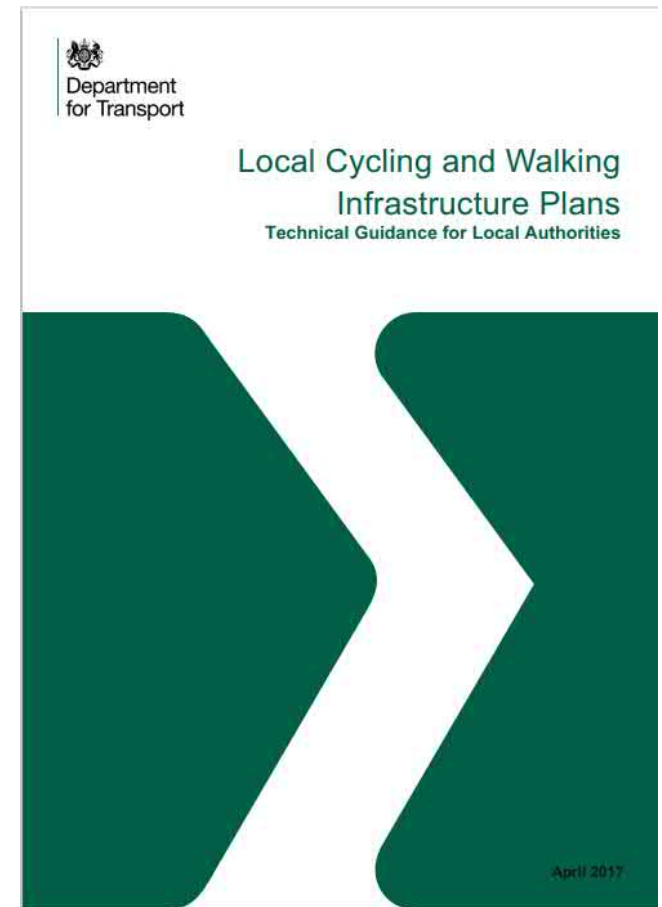


Active Travel Plan

Tim Nicholson & Sue Smith

Local Cycling & Walking Infrastructure Plans

- DfT Cycling & Walking Investment Strategy (2017)
- Focus on delivery by highway authorities (in partnership)
- Can vary in size, large area or specific urban areas
- All of our constituent highway authorities have one, but most don't cover the National Park.



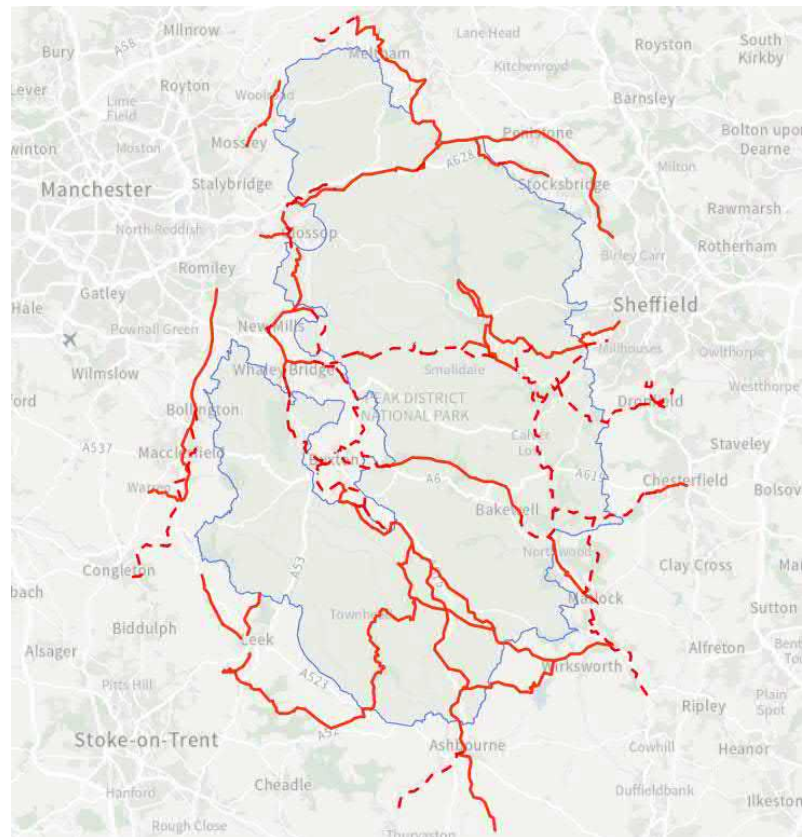
Stakeholder Engagement

- 2 workshops with highway authorities
- 1 workshop with landowners
- 1 workshop with the Local Access Forum
- Mapping the network



Developing the Plan

- High-level network of routes for walking, wheeling, cycling & horse-riding
- Within & around the National Park
- With the involvement of Highway Authorities, major landowners, Local Access Forum
- Trails, Sustrans, DCC's Key Cycle Network
- Proposed routes (dashed lines) indicative only.



Public Consultation

- 5.5k views of the consultation
- 830 views of the interactive map video guide



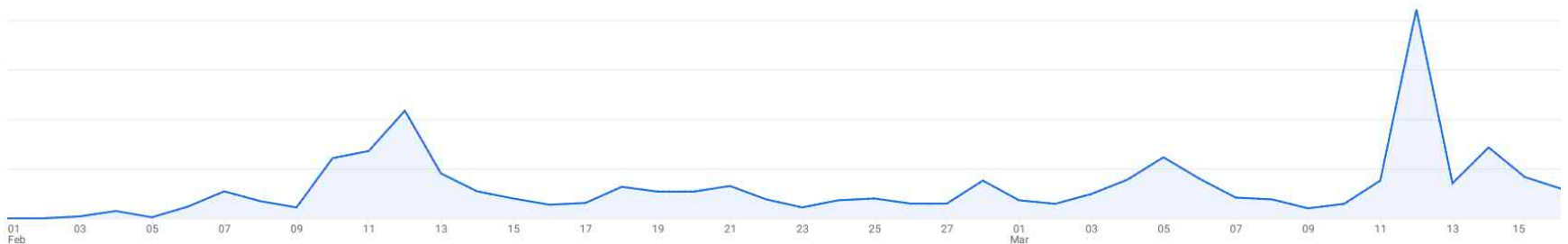
We'd love to hear your views
about walking, wheeling, cycling and horse-riding in the Peak District National Park

5 February - 16 March
We're consulting on a high-level network of routes to enable more active travel to and within the National Park.
For more information and how to get involved:
peakdistrict.gov.uk/activetravelconsultation

have your say

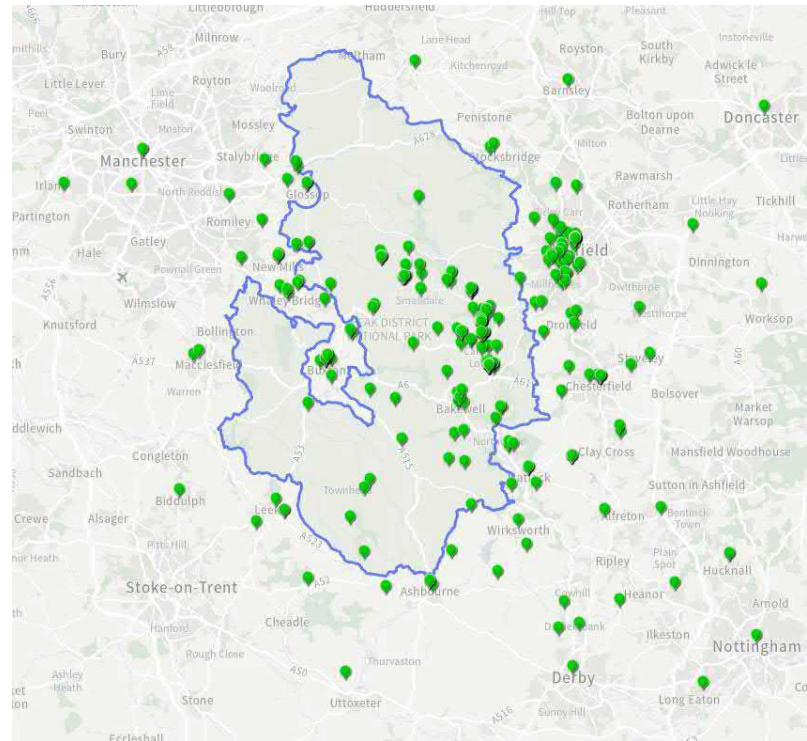


The poster features a background image of three people (two adults and a child in a pushchair) walking on a path through a forest. The Peak District National Park logo is in the top right corner. Icons at the bottom represent walking, cycling, horse-riding, and wheelchair access.



Where From

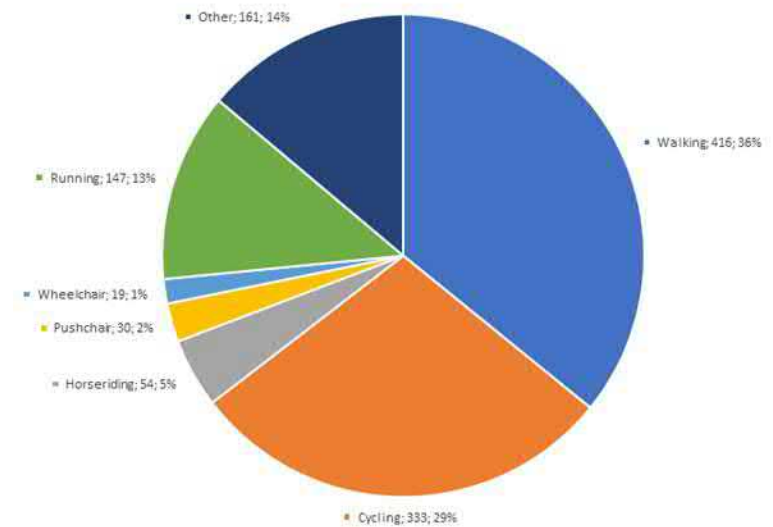
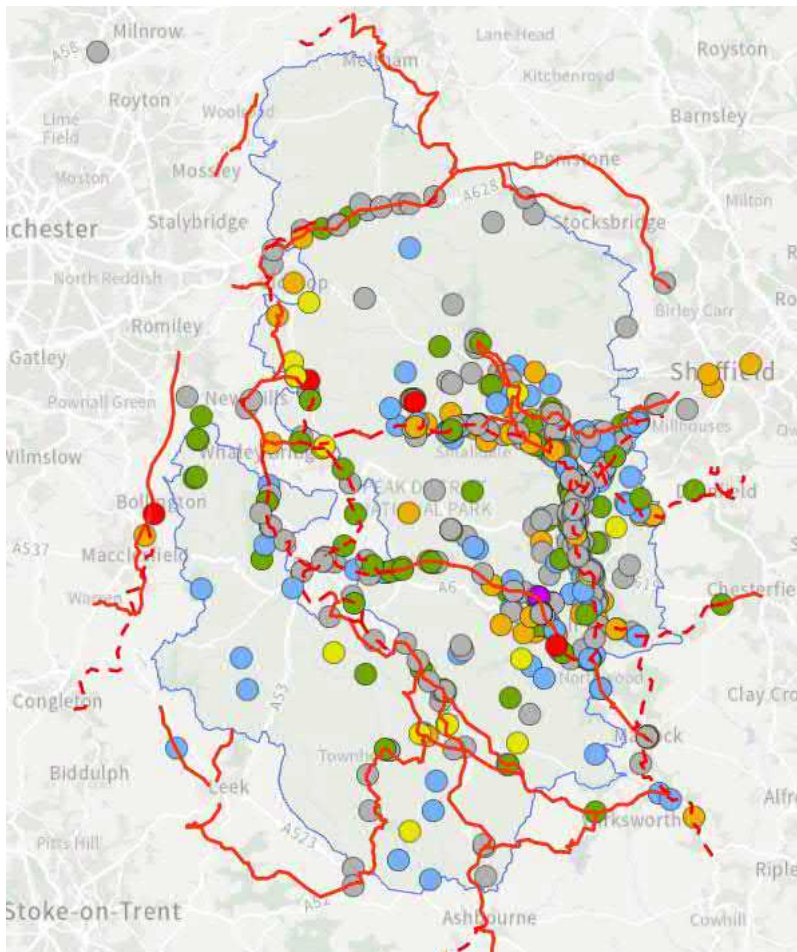
- 389 locations
- 89% within 10km of NP boundary



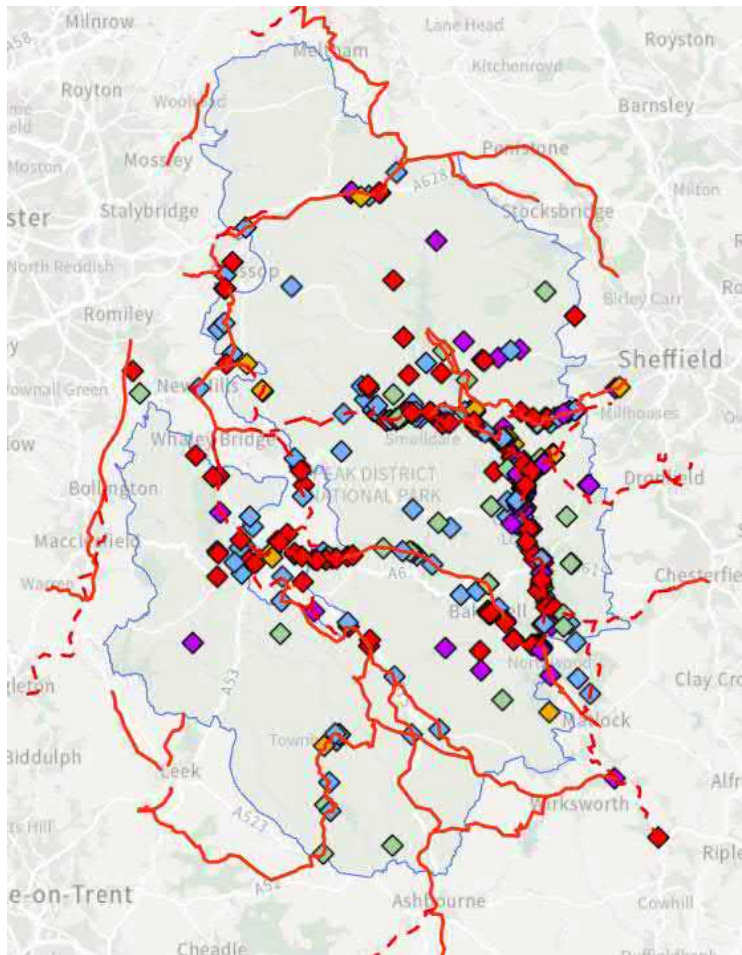
Important Locations

Activity type

- Walking
- Cycling
- Horse-riding
- Pushchair
- Wheelchair
- Running
- Other
- Multiple

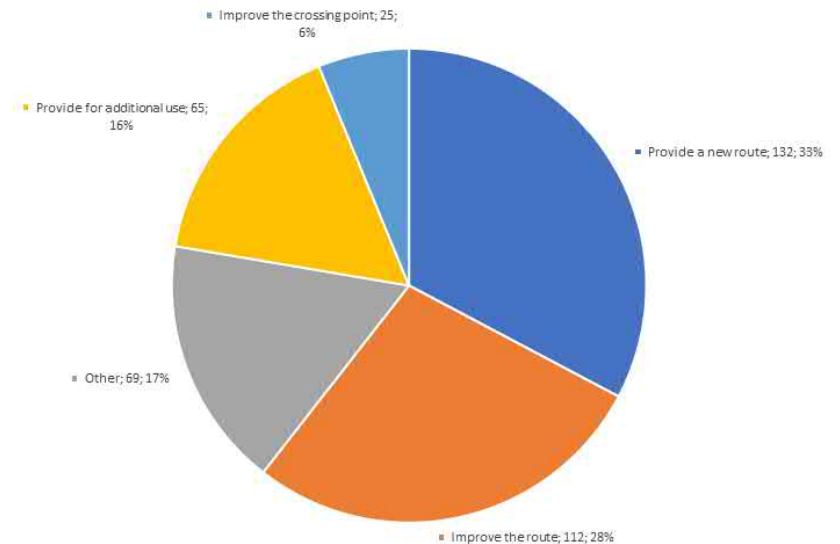


Improvement Locations



Improvement type

- ◆ Provide a new route
- ◆ Improve the route
- ◆ Provide for additional use
- ◆ Improve the crossing point
- ◆ Other



Local Trails



- Monsal Trail
- High Peak Trail
- Tissington Trail
- Thornhill Trail
- Trans Pennine Trail
- Manifold Trail

Strategic Network



- Existing & proposed routes
- Proposed links between key areas are shown as dashed lines
- Route specifics are subject to feasibility, consultation & funding.

Monsal Trail

- Pedal Peak District Project
- Reopened tunnels and improved access (8.5 mile multi-user route)
- 300% increase in cyclists after opening
- Majority of users are walkers




Trail User Surveys – Autumn 2025

- 75% of respondents arrived by car.
- 29% of visits lasted from 3 to 4 hours;
- 28% of respondents had walked once or twice in the Peak District over the last year;
- 22% of respondents had cycled once or twice in the Peak District over the last year
- 52% of respondents travelled more than 8 miles whilst carrying out their activity.
- The average rating for facilities at the survey location was 9 out of 10.

	Millers Dale	Parsley Hay	Torside
Total spend across all categories	£5,470.67	£1,158.45	£520.40
Average spend across all spenders	£68.38	£23.17	£30.61
Average spend across all respondees	£58.20	£21.86	£23.65
Number who identified spend	80	50	17
Number who didn't spend	14	3	5

Route Economic Output – Monsal Trail Extension

	Core Scenario (2010 Prices)	High Growth (2010 Prices)	Core Scenario (2010 Prices)
Scheme	Transport User Benefits	Transport User Benefits	ORVal
Existing Trail	£ 1,269,948		£ 97,311,041
Monsal Trail Extension	£ 1,588,266	£ 2,804,585	£ 27,542,883
Combined	£ 2,858,213	£ 4,074,533	£ 124,853,923

Analysis of Monetised Costs and Benefits (in £'000s)		Benefits by type:		
Congestion benefit	17.32	Mode shift	26.29	0.9%
Infrastructure maintenance	0.36	Health	1428.55	50.0%
Accident	2.96	Journey quality	1403.73	49.1%
Local air quality	0.12	 <p>Benefits by type</p> <p>■ Mode shift ■ Health ■ Journey quality</p>		
Noise	0.16			
Greenhouse gases	3.97			
Reduced risk of premature death	1141.74			
Absenteeism	286.81			
Journey ambience	1403.73			
Indirect taxation	1.41			
Investment costs	589.08			
Operating costs	21.16			
Private contributions	0.00			
PVB	2858.21			
PVC	609.88			
BCR	4.69			

- Estimate of potential scheme benefits based on early route assumptions and high-level cost scenarios
- Uses established appraisal methods / tools
- Provides breakdown by benefit type (primarily Health and Journey Quality)
- Scenario testing based on different growth scenarios (evidenced against comparison studies from completed schemes)
- ORVal tool used to estimate financial values and visit estimates for new visitors
- Outputs for each scheme and aggregated (full network)

Monsal Trail Route Assumptions



Existing Cyclists (daily)	159
Existing Pedestrians (daily)	749
With-scheme cyclists (daily)	191
With-scheme pedestrians (daily)	974
Opening Year	2030
Appraisal period	Transport user benefits: 60 years ORVaL Access to Greenspace/ visitors: 10 years
Demand Uplift: Core Scenario	Cyclists: 20% Pedestrians: 30%
Demand Uplift: High Growth Scenario	Cyclists: 40% Pedestrians: 50%