



Peak District Local Access Forum
c/o Peak District National Park Authority
Aldern House
Bakewell
Derbyshire DE45 1AE

Derbyshire County Council Active Travel Masterplans – Hope Valley (the plan) – Consultation.

by email: sustainable.travel@derbyshire.gov.uk

23rd August 2025

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. Whilst many of the issues raised are of local concern, we also consider how these issues reflect on the national stage and, where appropriate, reflect the two primary purposes of the National Park.

Over recent years PDLAF has offered advice and support to DCC on the provision of safe access to the Hope Valley to the most vulnerable road users. PDLAF considers all walkers, cyclists, wheelers and horse riders as vulnerable road users and is disappointed that horse riders haven't been more prominent in the target demographic of the survey. PDLAF is currently supporting the Active Travel sub-group of stakeholders contributing to the preparation of the high-level network for the National Park Local Cycling and Walking Infrastructure Plan (NPLCWIP); the sub-group has representation from local horse-riding groups and from the national organisation, the British Horse Society. PDNPA clearly states horse riders are very much part of the NPLCWIP and have made that clear to Active Travel England (ATE), the funding body, although, it is recognised that in a limited number of routes it will be inappropriate to accommodate horse riding.

We are making a written response rather than using the online form as the form requires a response for each route and this is cumbersome and time consuming for an organisation wishing to respond in general terms.

PDLAF members have participated at all stages of the development of the plan and greatly valued the opportunities given by the early stakeholder engagement in Autumn 2024. We

recognise the difficulties presented by the geography of the Hope Valley; it is a narrow corridor, popular with tourists, with road links to the villages. There is little scope for widening the road corridor to accommodate a traffic free trail adjacent to the road to enable connection to the existing right of way network linking the villages and beyond. We welcome the scope of the plan to include local needs and journeys and the needs and journeys of visitors alike. We will not be commenting on individual plans as we have not had the opportunity to discuss at a meeting. If you would like a more detailed comment, we would be happy to provide it at a later date; we have encouraged all PDLAF members to make individual responses.

As the Masterplan develops into the delivery stage, we would ask that the following be considered as part of that development:

- Traffic calming measures along with cycle lanes are key to both encouraging more cycling and to make the highways safe for all vulnerable road users.
- The Slow Ways initiative aims to create a national network of walking, cycling and horse riding routes connecting all Great Britain's towns and cities as well as thousands of villages. The organisation has many innovative ideas for network creation.
- Resurfacing should be in keeping with the National Park guidance and should be appropriate to the environment; although tarmac is a durable surface it is not in keeping with the rural infrastructure, we would ask that there should be a drive away from over urbanisation.
- Appropriate signage to discourage use of multi-user routes by motorised vehicles. PDLAF is the access consultee to the PDNPA Farming in Protected Landscapes (FiPL) delivery committee, and we have seen many worthwhile schemes to develop bridleways on farmland lost because of the worry that such routes would encourage illegal use by motorised vehicles if suitable barriers cannot be provided.
- Signage should be appropriate to the setting and kept to a minimum.
- Horse riders to be included in the **Overview** section of the executive summary and to feature more prominently within future texts to ensure horse riders feel included.

Overall PDLAF are supportive of the plan and congratulate the team in delivering some very interesting ideas in what is a challenging environment. We look forward to supporting the further development of the plan.

I hope you find these comments helpful and would be happy to discuss them further with you.

Yours sincerely

Charlotte Gilbert
Vice Chair, Peak District Local Access Forum