

Peak District Local Access Forum

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Item: 5

Title: Active Travel Update

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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.