

Trail User Data

Presentation to the LAF Sub-group

Tim Nicholson
3rd December 2025

Trail User Data

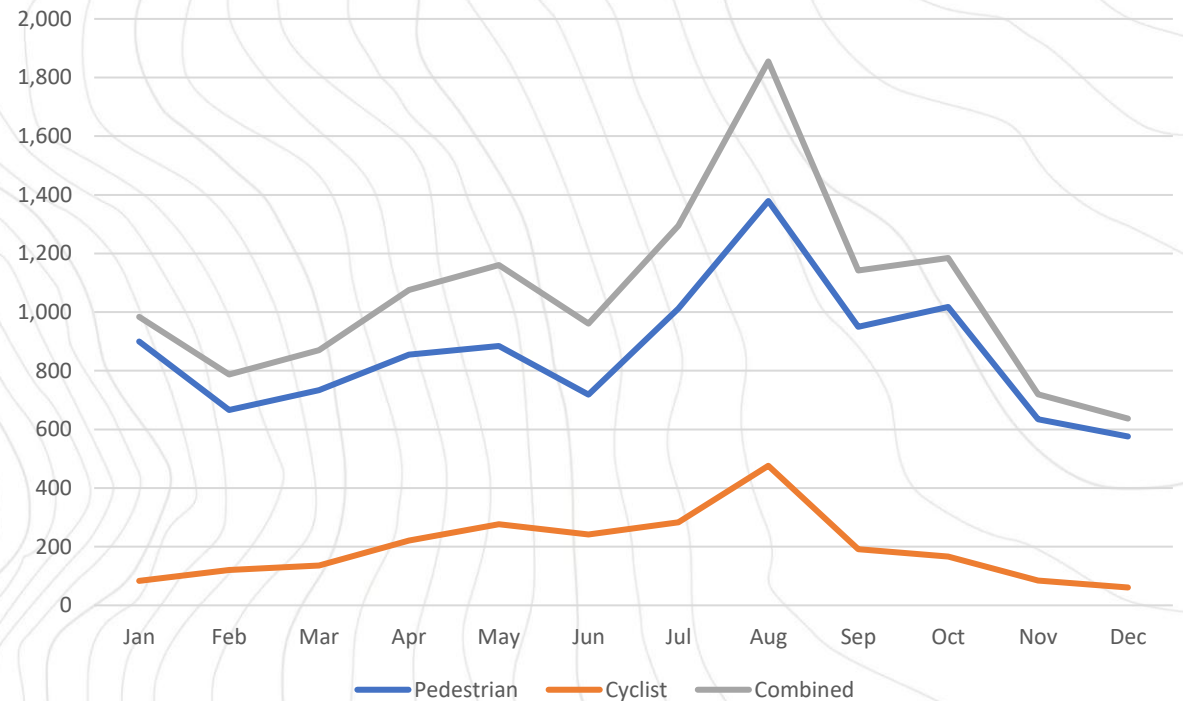
Agenda

1. Permanent Counters
2. Temporary Counters
3. Trail User Surveys
4. What next

Permanent Counters

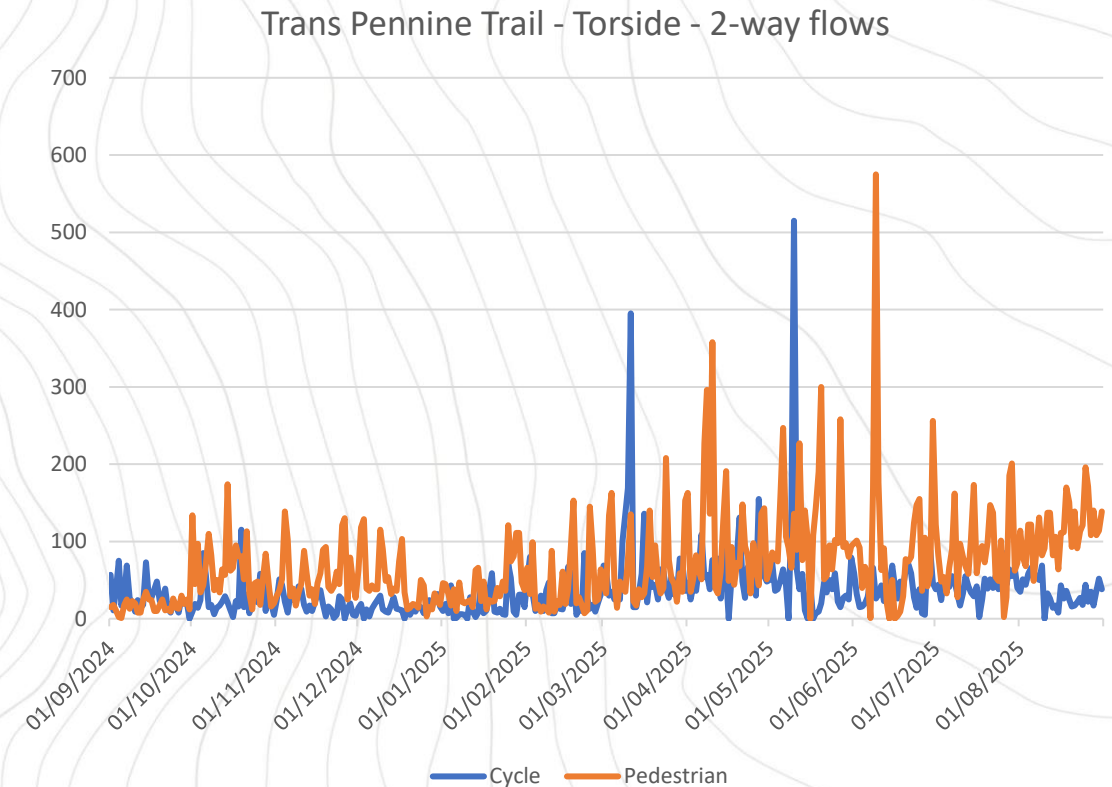
- Initially installed as part of the Pedal Peak II Project
- Cycling data since August 2010
- Pedestrian data since March 2012
 - Monsal Trail (Hassop Station)
 - High Peak / Tissington Trails (Parsley Hay)
 - Manifold Track (Waterhouses)
- Average Combined Daily 2-way flow of 1,056
- Busiest Month – August
- Anomalous totals for January due to waxwings

2-way flows - Hassop Station, Monsal Trail (2024)



Temporary Counters

- Provided by Parklife Monitoring
- Funded through the ATE grant
- 2 installation phases
 - Summer 2024 – Coombes Road (MT), Hartington Station (HPT), Torside (TPT), Hurdlow (HPT)
 - Spring 2025 – Hartington Station (TT), Thornhill Trail, Mam Tor, Wyedale, Minninglow (HPT), Hulme End (Manifold), Swainsley (Manifold), Thor's Cave (Manifold), Mappleton Lane (TT), TPT West, TPT East



Trail User Surveys

- Autumn 2024 – Millers Dale (MT), Parsley Hay (HPT & TT) and Torside (TPT)
- The average distance travelled from home was 76 miles
- The most popular activity was walking (54%)
- Popular reasons for visiting were to ‘experience nature’ (25%) or ‘take part in a recreational activity’ (23%)
- The average spend per respondent as part of the day’s visit was £42.06
- 75% of respondents arrived by car.
- The average rating for facilities at the survey location was 9 out of 10
- 48% of respondents stated that ‘More off-road routes’ would make them walk, wheel or cycle more.

Active Travel Project – Visitor Survey – 2024			
Date		Location	
Weather		First part of Post Code of person being interviewed (e.g. DE45)	
Q1 Can you please tell us where you live?		Q6 How far do you think that you will travel today walking, wheeling, cycling or by horse?	
Village or area		Up to 1 km	
Town		1 to 5 km	
City		5 to 10 km	
Q2 Where did you start your journey today?		More than 10 km	
Q3 How did you travel here today? (please give all methods)		Q7 How many people are visiting with you today?	
Car	Van		
Bicycle	Electric bike		
Motorbike / moped / motorised scooter		Q8 If so, do any of them have difficulty walking?	
Train	Tram	Yes	
Service Bus	Private coach / minibus	No	
On foot		If 'yes', how many people have difficulty walking?	
Mobility scooter or 'tramper'			
Mobile home or camper van			
Other (please specify below)			
		Q9 What is the reason for your visit today? (please tick all that apply)	
Q4 Do you have difficulty walking?		To experience / appreciate nature	
Yes – long distances (more than 1 mile)		To take part in a recreational activity	
Yes – short distances		To experience local culture	
No		To have an adventure	
If you answered yes, do you use any of the following mobility aids?		As part of a school or educational visit	
Wheelchair		To visit a unique destination	
Mobility scooter or 'tramper'		For health and fitness	
Walking frame		Other (please specify below)	
Adapted bike			
Other (please specify below)			
Q5 How often have you taken part in these activities in the Peak District over the last 12 months?		Q10 How long will your visit here last?	
Walking	Daily	Weekly	> 30 minutes
	Monthly	Once or twice	From 31 minutes to 60 minutes
	Other (please specify)		1 – 2 hours
Wheeling	Daily	Weekly	2 – 3 hours
	Monthly	Once or twice	3 – 4 hours
	Other (please specify)		4 – 6 hours
Horse riding	Daily	Weekly	6 – 8 hours
	Monthly	Once or twice	Other (please specify below)
	Other (please specify)		
Cycling / Mountain biking	Daily	Weekly	
	Monthly	Once or twice	
	Other (please specify)		

What next

- Continue to collect data from the existing permanent counters
- Assess data from the temporary counters
- Relocate temporary counters where appropriate
- Undertake additional user surveys at locations where improvements may come forward.



Economic Business Case Presentation to the LAF Sub-group

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Active Travel Economic Business Case

- A joint commission with Yorkshire Dales NPA
- Contract awarded to Tender won by Phil Jones Associates (PJA) in March 2025
- An assessment of the economic value of the existing and proposed strategic high level network

**Active Travel Economic Business Case for
Peak District National Park - DRAFT**

Peak District National Park Authority

September 2025

Project Code: 08907

Document Reference: 1.1

Active Travel Economic Business Case

Existing routes AMAT results - 2023 prices (DfT's Active Mode Appraisal Toolkit)

Existing routes	Present Value Benefits	
High Peak Trail	£	2,219,820
Longdendale Trail	£	7,756,130
Manifold Track	£	2,660,550
Monsal Trail	£	9,816,970
Thornhill Trail	£	9,307,450
Tissington Trail	£	3,866,930
COMBINED	£	35,627,850

Active Travel Economic Business Case

Proposed routes AMAT results - 2023 prices (DfT's Active Mode Appraisal Toolkit)

Proposed Routes	Present Value Benefits	Present Value Costs	Benefit Cost Ratio
Route 1 - Macclesfield Canal	£ 11,139,020	£ 6,155,670	1.81
Route 2 - Trans Pennine Trail	£ 5,932,970	£ 1,693,470	3.50
Route 3 - Huddersfield Narrow Canal	£ 3,718,710	£ 1,480,310	2.51
Route 4 - Goyt Valley and White Peak Loop full route	£ 25,310,940	£ 2,694,710	9.39
Route 5 - Monsal Trail Extensions	£ 8,621,860	£ 1,589,500	5.42
Route 6 - Peak Central full route	£ 20,142,950	£ 6,728,210	2.99
Route 7 - Derwent Valley full route	£ 34,984,310	£ 2,211,530	15.82
Route 8 - White Peak Loop combined	£ 29,943,780	£ 3,932,230	7.61
Route 9 - Derbyshire Greenway South full route	£ 6,638,260	£ 1,300,470	5.10
Route 10 - Peak Forest Tramway full route	£ 12,989,480	£ 2,610,510	4.98
COMBINED	£ 159,422,280	£ 30,396,610	5.24

Active Travel Economic Business Case

Visitor Economy

- Forecast increase of 2,268 daily cycling and walking trips,
- This could result in an additional total visitor spend of £ 65,518,651.89 per year.
- This would reflect almost a 10% increase on the £774m per year economic impact of visitors

Additional benefit

Benefit	Value per year (2023 Prices)
Collision reduction	£1,037,347
Access to Greenspace (ORVal)	£23,080,276
Local Visitor Spend	£65,518,652