

## **7.0 Opportunities for delivery**

### **7.1 New off-road routes**

- 7.1.1 During the preparation of the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan we have consulted stakeholders and the public to produce a strategic high-level network for active travel within the Peak District and surrounding area. The public consultation has resulted in some minor amendments to the network, but it is largely unchanged.
- 7.1.2 Large parts of the network also form part of Derbyshire County Council's Key Cycle Network, and the County Council is actively pursuing delivery of this network, including the delivery of the White Peak Loop. There are opportunities for the National Park Authority and Derbyshire County Council to work together to deliver parts of our shared network; including through jointly accessing funding.
- 7.1.3 There are other parts of our strategic high-level network that don't fall within any other organisation's plans; with a mix of short and longer sections of proposed route that remain to be delivered. Our approach will be to work with appropriate stakeholders, including highway authorities and landowners to build support for individual routes as appropriate. This should enable the undertaking of feasibility work; and ultimately the delivery of routes where economically viable. It may be that this is done in short sections, to deliver a longer route over the long-term.

### **7.2 Addressing severance**

- 7.2.1 Feedback provided from the public consultation identified a number of locations where severance is a blocker to people walking, wheeling, cycling or horse-riding either more often or for longer trips. In most cases, this is related to road crossings, such as the Trans Pennine Trail and the A628 Trunk Road (see paragraph 6.2.25). However, there are other locations where bridges have fallen into disrepair or routes have become overgrown.
- 7.2.2 In some cases, gradients or poor repair of routes will prevent their use; this is particularly the case for those with limited mobility. In some cases, relatively small schemes can dramatically improve accessibility.
- 7.2.3 Whilst any measures to reduce or remove severance include costs, such schemes are often cheap compared with delivering new sections of off-road multi-user routes. The addressing of some of the identified severance issues would have a dramatic effect of people's willingness to participate in active travel, for a relatively small cost.
- 7.2.4 We will undertake a prioritisation of the potential schemes to address severance and seek to carry out feasibility work accordingly.

### **7.3 Quiet lanes**

- 7.3.1 Designated Quiet Lanes are roads where traffic levels are usually quite low. The road geometry can be challenging, with restricted widths, a number of bends and high banks with high stone walls or hedges, resulting in limited visibility ahead. All of these features naturally act to slow vehicles and promote cautious driver behaviour. When a road network is designated as a Quiet Lane, it is signposted accordingly. These signs warn drivers that they are sharing the road with vulnerable users; walkers, cyclists and horse riders. Quiet Lane schemes are introduced where the desire line for travel follows

the highway and there is insufficient width for a separate footway, or access to a parallel public right of way.

7.3.2 There are three Quiet Lane designations within the Peak District, in the following locations: -

- Youlgrave (Derbyshire)
- North Lees (Derbyshire)
- Macclesfield Forest (Cheshire East)

The Youlgrave Quiet Lane Scheme was the first to be introduced in the National Park and has been in operation for more than 20 years (See Figure 7.1), and has proved successful. The scheme extends to cover a number of roads surrounding Youlgrave; and provides a popular link between two footpaths alongside the River Lathkill and Lathkill Dale.

7.3.3 There are a couple of sections on the strategic high-level network that follow roads, and for which it would probably be difficult and costly to offer off-road multi-user routes. The roads in question meet the criteria for Quiet Lane schemes. This approach may offer an economically viable way of offering additional routes for walking, wheeling, cycling and horse-riding. Delivery of such routes would be dependent on the support of the relevant highway authority.

7.3.4 One possible route that could be delivered through a Quiet Lane scheme would be a link between the Tissington Trail at Hartington Station and the Manifold Track at Hulme End. The two Trails are in separate highway authority areas, Derbyshire and Staffordshire respectively. Delivery would require the agreement and support of both highway authorities.

## **7.4 Green Lanes**

7.4.1 In addition to the Peak District's main road network of 'A', 'B', 'C' and surfaced Unclassified Roads (UCRs), there is a network of unsurfaced UCRs known as 'Green Lanes'. These routes form part of highway network but their status is often unclear. They are similar in character to public rights of way, but not recorded as such. These tracks carry a right of access for pedestrians and potentially other rights too. Some of them are used by recreational motorised vehicles, on others rights may be formally restricted through Traffic Regulation Orders. They are important for developing and linking to the strategic network.

## **7.5 Additional facilities**

7.2.11 Most of the Peak District National Park Authority owned multi-user Trails have a range of facilities that support their use by a wide range of users. These facilities include waymarking and interpretation along the routes. In addition, there are recreation hub locations from which the Trails are accessed. Facilities include a car park, picnic benches, cycle parking, waymarking and interpretation. Larger sites such as, Hartington Station, Hassop Station, Mapleton Lane, Millers Dale Station, Tissington and Parsley Hay include a range of other facilities including cafés or kiosks and cycle hire (see Figure 7.2). These facilities support the use of the Trails for active recreation. Where possible, new or extended routes will include access to similar facilities.



**Figure 7.1 – The Youlgrave Quiet Lane scheme**

**a) Quiet Lane Marker post**



**b) Approaching Conksbury bridge from the north**



**c) Approaching Conksbury bridge from the south**





**Figure 7.2 – Additional facilities supporting use of the Peak District National Park Authority's Trails**

**a) Millers Dale, café and cycle parking**



**b) Horse mounting ramp at Hartington Station**



**c) Cycle hire centre at Parsley Hay**



**d) Picnic benches at Hartington Station**



## **8.0 Feasibility**

### **8.1 Introduction**

- 8.1.1 Part of the funding made available from Active Travel England was earmarked to undertake feasibility studies on schemes to enhance the strategic high-level network. It was envisaged that this work would take place towards the end of the Project, because we wanted to ensure that it was guided by both our stakeholder engagement and our public consultation.
- 8.1.2 Feasibility studies for large-scale schemes are expensive, so we are focussing on smaller schemes that offer potential quick-wins for delivery. However, the undertaking of an assessment of feasibility does not guarantee delivery of a scheme. Firstly, the feasibility study may find that the scheme is either undeliverable or not financially viable. Secondly, even where a scheme is viable, money for delivery will need to be secured.

### **8.2 Planned feasibility schemes**

#### ***Bakewell Town Study***

- 8.2.1 Bakewell is the only town within the Peak District National Park, and has a population of 3,498 people. Bakewell is an extremely popular visitor destination and is a local service centre for many of the surrounding villages. A weekly agricultural market is held every Monday at the Agricultural Business Centre on the northern outskirts of the town, whilst a traditional stall market is held in the town centre on Mondays.
- 8.2.2 The town has a number of large employment sites, including the National Park Authority's headquarters, Newholme hospital, three schools, two supermarkets and an industrial estate. In addition, the town has a number of shops, restaurants, cafes, takeaways and public houses.
- 8.2.3 The Monsal Trail, which forms part of our strategic high-level network lies to the north of the town on a hill and can be accessed from the former Bakewell Station; via Coombes Road to the east of the town; or via Pineapple Bridge at the northern edge of the town. However, only Bakewell Station offers level access.
- 8.2.4 Bakewell was established in the early mediaeval period along the River Wye, with the majority of the old parts of the town located on the southern bank of the Wye. Over time, development extended along the river valley in either direction and up the two hills on both sides of the river. This means that most of the housing and the secondary school are considerably higher than the central shopping area. For residents on the hill to the south of the river, (and for secondary school pupils) access to the Monsal Trail involves descending one steep hill and then ascending another.
- 8.2.5 We wish to engage consultants to assess and identify links between the residential areas and schools to the Monsal Trail. The intention being that they produce a plan for offering better connectivity for walking, wheeling, cycling and horse-riding, linking the wider town with the Monsal Trail. Opportunities could include better signing of existing routes, or through the upgrading of footpaths to bridleways.

## 9.0 Next steps

- 9.1 The Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan provides a detailed review of policy, presents the scope of our stakeholder engagement and describes the evidence gathered that demonstrates the economic value of active recreation with the Peak District National Park.
- 9.2 Given the context of the Peak District, our Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan varies from the traditional LCWIP, in that our overall focus is on rural provision. The Plan also focusses on recreational journeys. This is not to say that the Plan will not benefit utility journeys; we believe that it will. However, we are keen to encourage those who use the National Park to arrive by active means; or to travel around the Park by active means. We believe that this will deliver wider benefits to the National Park and its surrounding urban catchment.
- 9.3 Our Infrastructure Plan focusses on the delivery of a strategic high-level network for walking, wheeling, cycling and horse-riding. We mapped the network, including existing and aspirational routes based on our stakeholder engagement.
- 9.4 Following on from the public consultation we have considered feedback received and made some amendments to the network. Our revised strategic high-level network is provided in Appendix 2. Some of these routes are already being assessed by partner organisations, and may be amended as a result of feasibility studies. Our network will be amended, as required, as a result of this feasibility work.
- 9.5 Derbyshire County Council has received funding from Active Travel England to prepare an Active Travel Masterplan for the Hope Valley. The Plan has yet to go through a public consultation process, but is likely to include aspirations for a new multi-user route along the Hope Valley. The work of the County Council on the Active Travel Masterplan is complementary to the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan. Once finalised, any route arising from the Active Travel Masterplan will be incorporated into our Infrastructure Plan and strategic network; subject to the constraints detailed within Chapter 6
- 9.6 In seeking to deliver the identified strategic high-level network, our initial focus will be on working with partners to assess the aspirational routes in terms of ease of delivery, costs and impact. This was a process that was started during our stakeholder workshops.
- 9.4 This approach will enable us to prioritise schemes and to seek funding for feasibility and delivery. Over the short-term it is likely that the focus will be on small cost-effective schemes that offer best value for money. We also need to be able to identify opportunities for funding. It is not yet clear whether National Park Authorities will be able to access further funding directly from Active Travel England. The availability of future funding will be a key factor in the ability to deliver the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan.
- 9.5 As part of the stakeholder workshops and our public consultation, we have received information about the secondary network of routes for walking, wheeling, cycling and horse-riding. Our intention is to build on the work already undertaken to identify and map this secondary network. However, there will be a requirement for additional funding to support this work.

9.6 As detailed above our priorities going forward are to: -

- 1) Prioritise the aspirational elements of the strategic high-level network for delivery.
- 2) Support the work of our constituent and neighbouring highway authorities in delivering active travel schemes within and linking to the National Park; including Derbyshire County Council on their Active Travel Masterplan for the Hope Valley.
- 3) Seek funding for the feasibility assessments and delivery of the short-term priority schemes.
- 4) Seek funding to identify and map the National Park's secondary network for walking, wheeling, cycling and horse-riding.

## **Appendix 2 – Post-consultation Strategic High-level Network**



Post-consultation Strategic High-level Network

