, interpretation.	Proposed Miles without Stiles & tramper route. Links to Miles without Stiles route and cycle hire and to complement the new inclusive cycle equipment Potential for Phase 2 to provide a circular route.
Lady Cannings, Ringinglow	Gate access	Removal of obstruction on a proposed active travel route.
Macclesfield Forest	Gates, barrier removal, surfacing, seating, viewing area.	Proposed Miles without Stiles route to complement a new Changing Place. Potential for Phase 2 to extend the proposed route and provide interpretation.
Minninglow	Widening and separation of trail through the car park, path and seating in picnic area, removal of kerb and relocation of gates.	Improvements at car park for access and to a proposed Miles without Stiles route.
Standing Stone	Gates & surfacing	Access improvements in car park and for access to proposed Miles without Stiles route.
Tideswell Dale	Surfacing, gates & seating	Extends the Miles without Stiles route northwards. Wider step-free gates provide an alternative to the roadside pavement.
Torside to Woodhead	Access point and seating	Links to Miles without Stiles route from parking area and extending in the other direction to viewpoint and trail.
Trail map	Monsal Trail	Map and information which shows location, facilities, and distances between car parks and cycle hire locations on the Monsal Trail
Interactive mapping	For Miles without Stiles routes	Map and information to show route location and access and link to route details.

More Places

Item	Details	Comments
Accessible Bakewell	Template for accessibility	Accessibility audit and collation of information. Links with study on active travel to/from the town.
Brunts Barn	Pond dipping platform, bird boxes, interpretation, seating	Nature place & ambassador training & volunteering hub. Volunteer involvement for design & delivery.
Derwent Cycle Hire	Crossing and surfacing.	Crossing and link for trampers from cycle hire. Potential for Phase 2 to create an access ramp.
Monsal Trail	Seating	Resting places along the trail.
Parsley Hay	Access points and seating.	Improvements at cycle hire/ accessibility hub.
Surprise View Car Park	Bus-stop surfacing	Improvements to complement the proposed Miles without Stiles route.
Trentabank	Changing Place and widening of disabled parking.	Improvements linking to proposed Miles without Stiles route.
Torside Car Park	Vegetation clearance, surfacing, seating	Nature place linking to Miles without Stiles route and Trans Pennine Trail and active travel network. Associated Landscape Enhancement Initiative funding.

More Mobility

Item	Details	Comments
Inclusive cycles	Trikes, E-trikes, wheelchair bike, tandem e-trike, mountain e-trike	Parsley Hay, Millers Dale, & Derwent
E-bikes	Fast charging	Derwent & Millers Dale; Ranger volunteers
Cargo bike		Trails volunteers
Wheelchairs	All terrain	Brunts Barn, Trentabank, & Millers Dale
Bike stands & batteries	x4	All centres for working on accessible equipment.
Volunteer equipment	Portable ramp & toilet	PPCV and events.

This page is intentionally left blank

Peak District Local Access Forum

Date: 3 June 2026

Item: 8

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.

National Parks Capability Fund Phase 2

In April 2026, the Peak District National Park received £200k of funding from Active Travel England for scheme design, for strengthening network plans, articulating and advocating active travel agendas among local stakeholders, and for building further capability in National Parks enabling staff to effectively drive their active travel agendas.

In the Peak District, the focus is to take forward the feasibility work already undertaken and as identified as active travel priorities in the [Peak District Walking Wheeling Cycling and Horse-riding Infrastructure Plan](#). This includes extensions and links to the Monsal Trail, a link from Sheffield, Bakewell Town connectivity, and a quiet lane approach. The work will also encompass data and evidence, network development. and engagement. Opportunities will also be taken as they arise for connectivity along the A628 and Trans Pennine Trail and delivery of the White Peak Loop and links with the Trails.

Close working with Highway Authorities, land owners and managers, and communities and involvement of the Local Access Forum's Active Travel Sub group will continue. As will joint working with the other National Parks for the combined ambition to develop and promote active travel.


Mayor's Big Transport Conversation

The Forum's response to the East Midlands Mayoral Combined County Authority's (EMCCA) Local Transport Plan consultation, is provided at Appendix 1.

Recommendation:

- 1) To note the contents of the report.**
- 2) To agree the LAF response to the to the EMCAA consultation.**

Appendix 1

 The logo for the Peak District Local Access Forum. It features a stylized green and blue landscape with a winding path, enclosed in a circular frame. Below the frame, the text 'PEAK DISTRICT LOCAL ACCESS FORUM' is written in green capital letters.	<p>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</p>
---	--

8th February 2026

By email:

Dear Sir/Madam,

The Mayor's Big Transport Conversation.

I am writing to you on behalf of the Peak District Local Access Forum (PDLAF), in response to the above consultation.

The Peak District Local Access Forum is the statutory body advising the Peak District National Park Authority (PDNPA) and Derbyshire County Council (DCC) on recreation and access matters within the PDLAF 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, water sports, recreational motor vehicles, disabled access, farming, land management, conservation, climate change and local business.

The forum meets in person three times a year and welcomes presentations from a wide range of access interests as well as the interests represented on the forum. Issues raised are not just of local concern and we often consider how these issues reflect on the statutory purposes of the National Park and nationally.

As a forum we have taken a keen and active interest in sustainable transport initiatives; having presentations from Hope Valley Climate Action, Sustrans, amongst others and have been involved, as consultees, in the production of the Peak District National Park Authority (PDNPA) Sustainable Transport Strategy and Local Plan. We have also been involved in the development and embedding of active travel and have established an Active Travel Sub-group to help take this forward. Within the National Park we would like to see fewer car journeys by residents and visitors alike and would welcome a greater emphasis on journeys made by public transport, on foot and cycle. An efficient public transport system would provide connections for work, shopping, health care and education and allow tourists to arrive in the Peak District by train or bus and having arrived make journeys around the national park. Many rural communities and visitor attractions are poorly, if at all, served by a regular bus service so the only option is using a car.

The Forum's answers to the consultation questions are set out below.

Question 1 – Yes, I have read and understood the privacy policy.

Question 2 – I am responding to the questionnaire on behalf of an organisation – Peak District Local Access Forum.

Question 3 – We **AGREE** with the statement of ambition for the Mayor’s Transport Plan.

Question 4: We rank the four strategic schemes as follows:

- 2 To increase modal choice
- 3 To better connect communities
- 4 To create greater economic opportunity
- 1 To protect our environment

Question 5: Is there anything more you would to tell us about the ambition for the Mayor’s Transport Plan?

The Forum is disappointed that the ambition of the plan does not run to leisure activities. Leisure is mentioned in the overall plan but is not reflected in the questionnaire. The Peak District National Park is ringed by large conurbations, and it is estimated that 20 million people live within an hour’s drive of the Peak District making it one of the most accessible national parks. At present approximately 13 million people visit annually most of these visitor journeys are by private transport.

Further, the Forum would welcome support for the many existing local authority statutory plans; for example: Derbyshire’s Rights of Way Improvement Plan, Key Cycle network and Local Cycling and Walking Infrastructure Plan and the recently published Peak District Walking, Wheeling, Cycling and Horse Riding Infrastructure Plan.

https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0019/218413/DH-Peak-District-Walking,-Wheeling,-Cycling-and-Horse-riding-Infrastructure-Plan-Final.pdf These plans offer a vision for an integrated, inclusive and well managed rights of way network; giving access to green and blue spaces for health and wellbeing benefits.

Are there any aims or goals you would change, add or remove?

We believe the plan is urban centric and more interested in connectivity within and between larger conurbations. We would welcome a stronger reference to how the challenges to our rural communities beyond the towns and cities are to be addressed. For many rural communities a car is a vital connection to work and local services.

We are encouraged to read that the importance of walking, wheeling and cycling is recognised in the Mayor’s Transport Plan, however, we would like to see horse riding recognised as a legitimate use of active travel networks - there are 17,330 horses registered in Nottinghamshire and 25,133 horses registered in Derbyshire (DEFRA, 2024). Each horse equates to a contribution to the economy of £6,887 pa therefore £292,442,681pa. The Transport Plan should be considering equestrian access to make Derbyshire and Nottinghamshire attractive places for equestrians to be. Equestrian tourism is on an upward trend with people holidaying with their horse; good transport links and improved connectivity on the off-road network is key for this to be successful.

Public Rights of Way (footpaths, bridleways and byways) have no specific reference within the plan. RoW are very important within the Peak District as many of our visitors are attracted to our extensive network of rights of way. For rural areas these paths are vital for connecting communities. They contribute to people’s health and wellbeing, and to the rural economy. They also contribute to

most of the aims and visions of the Plan. We would like to see a developing RoW network with emphasis on multi-user trails and greater provision for cycling and horse riding; within the Peak District bridleways amount to 11% of the total network where the national average is 22%.

Question 6: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its first goal: "To strengthen and extend the public transport network"

AGREE Bring transport nearer more people

AGREE Improving reliability, journey times and frequencies

AGREE Enhancing the passenger experience

AGREE Supporting simpler and more affordable public transport tickets

STRONGLY AGREE Improving the ease of switching between different types of transport

Question 7: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its second goal: "To support active, healthy and vibrant places"

STRONGLY AGREE Creating transformative cycling, walking & wheeling networks

STRONGLY AGREE Integrating active mode into our wider transport networks

STRONGLY AGREE Supporting people to use active mode with training and information

Question 8: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its third goal: "To connect communities and new homes"

AGREE Designing our places to bring people closer to key services

AGREE Focusing new housing and employment developments in well-connected areas

STRONGLY AGREE Increasing provision of shared transport

STRONGLY AGREE Better connecting communities by active and sustainable travel options

Question 9: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its fourth goal: "To facilitate a productive and inclusive economy"

NO VIEW / NOT SURE Working collaboratively to influence funding decisions to invest in the strategic growth corridors

STRONGLY AGREE Supporting efficient operation of our transport networks

STRONGLY AGREE Prioritising investment to connect people to employment and training opportunities to enable growth

Question 10: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its fifth goal: *"To promote an integrated, sustainable and resilient network"*

STRONGLY AGREE Improving the climate resilience of our transport networks

STRONGLY AGREE Making our roads safer by following the 'Safe System' approach

STRONGLY AGREE Improving maintenance of our networks so our assets stay in good condition for longer

Question 11: To what extent do you agree or disagree that the emerging policies detailed below will enable the Mayor's Transport Plan to meet its sixth goal: *"To improve our unique natural and historic environment"*

STRONGLY AGREE Supporting the protection and enjoyment of our environments

STRONGLY AGREE Reducing the negative impact of transport and travel on the environment

Question 12: To what extent do you agree or disagree that the emergent policies detailed below will enable the Mayor's Transport Plan to meet its seventh goal: *"To decarbonise travel as part of net zero"*

STRONGLY AGREE Working with partners to support increase provision for low zero emission fuels for all transport MODES

Question 13: Is there anything more you would like to tell us about the emerging policies presented above? Are there any policies you would change add or remove?

As the plan is developed we would like to see prioritisation of the 22 policies as it will not be possible to do everything at once. We support the commitment to greater use of and extension to the existing public transport system. We see a robust transport system as encouraging more people to use sustainable solutions to their transport needs. We would like to see a roll out of information encouraging people to make more journeys by public transport for both work and leisure; it has been shown that healthy leisure options will be extended into work and education travel options (those who use a bicycle for leisure purposes will be more amenable to taking the step to using the bicycle for other transport needs). Being able to switch between different transport modes is important; taking bikes on busses and trains; cycle hire at railway stations and other hubs; integrated ticketing for both buses and trains.

Where new housing, employment and education facilities are developed due consideration should be given to sustainable travel options before the project is undertaken rather than an add-on at the end. Increased journeys create more congestion at certain times and disrupt journey plans and increase environmental pollution.

We would like to see the options of "Park and Ride" explored not just as a solution to inner city parking and congestion problems. Many "honey-pot" sites within the Peak District are plagued by insufficient and inconsiderate parking (Mam Tor made national media coverage last year). Inconsiderate parking has many effects on rural communities with emergency services and agricultural vehicles being unable to pass.

Question 14: Below are some of the ways the Mayor's Transport Plan could support EMCCA's wider inclusive growth ambitions. Please rank them in order of importance of improving access to health, skills, prosperity and growth across the region, with 1 being the most important and 8 being the least important:

- 1 A transport network that makes it easier to get around without needing to rely on private car ownership.
- 2 A transport network that facilitates active lifestyles to improve the health of our communities
- 3 A transport network that reduces the negative impact of transport on our neighbourhoods
- 4 A transport network that supports the movement of older and vulnerable people including children
- 5 A transport network that provides capacity for future innovations and accounts for changes in the way we live, shop and work
- 6 A transport network that offers affordable fees and ticketing
- 7 A transport network that makes it easier to get to education, training and employment
- 8 A transport network that reduces social isolation, particularly in rural areas.

Question 15: Would you like to suggest any other ways in which the Mayor's Transport Plan could improve inclusive access to health, skills, prosperity and growth across the region, or tell us anything more about your answers above?

It would be helpful to look at bus stops. In rural areas there can be long distances between stops, and not all stops are highlighted on the timetable. It would be good if rural buses could consider a 'hail and ride' system; this would benefit residents and visitors alike. Rural buses can be very infrequent, and this discourages their use for accessing parts of the National Park; as part of a promotion and education strategy people could be encouraged to use the bus service to visit an area and then walk or cycle to another connection or back to their vehicle. Any publicity of bus services should be across many media platforms as not everyone is connected to the digital world.

Question 16: Below are some of the ways the Mayor's Transport Plan could improve the experience of using our transport network. How important do you think each of the following are in improving the way that our transport network is designed for the future?

- | | |
|-----------------------|--|
| IMPORTANT | Managing future travel demand on the transport network to address congestion caused by projected population growth |
| IMPORTANT | Improving the safety and personal security of people using the transport network |
| VERY IMPORTANT | Removing obstacles to walking, including with a pram, and wheeling |
| VERY IMPORTANT | Improving priority for busses and trams on the network |
| VERY IMPORTANT | Improving priority for cycling on the transport network |
| VERY IMPORTANT | Improving the maintenance of roads, pavements, bridges, lighting etc |

VERY IMPORTANT Ensuring better access to green spaces in our neighbourhoods

NO VIEW/NOT SURE Focusing new housing development and employment in areas that are well connected to the transport network

Question 17: Would you like to suggest any other ways in which the Mayor's Transport Plan could improve the way that our transport network is designed in the future, or tell us anything more about your answers above?

We would like to see better coordination between rail and, long and short distance bus services. We would like to see more buses travelling from the main towns to the villages, and popular visitor attractions. Many people do not visit the countryside by public transport because services are infrequent or non-existent. Rural areas are poorly served by Sunday and late-night services; this has many social and economic disadvantages as people are unable to take part in evening activities in neighbouring villages and towns. Again, we would welcome publicity of these services across many media platforms.

We would welcome more information about local walking, cycling and wheeling routes to be provided at transport hubs to encourage people to explore the area with confidence giving access to all the social and health benefits of the natural world.

Question 18: Which of the following challenges, if any, regularly have a negative impact on your business or organisation? All that apply are listed below:

- Congestion slows the journey down
- A lack of suitable bus routes to take me where I want to go
- A lack of suitable walking, wheeling and cycling routes to take me where I want to go
- A lack of information to assist in making journey planning decisions
- A lack of public transport services in my area at the time I need to travel
- Public transport services that are too infrequent or unreliable
- Lack of evening and Sunday bus services
- Public transport service connections that are not well co-ordinated
- Safety when walking, wheeling and/or cycling
- The limited electric vehicle charging infrastructure in the region
- Poor maintenance of the road network
- Accessibility when using public transport

Question 19: Are there any other transport related challenges your business or organisation faces in making journeys around the EMCCA region that you would like to tell us about, or tell us anything more about your answers above?

The membership of PDLAF is drawn from a wide range of interests in outdoor activities representing recreational user groups, land managers and visitors.

The transport network in the Peak District needs to serve residents and visitors alike. We would like to see a more connected network with options for car free journeys. The rights of way network is important within our area as a source of tourism revenue and for connection between our towns and villages. We would like to see better maintenance of the existing rights of way network and development of multi-user routes connecting the Peak District to the surrounding towns and cities. We would prioritise improvements to circular routes, routes which connect to visitor attractions and local services (pubs, café and shops).

Please note there is no response provided to Sections 4 and 5 of the questionnaire; these sections appear to relate to staff employed by an organisation and not relevant to our organisation.

We welcome the opportunity to comment on the Plan and hope that our comments will be useful. We welcomed Alan Simpson to the last meeting of the Forum on 4th February and found his presentation and Q&A very helpful. We hope that we will be able to take part in further consultations as your plans develop and we look forward to receiving any feedback in due course.

Yours faithfully,

Charlotte Gilbert
Co Vice Chair PDLAF

Peak District Local Access Forum

Date: 3 June 2026

Item: 10

Title: Annual Report 2025

Author: Sue Smith

Purpose of the Report

The report provides a summary of the work of the Forum during 2025.

Background

The Peak District Local Access Forum (PDLAF) is a statutory body covering the National Park and the countryside of north-west Derbyshire around Buxton, New Mills and Glossop. The Forum advises on the improvement of public access for the purpose of open-air recreation and enjoyment giving regard to the needs of land management and conserving the natural beauty of the area.

Meetings of the Forum

The meetings in 2025 covered the following themes:

- 19 February 2025 – providing for access
- 11 June 2025 – looking after access
- 15 October 2025– access & data

Other Matters discussed

- Access for All
- Active Travel
- Derbyshire Rights of Way Improvement Plan updates
- Prioritisation of Definitive Map Modification Orders
- Cheshire East Rights of Way and Local Access Forum
- Peak District Tourism charter
- National Park Management Plan
- Morridge Hills Access Plan

Consultations

- Review of CROW long-term access restrictions
- Peak District Active Travel consultation on a high-level network of routes
- Cheshire East Active Travel Strategy
- Countryside Code Review
- Peak District Local Plan Preferred Approach

Recommendation:

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

This page is intentionally left blank