



# Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan 2025-2030





## Foreword

The Peak District National Park Authority has developed this Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan to identify a high-level strategic network for Active Travel. The network is based on the National Park's existing multi-user Trails and the National Cycle Network (Sustrans routes). However, our aspiration is to build on these existing routes to deliver better strategic connections between the National Park and our surrounding urban catchment areas. We also want to provide better active travel links between our existing routes and our local communities as well as our popular visitor destinations.

Our Plan sets out a number of aspirational routes that build on our existing network. Some of these form part of Derbyshire County Council's Key Cycle Network. In all cases, our aspirational routes will only be delivered in partnership. Our partners include our constituent and neighbouring highway authorities / Mayoral Combined Authorities, landowners, our residents, and all those people who walk, wheel, cycle and ride horses in the Peak District National Park.

The development of this Plan has been made possible by Active Travel England and we are grateful, for the financial assistance and guidance provided throughout the process.



*Ken Smith*

**Ken Smith**  
**Chair of the National Park Authority**

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## **1.0 Determining the Scope**

### **1.1 Background and geographical context**

#### ***Background***

- 1.1.1 Representatives of National Parks England and Active Travel England held meetings in 2023 to discuss the role of National Park Authorities in delivering active travel initiatives. As a result of these meetings, Active Travel England (ATE) approached National Parks England and the ten English National Park Authorities at the beginning of 2024 with the offer of potential funding to enable those National Park Authorities to produce National Park equivalents of Local Cycling & Walking Infrastructure Plans (LCWIPs). Whilst English highway authorities have been tasked with producing LCWIPs for a number of years, this was the first time that either the Department for Transport (DfT) or ATE had made a similar request to National Park Authorities (NPAs).
- 1.1.2 The approach from ATE was based on a number of factors, including, a desire from NPAs to become more closely involved with developing LCWIPs; a lack of LCWIPs covering rural areas; and the complex geopolitical nature of some National Parks.
- 1.1.3 In January 2024, ATE formally announced that £1 million pounds would be made available to English National Park Authorities, to be split equally, and subject to a bidding process. ATE announced on 23<sup>rd</sup> March 2024, that all 10 English National Park Authorities had been successful in their bids for funding to produce an LCWIP or equivalent plan. In common with traditional LCWIPs, the geographical scope and details of the National Park LCWIPs or equivalent Plans were to be determined by the individual NPAs.
- 1.1.4 One of the conditions of the funding was that each National Park Authority was given a deadline of the end of March 2025 to produce their LCWIP equivalent plan. Because of the tight timescales involved, The Peak District National Park Authority chose to focus on a high-level or strategic network for the National Park, using the Park's six existing multi-user trails as our starting point.
- 1.1.5 Our approach is to develop a Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan for a strategic high-level network. However, this will comprise of a suite of documents, of which this, the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan forms part. We anticipate that our Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan will evolve over time based on feasibility work currently being undertaken. We also anticipate further work to identify a secondary network connecting our strategic high-level network to settlements, public transport hubs and key visitor attractors including Recreation Hubs.

#### ***National Park and geographical context***

- 1.1.6 The Peak District National Park was the first of the UK's National Parks to be designated, in April 1951, as a result of the National Parks and Access to the Countryside Act (1949). The Peak District is located at the heart of England and falls

within parts of the East & West Midlands, the North West and the Yorkshire & Humber regions.

- 1.1.7 The National Parks and Access to the Countryside Act (1949) established the statutory purposes and duty of National Parks. These were restated in the Environment Act (1995), which established National Park Authorities. The statutory purposes are: -
- i. To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park, and
  - ii. To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public

The two purposes carry equal weight unless there is conflict between them, in which case the first purpose carries precedence<sup>1</sup>. The statutory duty of National Park Authorities is that in pursuance of National Park purposes, national park authorities should seek to foster the economic and social well-being of local communities within the National Park.

- 1.1.8 There is an additional Statutory Duty that applies to public bodies undertaking any functions within the National Park, or which affects land in the National Park. This duty was recently upgraded within Section 245 of the Levelling Up and Regeneration Act (2023). The Act requires that '*relevant authorities must now 'seek to further' the statutory purposes of Protected Landscapes*'.

- 1.1.9 The Peak District National Park covers an area of 555 square miles and is home to approximately 36,000 people. Approximately 13.1 million people live within a 1-hour drive of the National Park boundary and the National Park receives up to 26 million visits per annum.

- 1.1.10 The National Park's location at the heart of England and surrounded by major conurbations makes for a complicated geopolitical context, with a range of constituent authorities, and other relevant bodies (see Figure 1.1).

- **Highway authorities**
  - Barnsley Metropolitan Borough Council
  - Cheshire East Council
  - Derbyshire County Council
  - Kirklees Council
  - Oldham Metropolitan Borough Council
  - Sheffield City Council
  - Staffordshire County Council
- **Transport authorities**
  - Cheshire East Council
  - Derbyshire County Council<sup>2</sup>
  - Staffordshire County Council
  - South Yorkshire Mayoral Combined Authority
  - Transport for Greater Manchester
  - West Yorkshire Combined Authority
- **Other local authorities**
  - Derbyshire Dales District Council
  - High Peak Borough Council

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<sup>1</sup> This is known as the Sandford Principle.

<sup>2</sup> Derbyshire County Council forms part of East Midlands Mayoral Combined Authority, which will take responsibility for transport in the County at some point in the future.

- **Combined authorities**
  - North East Derbyshire District Council
  - Staffordshire Moorlands District Council
  - East Midlands Mayoral Combined Authority
  - Greater Manchester Combined Authority
  - South Yorkshire Mayoral Combined Authority
  - West Yorkshire Combined Authority
- **Sub-National bodies**
  - Midlands Connect
  - Transport for the North

**Figure 1.1 – Map of the Peak District National Park**



1.1.11 All of the named highway authorities have produced LCWIPs for their areas<sup>3</sup>. However, most focus on the urban areas outside of the National Park boundary. Only Derbyshire County Council include routes, as part of a Key Cycle Network<sup>4</sup>, that were located inside, or linked to, the National Park.

#### ***Existing multi-user trail network***

1.1.12 The Peak District National Park already benefits from a good multi-user trail network. These routes are former railways and are suitable for a range of users including walkers, cyclists, horse riders and wheelers (people with push-chairs, wheelchairs / buggies and mobility scooters / trampers).

1.1.13 The Peak District trail network is mainly traffic-free and flat or with shallow inclines. The network is linear and caters for a range of uses and users. The trails collectively pass through some of the National Park's most beautiful landscapes enabling users to connect with nature<sup>5</sup>. There is level, stile free access at a number of locations on the trails, which have periodic seating and interpretation facilities.

1.1.14 The Trails are accessible from a number of car parks; some of which have cafes, toilets, picnic areas and cycle hire facilities. The National Park Authority owned cycle hire centres offer a range of equipment to cater for those with limited mobility. These include adapted cycles and trampers<sup>6</sup>.

1.1.15 The existing multi-user trails in the Peak District are shown in Figure 1.2 and are: -

- High Peak Trail – 17.5 miles; Dowlow to Cromford; owned and managed by the Peak District National Park Authority (10.5 miles) and Derbyshire County Council (7 miles);
- Longdendale Trail<sup>7</sup> – 6.5 miles; Hadfield to Woodhead Station; owned and managed by the Trans Pennine Trail;
- Manifold Track – 8 miles<sup>8</sup>; Hulme End to Waterhouses; owned and managed by Staffordshire County Council;
- Monsal Trail – 8.5 miles; Bakewell to Blackwell Mill; owned and managed by the Peak District National Park Authority;
- Thornhill Trail – 2 miles; Thornhill to Yorkshire Bridge; owned and managed by the Peak District National Park Authority;
- Tissington Trail – 13 miles: Ashbourne to Parsley Hay Junction<sup>9</sup>; owned and managed by the Peak District National Park Authority;<sup>10</sup>

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<sup>3</sup> Derbyshire County Council worked with Derby City, Nottingham City and Nottinghamshire County Council to produce the D2N2 LCWIP – based on the former Local Economic Partnership area. This is now the area covered by the East Midlands Mayoral Combined Authority.

<sup>4</sup> [Derbyshire County Council](#)

<sup>5</sup> Some of our highest January user counts relate an influx of waxwings to the Monsal Trail between Hassop and Bakewell Stations in the Winter of 2023/24.

<sup>6</sup> Rugged off-road mobility scooters.

<sup>7</sup> The Longdendale Trail forms part of the Trans Pennine Trail along the former Woodhead Railway.

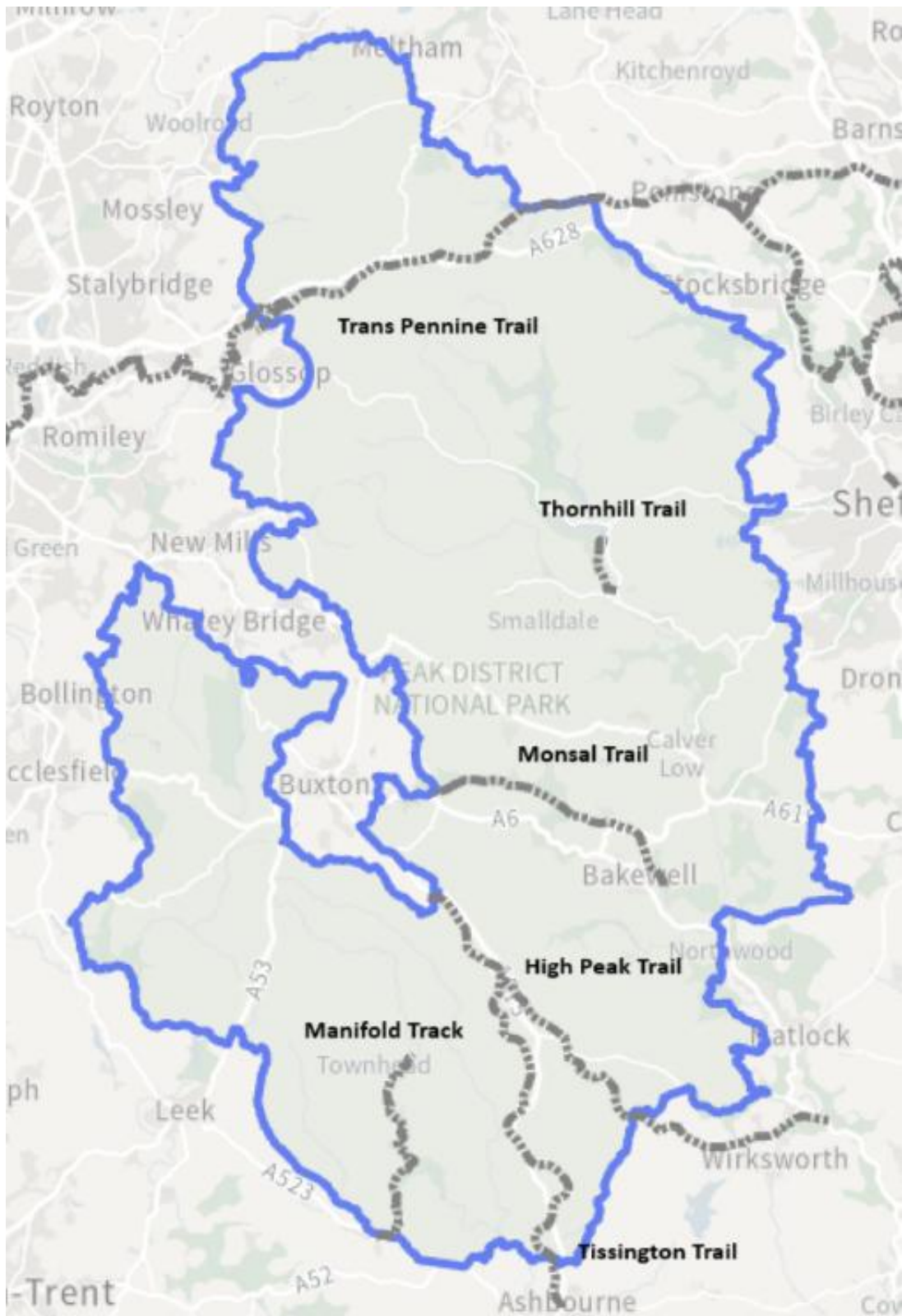
<sup>8</sup> Established in 1937, the route includes some on-road sections.

<sup>9</sup> The High Peak and Tissington Trails meet at Parsley Hay junction.

<sup>10</sup> The Peak District National Park Authority owns and manages approximately 34 miles of traffic-free multi-user Trails.

1.1.16 The Tissington Trail forms part of the Pennine Bridleway. Hartington Station acts as a good access point for equestrians with separate parking for horseboxes, mounting blocks and hitching rails (see Section 7.5).

**Figure 1.2 – Map of the Peak District Trail Network**



## ***A history of delivery***

### ***a) Pedal Peak District 2010-11***

- 1.1.17 In 2010, Cycling England and the Department for Transport agreed to provide £2.75 million pounds for the Pedal Peak District Project. This project focussed on the clearing and reopening of 4 railway tunnels along the length of the Monsal Trail to create an 8.5-mile multi-user route. Previously, the Monsal Trail comprised short sections of trail linked by public footpaths. Many of these footpaths were inaccessible to those with limited mobility, or without navigation skills.
- 1.1.18 In addition to the clearing of the tunnels, the Pedal Park Project improved access, waymarking and interpretation. There was also a focus on encouraging new or returning cyclists, with bespoke training offered.

### ***b) Pedal Peak District II 2013-16***

- 1.1.19 In 2013 the Department for Transport announced the Linking Communities Fund, with an allocation of that fund to be made available for a competitive bidding process for English National Park Authorities. The Peak District National Park Authority convened a partnership with its constituent highway authorities and a range of other stakeholders to prepare a bid, with the National Park Authority acting as bid writers.
- 1.1.20 The bid was successful, leading to the Pedal Peak II Project, with the project receiving £5.5 million for delivery. The focus of the project was on providing links between the National Park and its surrounding urban catchment, with Derbyshire County Council, Staffordshire County Council and Sheffield City Council / Barnsley Metropolitan Borough Council each leading specific route improvement projects.
- 1.1.21 The National Park Authority led a project aimed at enabling businesses to improve their offer to cyclists. Projects ranged from offering bike parking and maintenance stations, through to the provision of a Cycle Shuttle bus.

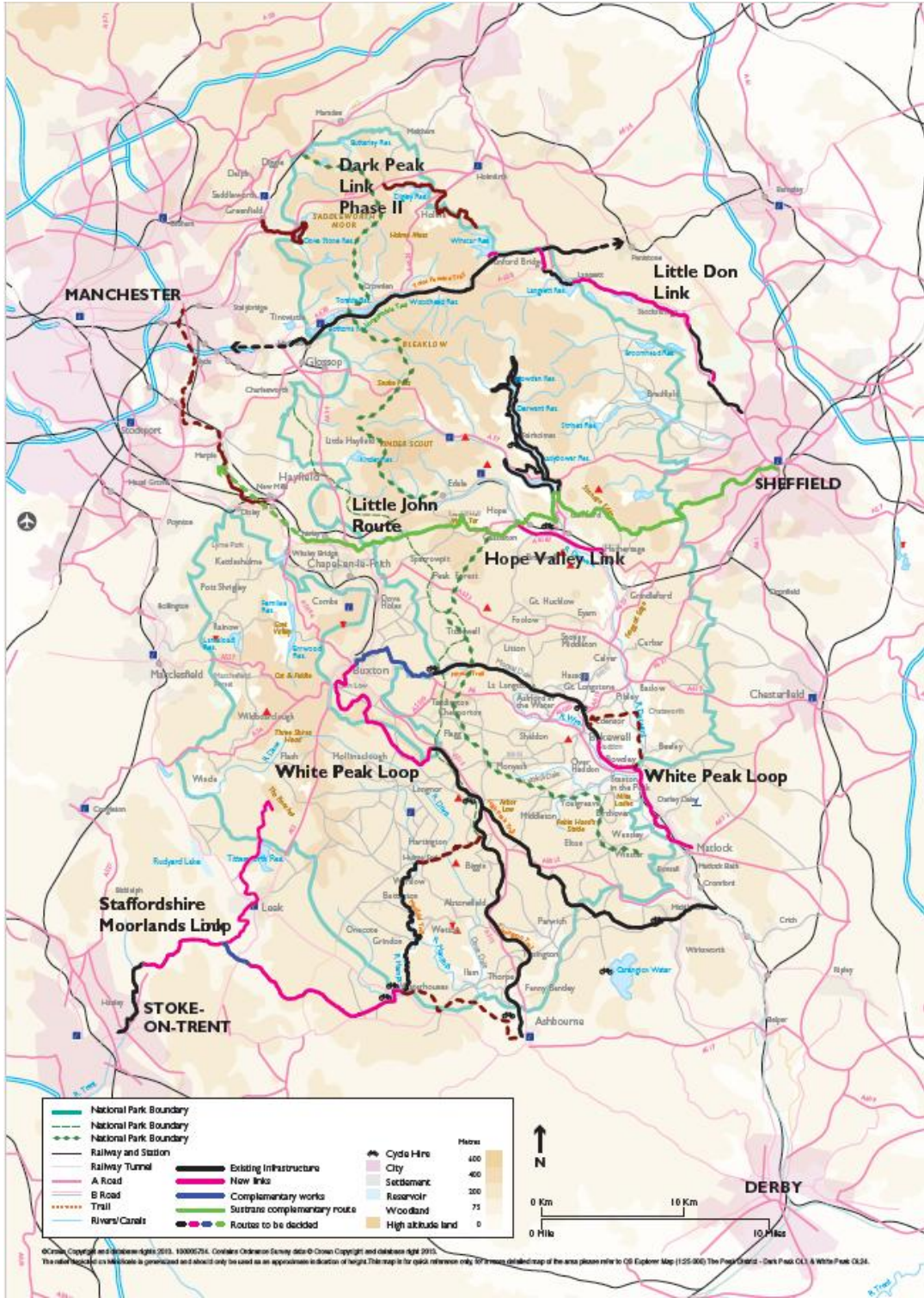
### ***c) Wider Peak District Cycle Strategy (2015)***

- 1.1.22 Building on the partnership approach of Pedal Peak II, the National Park Authority developed a Cycle Strategy for the Wider Peak District area. The focus of the strategy were four themes: -
1. Increase the network of connected routes;
  2. Support cyclist infrastructure to provide a welcome and stimulate the cycling economy
  3. Promote the Peak District cycle experience
  4. Develop sustainable transport linkages
- 1.1.23 The Strategy incorporated an Action Plan with short, medium and long-term actions. The short-term actions focussed on the delivery of the Pedal Peak II Project. However, there were also a range of additional proposals that had been considered but discounted from the Pedal Peak II Project funding bid. These had been included within the medium and long-term actions, with a view to seeking future funding. The proposed network plan that formed part of the Strategy and Action Plan are shown in Figure 1.3
- 1.1.24 However, the publication of the DfT's DfT Cycling & Walking Investment Strategy in 2017, focussed future funding towards highway authorities with LCWIPs. This meant

that our constituent highway authorities focussed on their own areas, and in particular their urban areas.

- 1.1.25 Most of the medium and long-term actions within the Wider Peak District Cycle Strategy remain undelivered. However, within Derbyshire, the shared ambition of the County Council and the National Park Authority led to their inclusion within Derbyshire’s Key Cycle Network Plan.

**Figure 1.3 – Wider Peak District Cycle Strategy Network Plan**



#### **d) Miles without stiles**

- 1.1.26 Miles without Stiles are the National Parks' brand of accessible routes. In 2018, the National Parks agreed collectively to identify and promote these routes. In 2019, the Peak District National Park launched its first 20 routes.
- 1.1.27 Miles without Stiles are designed for those with limited mobility, but have a wider appeal. The routes are well-surfaced, without stiles, steps and steep gradients. They are easy to follow and are graded for the level of ability. Access to the route and the facilities and equipment available is important. The development of routes and accessibility hubs is through partnership.
- 1.1.28 The identification and promotion of routes is with the support of landowners and involvement of Highway Authorities. Proposals for new Miles without Stiles routes may include joint working on improving accessibility, the information available at a site, and identifying public right of way maintenance, improvements, and links. This might encompass financial support for delivery where works are required. Advice and recommendations are taken forward with accessibility groups.

## **1.2 Scope**

- 1.2.1 As stated earlier, the funding provided by Active Travel England covered the 2024-2025 financial year<sup>11</sup>. Given the tight timescales, the Peak District National Park Authority chose to focus on identifying a strategic high-level network. This was based on the existing six multi-user trails, each of which use former railway routes (see paragraph 1.1.14 for details).
- 1.2.3 The Peak District National Park has a total resident population of 35,897 people. This population is spread across one town – Bakewell, (the National Park's only town); and a number of other villages and settlements. Only five of the villages and settlements have a population of more than 1,000 people<sup>12</sup>: -
- |                    |                    |                                |
|--------------------|--------------------|--------------------------------|
| • Bakewell         | population – 3,498 | Derbyshire Dales <sup>13</sup> |
| • Tideswell        | population – 1,554 | Derbyshire Dales               |
| • Bradwell         | population – 1,368 | Derbyshire Dales               |
| • Hathersage       | population – 1,304 | Derbyshire Dales               |
| • Baslow & Bubnell | population – 1,172 | Derbyshire Dales               |
| • Bamford          | population – 1,114 | High Peak                      |
- 1.2.4 All of the above parishes with the highest populations are contained within the Derbyshire part of the National Park, which makes up approximately 63% of the Park's area. Only one of the above parishes doesn't fall within the Derbyshire Dales District, with Bamford being within High Peak Borough. Collectively, the six most populated parishes account for more than a quarter (28%) of the National Park's total population.
- 1.2.5 In addition to its resident population, the National Park receives up to 26 million visits per annum. One of the statutory purposes of English and Welsh National Parks is 'to promote opportunities for the understanding and enjoyment of the special qualities of

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<sup>11</sup> Active Travel England offered an extension of the Project through until the end of June 2025. The Peak District and most other National Park Authorities successfully applied for an extension.

<sup>12</sup> Source ONS – 2021 Census – the population is for the whole parish, not just the village or settlement.

<sup>13</sup> Source ONS – 2021 Census – the population is for the whole parish, not just the town.

*the National Park by the public*'. Enabling residents and visitors to access strategic routes for walking, wheeling, cycling and horse riding is supportive of this purpose.

- 1.2.6 There is strong evidence that those who use the Peak District for active recreation help to support the economy of the National Park. Therefore, enabling residents and visitors to access strategic routes for walking, wheeling, cycling and horse riding is also supportive of our statutory duty to '*seek to foster the economic and social well-being of local communities within the National Park*'.
- 1.2.7 The dispersed nature of the National Park's population makes it difficult to apply the usual approach for LCWIPs, where there is a reliance on large populations and a focus on utility journeys. For the Peak District National Park, we have a stable, and in some locations, increasing market for leisure focused walking, wheeling, cycling and horse riding. Our approach for this Plan, focusses on that market and on enhancing our strategic high-level network.
- 1.2.8 Where possible, we want to drive modal shift by ensuring that our strategic high-level network connects with transport hubs, and in particular railway stations, both within the National Park and at our gateway market towns. In some cases, these connections already exist. In others, a key part of our ambition for walking, wheeling, cycling and horse riding, will be to deliver those connections with partners.
- 1.2.9 Given that our strategic high-level network focuses on walking, wheeling, cycling and horse riding, our aim is to provide multi-user routes available to all abilities. Where this is not possible, we will make all routes available to as many users as possible; through a braided approach if necessary.

### **1.3 Stakeholder Engagement<sup>14</sup>**

#### ***Highway Authorities***

- 1.3.1 As stated within the previous section, the National Park Authority has seven constituent highway authorities. The National Park also shares a boundary with two other highway authorities, Stockport Metropolitan Borough Council and Tameside Metropolitan Borough Council. In addition, National Highways manages the A628 Trunk Road that crosses the north of the National Park.
- 1.3.2 We were keen to learn from our constituent and neighbouring highway authorities; plus, National Highways, about their plans for walking, cycling and wheeling. We also wanted them to help us to identify the high-level strategic network; along with any gaps or opportunities for improvement.
- 1.3.3 We contacted all of our constituent and neighbouring transport authorities and invited them to send officers to participate in a workshop in Buxton in July 2024. We also hosted a follow-up workshop in September 2024 for those organisations who were unable to attend the first workshop.
- 1.3.4 A key part of the workshop focussed on a mapping exercise to identify existing and potential high-level routes for walking, wheeling, cycling and horse-riding. The attendees were then asked to prioritise possible new routes or improvements to existing ones.

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<sup>14</sup> Full details of Stakeholder Engagement are provided within a separate Consultation Report. The list of organisations that attended workshops, or attended one-to-one meetings is given in Appendix 1.

- 1.3.5 There were some highway authorities who were unable to attend either workshop. We arranged separate one-to-one meetings with these between November 2024 and January 2025.

### ***Landowners***

- 1.3.6 The majority of the Peak District National Park is in private ownership, with a number of large landowners, including the National Trust, Forestry England, three utilities companies and some renowned private estates.
- 1.3.7 All of these landowners promote public access to their properties, and either provide or benefit from routes for walking, wheeling and cycling. As with the highway authorities, we were keen to seek the views of these stakeholders.
- 1.3.8 We hosted a workshop for landowners in October 2024. The workshop followed the same format as those for the highway authorities. The focus was also on a mapping exercise to identify existing and potential high-level routes for walking, wheeling, cycling and horse-riding. However, we were also keen to hear the landowner's thoughts on the results arising from the highway authority workshops. We were particularly keen to understand any tensions between the two perspectives. The attendees were also asked to prioritise possible new routes or improvements to existing ones.

### ***Local Access Forum***

- 1.3.9 The Peak District Local Access Forum (PDLAF) is an independent group that meets regularly to advise the National Park Authority and Derbyshire County Council on improvements to public access to the countryside of the Peak District. The Peak District National Park Authority hosts the meetings of the PDLAF and provides a secretariat for the group.
- 1.3.10 PDLAF members bring experience of a broad range of interests including walking, cycling, horse riding, farming, land management, conservation, and local business. PDLAF members work with, or represent groups such as: -
- British Mountaineering Council
  - British Orienteering Federation
  - Chatsworth Settlement Trustees
  - Derbyshire Wildlife Trust
  - Derwent Valley Trust
  - Duke of Edinburgh's award scheme
  - Fell Runners Association
  - Forestry Commission
  - Heritage Lottery Fund Committee for the East Midlands
  - Midland Canoe Club
  - National Trust
  - Peak District Mountain Bike group
  - Peak Horsepower
  - Ramblers
  - Trail Riders Fellowship
  - Yorkshire Water

- 1.3.11 The PDLAF has provided valuable input into other areas of the National Park Authority's work. This included the development of the Wider Peak District Cycle Strategy in 2014

and the Peak District Sustainable Transport Project 2023-24. As an independent group representing a wide-range of access and recreation interests, we were keen to involve the PDLAF in the development of the Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan.

- 1.3.12 We presented a paper to the meeting of the PDLAF in June 2024 to raise awareness of the development of the Plan. We also sought the establishment of a sub-group of the PDLAF to provide specific feedback and guidance on the development of the Plan. The sub-group was established and the Chair of the PDLAF attended each of the highway authority and landowner workshops.
- 1.3.13 We hosted a workshop for the PDLAF sub-group in October 2024, where we presented the findings of the highway authority and landowner workshops. Attendees were asked to provide comment on the routes identified within the previous workshops and to make any additions to them. Attendees at the workshop included representatives of the Disabled Ramblers along with the wider PDLAF Members.
- 1.3.14 Follow-up meetings with the PDLAF sub-group were held in March and April of 2025. The focus of the March meeting was on generating a response from the PDLAF to our high-level network consultation. The April meeting provided feedback to the sub-group on the results of that consultation. A formal presentation to the meeting of the PDLAF on the adopted Plan was made in June 2025.

#### ***Trail user survey – Autumn 2024***

- 1.3.15 In addition to holding formal consultations with a range of stakeholders, we also held a series of Trail User surveys during October and November 2024. The surveys were held adjacent to the Monsal, High Peak and Longendale Trails and produced 170 responses.
- 1.3.15 Further detail on the surveys is contained within Chapter 4 of this document. However, elements of the findings of the surveys are also found elsewhere within the document, where they offer context to the Plan.

## **1.4 Adoption**

- 1.4.1 A draft version of the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan was submitted to ATE in May 2025. This draft version was adopted by the National Park Authority at the full Authority meeting on 9<sup>th</sup> May 2025, subject to amendments agreed with ATE. This final version of the Plan incorporates those amendments.

## 2.0 Policy

- 2.1 The Peak District National Park has a number of different constituent authorities, including seven highway authorities and six transport authorities. This means that there is a range of policy documents that influence active travel within the National Park. The full details of the National, sub-National and local policy is provided within Appendix 2 – Policy Context.
- 2.2 This chapter provides a brief assessment of the relevance of the various policies to the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan. This assessment is provided in Table 2.1

**Table 2.1 – Assessment of relevant policies and their priority for the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan**

National policy			
Policy document	High Priority	Medium Priority	Low priority
<b>Gear Change – a bold vision for cycling and walking (2020) – DfT</b> Sets out the national ambition			
<b>Local Transport Note 1/20 – Cycle Infrastructure Design (2020) – DfT</b> Provides guidance and good practice for the design of infrastructure for cycling.			
<b>The second cycling and walking investment strategy (CWIS2) (2022) updated 2023 – DfT</b> Important, but only extends through to 2025			
<b>Net Zero Strategy: Build Back Greener (2021) updated 2022 – HM Government</b> Sets out the Government's aspirations for increasing the share of trips taken by public transport, cycling and walking.			
<b>Decarbonising transport: A better, greener Britain (2021) updated 2023 – DfT</b> Priority 1 is to accelerate modal shift to public and active transport.			
<b>Natural England Green Infrastructure Principles (2023) – Natural England</b> Advocates alignment between Green Infrastructure and active travel plans			

<b>National Planning Policy Framework (2024) – DHCLG</b> Seeks to embed sustainable transport within new development			
<b>Sub-national policy</b>			
<b>Policy document</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Low priority</b>
<b>Strategic Transport Plan – Transforming the North (2024)</b> <b>Transport for the North</b>			
<b>Fairer, greener, stronger: A Strategic Transport Plan for the Midlands (2022) – Midlands Connect</b>			
<b>Local Policy – Local Transport Plans</b>			
<b>Policy document</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Low priority</b>
<b>Derbyshire Local Transport Plan (2011-26)</b> <b>Staffordshire Local Transport Plan (2011)</b> <b>West Yorkshire Local Transport Plan (2011-26)</b> <b>Cheshire East Local Transport Plan (2019-24)</b> <b>Sheffield City Region Transport Strategy (2019)</b> <b>Greater Manchester Transport Strategy 2040 (2019 – Updated 2021)</b> The majority of these documents are currently being updated			
<b>Local Policy – Cycling Plans and Local Cycling &amp; Walking Infrastructure Plans</b>			
<b>Policy document</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Low priority</b>
<b>Derbyshire Key Cycle Network (2020) – Derbyshire County Council</b> Includes a number of proposed routes within the Peak District National Park			
<b>D2N2 Local Cycling &amp; Walking Infrastructure Plan (2021) – Derby City Council, Derbyshire County Council, Nottingham City Council, Nottinghamshire County Council</b> Supports delivery of the Derbyshire Key Cycle Network			

<p><b>Other constituent highway authority LCWIPS</b></p> <p>Whilst all of our other constituent highway authorities produce LCWIPs, none have routes within, or connecting to the National Park.</p>			
<b>Local Policy – Peak District National Park Plans</b>			
<b>Policy document</b>	<b>High Priority</b>	<b>Medium Priority</b>	<b>Low priority</b>
<p><b>Peak District National Park Local Plan Core Strategy (2011) – Peak District National Park Authority</b></p> <p>Sets the strategic approach to routes for walking, cycling and horse riding, and waterways</p>			
<p><b>Peak District National Park Local Plan Development Management Policies (2019) – Peak District National Park Authority</b></p> <p>Adds detail to the Core Strategy and includes Policy DMT5: Development affecting a public right of way</p>			
<p><b>Peak District National Park Management Plan (2023-28) – Peak District National Park Authority</b></p> <p>Partnership Plan for the National Park, includes aspirations for routes for walking, wheeling, cycling and horse-riding</p>			

## **3.0 Gathering information**

### **3.1 Introduction**

- 3.1.1 As stated in Section 1.1 the Peak District National Park is located at the heart of England, surrounded by densely populated urban areas. In addition to our resident population of 36,000 people, there are 13.1 people who live within a 1-hour drive of the National Park boundary. This relative ease of access means that the National Park is a popular destination for those making ‘day visits’<sup>15</sup>.
- 3.1.2 The Peak District attracts large numbers of visitors for walking and cycling. Therefore, our focus for the Peak District Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan is on visitors to the National Park as well as residents. Our high-level network will cater for leisure use as well as for utility journeys; this is in keeping with National Park purposes. This also reflects the importance of visitor spend to the rural economy of the Peak District.
- 3.1.3 The majority of visitors currently access the Peak District by private car or van. The Peak District Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan will focus on strategic links with the intent of allowing more visits to the National Park to be made by wholly by active travel or a combination of public transport and active travel.
- 3.1.4 In order to ensure that we were able to identify a strategic key walking, wheeling and cycling network we have brought together a range of data to better understand the existing and latent demand for such a network.

### **3.2 Sociographic data**

#### ***Population density***

- 3.2.1 Traditionally, LCWIPs have focused on urban areas where both population numbers and population density support the assumption that good well-designed schemes provide greater access to opportunities for walking and cycling for everyday journeys. As detailed within Section 1.2, the Peak District National Park has a number of dispersed settlements, with only six parishes having populations in excess of 1,000 people. Table 3.1 reflects this by showing the National Park’s population density compared with that of its constituent districts.
- 3.2.2 When compared with its constituent authority areas, the Peak District has a very low population density. However, the large populations and high population densities of our constituent authorities reflects the large visitor catchment on the edge of the National Park. Our strategic high-level network acts as a valuable facility, enabling both our residents and visitors to enjoy opportunities for walking, wheeling, cycling and horse-riding on wide and mainly traffic-free routes. Data collected during the Trail User Survey (2024) suggests that 58% of those visits were made from within 50 miles or less of the survey location.

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<sup>15</sup> Traditionally day visits last 3 hours or more. However, the Peak District receives millions of visits per year that last less than three hours. The close urban catchment means that the Peak District acts as a truly local destination for residents of Chesterfield and North East Derbyshire, Sheffield, Barnsley, Holmfirth, Oldham, Tameside, Macclesfield, Stoke-on-Trent, Derby, Leek and the market towns of the Derbyshire Dales and High Peak areas.

**Table 3.1 – Population density of the Peak District National Park and its constituent districts** (Taken from ONS 2021 Census Data).

<b>Authority Area</b>	<b>Population density (people per square kilometre)</b>
Oldham Metropolitan Borough	1,714
Sheffield City	1,539
Kirklees Metropolitan Borough	1,071
Barnsley Metropolitan Borough	749
North East Derbyshire District	377
Cheshire East	349
High Peak Borough	169
Staffordshire Moorlands District	167
Derbyshire Dales District	91
<b><i>Peak District National Park</i></b>	<b>25</b>

3.2.3 Even when compared with the other English National Parks, the Peak District is only the fourth most densely populated National Park, after the South Downs, New Forest and Dartmoor.

***Availability of a car or van***

3.2.4 In rural areas, there is normally a greater need to own and use a private car or van. Journeys to access services are often longer than in urban areas and access to public transport is often poorer. There has been a general decline in public transport provision nationally over the last 15 years. This has often affected rural areas most acutely, where services are dependent on local authority subsidy. Weekend, evening and leisure services have been particularly vulnerable to funding cuts. Provision within the Peak District is variable depending on the individual transport authority. Some areas have few scheduled bus services, being reliant on Demand Responsive Transport.

3.2.5 The real or perceived need to have access to a private car within rural areas is shown within Table 3.2. The table almost represents a reverse of Table 3.1, with areas with denser populations having a higher percentage of households without access to a private car. The proximity of nearby services supported by higher populations will be a factor, as will the greater commercial viability of public transport. From an Active Travel perspective, it is often easier, cheaper; and demonstrates better value for money, to deliver schemes in urban areas, rather than rural ones.

3.2.6 When compared to the other English National Parks, the Peak District is joint 4<sup>th</sup> in terms of the percentage of households with access to a car at 90%. The three National Parks where household access to a car or van is higher are; Northumberland (94%), New Forest (93%) and Yorkshire Dales (92%).

**Table 3.2 – Availability of a car or van** (Taken from ONS 2021 Census Data)

Authority Area	No car or van in household		1 car or van in household		2 cars or vans in household		3 or more cars or vans in household		Percent of households with access to a car or van
	Household Number	Household Percentage	Household Number	Household Percentage	Household Number	Household Percentage	Household Number	Household Percentage	
<b>Peak District</b>	<b>1,603</b>	<b>10%</b>	<b>6,088</b>	<b>38%</b>	<b>5,719</b>	<b>35%</b>	<b>2,767</b>	<b>17%</b>	
Derbyshire Dales	4,206	13%	12,652	39%	10,809	33%	4,619	14%	87%
Staffordshire Moorlands	5,538	13%	16,805	40%	14,013	30%	5,999	14%	87%
Cheshire East	25,367	15%	71,640	41%	58,151	33%	19,698	11%	85%
North East Derbyshire	7,415	16%	18,511	40%	14,458	31%	5,603	12%	84%
High Peak	6,881	17%	17,634	43%	12,057	30%	4,200	10%	83%
Barnsley	24,580	23%	44,800	41%	29,576	27%	9,098	8%	77%
Kirklees	40,356	23%	73,901	42%	48,622	27%	15,110	8%	77%
Oldham	25,744	28%	39,646	43%	21,541	23%	6,209	7%	72%
Sheffield	67,843	29%	98,577	42%	51,149	22%	1,4381	6%	71%

3.2.7 The data provided within Table 3.2 demonstrates the potential value of improving active travel links into the Peak District from our surrounding urban catchments, where there are higher percentages of households without access to a car or van.

#### ***Distance travelled to work***

3.2.8 When considering utility journeys, the ability for an individual to choose active travel options for all or part of a journey is dependent on two main factors; distance and the ability to switch travel modes. Table 3.3 compares the ‘travel to work’ statistics for the National Park and its constituent authorities.

3.2.9 The table is ordered in relation to the relative percentages of individuals who travel less than 2km to work. When considering walking or wheeling to work, a journey of less than 2km is a reasonable distance for a majority of people; provided that suitable footways exist. It is therefore significant that the Peak District has the lowest percentage of its working population living less than 2km from their place of work, when compared to our constituent council areas.

3.2.10 For cycling, up to 10km would be a reasonable distance to travel by bike; and e-bikes have the potential to extend that distance. However, the Peak District also has the lowest percentage of its working population that live ‘less than 10km’ from their place of work (20%), when compared with our constituent authority areas<sup>16</sup>.

3.2.11 The effects of the Covid-19 pandemic are reflected within the distance travelled to work data. This is particularly the case for the ‘works mainly from home’ category. However, it is again worth noting that the Peak District had the highest percentage of its working population meeting this category, at 40%.

3.2.13 The data suggests that there may be limited opportunities to encourage modal shift to walking, wheeling or cycling for travel to work. However, the high number of home workers could be encouraged to participate in walking, wheeling, cycling and horse riding in their other activities. Whilst not traditionally perceived as active travel per se, the health and well-being benefits of indulging in active recreation are well recognised. Data from the Peak District Trail User Survey found that 59% of respondents had visited the National Park to take part in a Recreational Activity<sup>17</sup>.

3.2.14 Compared to the other English National Parks, the Peak District has the joint fifth highest percentage of its working age population that live less than 2km from their workplace<sup>18</sup>. However, when looking at those who live less than 10km from their workplace, only the Lake District (26%) and the Broads (20%) are higher. Similarly, the percentage of home-workers in the Peak District is quite high, with only Northumberland (48%), South Downs (43%) and New Forest (42%) being higher.

#### ***Method used to travel to work***

3.2.15 As mentioned above, the current method of travel to work has an important bearing on the ability to change modes for all or part of the journey. Table 3.4 compares the travel to work statistics for the Peak District National Park and its constituent authority areas, based on the data from the 2021 Census.

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<sup>16</sup> The percentages for the constituent authority areas vary between Derbyshire Dales (24%) to Oldham (47%).

<sup>17</sup> The most popular reason for visiting was to experience or appreciate nature (64%)

<sup>18</sup> The highest are Lake District (13%), Yorkshire Dales (8%), Exmoor (7%) and South Downs (7%).

**Table 3.3 – Distance travelled to work** (Taken from ONS 2021 Census Data)

Authority Area	Less than 2km Number (%)	2km to less than 5km Number (%)	5km to less than 10km Number (%)	10km to less than 20km Number (%)	20km to less than 30km Number (%)	30km to less than 40km Number (%)	40km to less than 60km Number (%)	60km and over Number (%)	Works mainly from home Number (%)	Works mainly offshore etc <sup>19</sup> Number (%)
High Peak	6,841 (15%)	3,637 (8%)	4,112 (9%)	6,135 (14%)	2,607 (6%)	963 (2%)	580 (1%)	492 (1%)	12,973 (29%)	6,274 (14%)
Oldham	13,138 (13%)	17,675 (18%)	15,256 (16%)	9,876 (10%)	2,317 (2%)	1,169 (1%)	867 (1%)	944 (1%)	20,903 (21%)	16,063 (16%)
Cheshire East	22,189 (12%)	18,936 (10%)	18,057 (9%)	23,236 (12%)	9,793 (5%)	4,943 (3%)	2,766 (1%)	2,257 (1%)	67,827 (35%)	22,483 (12%)
Kirklees	22,942 (12%)	29,011 (15%)	25,937 (14%)	23,816 (13%)	6,373 (3%)	2,295 (1%)	1,245 (1%)	1,650 (1%)	49,908 (26%)	26,909 (14%)
Barnsley	11,844 (11%)	15,670 (14%)	17,395 (16%)	16,906 (15%)	5,746 (5%)	1,353 (1%)	714 (1%)	1,291 (1%)	22,340 (20%)	18,422 (16%)
Sheffield	26,487 (11%)	42,659 (18%)	40,297 (17%)	18,253 (8%)	4,706 (2%)	2,137 (1%)	2,384 (1%)	2,886 (1%)	69,654 (29%)	32,544 (13%)
Staffordshire Moorlands	4,784 (11%)	2,795 (6%)	6,396 (14%)	8,863 (20%)	2,082 (5%)	987 (2%)	845 (2%)	558 (1%)	10,949 (24%)	6,774 (15%)
Derbyshire Dales	3,375 (10%)	2,077 (6%)	2,675 (8%)	4,481 (13%)	2,451 (7%)	949 (3%)	516 (2%)	412 (1%)	11,376 (34%)	4,915 (15%)
North East Derbyshire	3,502 (8%)	4,782 (10%)	8,036 (17%)	7,376 (16%)	2,182 (5%)	765 (2%)	622 (1%)	611 (1%)	11,576 (25%)	7,111 (15%)
<b>Peak District</b>	<b>977 (6%)</b>	<b>855 (5%)</b>	<b>1,485 (9%)</b>	<b>2,311 (14%)</b>	<b>1,207 (7%)</b>	<b>460 (3%)</b>	<b>321 (2%)</b>	<b>183 (1%)</b>	<b>6,744 (40%)</b>	<b>2,477 (15%)</b>

<sup>19</sup> Works mainly at an offshore installation, in no fixed place, or outside the UK.

**Table 3.4 – Method used to travel to work (Taken from ONS 2021 Census Data)**

Authority Area	Work from home Number (%)	Underground, metro, light rail, tram Number (%)	Train Number (%)	Bus, minibus or coach Number (%)	Taxi Number (%)	Motorcycle, scooter or moped Number (%)	Car or van (driver) Number (%)	Car or van (passenger) Number (%)	Bicycle Number (%)	On foot Number (%)	Other Number (%)
High Peak	12,973 (29.08%)	31 (0.07%)	756 (1.69%)	612 (1.37%)	181 (0.41%)	123 (0.28%)	23,176 (51.95%)	1,536 (3.44%)	376 (0.84%)	4,501 (10.09%)	349 (0.78%)
Sheffield	69,654 (28.78%)	2,698 (1.11%)	1,747 (0.72%)	17,868 (7.38%)	2,850 (1.18%)	615 (0.25%)	109,419 (45.21%)	10,550 (4.36%)	3,530 (1.46%)	20,612 (8.52%)	2,464 (1.02%)
Cheshire East	67,827 (35.24%)	98 (0.05%)	1,630 (0.85%)	1,328 (0.69%)	931 (0.48%)	663 (0.34%)	93,442 (48.54%)	7,454 (3.87%)	3,537 (1.84%)	13,950 (7.25%)	1,627 (0.85%)
Derbyshire Dales	11,376 (34.24%)	16 (0.05%)	112 (0.34%)	316 (0.95%)	53 (0.16%)	93 (0.28%)	16,972 (51.08%)	1,040 (3.13%)	302 (0.91%)	2,655 (7.99%)	293 (0.88%)
Oldham	20,903 (21.28%)	2,478 (2.52%)	466 (0.47%)	4,566 (4.65%)	1,876 (1.91%)	252 (0.26%)	51,845 (52.79%)	5,769 (5.87%)	753 (0.77%)	7,975 (8.12%)	1,324 (1.35%)
Kirklees	49,908 (26.26%)	101 (0.05%)	2,095 (1.10%)	6,960 (3.66%)	3,403 (1.79%)	604 (0.32%)	101,008 (53.14%)	9,250 (4.87%)	1,378 (0.72%)	13,453 (7.08%)	1,923 (1.01%)
Staffordshire Moorlands	10,949 (24.31%)	13 (0.03%)	97 (0.22%)	410 (0.91%)	131 (0.29%)	151 (0.34%)	27,416 (60.88%)	1,995 (4.43%)	315 (0.70%)	3,141 (6.97%)	415 (0.92%)
Barnsley	22,340 (20.00%)	37 (0.03%)	904 (0.81%)	4,733 (4.24%)	699 (0.63%)	432 (0.39%)	66,305 (59.37%)	6,962 (6.23%)	738 (0.66%)	7,575 (6.78%)	956 (0.86%)
<b>Peak District</b>	<b>6,744 (39.63%)</b>	<b>8 (0.05%)</b>	<b>58 (0.34%)</b>	<b>104 (0.61%)</b>	<b>18 (0.11%)</b>	<b>34 (0.20%)</b>	<b>8,159 (47.94%)</b>	<b>474 (2.79%)</b>	<b>126 (0.74%)</b>	<b>1,115 (6.55%)</b>	<b>179 (1.05%)</b>
North East Derbyshire	11,576 (24.86%)	37 (0.08%)	147 (0.32%)	1,183 (2.54%)	196 (0.42%)	201 (0.43%)	28,298 (60.77%)	2,008 (4.31%)	297 (0.64%)	2,244 (4.82%)	377 (0.81%)

- 3.2.16 It should be noted that the effects of the Covid-19 pandemic mean that the data may not be representative of the current time.
- 3.2.17 Table 3.4 is ordered by the percentage of the working population in each authority area using active travel (walking or cycling) as part of their journey to work. This varies from the High Peak area (10.93%) through to North East Derbyshire (5.46%). With the exception of North East Derbyshire, the Peak District had the lowest percentage of residents using active travel as part of their journey to work (7.29%).
- 3.2.18 Whilst the Peak District has a low percentage of its population using active travel to get to work, this is offset by the highest percentage of home-workers. It is also worth remembering the relatively small percentage of Peak District residents travelling less than 10km to get to work. Both of these factors will affect the active travel modal share.
- 3.2.19 There may be opportunities to influence travel to work within and on the edge of the National Park. For example, we know that National Park residents travel to Matlock and Buxton to access rail services or employment. Currently, the Monsal Trail does not offer a direct link between the two rail heads. However, there has been a long-standing ambition to extend the Monsal Trail to both towns. This would allow both outward and inward commuting between the National Park and locations such as Bakewell, Matlock, Darley Dale and Buxton.
- 3.2.20 Compared to the other English National Parks, the Peak District was joint 8<sup>th</sup> (0.74%) for the percentage of its employed residents travelling to work by bike. The Broads (1.82%), New Forest (1.57%) and Lake District (1.31%) had the highest percentages for this mode. The Peak District fared better for walking as a mode of travel to work, but only slightly, finishing 7<sup>th</sup> with 6.55%. The National Parks where walking to work was most popular were Lake District (14.21%), Yorkshire Dales (10%) and Exmoor (9.30%). Across both active travel modes, the Lake District, Yorkshire Dales and Exmoor had the highest percentage of the working population using them to get to work.

#### ***Indices of multiple deprivation***

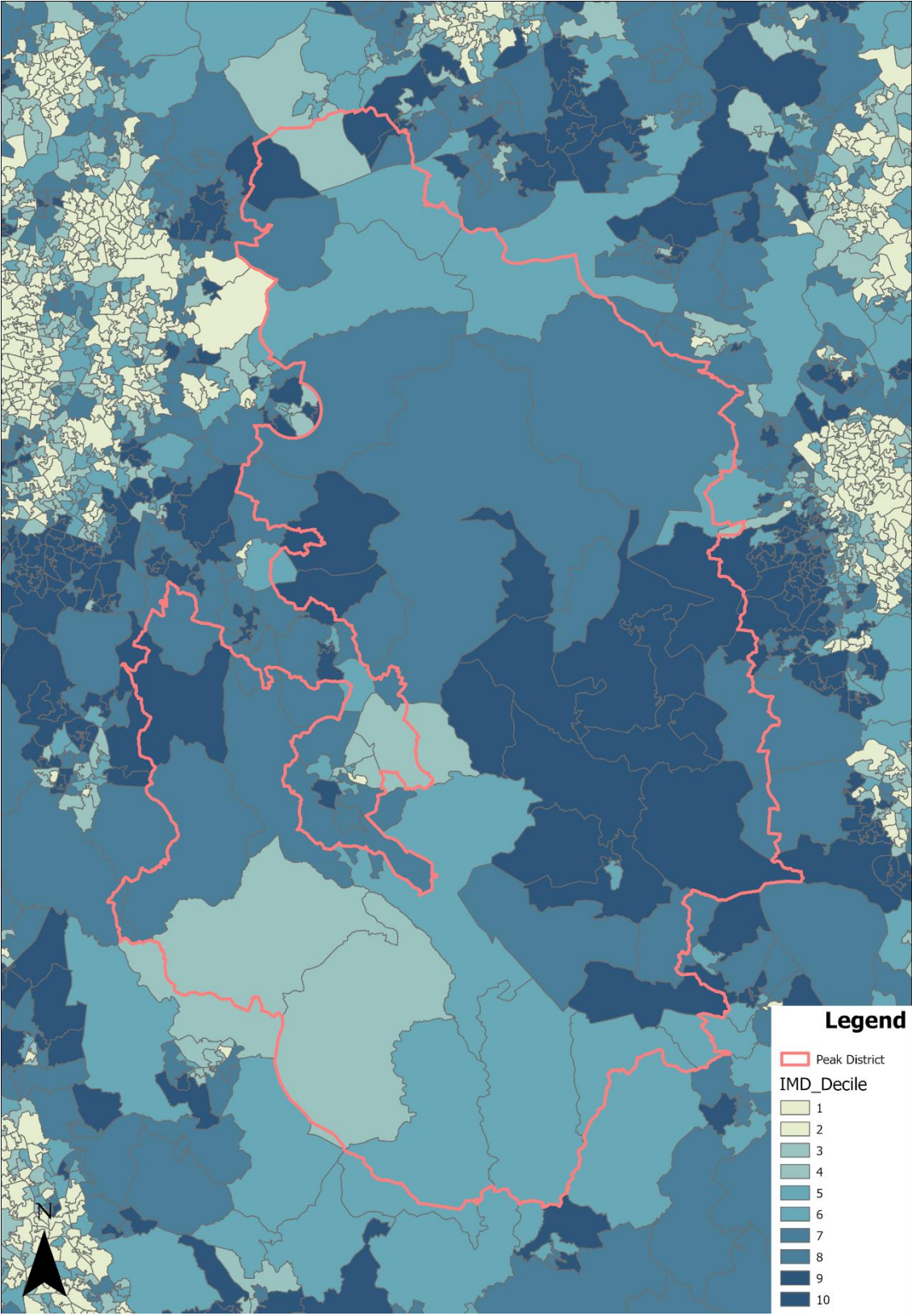
- 3.2.21 Market housing is quite expensive within National Parks in general, and the Peak District is no exception to this. The high levels of car ownership evidenced in Table 3.2<sup>20</sup> would suggest a fairly affluent population. This is borne out in the Indices of Multiple Deprivation (IMD) for the National Park and its surrounding area (see Figure 3.1).
- 3.2.22 As can be seen within Figure 3.1, large parts of the Peak District National Park are amongst the least deprived within the UK. This is particularly true of parts of the eastern and central part of the National Park, contained within the Derbyshire Dales. This is also true of parts of High Peak, Cheshire East, Oldham and Kirklees. There are areas of the Staffordshire Moorlands part of the National Park that show greater levels of multiple deprivation. They do not however meet the decile with the greatest levels of multiple deprivation.
- 3.2.23 There are a number of areas within the Parks' surrounding urban catchment that do rank in the decile with the highest levels of multiple deprivation. People who are living within this decile are those who would most benefit from access to nature and in

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<sup>20</sup> 17% of households have access to 3 or more cars.

particular the National Park. If this access could be combined with active recreation such as walking, wheeling, cycling and horse-riding, then the benefits are increased.

**Figure 3.1 – Indices of multiple deprivation for the Peak District and surrounding area**



3.2.24 As part of our engagement with our constituent and neighbouring highway authorities, we discussed opportunities for providing strategic high-level routes for active travel, that

link the National Park with our urban catchment and its populations. We have identified a number of such routes within our strategic high-level network.

### 3.3 Stakeholder Workshops

3.3.1 The Stakeholder workshops that we hosted between July and October 2024 focussed on mapping exercises to identify a high-level active travel network for the Wider Peak District area. Attendees at the workshops used OS Outdoor Leisure base maps<sup>21</sup> to draw routes; to identify issues on existing routes, (including severance, such as difficult road crossings); missing bridges; narrow sections; or problematic gradients (see Figure 3.2). The workshop attendees were also asked to prioritise interventions to improve the network.

**Figure 3.2 – Mapping exercise in highway authority workshop – September 2024**



3.3.2 The outputs from the four stakeholder workshops were used to map a strategic high-level walking, wheeling, cycling and horse-riding network for the National Park and its immediate surrounding area. This strategic high-level network was subject to a one-month public consultation between 5<sup>th</sup> February and 6<sup>th</sup> March 2025.

### 3.4 User Counts

#### *Permanent counters*

3.4.1 During the delivery of the Pedal Peak District Project, the Peak District National Park Authority commissioned the installation of 4 permanent cycle counters. These were installed at the following sites: -

- Hassop Station on the Monsal Trail
- Parsley Hay at the junction of the High Peak and Tissington Trails

<sup>21</sup> Copyright Ordnance Survey.

- Brown End Farm on the Manifold Track
- Fairholmes in the Upper Derwent Valley

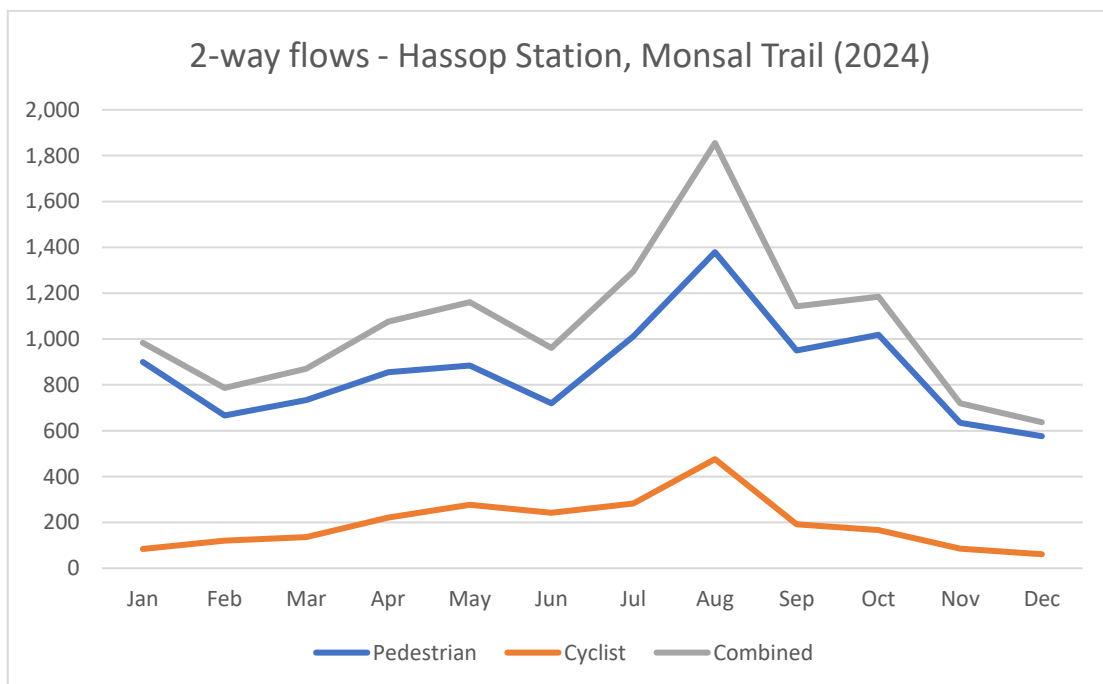
The counters were installed ahead of the completion of the Pedal Peak District Project to enable the Authority to better understand the effects of the Project. Data from the counters is uploaded to a host website and available in almost real time; but is subject to a later sense check.

3.4.2 Prior to the official reopening of the Monsal Trail on 25<sup>th</sup> May, the average number of cyclists crossing the Hassop Station counter in either direction was 49 per day<sup>22</sup>. The average number of cyclists crossing the counter in either direction over the subsequent 264 days was 200; a 400% increase in use<sup>23</sup>.

3.4.3 During the weekend prior to the reopening of the Monsal Trail (14<sup>th</sup> & 15<sup>th</sup> May 2025), a total of 223 cycles crossed the counter at Hassop Station in either direction. During the weekend following the reopening, 685 cycles crossed the counter at Hassop Station in either direction (a 300% increase in use).

3.4.4 In 2012 the counters were all upgraded to record pedestrians. At the same time, a new counter was installed on the Monsal Trail at Millers Dale. Since 2010, the reliability of the counters has varied across the sites. The Hassop Station Counter has proved the most consistently reliable. Figure 3.3 shows the average 2-way cyclist and pedestrian flows for 2024. As might be expected, there is a strong seasonality to the flows relating to the Spring and Summer periods, plus the autumn half-term school holidays. The January 2024 peak is associated with the rare and prolonged presence of waxwings on the Trail in the area around Hassop Station.

**Figure 3.3 – 2-way flows of walkers and cyclists at Hassop Station on the Monsal Trail in 2024**

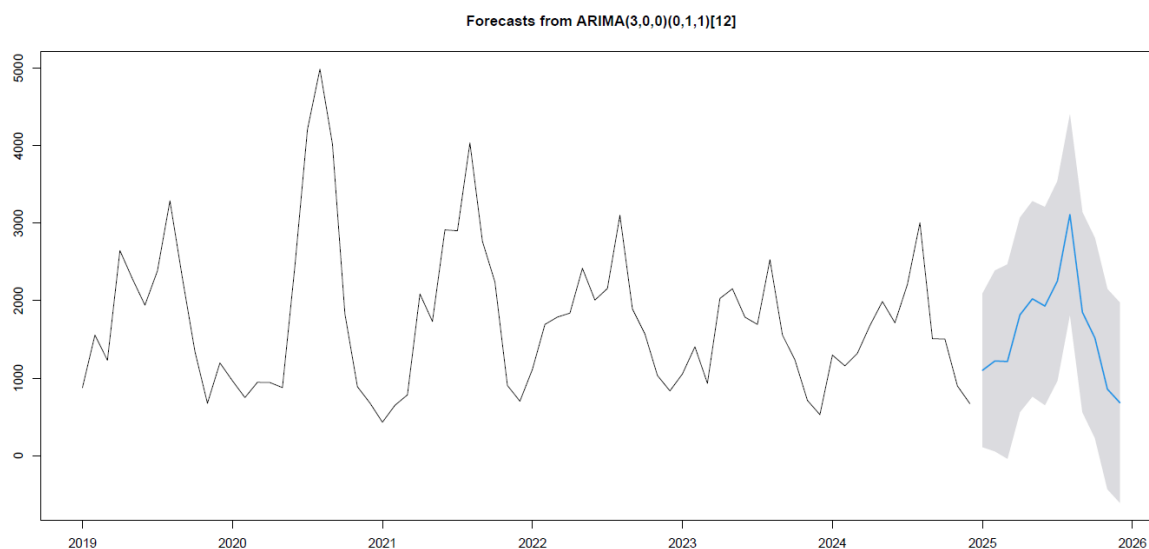


<sup>22</sup> The average is based on total flows over 264 days between 24<sup>th</sup> August 2010 and 24<sup>th</sup> May 2011.

<sup>23</sup> The average is based on total flows over 264 days between 25<sup>th</sup> May 2011 and 12<sup>th</sup> January 2012.

- 3.4.5 The number of pedestrians recorded at the Hassop Station Counter is generally much higher than for cyclists. Proximity to Bakewell, the Hassop Station Café and the Monsal Head viaduct makes this section of the Monsal Trail particularly popular with walkers.
- 3.4.6 The average daily number of cycle movements at Hassop Station in 2024 was very similar to the average daily flows following the reopening of the Monsal Trail in 2011, at 195 2-way movements<sup>24</sup>. This appears to represent a stabilisation of use, following on from an annual daily average 2-way flow of 325 during the Covid-19 pandemic<sup>25</sup>. By contrast, the average daily 2-way flows for pedestrians was much higher.
- 3.4.7 Data obtained from the automatic counters at Hassop Station, Millers Dale and at Parsley Hay indicate that following the high levels of popularity arising from the effects of the Covid-19 pandemic, Trail usage has stabilised. This can be seen in Figure 3.4.

**Figure 3.4 – All Trails forecast, based on recorded annual average daily flows from 2019-2024**



### ***Semi-permanent counters***

3.4.8 As part of the evidence gathering process for the Peak District National Park Walking, Wheeling and Cycling Plan, we recognised the value of additional user data. To achieve this, we have installed a total of 15 additional semi-permanent Parklife Counters<sup>26</sup>. These counters do not require permanent infrastructure, relying on an infra-red beam and two units; a sender and a receiver. The data is uploaded to the Parklife website and is available in almost real-time.

3.4.9 The initial installation of the units took place in the late summer of 2024, with three units installed: -

- South of Bakewell on the Monsal Trail
- South of Parsley Hay on the High Peak Trail (see Figure 3.5)
- East of Torside car park on the Longdendale Trail.

<sup>24</sup> It should be noted that this figure is derived over a full calendar year rather than the average over 264 days referenced in paragraph 3.4.2.

<sup>25</sup> It should be noted that the periods of lockdown mean that during lockdown easing, average daily totals were much higher.

<sup>26</sup> These Counters were supplied and installed by Parklife Monitoring

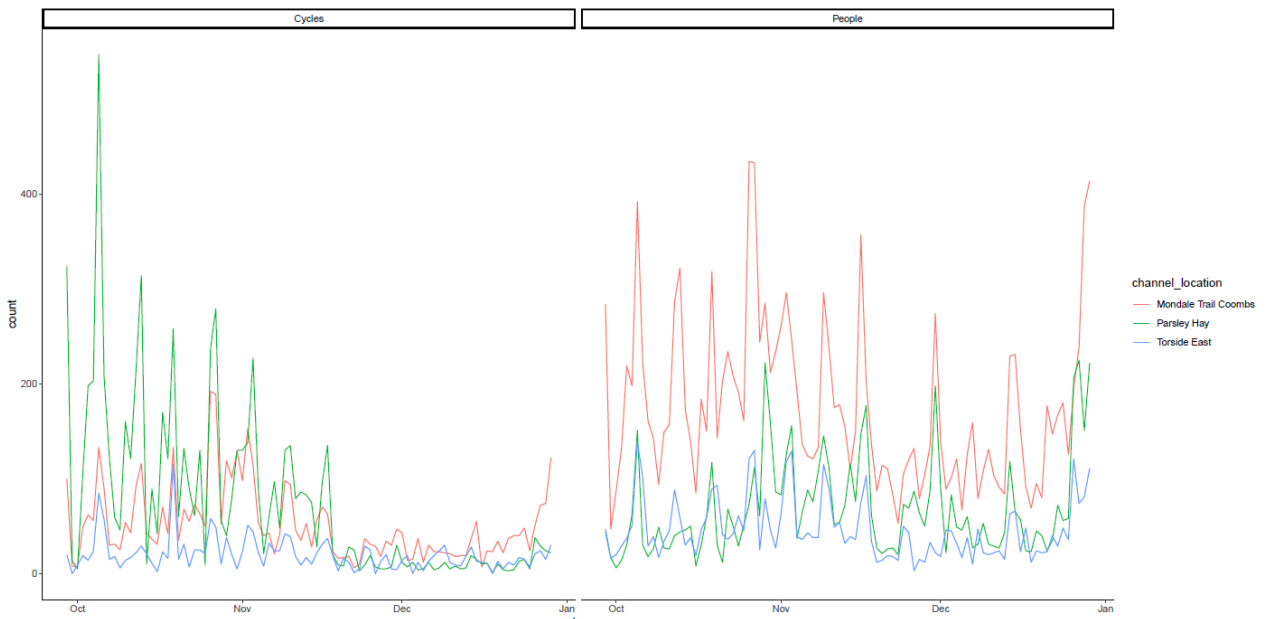
The Counters are each able to distinguish between 3 different classes of user, and are set up to count walkers, cyclists and either trampers / wheelchairs or equestrians.

**Figure 3.5 – Semi-permanent counter, installed south of Parsley Hay on the High Peak Trail**



3.4.10 Initial data from the three counters has proved useful and reliable, with the last three months' worth of data from 2025 shown in Figure 3.6. It is clear from that data that the High Peak Trail at Parsley Hay is generally more popular with cyclists, whilst both the Monsal Trail and Longdendale Trail (Trans Pennine Trail) are more popular with walkers.

**Figure 3.6 – Data for the three initially installed semi-permanent counters on the Monsal, High Peak and Longdendale Trail (Trans Pennine Trail)**



3.4.11 Based on the success of the initial counters and with a view to being able to collect evidence in support of future ambitions to improve the strategic high-level walking,

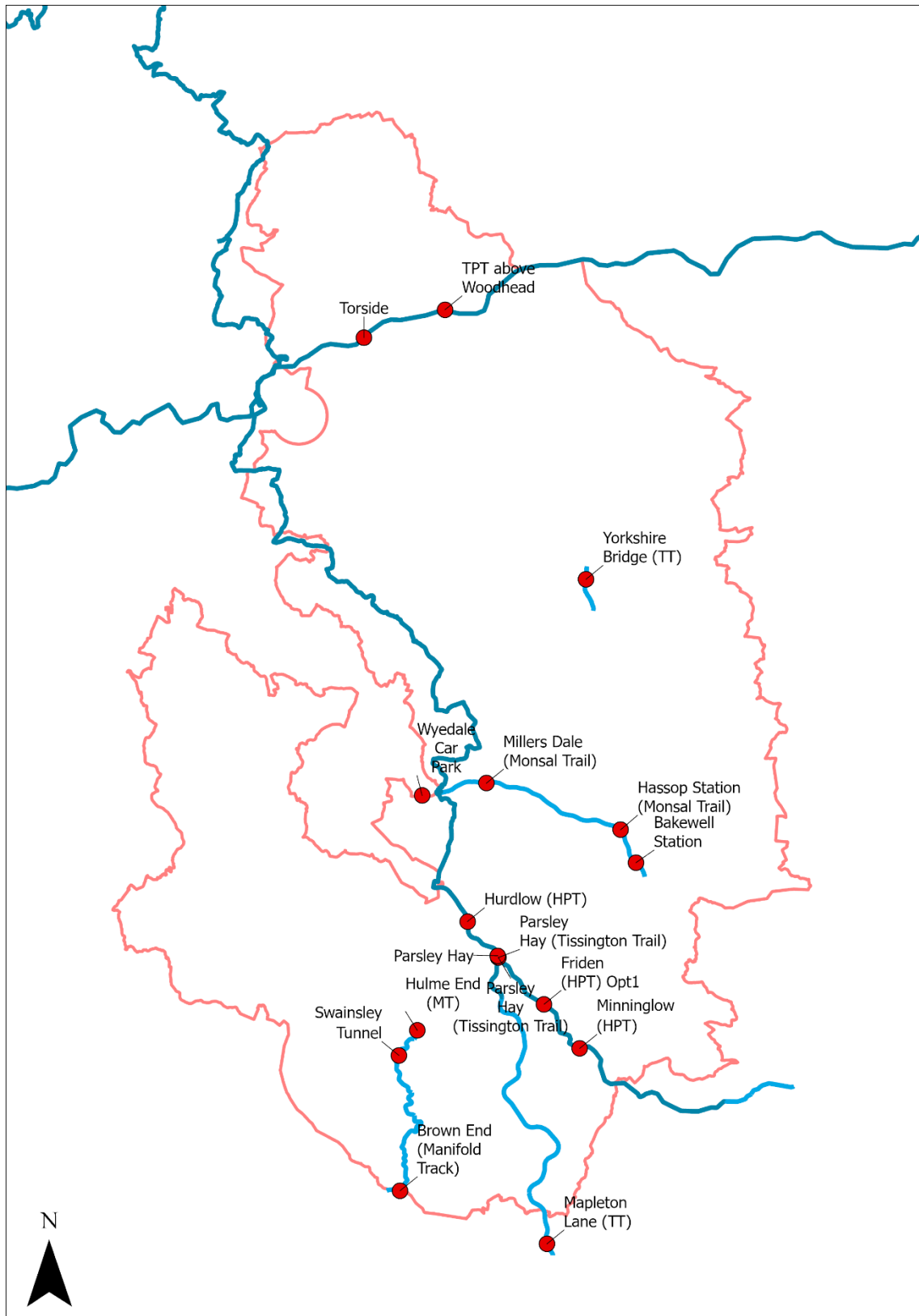
wheeling and cycling network across the National Park, we have purchased and installed 10 additional semi-permanent counters. The 15 semi-permanent counters have all been installed at locations on our high-level network. In most cases, they are located where there are opportunities to improve provision or address ease of access. The counter locations are provided below in Table 3.5 and can be seen in Figure 3.7

**Table 3.5 – Locations for semi-permanent counters**

<b>Route</b>	<b>Location</b>	<b>Recording</b>
High Peak Trail	Minninglow	Pedestrians and cyclists
High Peak Trail	Parsley Hay	Pedestrians, cyclists and trampers
Manifold Track	Hulme End	Pedestrians and cyclists
Manifold Track	Swainsley Tunnel	Pedestrians and cyclists
Manifold Track	Thor's Cave	Pedestrians and cyclists
Monsal Trail	Coombes Road	Pedestrians, cyclists and trampers
Old Road	Mam Tor	Pedestrians and cyclists
Thornhill Trail	Yorkshire Bridge	Pedestrians and cyclists
Tissington Trail	Hartington Station	Pedestrians and cyclists
Tissington Trail	Mapleton Lane	Pedestrians and cyclists
Trans Pennine Trail (Longdendale Trail)	Torside	Pedestrians, cyclists and trampers
Trans Pennine Trail	Woodhead	Pedestrians and cyclists
Trans Pennine Trail (Longdendale Trail)	Western end of the Longdendale Trail near Padfield	Pedestrians and trampers
Access to Monsal Trail	Wyedale Car Park	Pedestrians and cyclists

3.4.12 The purchase of the semi-permanent counters offers an opportunity to gather data at a particular site with a view to better understanding demand. However, we are able to easily move counters to different locations as required. This could be in close proximity to the existing site, based on the data collected; or elsewhere in support of another proposed route.

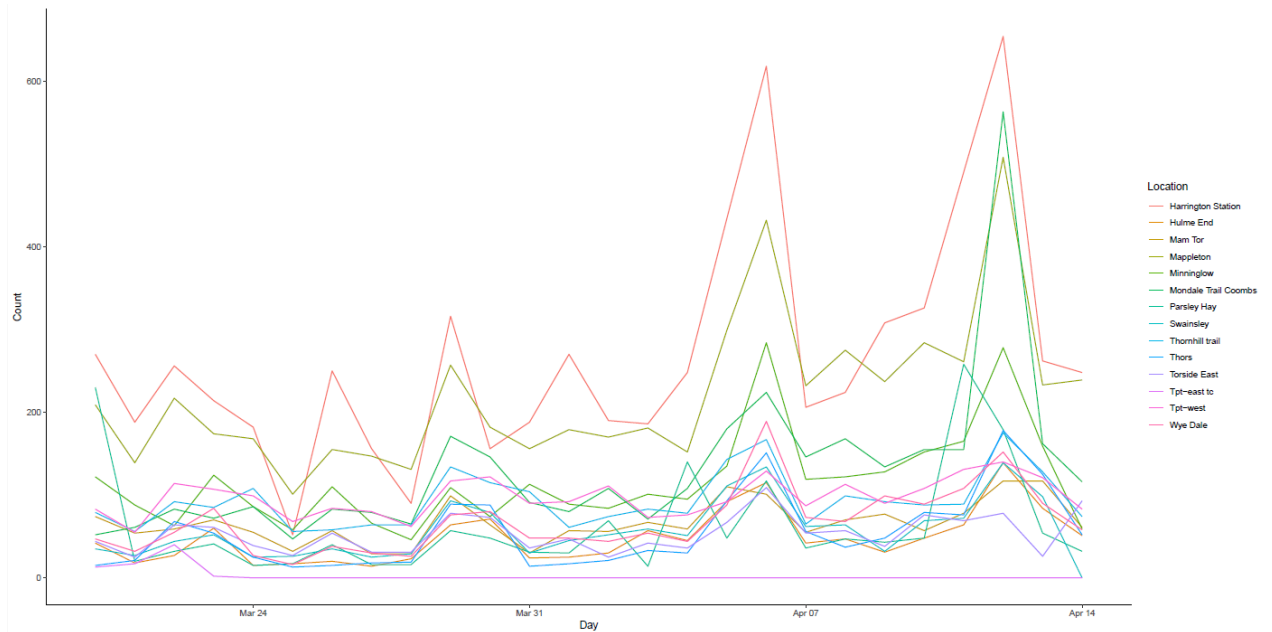
**Figure 3.7 – Location of the permanent and semi-permanent counter network**



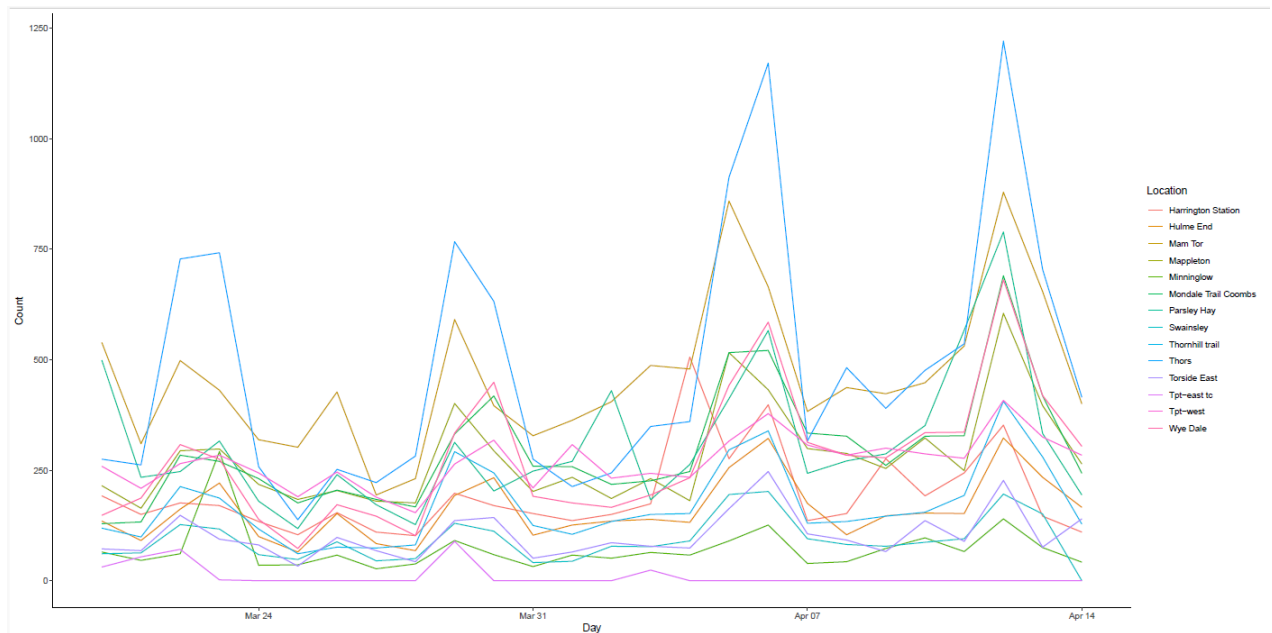
3.4.13 It is early days for assessing levels of use based on data recorded since the new Counters were installed (March 2025). However, we can demonstrate that all of the counters are operational and recording useful data. This data will be used in support of future proposals for improvements to the high-level network. Figures 3.8 and 3.9 show

the latest data from all of the semi-permanent counters since the latest installation in March 2025.

**Figure 3.8 – Cyclist data across the Semi-permanent Counters (March-April 2025)**



**Figure 3.9 – Pedestrian data across the Semi-permanent Counters (March-April 2025)**



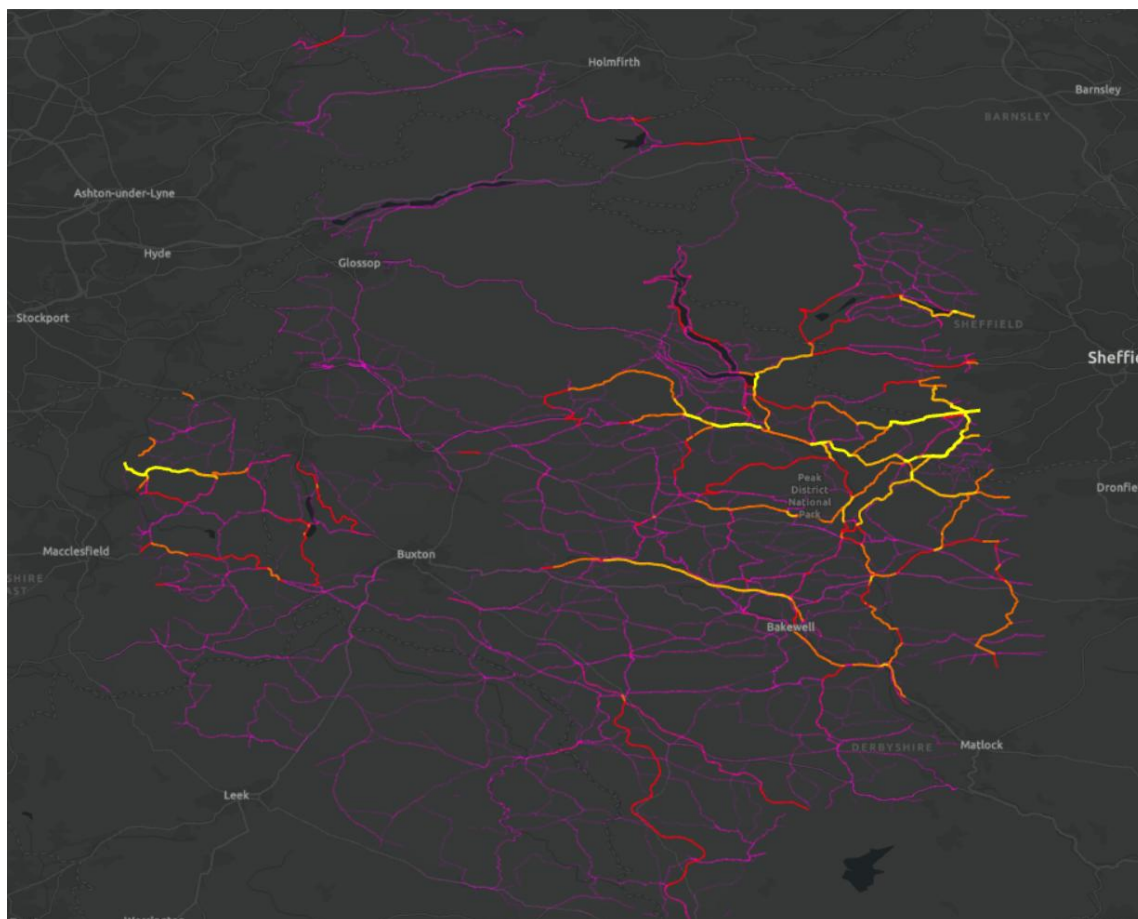
**Strava data**

3.4.14 Strava data provides a useful proxy for active travel within the National Park. There are some limitations with Strava, in that: -

- a) It is self-selecting; users sign up to use Strava
- b) It is a competitive platform; users can compete to record best times for routes or sections of routes.

However, despite this, it can give a good indication of the most popular routes for walking, running or cycling. Figure 3.10 shows the Strava Data for most popular routes for cycling in the Peak District in 2024<sup>27</sup>.

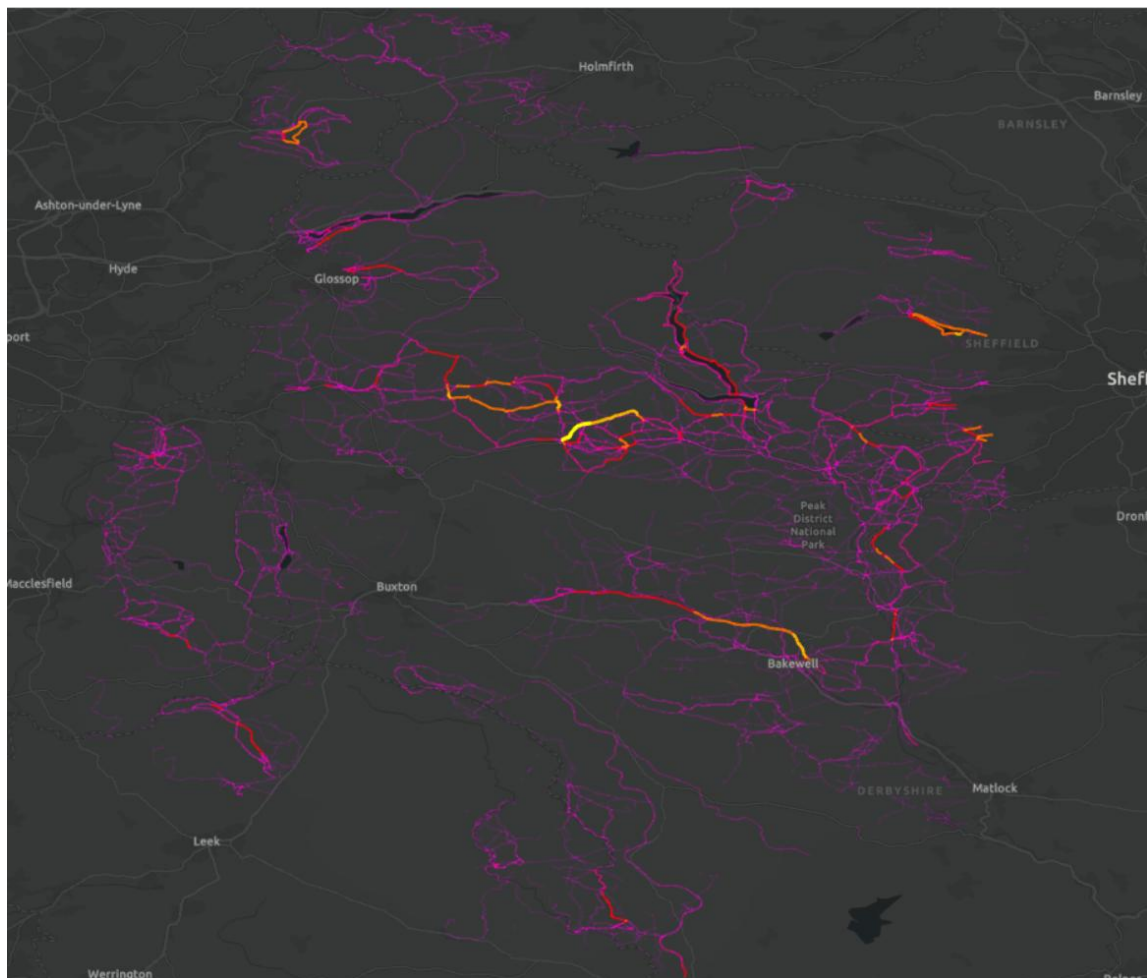
**Figure 3.10 – Most popular cycling routes in the Peak District in 2024 based on Strava data**



- 3.4.15 The busiest routes are shown in the brightest colours, progressing from yellow, to orange, red and purple. The busiest routes include those providing access from Sheffield and along the Hope Valley; and access into the National Park from Cheshire East. The data largely reflects road cycling. However, the elements of our strategic high-level walking, wheeling and cycling network can be identified including the Monsal, High Peak, Thornhill, Tissington and Trans Pennine Trails.
- 3.4.16 For walking and running, Strava users are most likely to use off-road routes rather than on-road routes, with the National Park having an extensive rights of way network. Figure 3.11 shows the Strava Data for most popular routes for walking and running in the Peak District in 2024.
- 3.4.17 The data shown within Figure 3.11 highlights a few very busy locations including Mam Tor and the Great Ridge; Kinder Scout between Grindsbrook and Jacobs Ladder; and Dovestone Reservoir. Parts of our high-level network are also clearly visible, with the eastern end of the Monsal Trail being particularly popular (Bakewell to Monsal Head).

<sup>27</sup> The Strava data is taken from the period of 1<sup>st</sup> January to 31<sup>st</sup> December 2024 (366 days).

**Figure 3.11 – Most popular walking and running routes in the Peak District in 2024 based on Strava data**



### 3.5 Economic benefit – Government Research

3.5.1 The Government has commissioned various pieces of research that highlight the economic benefits of people being more active. These pieces of research tend to focus on active travel in its strictest sense, meaning achieving modal shift to active modes for utility journeys. Because of this, the research focuses on walking and cycling. Relevant studies include the following: -

***Claiming the Health Dividend: A summary and discussion of value for money estimates from studies of investment in walking and cycling – Dr Adrian Davis (2014)***<sup>28</sup>

3.5.2 The report cites research undertaken by Jarrett, J. et al 2012<sup>29</sup> that modelled the health benefits of increased active transport over a 20-year period between 2012 and 2031. The researchers estimated that an increase in walking and cycling could save £17 billion for the NHS, with £9 billion associated with the treatment of Type 2 diabetes alone.

<sup>28</sup> [DfT publications template - colour \(Word 2013\)](#)

<sup>29</sup> Effects of increasing active travel in urban England and Wales on costs to the National Health Service. The Lancet, 379: 2198-2205

- 3.5.3 The report also cites work undertaken by SQW Consulting on behalf of Cycling England, which identified an economic benefit of £479.06 per annum for each rural off-road cyclist replacing 50% of car journeys with cycle trips<sup>30</sup>.

***Investing in Cycling & Walking: Rapid Evidence Assessment A report for the Department for Transport – Brook Lyndhurst (2016)***<sup>31</sup>

- 3.5.4 The report again looks at the health benefits of walking and cycling and suggests that: -

*“Overall, the direct health benefits from a 10% increase in physical activity would equate to £85 million”*<sup>32</sup>.

- 3.5.5 However, the report also assesses the effects of walking and cycling interventions on tourism and states: -

*“On average, cycle tourists spend approximately 9% more per head per trip than others, or approximately £81 per head per trip”*<sup>33</sup>

**3.6 Economic benefit – Peak District National Park Authority Research**  
***Trail User Surveys 2012***

- 3.6.1 Since the completion of the Pedal Peak Project, the Peak District National Park Authority has been keen to establish the economic value of parts of the Trail Network. Generally, our approach has been to conduct visitor surveys on the Trail Network and to include questions on visitor spend as part of the day out.

- 3.6.2 Based on the directional pedestrian and cycle count data from the Hassop Station Counter between 25<sup>th</sup> May 2011 and 31<sup>st</sup> December 2014 it was estimated that the Monsal Trail received an average of 158 cyclists per day and 440 walkers<sup>34</sup>. The National Park Authority undertook a series of Trail User Surveys in 2012. The survey included questions on daily spend as part of the day out. For those questioned on the Monsal Trail near to Hassop Station, the average spend as part of the overall day out was between £8.87 and £13.31<sup>35</sup>. Based on the average number of cyclists and walkers per day (418 users), this equates to an average daily spend of £3,708 to £5,564.

***Economic Impact Study of Cycling the White Peak Loop 2015***

- 3.6.3 The Peak District National Park Authority and Derbyshire County Council commissioned the University of Central Lancashire and the Transportation Consultancy to undertake an economic study of the proposed White Peak Loop in 2015<sup>36</sup>.

- 3.6.4 The Study predicted that the economic impact of the White Peak Loop would be between £2,016,219 and £2,352,255, an increase of 21% compared with the stand-alone trails. Further detail is provided in Appendix 3.

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<sup>30</sup> SQW Consulting, 2008 Planning for Cycling: Executive Summary, Stockport 18/12/08

<sup>31</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/606513/cycling-walking-rapid-evidence-assessment.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/606513/cycling-walking-rapid-evidence-assessment.pdf)

<sup>32</sup> Davis, A. (2014) Claiming the Health Dividend. DfT

<sup>33</sup> Raje, F. and Saffrey, A. (2015) The Value of Cycling. DfT.

<sup>34</sup> This figure is not the average number of movements past the Counter, the difference in directional has been used to estimate the average number of users.

<sup>35</sup> The questions within the survey were based on a range of spend rather than specific spend, the range above is from 2012 and based on the lowest range to the highest range.

<sup>36</sup> The White Peak Loop project is focussed on linking the Monsal and High Peak and Tissington Trails to Buxton and Matlock, creating a 60-mile multi-user, largely off-road route.

### ***Pedal Peak II Evaluation 2016***

- 3.6.5 The Peak District National Park Authority and partners produced an evaluation report at the end of the Pedal Peak II Project in March 2016. As part of this evaluation, the National Park Authority undertook a series of user surveys at locations associated with the Pedal Peak II delivery Projects (Monsal Trail / White Peak Loop, Little Don Link and Staffordshire Moorlands Link).
- 3.6.6 As part of the user surveys, respondees were asked about their daily spend across a range of categories (travel, parking, cycle hire, on-Trail refreshments, off-Trail refreshments, local shops and accommodation). The data received was then compiled into total and average spends for each location (see Table 3.6)

**Table 3.6 – Overall spend by Pedal Peak II Evaluation Trail User Surveys**

<b>Location</b>	<b>Total Number of Respondents</b>	<b>Total Spend</b>	<b>Overall Ave Spend</b>
Dunford Bridge (Little Don Link)	186	£1,411.80	£7.59
Hassop Station (Monsal Trail)	209	£10,930.50	£52.30
Hollybush Inn (Staffordshire Moorlands Link)	56	£1,006.70	£17.98
Millers Dale (Monsal Trail)	78	£5,525.40	£70.84
Stockton Brook (Staffordshire Moorlands Link)	57	£224.20	£3.93
<b>Totals</b>	<b>586</b>	<b>£19,098.60</b>	<b>£32.59</b>

- 3.6.7 Average spend was highest for the two Monsal Trail locations; however, the opportunities to spend were also highest, on an established trail with a range of existing facilities.

### ***Recreation Hub surveys (2016)***

- 3.6.8 The Peak District National Park Authority undertook a series of user surveys at a range of Recreation Hub<sup>37</sup> sites across the National Park in 2016. The surveys were carried out to inform the development of a proposed Recreation Hubs Supplementary Planning Document.
- 3.6.9 With the exception of the Castleton TIC<sup>38</sup> and the Moorland Centre at Edale, all of the sites surveyed were locations on the edge of, or outside of settlements. Whilst all of the survey locations can be used to access the open countryside, the centres at Edale and Castleton were National Park Authority owned visitor centres at the heart of settlements popular with visitors.
- 3.6.10 The data from all of the sites is provided in Table 3.7. This is because all of the sites offer opportunities for walking, wheeling, cycling and horse riding. However, for comparison to the previous data, please note the results from Torside (Longdendale Trail / Trans Pennine Trail), Mapleton Lane (Tissington Trail), Millers Dale Station (Monsal Trail) and Parsley Hay (High Peak Trail).

<sup>37</sup> A Recreation Hub is a location outside of a settlement, from which the public accesses opportunities for recreation, such as walking, wheeling cycling or horse riding.

<sup>38</sup> Castleton Visitor Centre

**Table 3.7 – Spending as part of the visit to the recreation hub**

Location		Travel (including fuel and fares)	Parking	Cycle Hire	Refreshment facilities at the hub	Refreshment facilities in the wider area	Local Shops	Accommodation	Other	Overall Spend	Overall Average Spend
Castleton TIC (Base 15)	Number of spenders	11	8	0	7	9	7	6	3	£667.30	£44.49
	Total Spent	£85.00	£32.00	£0.00	£35.70	£138.50	£44.10	£272.00	£60.00		
	Average per spender	£7.72	£4.00	£0.00	£5.10	£15.38	£6.30	£45.33	£20.00		
	Average per respondent	£5.67	£2.13	£0.00	£2.38	£9.23	£2.94	£18.13	£4.00		
Curbar Gap - Eastern Moors (Base 59)	Number of spenders	0	24	0	5	34	0	8	0	£2,167.90	£36.74
	Total Spent	£0.00	£77.70	£0.00	£125.20	£565.00	£0.00	£1,400.00	£0.00		
	Average per spender	£0.00	£3.24	£0.00	£25.04	£16.62	£0.00	£175.00	£0.00		
	Average per respondent	£0.00	£1.32	£0.00	£2.12	£9.58	£0.00	£23.73	£0.00		
Dovestone (Base 37)	Number of spenders	3	29	0	2	0	1	0	6	£82.10	£2.22
	Total Spent	£12.00	£25.10	£0.00	£8.00	£0.00	£10.00	£0.00	£27.00		
	Average per spender	£4.00	£0.87	£0.00	£4.00	£0.00	£10.00	£0.00	£4.50		
	Average per respondent	£0.32	£0.68	£0.00	£0.22	£0.00	£0.27	£0.00	£0.73		
Moorland Centre, Edale (Base 40)	Number of spenders	17	15	0	17	14	1	18	0	£2,670.30	£66.76
	Total Spent	£210.30	£89.00	£0.00	£187.00	£225.00	£12.00	£1,947.00	£0.00		
	Average per spender	£12.37	£5.93	£0.00	£11.00	£16.07	£12.00	£108.17	£0.00		
	Average per respondent	£5.26	£2.22	£0.00	£4.68	£5.63	£0.30	£48.68	£0.00		
Goyt Valley (Base 40)	Number of spenders	35	0	0	0	19	1	3	0	£1,241.50	£31.04
	Total Spent	£265.50	£0.00	£0.00	£0.00	£551.00	£15.00	£410.00	£0.00		
	Average per spender	£7.59	£0.00	£0.00	£0.00	£29.00	£15.00	£136.67	£0.00		
	Average per respondent	£6.64	£0.00	£0.00	£0.00	£13.78	£0.38	£10.25	£0.00		
Langsett (Base 31)	Number of spenders	29	0	0	5	7	0	0	0	£342.00	£11.03
	Total Spent	£125.00	£0.00	£0.00	£100.00	£117.00	£0.00	£0.00	£0.00		
	Average per spender	£4.31	£0.00	£0.00	£20.00	£16.71	£0.00	£0.00	£0.00		
	Average per respondent	£4.03	£0.00	£0.00	£3.22	£3.77	£0.00	£0.00	£0.00		
Torside - Longdendale (Base 31)	Number of spenders	26	13	0	2	7	3	4	0	£698.00	£22.52
	Total Spent	£338.00	£45.00	£0.00	£10.00	£94.50	£25.50	£185.00	£0.00		
	Average per spender	£13.00	£3.46	£0.00	£5.00	£13.50	£8.50	£46.25	£0.00		
	Average per respondent	£10.90	£1.45	£0.00	£0.32	£3.04	£0.82	£5.97	£0.00		
Trentabank – Macclesfield Forest (Base 37)	Number of spenders	34	7	0	0	5	1	0	0	£288.00	£7.78
	Total Spent	£150.00	£17.40	£0.00	£0.00	£82.00	£38.00	£0.00	£0.00		
	Average per spender	£4.41	£2.49	£0.00	£0.00	£16.40	£38.00	£0.00	£0.00		
	Average per respondent	£4.05	£0.47	£0.00	£0.00	£2.22	£1.03	£0.00	£0.00		
Mapleton Lane – Ashbourne (Base 30)	Number of spenders	15	13	6	13	17	13	16	2	£1,553.90	£51.80
	Total Spent	£83.00	£51.30	£188.00	£84.20	£365.40	£216.00	£542.00	£24.00		
	Average per spender	£5.53	£3.95	£31.33	£6.48	£21.49	£16.62	£33.88	£12.00		
	Average per respondent	£2.77	£1.71	£6.27	£2.81	£12.18	£7.20	£18.07	£0.80		
Millers Dale Station (Base 43)	Number of spenders	16	15	7	17	7	1	10	1	£2,276.90	£52.95
	Total Spent	£168.00	£66.00	£176.50	£86.90	£95.00	£2.00	£1,670.50	£12.00		
	Average per spender	£16.80	£4.40	£25.21	£5.11	£13.57	£2.00	£167.05	£12.00		
	Average per respondent	£3.91	£1.53	£4.10	£2.02	£2.21	£0.05	£38.85	£0.28		
Surprise View – North Lees (Base 23)	Number of spenders	13	14	0	4	10	0	2	0	£913.30	£39.71
	Total Spent	£119.00	£49.50	£0.00	£22.80	£122.00	£0.00	£600.00	£0.00		
	Average per spender	£9.15	£3.54	£0.00	£5.70	£12.20	£0.00	£300.00	£0.00		
	Average per respondent	£5.17	£2.15	£0.00	£0.99	£5.30	£0.00	£26.09	£0.00		

**Table 3.7 – Spending as part of the visit to the recreation hub (continued)**

Location		Travel (including fuel and fares)	Parking	Cycle Hire	Refreshment facilities at the hub	Refreshment facilities in the wider area	Local Shops	Accommodation	Other	Overall Spend	Overall Average Spend
Hollin Bank – North Lees (Base 6)	Number of spenders	1	4	0	0	5	0	3	0	£765.00	£127.50
	Total Spent	£10.00	£15.00	£0.00	£0.00	£95.00	£0.00	£645.00	£0.00		
	Average per spender	£10.00	£3.75	£0.00	£0.00	£19.00	£0.00	£215.00	£0.00		
	Average per respondent	£1.67	£2.50	£0.00	£0.00	£15.83	£0.00	£107.50	£0.00		
Parsley Hay (Base 43)	Number of spenders	32	26	7	37	11	0	10	0	£2,203.87	£51.25
	Total Spent	£274.50	£109.70	£344.00	£286.57	£171.00	£0.00	£1,018.00	£0.00		
	Average per spender	£8.58	£4.22	£49.14	£7.75	£15.55	£0.00	£101.80	£0.00		
	Average per respondent	£6.38	£2.55	£8.00	£6.66	£3.98	£0.00	£23.67	£0.00		
Fairholmes – Upper Derwent Valley (Base 36)	Number of spenders	17	21	1	24	9	3	6	0	£1,473.10	£40.92
	Total Spent	£113.00	£87.20	£38.00	£223.90	£186.00	£50.00	£775.00	£0.00		
	Average per spender	£6.65	£4.15	£38.00	£9.33	£21.36	£16.67	£129.17	£0.00		
	Average per respondent	£3.14	£2.42	£1.06	£6.22	£5.17	£1.39	£21.53	£0.00		
Heatherdene – Upper Derwent Valley (Base 12)	Number of spenders	2	11	1	0	2	0	1	1	£414.50	£34.54
	Total Spent	£15.00	£36.00	£2.50	£0.00	£26.00	£0.00	£135.00	£200.00		
	Average per spender	£7.50	£3.28	£2.50	£0.00	£13.00	£0.00	£135.00	£200.00		
	Average per respondent	£1.25	£3.00	£0.21	£0.00	£2.17	£0.00	£11.25	£16.67		
Totals – Across all sites (Base 483)	Number of spenders	251	200	22	133	156	31	87	13	£17,756.67	£36.77
	Total Spent	£1,968.30	£700.90	£749.00	£1,170.27	£2,833.40	£412.60	£9,599.50	£323.00		
	Average per spender	£7.84	£3.50	£34.05	£8.80	£18.16	£13.31	£110.34	£24.85		
	Average per respondent	£4.08	£1.45	£1.55	£2.42	£5.87	£0.85	£19.87	£0.67		

### 3.7 Economic benefit – STEAM data (2022)

- 3.7.1 Until recently, the Peak District National Park Authority purchased STEAM data to assess the impacts of Tourism within the National Park and its wider influence area. According to the data from 2022, the economic benefit of tourism within the National Park and its wider influence area was £0.774 billion. This represents an uplift of £44 million or 6.1% when compared to 2019.
- 3.7.2 The STEAM data provides an insight into how the visitor spend is split across different elements. Figure 3.12 shows the split between categories of visitor spend from 2022's STEAM Data for the Peak District and wider influence area.

**Figure 3.12 – Visitor spend by category (£million)– Source STEAM Data (2019)**



### 3.8 State of the Park Report<sup>39</sup>

- 3.8.1 The State of the Park Report draws together information on the National Park across a range of topics and from a range of sources.
- 3.8.2 Based on a series of interviews, the State of the Park gives key insights into both activities whilst visiting the National Park and the catchment area for visitors: -
- The majority of the respondents (372 or 79%) stated that they were walking.
  - The district with the largest proportion of visitors was Sheffield, with approximately 1 in 10 visitors from Sheffield. This contrasts with the Trail User Survey where only 5% of those surveyed were from Sheffield. However, 8% of respondents were from Greater Manchester.

Further detail is provided in Appendix 4.

### 3.9 Peak District National Park Visitor Survey (2024)

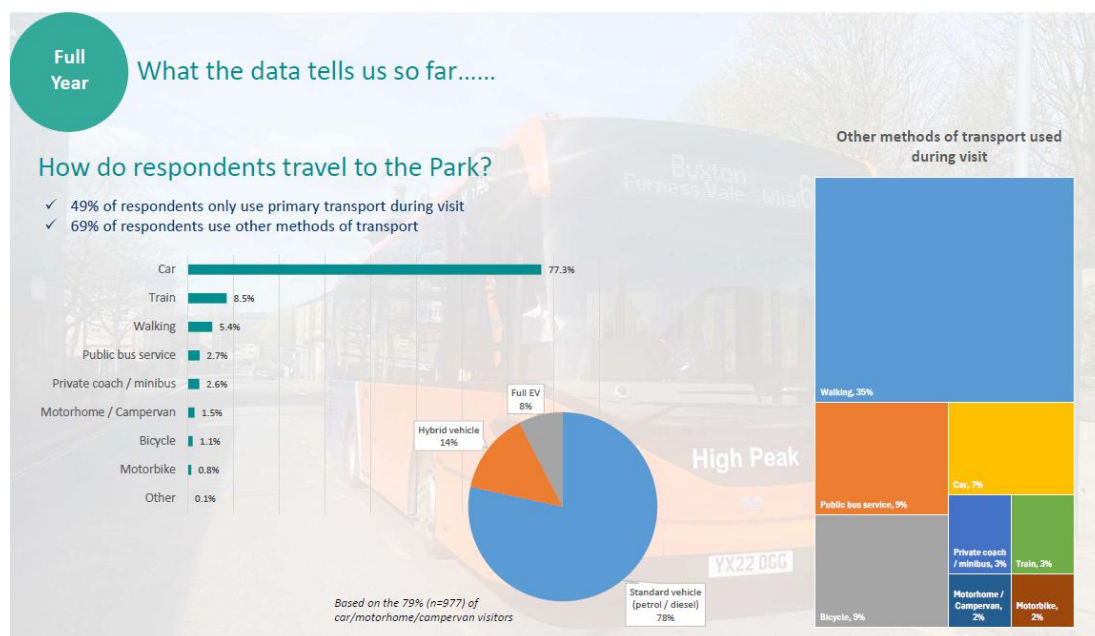
- 3.9.1 The Peak District National Park Authority undertook a large-scale visitor survey during the Summer and Autumn of 2024, which produced 1,240 responses. The survey sampled both local visitors and domestic tourists, with the distinction being drawn from

<sup>39</sup> [State of the Park Report](#)

journey time, with local visitors being defined as living within 1 hours travel time of the National Park.

3.9.3 Respondents were asked about their mode of travel, the findings are contained within Figure 3.13

**Figure 3.13 – Transport infographic based on the data from the Visitor Survey (2024)**



3.9.5 We also asked respondents about the amount of money that they spent on various items. The top three items were: -

- Food & Drink,
- Car parking
- Accommodation.

The mean amount of spend for day visitors was £49, whilst for staying visitors it was £353. Further details are provided in Appendix 5.

### 3.10 Drawing various data sources together (2024)

3.10.1 We have been drawing together data from a range of sources to better understand how visitors to the National Park access and use the National Park. This includes data from various surveys, Strava and mobile phone data.

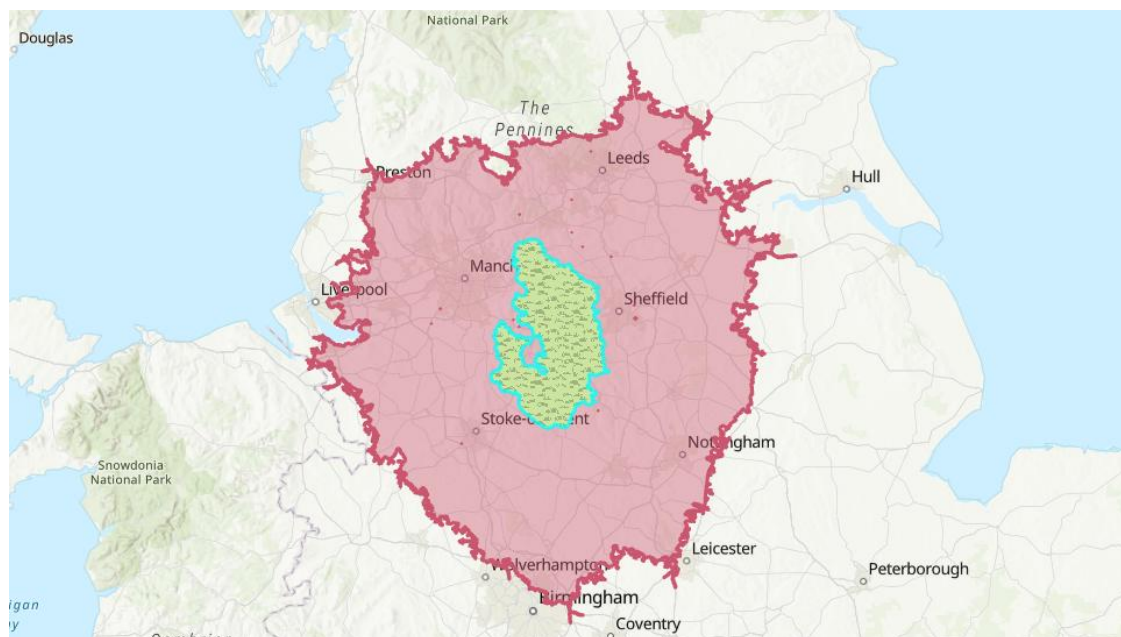
#### **Catchment**

3.10.1 The Peak District has a very local visitor catchment, with 75% of visits being from within 1 hours travel time, see Figure 3.14. The Trail User Survey (2024) indicated that 58% of those surveyed travelled for 50 miles or less to reach the survey location.

#### **Length of stay**

3.10.11 Based on mobile phone data, users of the Trails spend just less than 2 hours on the Trail. Visitor to towns or villages usually stay for more than three hours. A visitor may take part in more than one type of visit during a day out. However, data collected as part of the Trail User Survey (2024) suggested that 29% of visits lasted from 3 to 4 hours and 26% lasted from 4 to 6 hours.

**Figure 3.14 – Catchment area for local visitors (75% of total)**



### 3.11 Propensity to cycle

3.11.1 The 'Propensity to Cycle' tool is a web-based tool for estimating cycling potential, based on a range of scenarios. The tool uses data from the 2001 Census, so is a little out of date. However, it can be useful in comparing the relative effects, that making changes to infrastructure provision can have on the uptake of cycling.

3.11.2 The Propensity to Cycle tool focuses on 'Travel to Work' and 'Travel to School' journeys. The effects of the Covid-19 pandemic on 'Travel to Work' may mean that the tool overestimates benefits, but allowance can be made for this in carrying out assessments using the tool.

3.11.3 Whilst the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan will hopefully deliver modal shift for utility journeys, including travel to work and school, it isn't the primary aim of the Plan. Instead, we believe that the Plan whilst focussed on routes for leisure, will encourage more physical activity. This will deliver corresponding health and well-being benefits for our residents and wider visitor catchment.

3.11.4 Even though 'Travel to Work' and 'Travel to School' are not key features of our Plan, we were keen to assess the effects of one of the scenarios on 'Travel to Work' predictions for the National Park. Because the tool provides information on a County-wide scale, we have had to split the assessment accordingly.

3.11.5 Over recent years, there has been significant growth in the use of e-bikes for leisure use in the National Park. We were keen to see what, impact the widespread uptake of e-bikes would have on Travel to Work in the National Park (see Figures 3.14 and 3.15).

3.11.6 Under the Census 2011 scenario, there is only a small percentage of people who cycle to work within the Peak District National Park across the six county / metropolitan county areas, ranging between the following: -

- Derbyshire 0 to 3%
- Staffordshire 0 to 3%
- South Yorkshire 0 to 3%

- West Yorkshire 0 to 1%
- Greater Manchester 0 to 1%
- Cheshire 0 to 3%

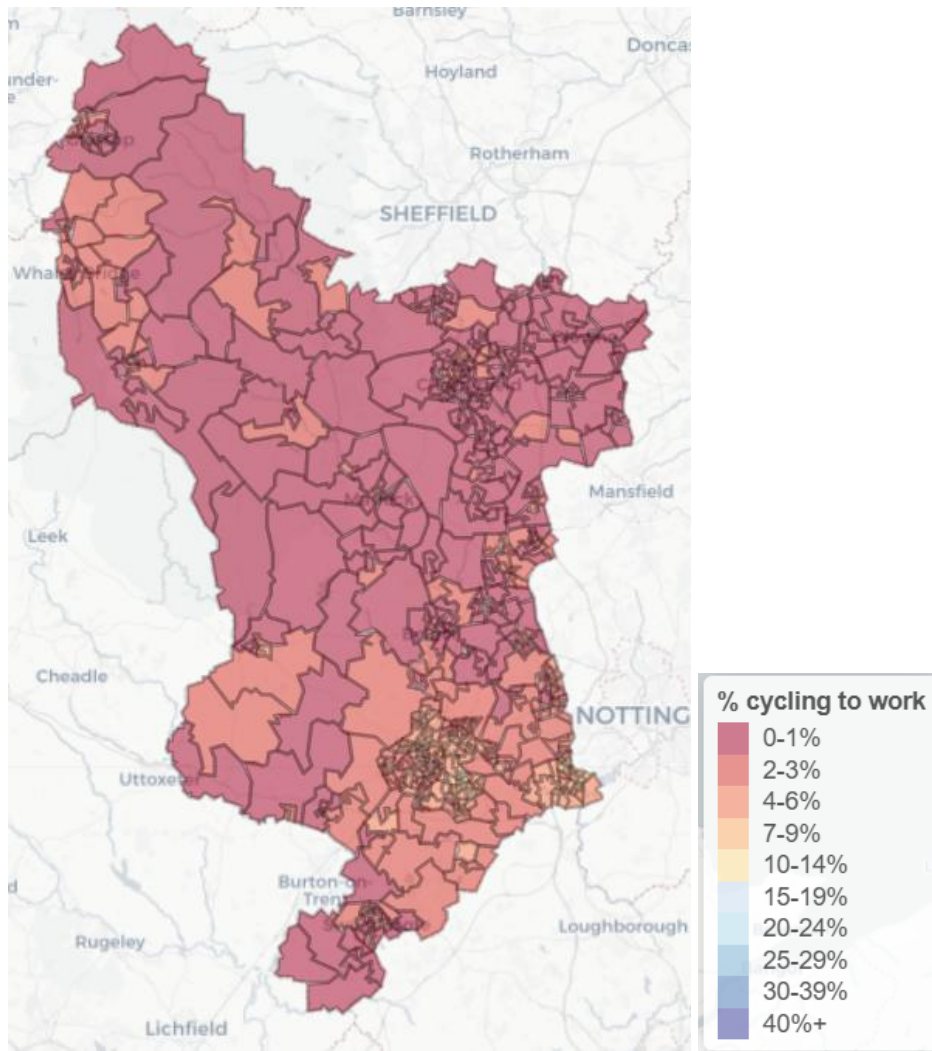
3.11.7 Under the E-bike scenario, there is a significant increase in the percentage of people who cycle to work within the Peak District National Park across the six county / metropolitan county areas, ranging between the following: -

- Derbyshire 10 to 19%
- Staffordshire 7 to 9%
- South Yorkshire 10 to 19%
- West Yorkshire 10 to 14%
- Greater Manchester 10 to 19%
- Cheshire 10 to 19%

3.11.8 We believe that in many cases the barrier to utility journeys, particularly 'Travel to Work' and 'Travel to School' by active modes in the Peak District is the availability of routes away from busy 'A' Roads. The delivery of the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan can address some of those gaps in provision.

Figure 3.15 – General propensity to travel to work by bike

Derbyshire – based on the 2011 Census



Derbyshire – based on the E-bike scenario

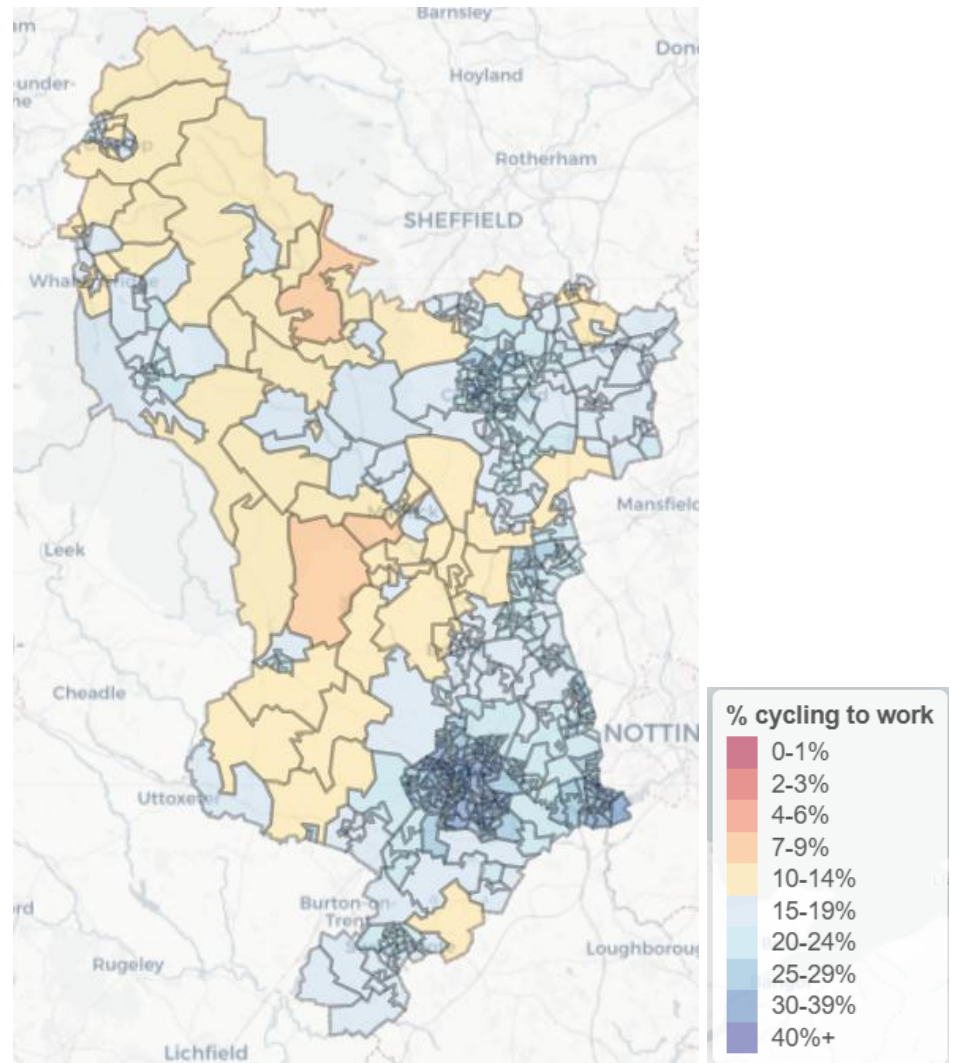
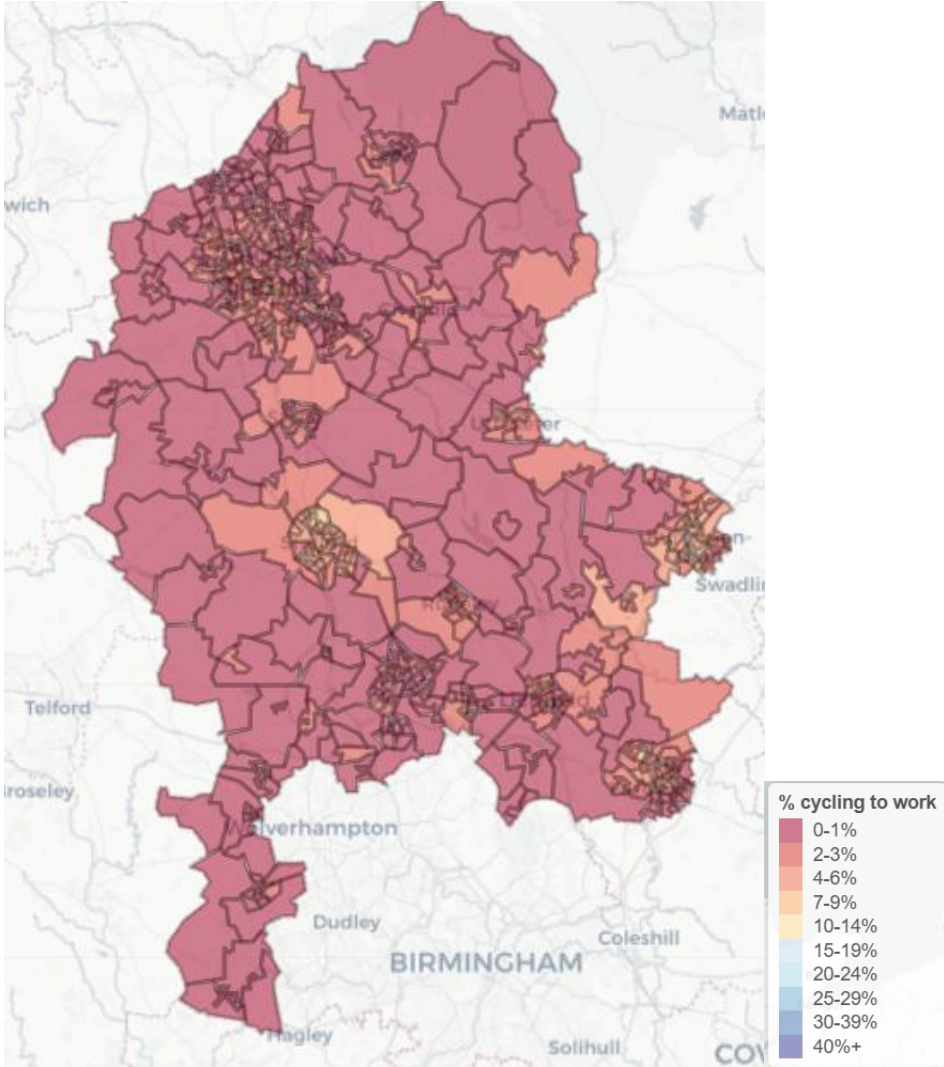


Figure 3.15 – General propensity to travel to work by bike (continued)

Staffordshire – based on the 2011 Census



Staffordshire – based on the E-bike scenario

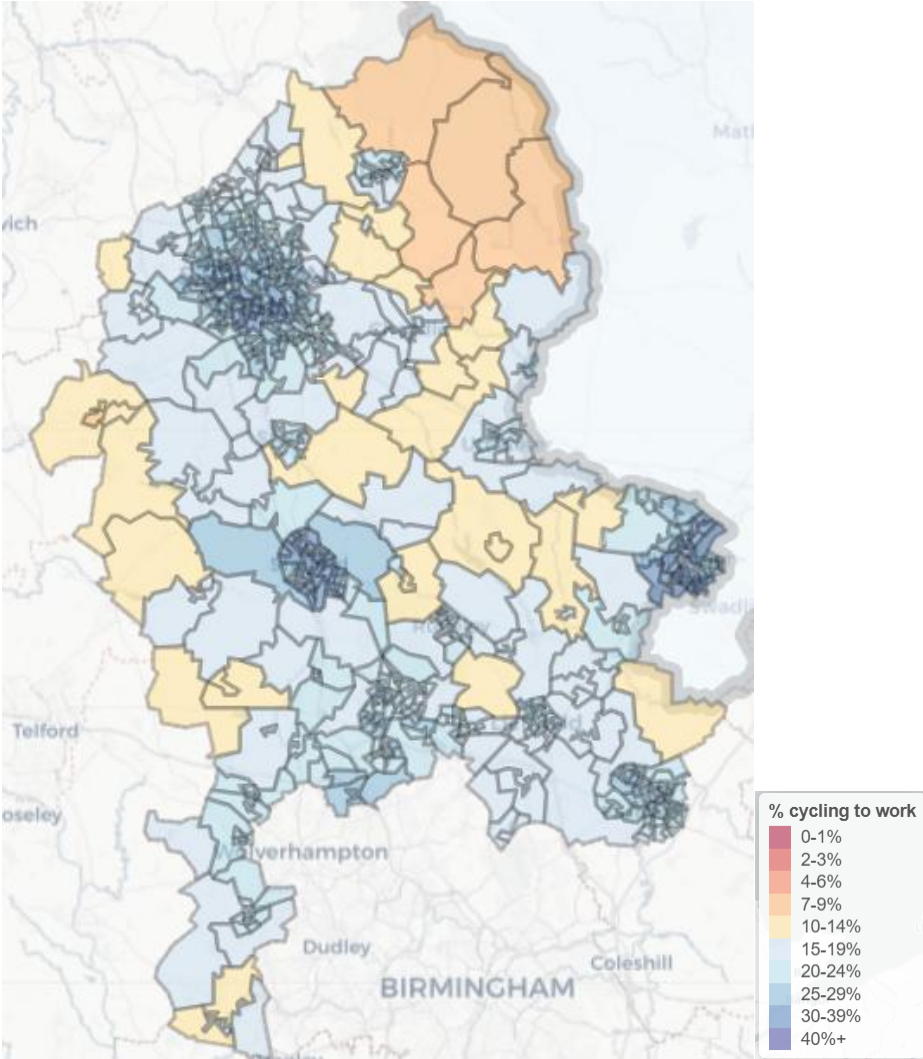
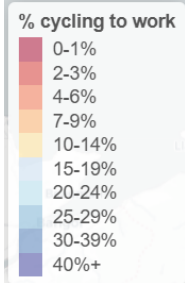
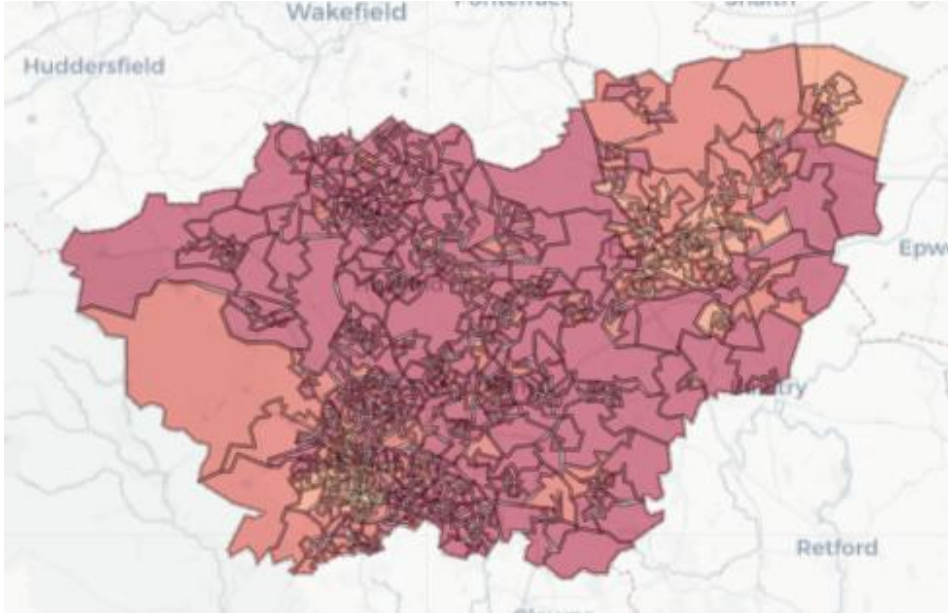


Figure 3.15 – General propensity to travel to work by bike (continued)

South Yorkshire – based on the 2011 Census



South Yorkshire – based on the E-bike scenario

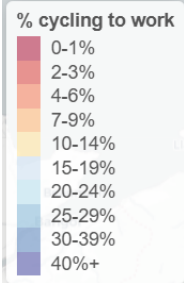
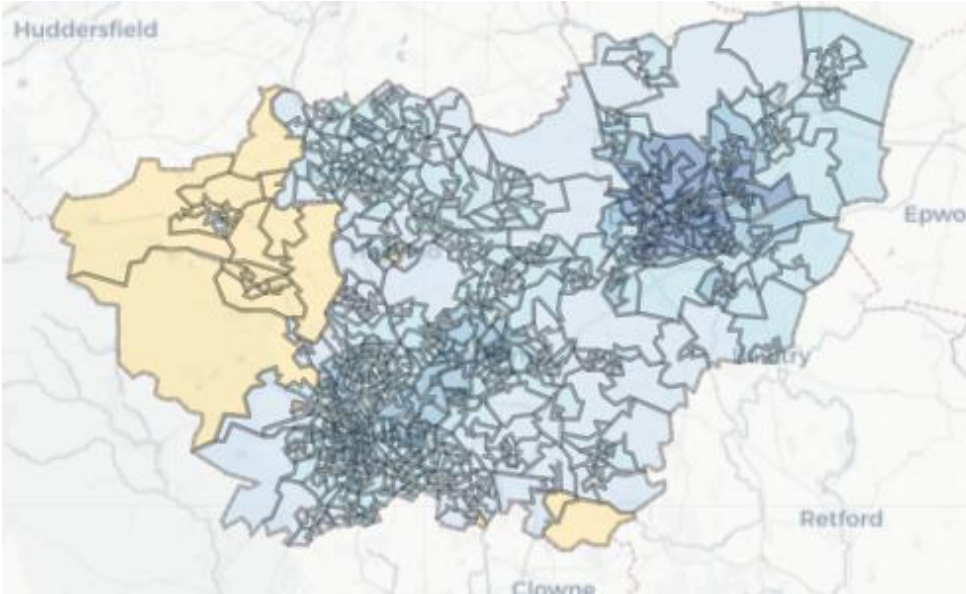
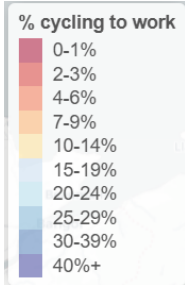
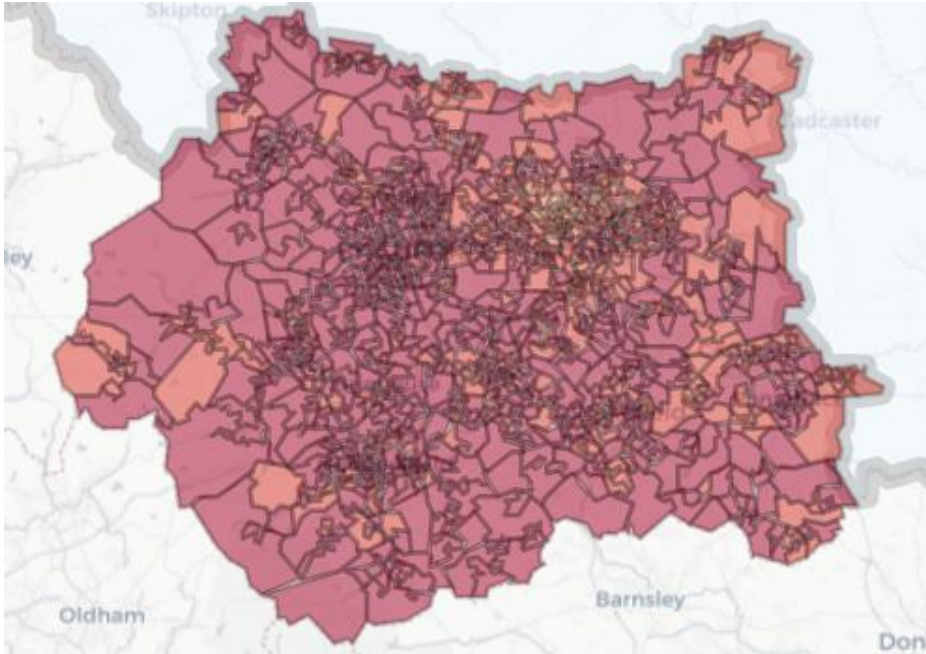


Figure 3.15 – General propensity to travel to work by bike (continued)

West Yorkshire – based on the 2011 Census



West Yorkshire – based on the E-bike scenario

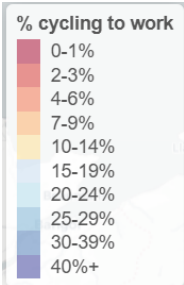
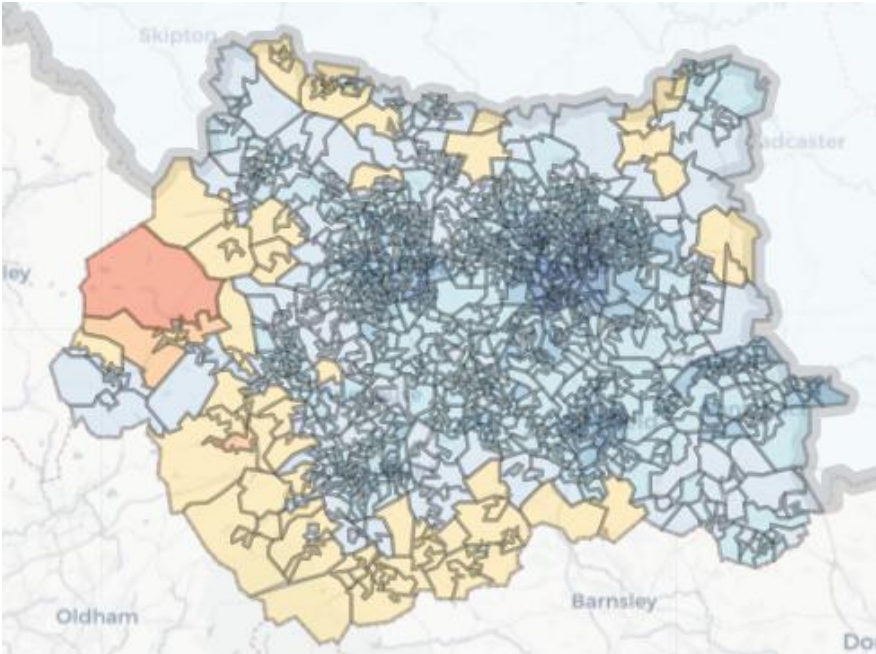
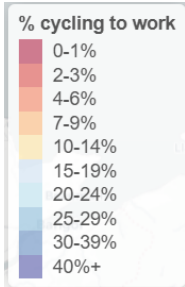
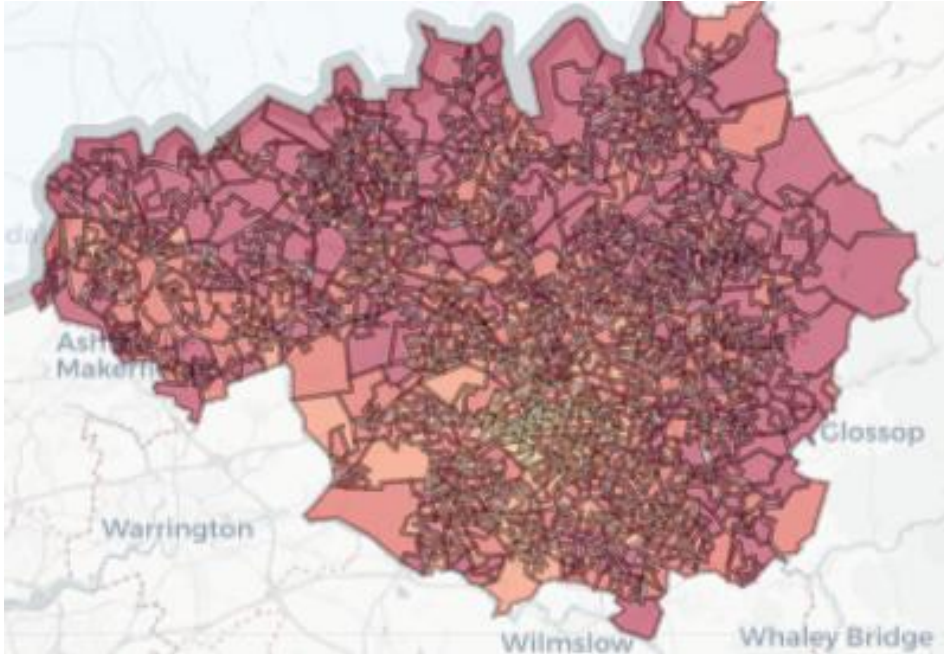


Figure 3.15 – General propensity to travel to work by bike (continued)

Greater Manchester – based on the 2011 Census



Greater Manchester – based on the E-bike scenario

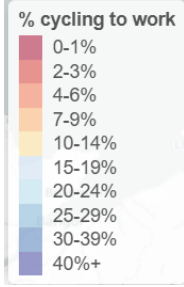
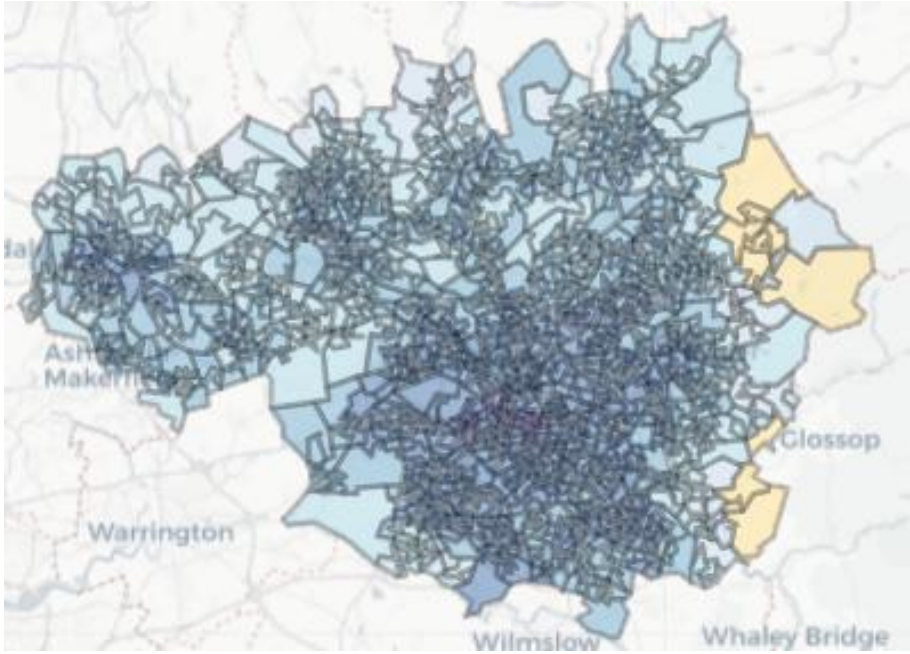
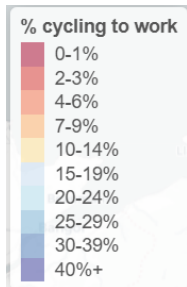
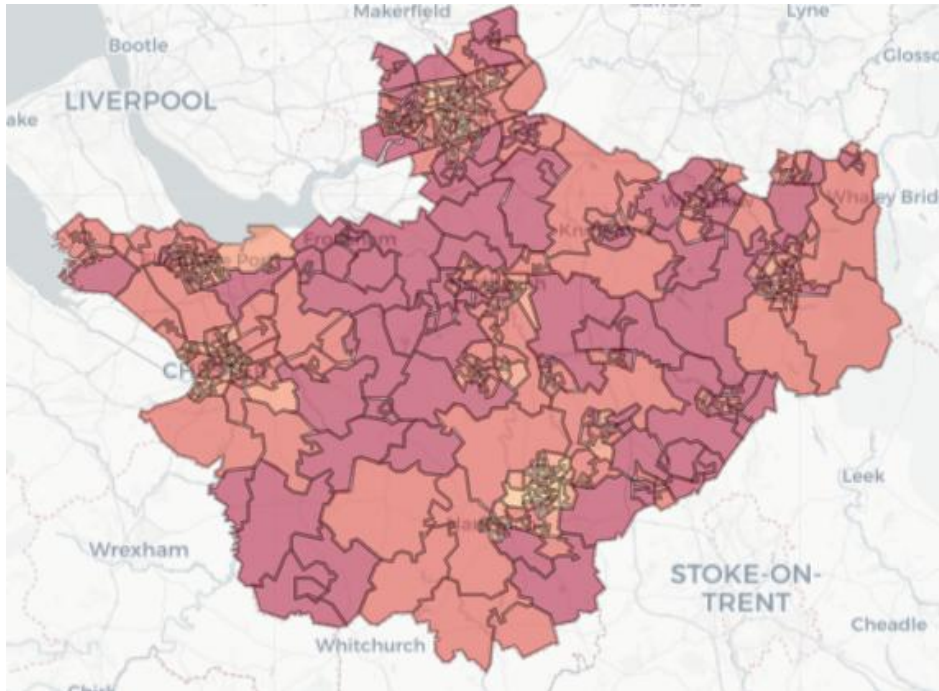
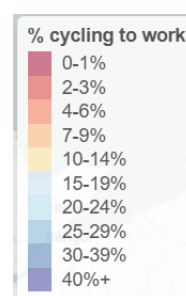
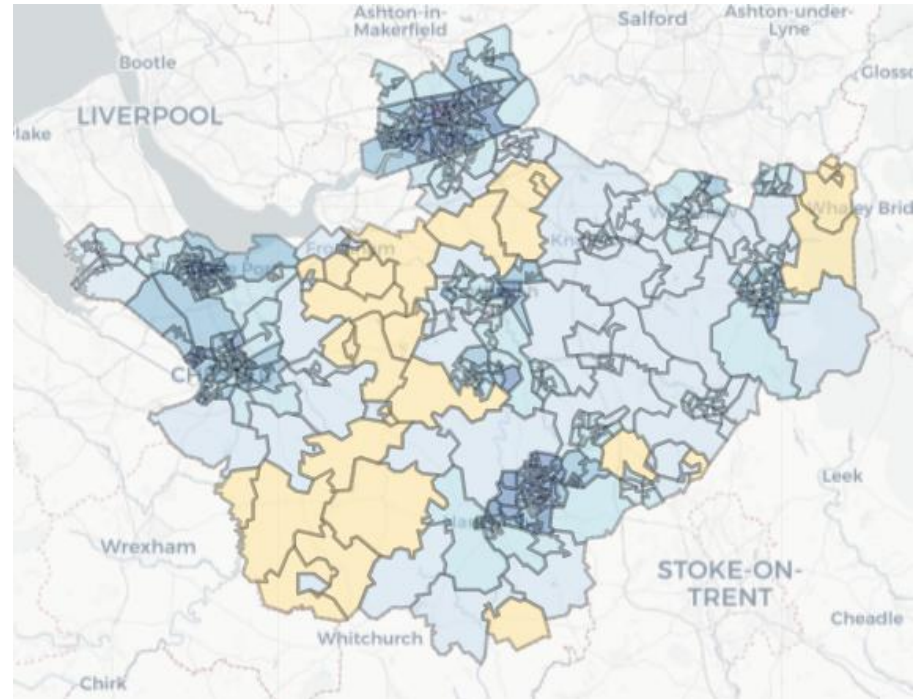


Figure 3.15 – General propensity to travel to work by bike (continued)

Cheshire – based on the 2011 Census



Cheshire – based on the E-bike scenario



## 4.0 Focussed Research

### 4.1 Introduction

4.1.1 As part of the preparation of the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan, the National Park Authority has conducted two specific pieces of research: -

- 1) Trail User Survey (2024)
- 2) Economic Business Case for the Proposed Active Travel Network in the Peak District National Park

4.1.2 The first of these areas of research aims to understand current use of the National Park's trail network; whilst the latter seeks to better understand the current economic benefit of the strategic high-level network; plus, any additional benefits from proposed developments arising from the Plan.

### 4.2 Trail User Survey (2024)

4.2.1 The Trail User Survey took place over four days between October and November 2024, at the following locations: -

- Saturday 19<sup>th</sup> October      Millers Dale Station      Monsal Trail
- Wednesday 23<sup>rd</sup> October      Millers Dale Station      Monsal Trail
- Saturday 9<sup>th</sup> November      Parsley Hay      High Peak & Tissington Trails
- Saturday 16<sup>th</sup> November      Torside<sup>40</sup>      Trans Pennine Trail

A total of 170 questionnaires were completed across the four survey days.

4.2.2 Key findings from the survey were: -

- 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.

Further detail from the Trail User Survey 2024 is provided in Appendix 6

### 4.3 Economic Business Case for the Proposed Active Travel Network in the Peak District National Park

4.3.1 In December 2024, the Yorkshire Dales and Peak District National Park Authorities agreed to conduct a joint research project into assessing the economic benefit of active travel networks in the two respective National Parks. It was intended that the research

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<sup>40</sup> The facilities at Torside do not include a café or food kiosk.

could offer a case-study for other protected landscapes seeking to improve their active travel networks.

- 4.3.2 Following a tender exercise, PJA Consulting and Martin Higgitt Associates were appointed to undertake the work in March 2025. The final report was delivered in September 2025.
- 4.3.3 The current provision within two National Parks is different, with the Peak District having an established Trails network, when compared with the Yorkshire Dales. For these reasons the focus of the study across the two Parks is different.
- 4.3.4 For the Peak District, the study focuses on the strategic high-level network as identified through our engagement and consultation process; and seeks to assess: -
- 1) The economic impact of the existing parts of our strategic high-level network for walking, wheeling, cycling and horse riding; and
  - 2) The additional economic impact of extending or better connecting parts of the strategic high-level network for walking, wheeling, cycling and horse riding.
- 4.3.5 The preliminary findings of the Economic Business Case indicate that the transport user benefits of the existing Trail are £ 1.3 million pa (2010 prices). The proposed White Peak Loop extension would offer additional benefits of between £1.5 and £2.8 million pa (2010 prices) – see Table 4.5.

**Table 4.5 – Preliminary Economic Business Case Assessment for the Monsal Trail and White Peak Loop (Table courtesy of Phil Jones Associates)**

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

- 4.3.6 The Economic Business Case for the Proposed Active Travel Network in the Peak District National Park forms part of the suite of documents that make up our Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan.

## 5.0 Public Consultation

### 5.1 Introduction

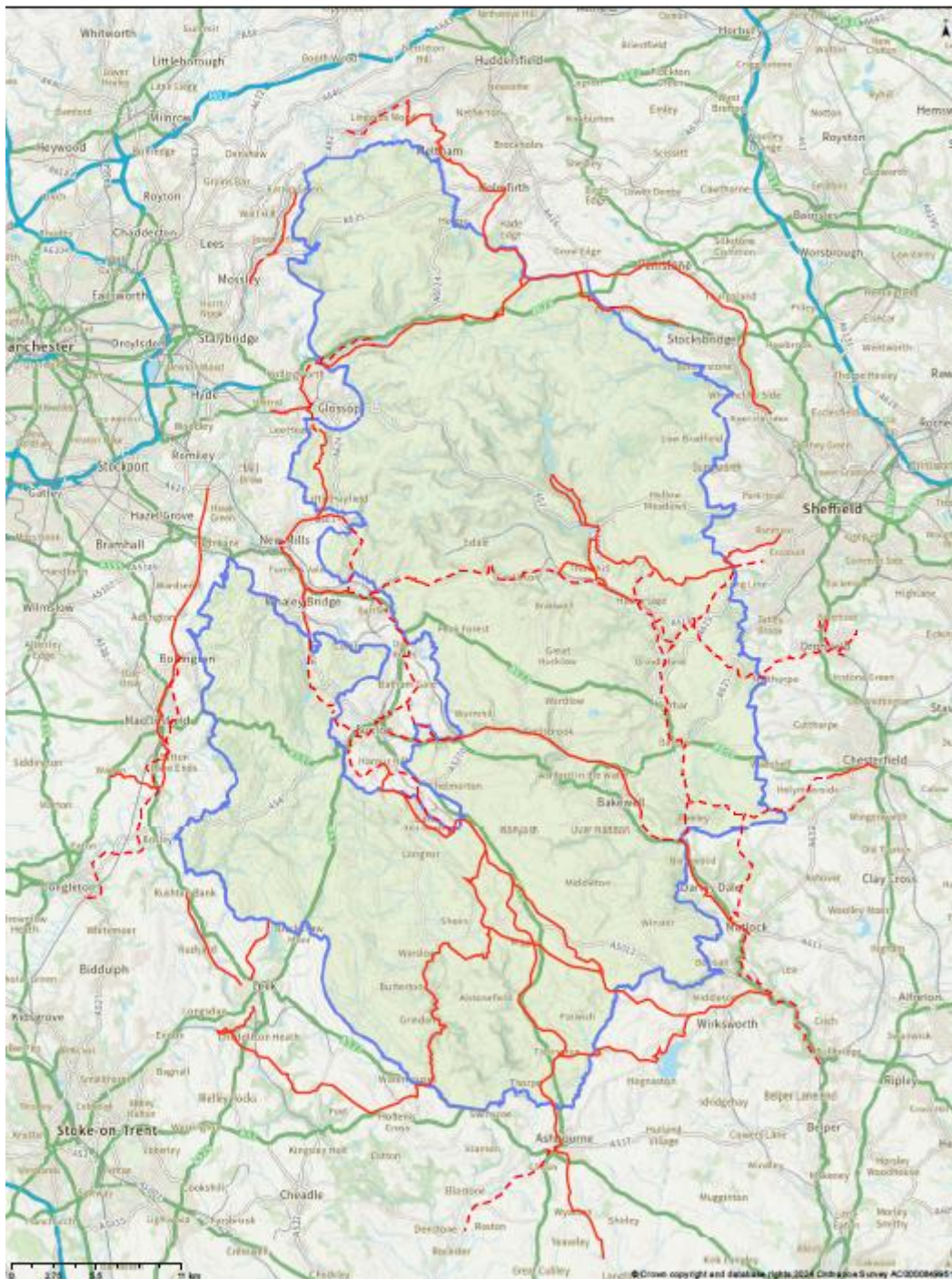
- 5.1.1 The stakeholder engagement that we conducted during the Summer and Autumn of 2024 was focussed on identifying a strategic high-level network for walking, wheeling, cycling & horse riding within and connecting to the National Park. Across a series of workshops, stakeholders mapped existing and proposed routes; along with gaps and particular issues of severance.
- 5.1.2 Throughout the workshops we were keen to capture everything that stakeholders wished to share. In some cases, this was more focussed on what we judge to be the secondary network. In others, routes ran across undeveloped areas of land without existing rights of way, but with the highest levels of designation for habitats and wildlife. Delivery of such routes would be difficult and potentially be in direct opposition with National Park purposes.
- 5.1.3 Using the outputs from the workshops we mapped a strategic high-level network for public consultation. The map included the National Park's existing Trail network, most of Derbyshire County County's Key Cycle Network and parts of the existing and former Sustrans network. Where routes did not already exist, indicative routes were shown based on the outcomes of the workshops.
- 5.1.4 Routes shown as solid lines on the map already exist, whilst those shown in dotted lines are aspirational. The network includes some routes that are wholly outside of the National Park boundary. However, they do offer opportunities for future linkages to provide better access into the National Park, through a secondary network, or linked to public transport.
- 5.1.5 The public consultation ran from 5<sup>th</sup> February to 16<sup>th</sup> March 2025, and was widely publicised using posters, fliers, social media and through a radio interview with Moorlands Radio. A flier advertising the consultation is provided below in Figure 5.1.

**Figure 5.1 – Flier advertising the public consultation**



5.1.6 The consultation map is provided below at Figure 5.2. The map includes the road network for context.

**Figure 5.2 – Consultation version of strategic high-level network for walking, wheeling, cycling and horse-riding**



5.1.7 For the consultation, participants were asked to provide the following information: -

- Which places are most important to you and how often do you use the routes
- Where you'd like to see improvements to the network and the type of improvement
- Any other comments or concerns on the network/routes shown

## **5.2 Summary of results**

5.2.1 A comprehensive assessment of the consultation results will be provided in a separate document within the suite of documents that comprise the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan. However, the following section provides a useful summary of those results.

### ***Respondents to the survey***

5.2.2 The public consultation generated a range of responses from both individuals and groups; with a total of 383 separate submissions. Organisations represented in the consultation responses included the following: -

- Bakewell Safer Cycling Group
- British Horse Society
- Canal & River Trust
- Hathersage Parish Council
- Hope Valley Climate Action – Travelling Light Project
- Trans Pennine Trail
- Upper Padley Residents Association
- Waterhouses Parish Council

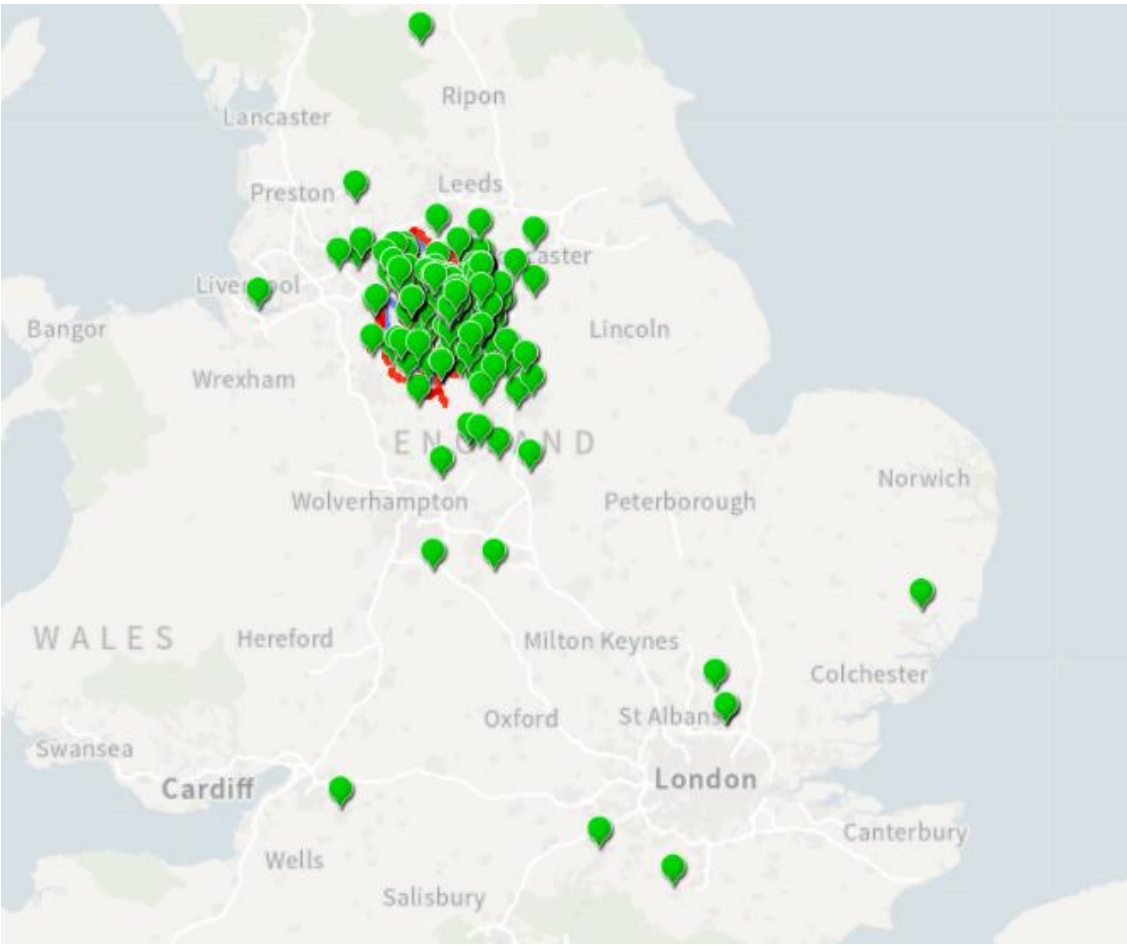
5.2.3 Respondents were asked to identify important locations from which they accessed the high-level strategic network. There were 673 responses identifying important locations from which they access opportunities for walking, wheeling, cycling and horse-riding. Respondents were also asked to identify locations where improvements would improve opportunities for active travel or active recreation. There were 402 responses identifying locations where improvements could be made.

### ***Places from which people access the National Park***

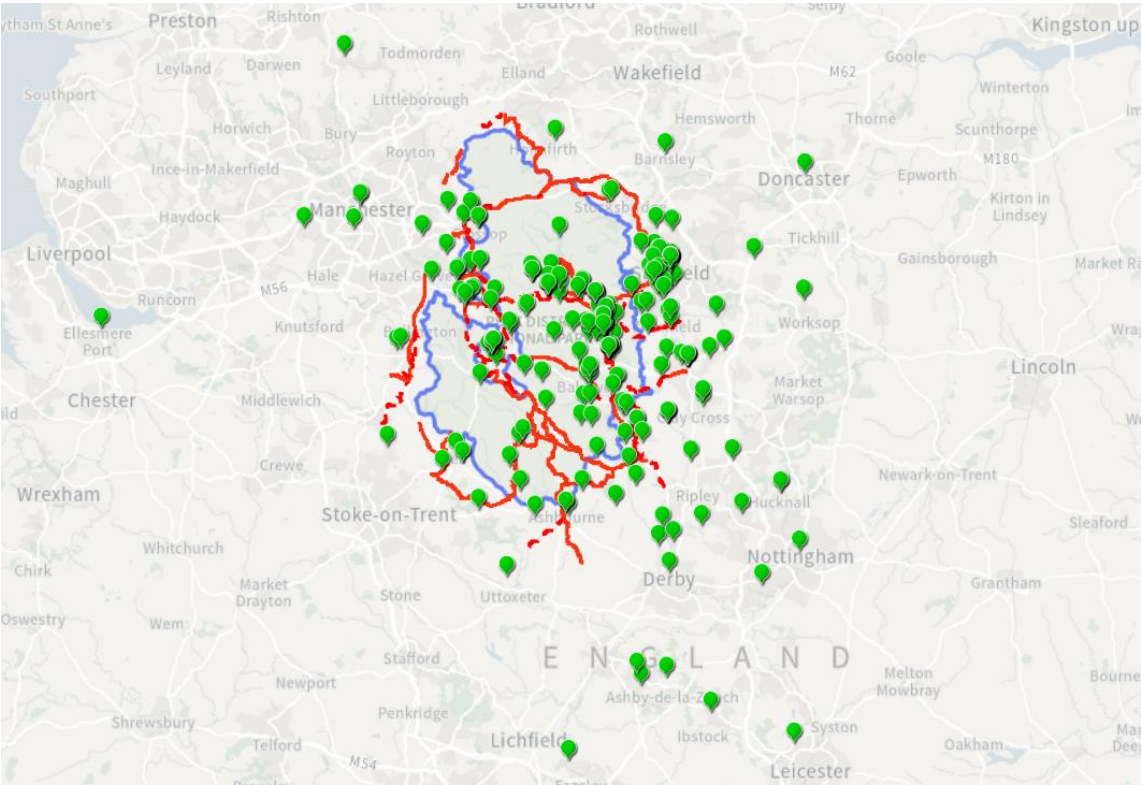
5.2.4 During the period of the consultation, the consultation webpage received 5,500 views, which resulted in 383 submissions. The majority of those who responded to the consultation accessed the National Park from a fairly local catchment. There was a good response rate from residents in the Hope Valley and along the eastern side of the National Park, with a focus on proposed routes in proximity to their home address. A total of 389 locations were identified.

5.2.5 However, responses were received from as far afield as Bath (Somerset), Doncaster (South Yorkshire), Farnham (Surrey), Horsham (West Sussex), Leicester, Rawtenstall (Lancashire), Tamworth (Staffordshire), Waltham Abbey (Essex), Ware (Hertfordshire), Wensley (North Yorkshire) and Woodbridge (Suffolk). Please see Figures 5.3 and 5.4 for details.

**Figure 5.3 – All important locations from which respondents access the Peak District for walking, wheeling, cycling and horse-riding**



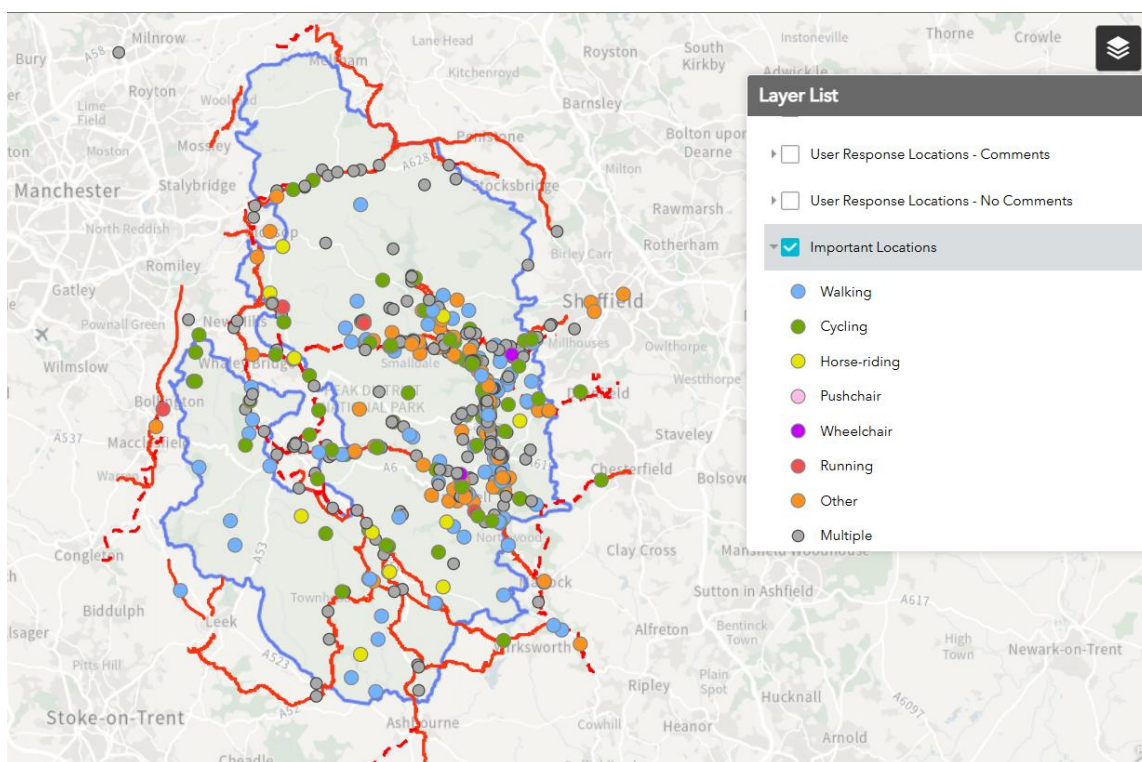
**Figure 5.4 – Closer locations from which respondents access the Peak District for walking, wheeling, cycling and horse-riding**



### ***Places that are important for active recreation***

- 5.2.6 The respondents to the consultation were asked to identify the places that were important to them for participating in a range of activities related to active recreation<sup>41</sup>. They were also asked what activities they participated in at or from these locations. A total of 674 important locations were identified.
- 5.2.7 As might be expected, a large number of responses identified locations from which people walked or cycled. Many of the cycling responses were closely aligned with the strategic high-level network under consultation. Whilst there was also a strong correlation for walking, a number of locations away from the network were also identified
- 5.2.8 For horse riders, a large number of responses correlated with the Pennine Bridleway. This might be expected, as facilities for horse riders are provided at key locations along the route including Hartington Station. Wheelchair use was recorded along the Monsal Trail and at Longshaw, a popular National Trust site close to Sheffield. Full details can be seen in Figure 5.5.

**Figure 5.5 – Places that are important for active recreation**



### ***Places where people would like to see improvements to the network***

- 5.2.9 Respondents to the consultation were then asked to tell us about any improvements that they would like to see made to the network. These improvements included the following options; 'Provide a new route', 'Improve the route', 'Provide for additional use', 'Improve the crossing point' and 'Other'.
- 5.2.10 Amongst the places where consultees were keen to see new routes, many were related to the completion of the White Peak Loop, focussing on the existing gaps between The Monsal and High Peak Trails with Buxton; and the gap in the Monsal Trail between

<sup>41</sup> The categories were 'walking', 'cycling', 'horse-riding', 'pushchair', 'wheelchair', 'running', 'other' and 'multiple'.

Bakewell and Rowsley. The completion of parts of the Derwent Valley Cycleway linking Derby with the Upper Derwent Valley were also popular.

5.2.11 Suggested improvements to existing routes included comments about poor surfacing and muddy / wet conditions; awkward crossing points; chicanes; and traffic calming. When referring to opportunities for providing for additional use, there were a number of locations where respondents suggested upgrading footpaths to bridleways to allow for use by a range of users.

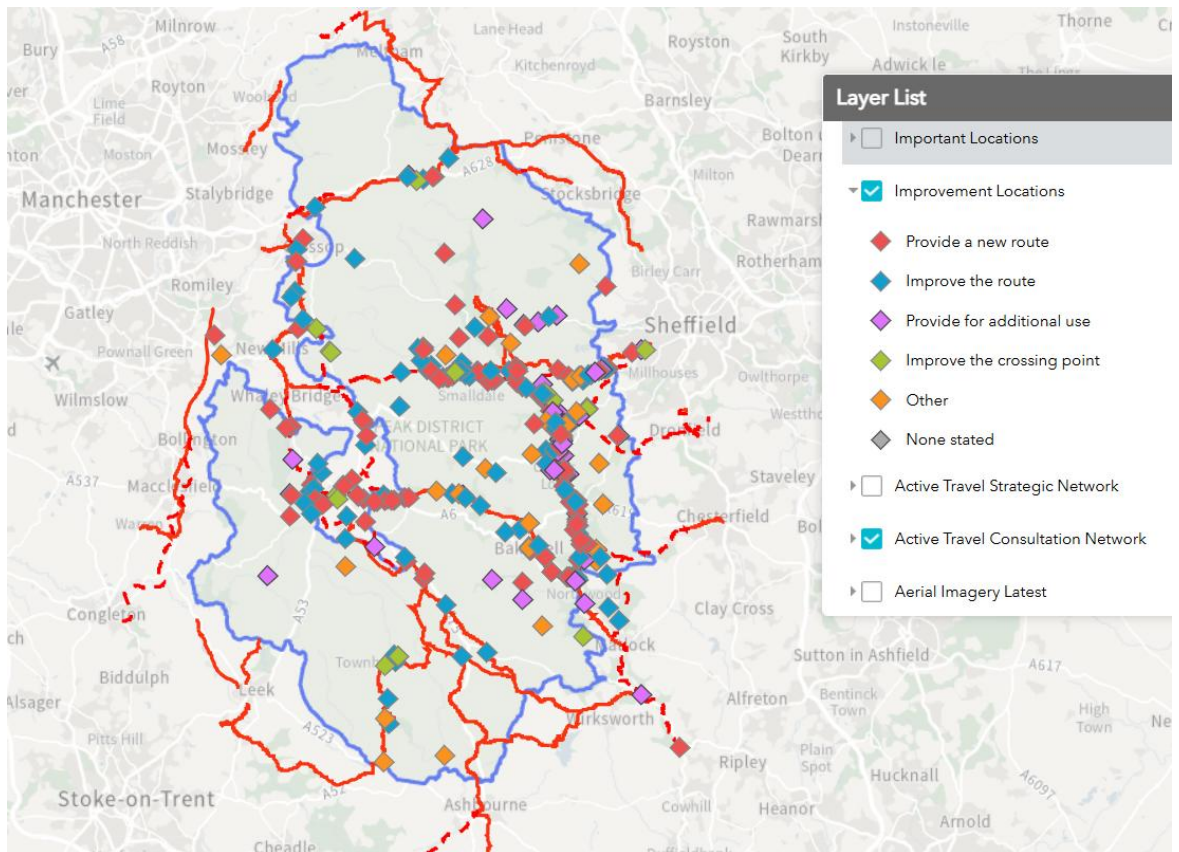
5.2.12 Crossing points were also referenced within the suggested improvements category. Specific locations across both categories included: -

- Trans Pennine Trail – multiple crossings of the A628
- For routes crossing the A6187 in the area around Fox House and Longshaw
- A number of requests for improved crossing facilities in villages in the Hope Valley

Full details are shown in Figure 5.6.

5.2.13 We received lots of useful information from the public consultation. Some of this feedback will result in minor amendments to the strategic high-level network compared to the consultation version. One of these amendments is as a result of further work undertaken by Derbyshire County Council on their Key Cycle Network. The final version of the strategic high-level network will be included as an update to this Plan when available.

**Figure 5.6 – Possible improvements to the network, identified within the consultation**



5.2.14 The results of the public consultation resulted in some amendments to the strategic high-level network compared to the version that we consulted on. The changes are

mainly as a result of ongoing feasibility being undertaken by Derbyshire County Council, or comments received from the respondents to the consultation. Where proposed new routes are shown, the lines on the map are indicative and generally follow either the highway or existing public rights of way. The updated map is provided in Appendix 7.

- 5.2.15 The public consultation has thrown up a number of opportunities for quick wins to improve the strategic high-level network. In some cases, these will form part of the feasibility work that is being undertaken within this Project. When available the feasibility studies will be included within the suite of documents that make up the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan. Should the feasibility studies indicate that the schemes offer a significant and positive Benefit Cost Ratio, we will seek to identify funds for delivery.
- 5.2.16 An extended summary of the results of the public consultation is provide in Appendix 8.

## 6.0 Constraints

### 6.1 Designations

6.1.1 The Peak District National Park was designated because of the National Importance of its landscape, cultural heritage and wildlife. Each National Park has a number of special qualities associated with it. For the Peak District, these are: -

1. Beautiful views created by contrasting landscapes and dramatic geology;
2. Internationally important and locally distinctive wildlife and habitats;
3. Undeveloped places of tranquillity and dark night skies within reach of millions;
4. Landscapes that tell a story of thousands of years of people, farming and industry;
5. Characteristic settlements with strong communities and traditions;
6. An inspiring space for escape, adventure, exploring and quiet reflection;
7. Vital benefits for millions of people that flow beyond the landscape boundary.

6.1.2 The delivery of a strategic high-level network for walking, wheeling, cycling and horse riding in the Peak District National Park must be in accordance with National Park purposes and the Sandford Principle (see paragraph 1.1.7 and footnote 1). It must also be in keeping with the setting and special qualities of the National Park. There are a number of factors that might affect the opportunities for delivering a strategic high-level network in some parts of the National Park.

#### ***Natural zone***

6.1.3 There are a number of locations across the National Park, where human influence has been minimal compared with other locations; these are known as the Natural Zone. The National Park Authority considers it particularly important to conserve the natural beauty of the Natural Zone. For this reason, "*other than in exceptional circumstances, proposals for development in the Natural Zone will not be permitted*"<sup>42</sup>. The extent of the Natural Zone can be seen within Figure 6.1.

6.1.4 The exceptional circumstances under which development might be permitted in the Natural Zone are: -

Where a suitable, more acceptable location cannot be found elsewhere and the development is essential:

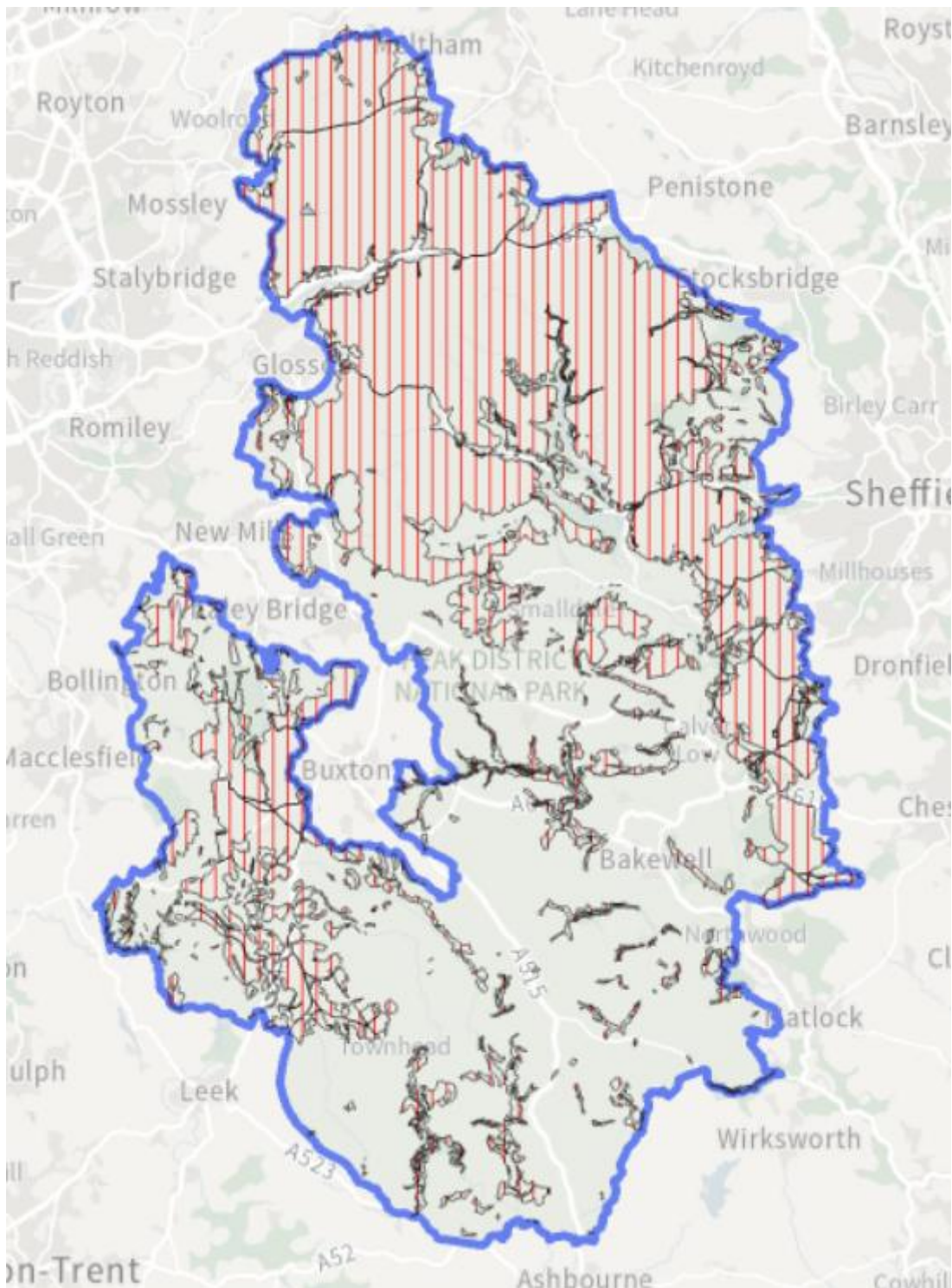
- (i) for the management of the Natural Zone; or
- (ii) for the conservation and/or enhancement of the National Park's valued characteristics.<sup>43</sup>

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<sup>42</sup> Peak District National Park Core Strategy (2011), Policy L1(B)

<sup>43</sup> Peak District National Park Development Management Policies (2019), Policy DMC2(A)

**Figure 6.1 – The Peak District National Park Natural Zone (hatched)**



***Site of Special Scientific Interest, Special Area of Conservation and Special Protection Area***

6.1.5 A large area of the Peak District is subject to both national and international designations reflecting the importance of the area for a range of natural features, habitats and wildlife. The designations are Site of Special Scientific Interest (SSSI)<sup>44</sup>,

<sup>44</sup> An area designated by Natural England under Section 28 of the Wildlife and Countryside Act 1981 which, by reason of their flora, fauna or geological or physiographic features, it is in the national interest to conserve. Some forms of permitted development rights may not be exercised in these areas.

Special Area of Conservation (SAC)<sup>45</sup> and Special Protection Area (SPA)<sup>46</sup>. Within the Peak District, these designations often overlap each other, reflecting the high value of such sites.

- 6.1.6 Natural England is responsible for the maintenance of the integrity of all three types of designated site. Development affecting such sites is unlikely to receive consent unless there are exceptional circumstances. Figure 6.2 shows the extent of the designations within the Peak District National Park.

### ***Flood risk***

- 6.1.7 The Peak District National Park is an upland area at the heart of England. The area is usually subject to high levels of rainfall. The Park's hills and plateau areas act as watershed for a number of watercourses that flow out of the National Park in all directions from the central upland area. Key rivers that flow within or arise in the National Park include the Bradford, Churnet, Dane, Dean, Derwent, Don, Dove, Erewash, Lathkill, Manifold, Sett, Trent and Wye.
- 6.1.8 The Peak District National Park Authority undertook a strategic flood risk assessment in support of its Core Strategy. This involved the mapping of flood zones 2 and 3<sup>47</sup> within the National Park. The details are shown in Figure 6.3.
- 6.1.9 Development that could increase flood risk within the National Park is not generally permitted. Core Strategy Policy CC5(A) states: -
- Development proposals which may have a harmful impact upon the functionality of floodwater storage, or surface water conveyance corridors, or which would otherwise unacceptably increase flood risk, will not be permitted unless net benefits can be secured for increased floodwater storage and surface water management from compensatory measures.*
- 6.1.10 As a general rule the delivery of development with impervious surfaces is likely to increase the run-off of water during heavy or persistent rain; without the provision of Sustainable Urban Drainage Systems (SUDS) or other means to convey or store run-off.

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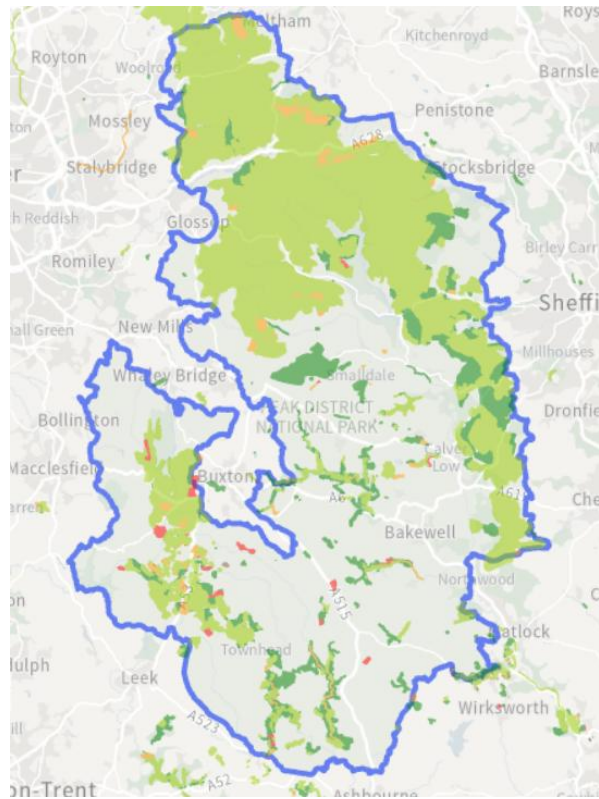
<sup>45</sup> Areas given special protection under the European Union's Habitats Directive (transposed into UK law by the Habitats and Conservation of Species Regulations 2010).

<sup>46</sup> Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

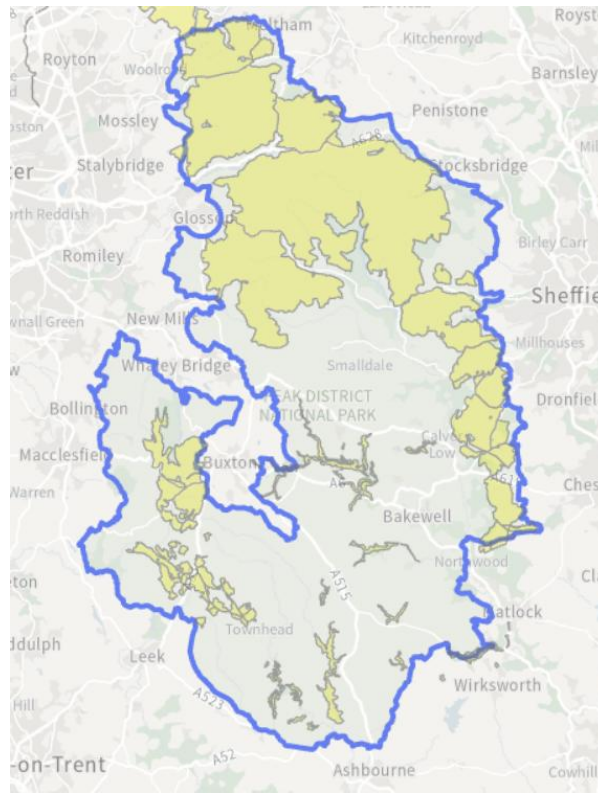
<sup>47</sup> Flood zone 2 – medium risk with annual probability of flooding of between 0.1% and 1.0%. Flood zone 3 – higher risk, with an annual probability of flooding greater than 1%.

**Figure 6.2 – The extent of the SSSI, SAC and SPA designations in the Peak District**

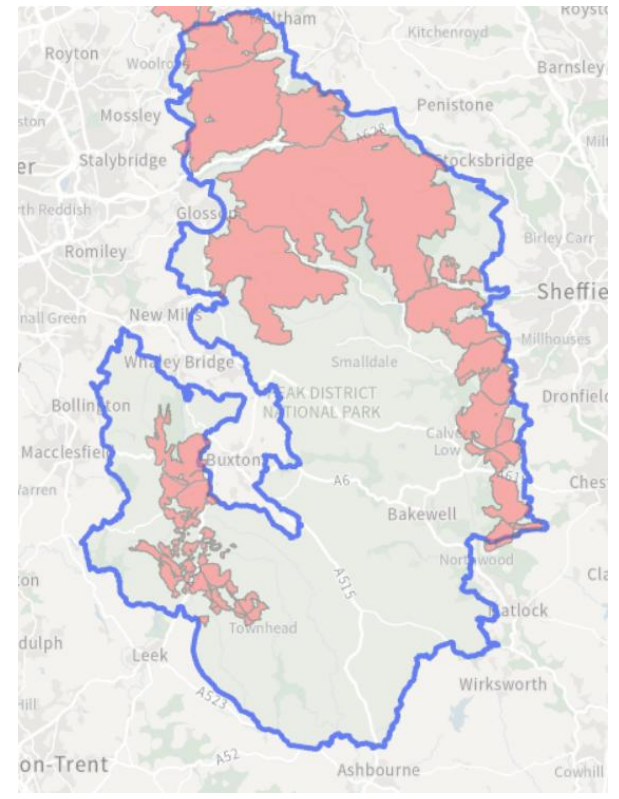
**a) The extent of the SSSI**



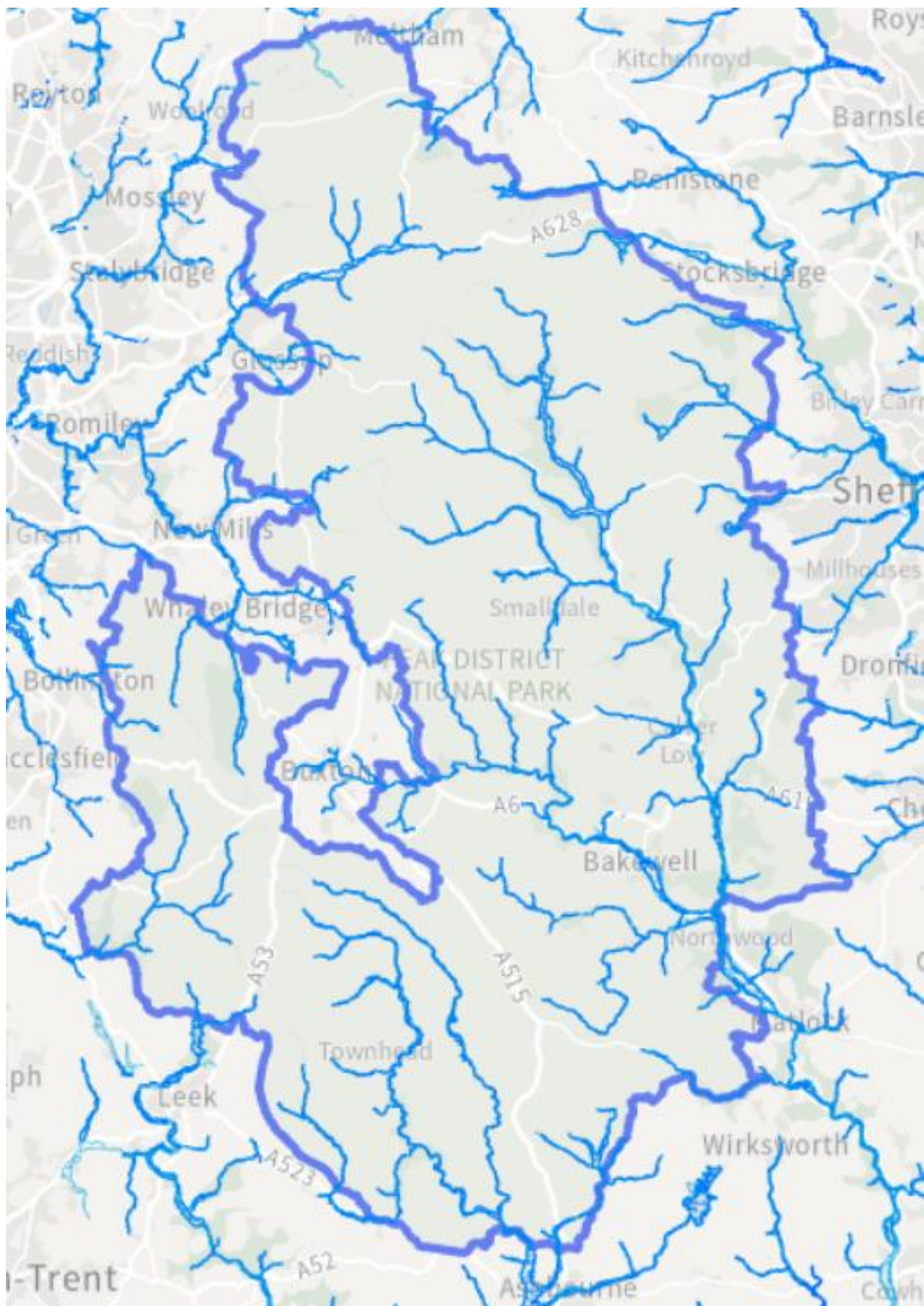
**b) The extent of the SAC**



**c) The extent of the SPA**



**Figure 6.3 – Flood risk map for the Peak District National Park and immediate surrounding area**



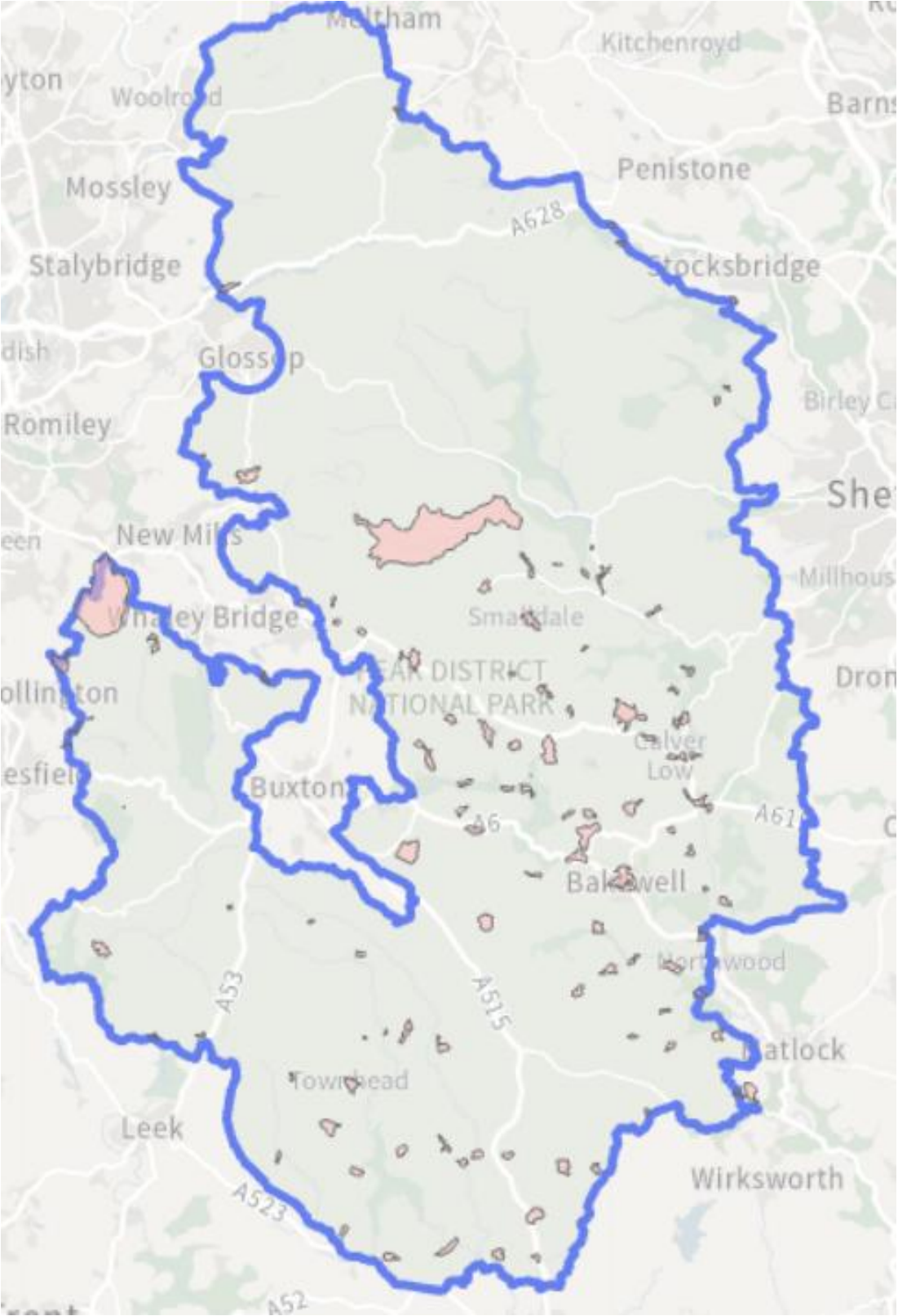
***Conservation areas***

6.1.11 The Peak District has a number of historic settlements that are covered by Conservation Areas<sup>48</sup>. There is a total of 109 Conservation Areas that lie either wholly or partly within

<sup>48</sup> A designation applied to areas of special architectural or historic interest, in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, with the intent of preserving or enhancing their character or appearance.

the National Park boundary. Whilst development is permitted within Conservation Areas, the applicant has to demonstrate the effect of the proposed scheme on the Conservation Area and its setting. Figure 6.4 shows the extent of the Conservation Areas within the National Park.

**Figure 6.4 – Conservation Areas within the Peak District National Park**



## 6.2 Specifications

### *Introduction*

- 6.2.1 Local Transport Note 1/20: Cycle Infrastructure Design was produced by the Department for Transport to engender inclusivity in cycling. LTN 1/20 provides guidance and good practice for the design of transport infrastructure focussing on delivering routes that are coherent, direct, safe, comfortable and attractive.
- 6.2.2 The general principle behind the guidance was that utility cycling should be as convenient as using a car. For example, the aim should be that those who chose to cycle should not arrive at the end of their journeys any muddier than those in a car.
- 6.2.3 Whilst the aspirations behind LTN 1/20 are laudable, it is urban-centric and focuses on utility journeys. Active Travel England is producing Rural Guidance with the intention of addressing some of the incompatibility of LTN 1/20 with the rural setting. However, the timescales of this project mean that the guidance cannot be incorporated into the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan at this stage.
- 6.2.4 Whilst there is a general need for appropriate guidance to take account of the rural setting when delivering schemes for active travel, the need is even more acute within National Parks. This is because of their high national value and the protection placed on the landscapes, wildlife and cultural heritage of each National Park. In addition to the reasons for designation, most National Parks are also home to other high-level designations, such as SSSI, SAC and SPA (see paragraphs 6.1.5 and 6.1.6 for further detail).
- 6.2.5 Because of National Park status, other designations and the rural setting, many of the proscriptions of LTN 1/20 are not appropriate for the Peak District National Park, and in our opinion, not necessary. The following section provides examples of where successful and popular multi-user popular routes have been delivered within the National Park. In some cases, the standards are contrary to the guidance contained within LTN 1/20. In most cases, these routes predate LTN 1/20 by at least a decade, and have been operating successfully for many years. However, it is worth noting that their primary use is active recreation rather than commuting or utility journeys.

### *Construction and surfacing materials*

- 6.2.6 Chapter 15 of LTN 1/20 covers the construction and surfacing elements of creating new routes. Generally, the guidance expresses a preference for sealed surfaces, whilst recognising that unsealed surfaces can be useful for providing long distance routes in rural areas. For example, for long sections of routes, such as those that are often delivered in rural areas, initial costs of sealed surfaces are prohibitive. Lower levels of use of rural routes also allow opportunity for taking a different approach to surfacing.
- 6.2.7 An unsealed / semi-sealed surface is less costly than a sealed surface, but does require more regular maintenance. This constitutes a balance between the project cost of initial delivery versus ongoing maintenance costs. The effects of climate change are likely to increase the cost of ongoing maintenance for unsealed and semi-bound surfacing due to extreme weather events; particularly heavy and prolonged rain.

- 6.2.8 The Peak District National Park has six multi-user trails, only one of which, the Manifold Track, has a sealed surface<sup>49</sup>. For the other trails, a semi-bound surface is used<sup>50</sup>, and this has proved successful in providing a suitable surface for a range of uses, including walking, wheeling, cycling, horse-riding and running (see Figure 6.5).

**Figure 6.5 – Walkers and cyclists on the Monsal Trail**



- 6.2.9 In terms of accessibility, the flat nature of the Trails means that they are used by people of all abilities, including people with; walking frames, pushchairs (some with children, some with dogs, and some running whilst pushing), wheelchairs, mobility scooters (including trampers) and traditional scooters.
- 6.2.10 Because of the accessibility of the High Peak and Tissington Trails, the Peak District National Park Authority Cycle Hire Centre at Parsley Hay, adjacent to the junction of both Trails, offers a range of bikes for a wide range of abilities; including Trampers – rugged mobility scooters (see Figure 6.6).
- 6.2.11 The accessibility of the Trails is acknowledged in the National Park's 'Miles without stiles' guides, with the Monsal Trail, Tissington and the Longdendale / Trans Pennine Trails all featuring.

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<sup>49</sup> The Manifold Track has been in existence since the 1930s, predating the National Park, and is owned and maintained by Staffordshire County Council. Some short sections on the Monsal Trail within the tunnels and a short linking section between tow tunnels at Chee Dale are also sealed surface.

<sup>50</sup> The Monsal Trail also has a shorth section between two tunnels that has a tarmac surface.

**Figure 6.6 – Active Travel England colleagues testing the Trampers on the High Peak Trail at Parsley Hay**



- 6.2.12 It is likely that any new long-distance routes brought forward within the National Park will use a semi-bound surface such as that on the existing Authority owned Trails. Whilst recognising the limitations of such surfacing, the impact of any new or extended route on the landscape, wildlife and cultural heritage of the National Park is a key consideration. In determining any planning application for a new or extended multi-user route, the Authority has to balance the two statutory purposes of National Parks (see paragraph 1.1.7); the benefits must not be outweighed by harm to the Park's special qualities (see paragraph 6.1.1).

***Shared use***

- 6.2.13 LTN 120 makes the case for segregating pedestrians and cyclists where possible in urban areas. However, the guidance recognises the role of shared use on traffic-free routes away from the highway, but with the requirement / expectation that all users take care. This is an approach that is advocated on the National Park Authority's Trail network, through our 'Share with care' code of conduct (see Figure 6.7).
- 6.2.14 As described in paragraph 6.2.9, the National Park's Trail Network is available to a wide range of users of mixed abilities. Generally, this approach works well, with the Trails attracting multiple visits from users who know what to expect when visiting the Trails. Most users act in accordance with the 'Share with care' code of conduct.
- 6.2.15 Where we deliver new or extended routes, our aim will be to provide multi-user routes available to all abilities. Where this is not possible, we will make routes available to as many users as possible; through a braided approach if necessary.

## Figure 6.7 – The Peak District National Park Authority’s ‘Share with care’ code of conduct for Trail users

To ensure our trails remain enjoyable for everyone please respect other users by following the code of conduct...

### All users

- Keep to the left.
- Take all litter home with you and clean up after your dog.
- Use the trail safely and be considerate to other users.



### Walkers

- Be aware tunnels are a strange environment for horses and shouts or loud noises can be frightening.
- Keep dogs under close control and on a short lead in tunnels.
- If the trail is busy, avoid being in large groups across the trail.

### Cyclists

- Please keep your speed down and give way to other users.
- Pass people slowly when it is safe to do so.
- Use a bell or call out when approaching others from behind.
- Take particular care in the tunnels and where the path is narrow.

### Horse riders

- Please keep to a walking pace when passing other users and no more than a trot at other times.

### Lighting

- 6.2.16 LTN 1/20 advocates the use of street lighting on routes aimed at year-round utility cycling. However, the guidance recognises that outside of built-up areas, and on routes primarily used for recreation, lighting is less important, except at locations where there are safety concerns such as crossing points.
- 6.2.17 The existing strategic high-level network within the National Park is generally unlit. One of the National Park’s special qualities is ‘*Undeveloped places of tranquillity and dark night skies within reach of millions.*’ Where possible we are keen to minimise artificial lighting in the open countryside, and this includes on our Trail network. The Monsal Trail does have lighting in its tunnels, but this is regulated according to daylight hours; the lighting goes off when it gets dark outside (see Figure 6.8).
- 6.2.18 We accept the need for lighting routes within built up areas, where they serve mainly utility journeys. There may also be locations where routes intersect with urban areas. In such locations, there may be an expectation from users that lighting be used. In such cases, we would wish to ensure that lighting did not negatively impact on dark skies, the activity of nocturnal animals or the amenity of neighbouring residents.
- 6.2.19 There may be an opportunity to trial less intrusive lighting in National Parks. We would judge the requirement for lighting routes based on both user needs and the Park’s

special qualities. However, away from settlements, our approach will be to not install artificial lighting on any new or existing routes.

**Figure 6.8 – Lighting in the Cressbrook Tunnel on the Monsal Trail**



### **Widths**

- 6.2.20 LTN 1/20 sets out a series of recommended widths for routes for cycling, with minimum provision for 2-way flows of 2 to 3m dependent on the number of users. However, for shared use routes the recommended widths increase to between 3 metres and 4.5 metres.
- 6.2.21 Given the nature of delivery in National Parks and other rural areas, there may be short sections where a 3-metre width is not achievable due to physical constraints. Where this is the case, a user management approach is preferable to not delivering the route. Generally, in such circumstances, cyclists are requested to dismount, and for groups of users to go in single file. This approach generally works within the Peak District. Therefore, we will continue with this approach, where necessary, when delivering new or improved multi-user routes.

### **Crossings**

- 6.2.22 As detailed in paragraph 5.2.12, the public consultation on our proposed strategic high-level network identified a number of locations where our respondents would wish to see improved crossing points. Many of these are contained within settlements, and would therefore usually be within 30mph speed limits and on roads with existing street lighting.
- 6.2.23 Where crossing points fall outside of settlements, the speed limits on roads are usually higher (50mph or 60mph) and the roads are unlit. Where routes such as those

contained within our strategic high-level network cross busy roads, two approaches may be undertaken: -

- i. An uncontrolled crossing point
- ii. A signal-controlled crossing point

6.2.24 There are examples of both in the Peak District, with the crossing point of the High Peak Trail on the A5012 Via Gellia being uncontrolled and the crossing of the A628 by the Pennine Bridleway at Tintwistle being a Pegasus controlled crossing. In the case of the latter, the crossing is within the 30mph limit and there is street lighting.

6.2.25 There are crossing points of busy trails within the National Park, where the most appropriate solution would be a signal-controlled crossing (see Figure 6.8). Where routes are used by horse riders, a Pegasus crossing is the most appropriate solution.

**Figure 6.9 – Crossing of the A628 Trunk Road by the Trans Pennine Trail**



6.2.26 Unfortunately, where signal-controlled crossings are installed in the open countryside on busy roads and with 50mph or 60mph speed limits, there is a requirement for street lighting to also be installed. The combination of crossing, street-lighting and accompanying signage has an urbanising effect; whilst the presence of street-lighting in the open countryside has a negative impact on the Park's dark skies.

6.2.27 We would like to trial a crossing of this nature, where the signage and signal-controlled crossing are installed, but without the street lighting. This would be on the basis that leisure routes are primarily used in the daytime, during daylight hours. The need for a signalised crossing during the hours of darkness is negligible; and the traffic flows are much reduced. Under this approach, the signalised element of the crossing would only be operational during daylight hours negating the need for street lights. Appropriate

signage for both road users and Trail users would provide clarity on the operation of the signalised crossing.

## **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.
- 7.1.4 It is worth noting that in responding to the Trail User Survey (2024), 48% of respondents indicated that the availability of more off-road routes would encourage them to walk, wheel or cycle more.

### **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 some 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 County Council and Staffordshire County Council 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**

7.5.1 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.

- 7.5.2 Participants in the Trail User Survey 2024 were asked to rate the facilities at the location where they were surveyed, from 'one to ten'. Forty-eight percent of respondents gave the maximum score of '10'.; whilst the mean average score across all respondents was 9. The value of good facilities to accompany off-road routes cannot be underestimated. They enhance the experience of the user and can also reduce any impact on amenity for local residents.

**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**

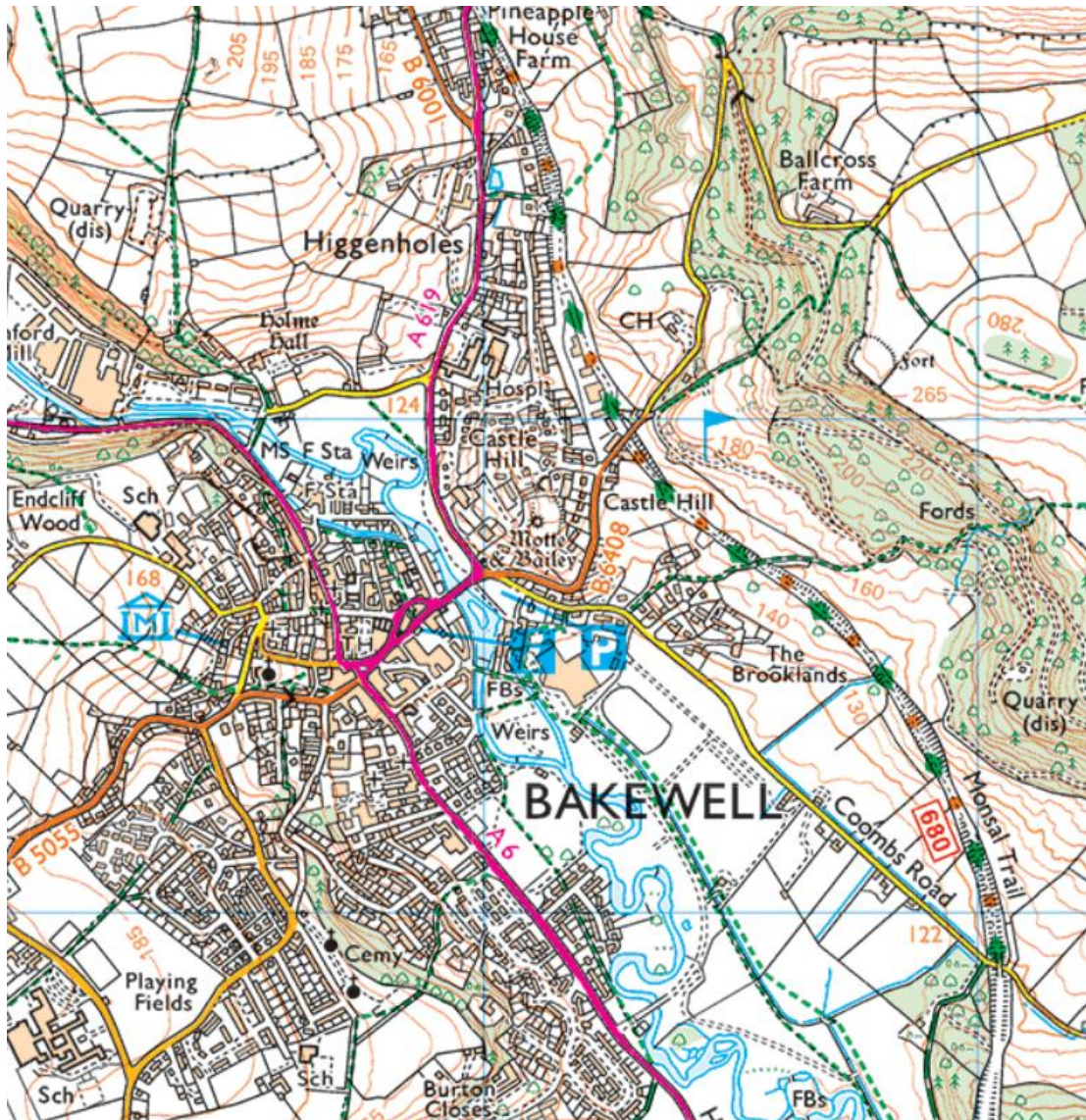
- 8.1.1 Part of the funding made available from Active Travel England was earmarked to undertake feasibility studies on schemes to enhance the strategic high-level network. It was envisaged that this work would take place towards the end of the Project, because we wanted to ensure that it was guided 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, funding for delivery will need to be secured.

### **8.2 Planned feasibility schemes**

#### ***Bakewell Link***

- 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 on a hill to the north of the town 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 (see Figure 8.1).
- 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 has 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 have engaged Phil Jones Associates to undertake a Bakewell to Monsal Trail Route Feasibility Study on our behalf. This will examine a select number of routes based on a multi-criteria assessment focussed on Health, Economy, the Environment and Connectivity. The feasibility assessment will be a first stage assessment and additional work would be required to deliver any preferred routes. Opportunities could include better signing of existing routes, the upgrading of footpaths to bridleways, or the delivery of new routes. The feasibility report will form part of the suite of documents comprising the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan.

**Figure 8.1 – Proximity of the Monsal Trail to Bakewell**



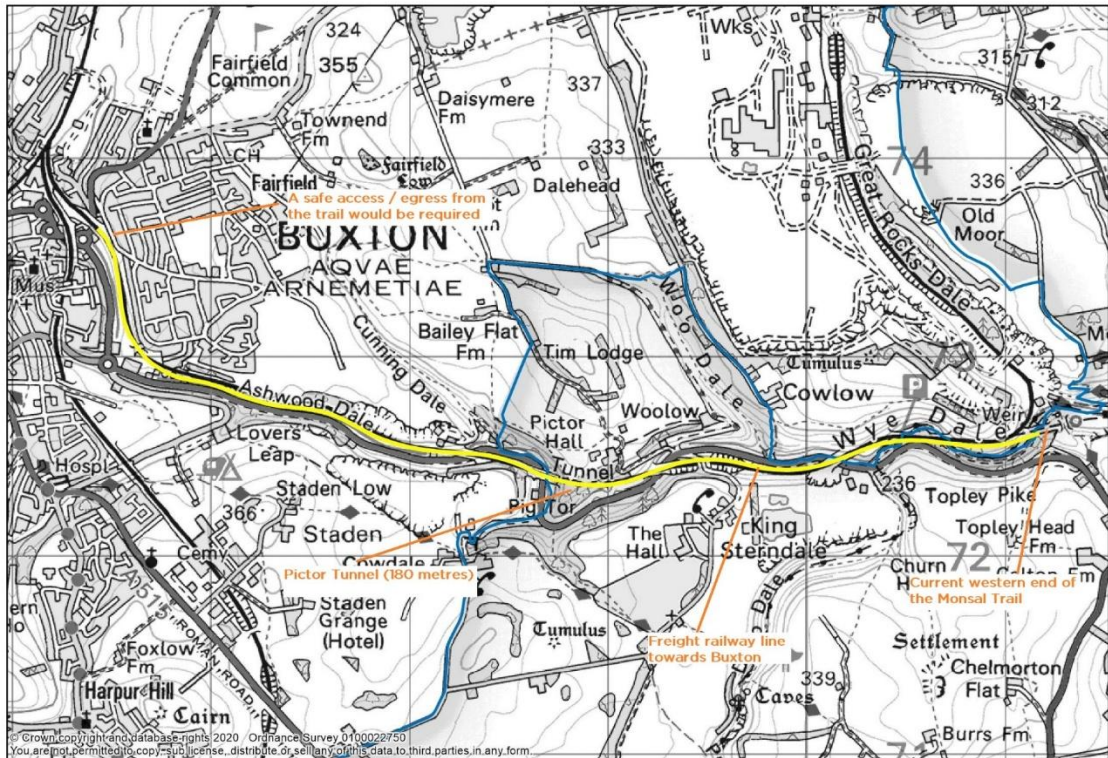
***Monsal Trail West***

- 8.2.6 The existing Monsal Trail runs for 8.5 miles from Coombes Road (Bakewell) in the east, to Blackwell Mill in the west. At Blackwell Mill, options for onward travel are either to the north and south via the Pennine Bridleway, or to the west along a private road to Wyedale Car Park (adjacent to the A6).
- 8.2.7 The National Park Authority and Derbyshire County Council have strong ambitions to complete the White Peak Loop, linking Matlock with Buxton via the Monsal and High Peak Trails. Over the years a number of options have been assessed, with the most feasible option being to take a route from Wyedale Car Park to the north of the River Wye to Woo Dale. Once at Woo Dale, a combination of permissive bridleways and tracks provides access to Fairfield in Buxton.
- 8.2.7 However, the Woo Dale option would not provide an experience similar to the existing Trail. Egress from the Trail to the private road is steep; and the road carries residential and service vehicles, with the associated potential conflict.
- 8.2.8 Beyond the current Monsal Trail at Blackwell Mill is a viaduct owned by the Peak District National Park Authority. From the viaduct, the former track-bed forms a spur that meets Network Rail land and the minerals line towards Buxton in the west, and Great Rocks

Dale in the north. The mineral line is still in use; however, the former two-track line now only carries one track. This offers an opportunity to provide a walking, wheeling and cycling route alongside the existing line towards Buxton.

- 8.2.9 The Peak District National Park Authority appointed Greenways and Cycloroutes Limited to assess possible options for delivering an onward Monsal Trail connection from Blackwell Mill towards Buxton. Amongst the routes to be assessed is one alongside the existing minerals line (see Figure 8.2).

**Figure 8.2 – A possible extension of the Monsal Trail alongside the minerals line to Buxton**

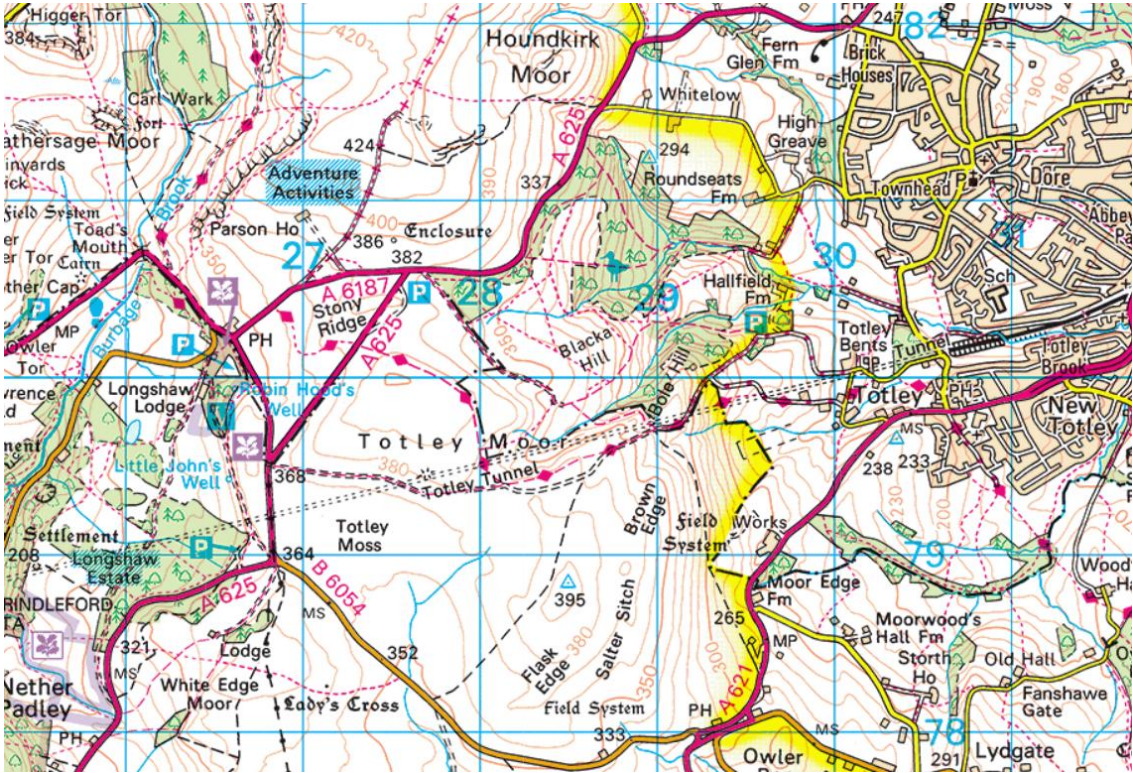


- 8.2.10 The feasibility report will form part of the suite of documents comprising the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan.

***Sheffield Link via Houndkirk Road***

- 8.2.11 The Longshaw Estate is located on the boundary between Derbyshire County and Sheffield City towards the east of the National Park (see Figure 8.3). The Estate is owned by the National Trust and adjoins the North Lees and Eastern Moors Estates. All three estates encompass moorland and gritstone edges, many of which are nationally important climbing and bouldering locations; the area is known as the Sheffield Moors.
- 8.2.12 Close proximity to Sheffield means that the area is a popular day visit location for residents of the city. Regular bus services provide access, but the estate is also easily accessible by car.
- 8.2.13 The close proximity of the outskirts of Sheffield to the Sheffield Moors means that it offers potential as a destination to be accessed by active travel. The Peak District National Park Authority has appointed Sustrans to undertake an Active Travel Feasibility Study to assess options for improving connectivity by active travel.

Figure 8.3 – Sheffield Moors and its proximity to Sheffield



8.2.14 The feasibility report will form part of the suite of documents comprising the Peak District Walking, Wheeling, Cycling and Horse-riding Infrastructure Plan.

## 9.0 Priorities for delivery

### Schemes

- 9.1 In preparing the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan we have produced a map of our proposed strategic high-level network (see Appendix 7). Parts of the network already exist, whilst other parts are aspirational. It is anticipated that the Economic Business Case will provide greater clarity on the economic benefits of delivering elements of the mapped network.
- 9.2 Based on the work undertaken so far, we have prepared an action plan based on the priority of schemes, the level of benefit that they will deliver; and ease of delivery (see Table 9.1). In all cases, delivery is dependent on the availability of additional funding for further feasibility work, public consultation, preparing a business case; and ultimately delivery.

**Table 9.1 – Action Plan for delivering the Peak District National Park Strategic High-level network for walking, wheeling, cycling and horse-riding**

Scheme	Priority	Timeframe
<b>Monsal Trail West</b> (see paragraphs 8.2.6 to 8.2.10) Extending to Buxton, dependent on agreement with Network Rail	High	Long-term
<b>Trans Pennine Trail Rerouting</b> To reduce the number of crossing points (Future feasibility study). Complicated by the presence of the Trunk Road and environmental designations.	High	Long-term
<b>Monsal Trail East / Delivery of the White Peak Loop</b> 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
<b>Bakewell Link</b> (see paragraphs 8.2.1 to 8.2.5) Accessible link from Bakewell via Coombs Road to the Monsal Trail.	High	Short-term
<b>Sheffield Link via Houndkirk Road</b> (see paragraphs 8.2.11 to 8.2.14) Sheffield Moors Partnership approach supporting Sheffield Local Plan mitigation measures.	Medium	Medium-term
<b>White Peak Loop connectivity</b> Connectivity improvements with communities and visitor attractions/facilities.	Medium	Medium-term

<b>Scheme</b>	<b>Priority</b>	<b>Timeframe</b>
<p><b>Tissington Trail to Manifold Trail Link</b></p> <p>An on-road approach on Sustrans routes for Quiet Lanes / nodal links.</p> <p>Involvement of Derbyshire and Staffordshire County Councils</p>	Medium	Medium-term
<p><b>Longdendale Loop</b></p> <p>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.</p>	Medium	Medium-term
<p><b>Monsal Trail to Wyedale car park</b></p> <p>An accessible link from the western end of the Monsal Trail at Blackwell Mill to Wyedale Car Park.</p>	Medium	Short-term
<p><b>Tissington Trail to High Peak Trail</b></p> <p>Link route involving Sustrans route with support of Derbyshire County Council and landowners, Surfacing and A515 crossing.</p>	Medium	Short-term
<p><b>A628 Trans Pennine Trail Crossing at Woodhead Station (Future feasibility study)</b></p> <p>May require an experimental approach to street lighting.</p>	Low	Short-term

9.3 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.

***Access to public transport***

9.4 The Peak District National Park is a very easily accessible by car from a densely populated urban catchment. This means that the majority of visits to the National Park, including for active recreation, are made initially by private car. Part of the reason for focussing on our strategic high-level network is to improve access by more sustainable means.

9.5 Our mapped high-level network provides connectivity to both Matlock and Buxton where there are regular train services from Nottingham / Derby and Manchester. Given the size of the catchment of these cities, a rail connection that is supplemented by cycle hire (including trampers and other options for those with a physical disability) at these gateway towns would offer an alternative to the private car.

9.6 Of the schemes provided within Table 9.1, the majority would offer connectivity into the wider public transport network. As an example of this connectivity, Table 9.2 provides an assessment of the public transport access offered to the three schemes referred to in Chapter 8.

**Table 9.2 – Connectivity of schemes undergoing feasibility work, to the public transport network**

<b>Scheme</b>	<b>Public transport</b>
Monsal Trail West	Manchester to Buxton Railway
	Buses to / from Ambergate, Ashbourne, Ashford-in-the-Water, Bakewell, Baslow, Belper, Buxworth, Castleton, Cat & Fiddle, Chapel-en-le-Frith, Chatsworth, Chesterfield, Chinley, Cromford, Derby, Disley, Edale, Eyam, Furness Vale, Glossop, Hartington, Hathersage, Hayfield, Hazel Grove, Hope, Hulme End, Leek, Macclesfield, Manchester Airport, Matlock, Meadowhall, Millers Dale, New Mills, Parsley Hay, Rowsley, Sheffield, Stockport, Tideswell, Tissington, Whaley Bridge.
Sheffield Link via Houndkirk Road	Sheffield to Manchester Railway from Grindleford
	Buses to / from Buxton, Eyam, Grindleford, Meadowhall, Sheffield, Tideswell,  Seasonal bus to Bamford, Baslow, Castleton, Grindleford, Hathersage, Mam Tor and Caverns
Bakewell Link	Buses to / from Alport, Ashford-in-the-Water, Bamford, Baslow, Belper, Birchover, Bradwell, Buxton, Calver, Castleton, Chatsworth House and Park, Chesterfield, Crich, Cromford, Darley Dale, Derby, Eyam, Grindleford, Haddon Hall, Hathersage, Hope, Macclesfield, Matlock, Matlock Bath, Monsal Head, Rowsley, Sheffield, Tideswell, Winster, Wirksworth, Youlgrave

9.7 In the case of the White Peak Loop and Trans Pennine Trail schemes, the route connects with market towns or larger urban areas, providing wider rail, bus and tram connectivity. For the bus connections provided within Table 9.2, it should be noted that rural bus services in general have been in decline for more than a decade. Leisure and evening services are particularly vulnerable, often requiring local authority funding to operate. The table represents the current situation, but may be subject to change over time.

### ***Behaviour change***

- 9.8 A key part of the two Pedal Peak District projects was the delivery of a behaviour change programme. This focussed on new or returning cyclists, offering opportunities to trial cycling in a safe and supportive environment. One particular focus was on cycling for women and girls, and this proved particularly successful.
- 9.9 The Peak District National Park offers a range of different footpaths, bridleways and trails to suit a wide range of abilities for walking, wheeling, cycling and horse-riding. The National Park is within relatively easy reach of large urban populations, many of whom do not visit. In many cases this is due to a lack of knowledge about the National Park, an inability to access it, or a lack of confidence in the rural environment. Some of the people who are either unable to visit, or lack the confidence to visit, are the ones that would benefit most from active recreation in the National Park.
- 9.10 Behaviour change programmes can deliver great benefit to the individuals involved. They also bring wider economic benefits linked to the general health and wellbeing of the population. Should appropriate funding become available, the Peak District National Park Authority has a proven track record of delivering such programmes to the benefit of our resident and urban catchment populations.

## 10.0 Next steps

- 10.1 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.
- 10.2 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 National Park by active means. We believe that this will deliver wider benefits to the National Park and its surrounding urban catchment.
- 10.3 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.
- 10.4 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 7. Some of these routes are already being assessed by partner organisations, and may be amended as a result of feasibility studies.
- 10.5 We have commissioned an Economic Business Case (Section 4.3) and three feasibility studies (Chapter 8). These four pieces of work will form a part of the suite of documents comprising our Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan. They will also help to shape our priorities for delivery moving forward.
- 10.6 Derbyshire County Council has received funding from Active Travel England to prepare an Active Travel Masterplan for the Hope Valley. The Plan has undergone a public consultation process, and includes 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.
- 10.7 Chapter 9 provides a Project Plan with a range of schemes that have been prioritised according to impact and the time taken to deliver them. There are some quick wins that we hope to achieve in the short-term. Other schemes may take longer to progress, but will generally have a bigger impact should they come to fruition. In some cases, the larger scale schemes may need to be split into smaller sections for delivery. It is likely that we will be working with partners on longer-term schemes whilst delivering the smaller scale schemes.
- 10.8 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.
- 10.9 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.

10.10 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.

10.11 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 1 – Stakeholder Engagement**

## **A1.0 Stakeholder Engagement**

A1.1 During the course of the development of the of the Peak District Walking, Wheeling, Cycling Horse-riding Infrastructure Plan, the Peak District National Park Authority hosted a series of four workshops. Invitees included our constituent and neighbouring highway authorities, landowners and representatives of the Peak District Local Access Forum.

A1.2 Representatives of the following organisations attended the workshops: -

Highway Authority Workshops (July and September 2024)

- Barnsley Metropolitan Borough Council
- Cheshire East Council
- Derbyshire County Council
- National Highways
- Peak District Local Access Forum
- Stockport Council
- Tameside Council
- Transport for Greater Manchester

We hosted separate meetings with the following highway authorities: -

- Kirklees Council
- Oldham Council
- Sheffield City Council
- Staffordshire County Council

Landowners (October 2024)

- Chatsworth Estate
- Derbyshire Wildlife Trust
- Forestry England
- Haddon Estates
- Peak District Local Access Forum
- Severn Trent Water
- Sheffield City Council
- Tissington Estate
- United Utilities
- Yorkshire Water

Peak District Local Access Forum (October 2024)

- British Mountaineering Council
- British Orienteering Federation
- Chatsworth Settlement Trustees
- Derbyshire County Council
- Derbyshire Wildlife Trust
- Derwent Valley Trust
- Duke of Edinburgh's award scheme
- Fell Runners Association
- Forestry Commission
- Heritage Lottery Fund Committee for the East Midlands
- Midland Canoe Club

- National Trust
- Peak District Mountain Bike group
- Peak District National Park Authority
- Peak Horsepower
- Ramblers
- Trail Riders Fellowship
- Yorkshire Water

## **Appendix 2 – Policy context**

## A2.0 Policy

A2.1 The Peak District National Park has a number of different constituent authorities, including seven highway authorities and six transport authorities. This means that there is a range of policy documents that influence active travel within the National Park. A summary of relevant national, sub-national and local policy is provided within this section.

### A2.1 National Policy

#### ***Gear Change – a bold vision for cycling and walking (2020) – DfT<sup>51</sup>***

A2.1.1 Gear Change sets out the Government’s vision for England to be ‘a *great walking and cycling nation*’. The document focuses on four themes: -

- Theme 1 – Better streets for cycling and people
- Theme 2 – Putting cycling and walking at the heart of transport, place-making, and health policy
- Theme 3 – Empowering and encouraging local authorities
- Theme 4 – We will enable people to cycle and protect them when they cycle

A2.1.2 Gear change cites a range of costs that can be offset or benefits that can be accrued from encouraging physical activity, focussing on: -

- **Health** – identifies costs to the health service of £1 billion per annum through inactivity; plus, further associated costs of £8.2 billion per annum.
- **Wellbeing** – states that ‘*20 minutes of exercise per day cuts the risk of developing depression by 31%*’; as well as increasing worker productivity
- **Congestion** – states that the east-west and north-south cycle routes in London are able to ‘*move 46% of the people in only 30% of the road space*’; compared to the private car.
- **Local business** – suggests an ‘*up to 40% increase in shopping footfall by well-planned improvements in the walking environment*’.
- **Environmental and air quality** – states that ‘*meeting the targets to double cycling and increase walking would lead to savings of £567 million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity*’.
- **Climate change** – states that ‘*Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions.*’
- **Economy** – states that ‘*Cycling contributes £5.4bn to the economy per year and supports 64,000 jobs.*’

A2.1.3 Gear change also contains an Appendix with summary principles for cycle infrastructure design. These are explained in greater detail with the Guidance Note Local Transport Note 1/20. Our Cycling, Walking & Wheeling Infrastructure Plan will take these principles into account. However, the summary principles do have a

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<sup>51</sup> [Gear change: a bold vision for cycling and walking](#)

specifically urban focus, and we will need to take a balanced approach, in keeping with the requirements of National Park Purposes and setting.

***Local Transport Note 1/20 – Cycle Infrastructure Design (2020) – DfT<sup>52</sup>***

A2.1.4 Local Transport Note 1/20 (LTN 1/20) provides guidance and good practice for the design of transport infrastructure. LTN 1/20 focusses on five core design principles directing that routes should be: -

- **Coherent** – Cycle networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- **Direct** – Cycle routes should be at least as direct, and preferably more direct, than those available for private motor vehicles.
- **Safe** – Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle
- **Comfortable** – Comfortable conditions for cycling require routes with good quality, well maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.
- **Attractive** – Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.

The key underlying theme of LTN 1/20 is **inclusive cycling**, emphasising that people of all ages and abilities should be considered.

A2.1.5 We will consider the recommendations LTN 1/20. However, LTN 1/20 has a specifically urban focus, and we will need to take a balanced approach, in keeping with the requirements of National Park Purposes and setting.

***The second cycling and walking investment strategy (CWIS2) (2022) updated 2023 - DfT<sup>53</sup>***

A2.1.6 The second cycling and walking investment strategy (CWIS2) builds on the Cycling and Walking Investment Strategy (2017), whilst incorporating the aspirations of Gear Change. This is reflected in the revised set of objectives through to 2025: -

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025;
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

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<sup>52</sup> [Cycle Infrastructure Design](#)

<sup>53</sup> [The second cycling and walking investment strategy \(CWIS2\) - GOV.UK](#)

A2.1.7 We believe that the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan will contribute to the objectives of CWIS2, within a rural context.

***Net Zero Strategy: Build Back Greener (2021) updated 2022 – HM Government<sup>54</sup>***

A2.1.8 The Net Zero Strategy set out the Government’s Plan for achieving Net Zero by 2050 through a Green Industrial Revolution, within the context of recovery from the Covid-19 pandemic. Within the Transport Chapter, the Strategy advocated the following: -

- Setting the pace for greener, better transport
- Increase the share of journeys taken by public transport, cycling and walking.
- Invest £2 billion in cycling and walking, building first hundreds, then thousands of miles of segregated cycle lane and more low-traffic neighbourhoods with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.

A2.1.9 The Strategy went on to say: -

*“Alongside road vehicle decarbonisation, we must increase the share of trips taken by public transport, cycling and walking. We want to make these modes the natural first choice for all who can take them. As more journeys are cycled or walked, and taken by public transport, the carbon, air quality, noise and congestion benefits will be complemented by significant improvements in public health and wellbeing.”*

***Decarbonising transport: A better, greener Britain (2021) updated 2023 – DfT<sup>55</sup>***

A2.1.10 Decarbonising Transport sets out the Government’s approach to reducing the UK’s domestic transport emissions in line with the commitment to reach Net Zero by 2050. The report includes a chapter on ‘*Increasing walking and cycling*’, which contains the following statement: -

*“Cycling and walking can help us tackle some of the most challenging issues we face as a society, not just climate change, but improving air quality, health and wellbeing, addressing inequalities, and tackling congestion and noise pollution on our roads. Increased levels of active travel can improve everyday life for us all.”*

A2.1.11 Decarbonising Transport contains Priority 1: Accelerating modal shift to public and active transport. It also reiterates the commitment to delivering the CWIS2 objectives and to invest £2 billion in walking and cycling. Decarbonising Transport also contains a commitment to create a new funding body and inspectorate “Active Travel England” to enforce the standards and raise performance generally.

***Natural England Green Infrastructure Principles (2023) – Natural England<sup>56</sup>***

A2.1.12 Natural England developed a set of Green Infrastructure principles aimed at providing ‘*a baseline for different organisations to develop stronger green infrastructure policy and delivery*’. Of particular relevance are: -

**Principle Why 2 – Active and healthy places** – *Green neighbourhoods, green / blue spaces and green routes support active lifestyles, community cohesion and nature connections that benefit physical and mental health, wellbeing, and quality*

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<sup>54</sup> [net-zero-strategy-beis.pdf](#)

<sup>55</sup> [Decarbonising Transport – A Better, Greener Britain](#)

<sup>56</sup> [Green Infrastructure Principles](#)

of life. GI also helps to mitigate health risks such as urban heat stress, noise pollution, flooding, and poor air quality.

To achieve active and healthy places at a strategic level, GI should....Align with active travel plans.

**Principle What 4 – Accessible: GI creates green, liveable places where everyone has access to good quality green and blue spaces routes and features** – Green Infrastructure should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, green spaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all.

At a strategic level GI should: -

- Strengthen access networks and reduce fragmentation of green and blue infrastructure
- Contribute to access policy such as green transport and active travel strategies
- Maintain and enhance non-motorised routes
- Provide data and evidence to promote the strategic planning of inclusive, safer, and longer routes

A2.1.13 We believe that the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan is supportive of Natural England's Green Infrastructure principles.

#### **National Planning Policy Framework (2024) – DHCLG<sup>57</sup>**

A2.1.14 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. Chapter 9: Promoting Sustainable Transport directs that transport issues should be considered at the early stages of both Plan making and development proposals. The NPPF goes on to state that this should include: -

*Identifying and pursuing opportunities to promote walking, cycling and public transport use.*

A2.1.15 The NPPF also states that planning policies should: -

*Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).*

A2.1.16 We believe that the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan is in accordance with the aims of the NPPF.

## **A2.2 Sub-national Policy**

**Strategic Transport Plan – Transforming the North (2024) Transport for the North<sup>58</sup>**

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<sup>57</sup> [National Planning Policy Framework](#)

<sup>58</sup> [STP-Transforming-the-North-2024.pdf](#)

A2.2.1 The Transport for the North Strategic Transport Plan has a vision which includes a desire to deliver: -

*“a transformed, near zero-emission, integrated, safe, affordable and sustainable transport system, which will enhance connectivity, support mode shift and resilience and improve journey times for all users.”*

A2.2.2 Of particular relevance to the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan is the following reference regarding rural towns and fringes: -

*“Transport has the potential to improve the health of rural communities, through encouragement of active travel primarily for leisure trips rather than commuting given the distances between key centres. Rural Town and Fringes Walking and cycling infrastructure should be designed inclusively, particularly considering the ageing population, as car usage decreases dramatically for these groups.”*

***Fairer, greener, stronger: A Strategic Transport Plan for the Midlands (2022) – Midlands Connect<sup>59</sup>***

A2.2.3 ‘Fairer, greener, stronger’ is focussed on connecting communities to ‘*the jobs, places and services they need to succeed*’. Under the Chapter on decarbonising transport, the Strategy states: -

*“Our estimate suggests that local policies focused on shifting modes, particularly to walking and cycling, will be useful for targeting local congestion and air quality problems.”*

### **A2.3 Local Policy – Local Transport Plans**

***Derbyshire Local Transport Plan (2011-26) – Derbyshire County Council<sup>60</sup>***

A2.3.1 The focus of the Derbyshire Local Transport Plan (LTP) is ‘*A sustainable transport system which supports the local economy*’. In producing the LTP, the Council undertook a Strategic Environmental Assessment (SEA). This led to the inclusion of SEA objectives to aid the delivery of the LTP. SEA Objective 4 is: -

*To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable travel modes.*

The sub-objective is to: -

*Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.*

***Staffordshire Local Transport Plan (2011) – Staffordshire County Council<sup>61</sup>***

A2.3.2 The foreword of the Staffordshire LTP states “*Good transport connections are integral to our plans for economic growth and protecting our environment to ensure a sustainable future for all.*” Of particular relevance to the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan is Policy 1.3 of the LTP: -

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<sup>59</sup> [MC - STP Doc Digital](#)

<sup>60</sup> [Derbyshire Local Transport Plan 3 \(LTP3\) 2011 to 2026 - full document](#)

<sup>61</sup> [Staffordshire Local Transport Plan 2011 - Strategy Plan](#)

*Policy 1.3: We will facilitate sustainable access (including public transport, walking and cycling) to tourist attractions.*

One of the key ways in which this is to be achieved is through ‘*Influencing visitors’ choices and travel behaviour in getting to and around the county.*’

**West Yorkshire Local Transport Plan (2011-26) – West Yorkshire Local Transport Plan Partnership<sup>62</sup>**

- A2.3.3 The Vision for the West Yorkshire LTP is ‘*Working together to ensure that West Yorkshire’s transport system connects people and places in ways that support the economy, the environment and quality of life.*’ Proposal 10 for the LTP is: -

*Work with health sector and other partners to promote the benefits of active travel and support greater participation in walking and cycling.*

**Cheshire East Local Transport Plan (2019-24) – Cheshire East Council**

- A2.3.4 The Cheshire East LTP is based on a vision that ‘*Cheshire East’s transport network will enable growth through improved connectivity, a better quality of life and enhanced quality of place.*’ The LTP contains two specific actions that are of relevance to the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan. These are: -

5.7 *We will support the delivery of improved walking and cycling infrastructure as part of the delivery of other major transport schemes.*

5.13 *We will facilitate the use of walking and cycling to access leisure destinations and for leisure trips.*

**Sheffield City Region Transport Strategy (2019) – Sheffield City Region Mayoral Combined Authority<sup>63</sup>**

- A2.3.5 The Sheffield City Region Transport Strategy (SCRTS) contains the following Vision:

*‘We will build a transport system that works for everyone, connecting people to the places they want to go within the Sheffield City Region as well as nationally and internationally.*

*Our transport system will be safe, reliable, clean, green and affordable. It will be one of the best in the United Kingdom and Europe.’*

- A2.3.6 The SCRTS includes a policy that focusses on active travel:

*Policy 8: Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel.*

- A2.3.7 The SCRTS also includes a range of policies that are supported by active travel:

*Policy 5: Lead the way towards a low carbon transport network.*

*Policy 7: Ensure people feel safe when they travel.*

*Policy 9: Ensure our transport network offers sustainable and inclusive access for all.*

<sup>62</sup> [MyJourney West Yorkshire LTP Strategy 2011-26 for Consultation Oct-Dec 2010 \(1\)](#)

<sup>63</sup> [SCR Transport Report-v4-5-04-06-19-\(1\).pdf](#)

**Greater Manchester Transport Strategy 2040 (2019 – Updated 2021) – Transport for Greater Manchester<sup>64</sup>**

A2.3.8 The Greater Manchester Transport Strategy (GMTS) has the following Vision: -

*‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’.*

A2.3.9 The GMTS includes a Section on Developing a Comprehensive Walking and Cycling Network. This includes the following ambition: -

*To create a comprehensive network of on and off-road walking and cycling routes (known as the Bee Network) that make it easy and safe for people to walk and cycle to key local destinations, such as local centres, jobs, healthcare and education, for leisure purposes and to access public transport.*

**A 2.4 Local Policy – Cycling Plans and Local Cycling & Walking Infrastructure Plans**

**Wider Peak District Cycle Strategy (2014) Peak District National Park Authority<sup>65</sup>**

A2.4.1 The Wider Peak District Cycle Strategy (WPDCS) was developed with a wide range of partners, including Sustrans and our constituent highway authorities. Building on the Pedal Peak II project<sup>66</sup>, the WPDCS had an ambition: -

*To be one of the premier places to cycle... using the iconic landscapes of the Peak District as the inspiration for a diverse cycling experience for everyone, encouraging sustainable travel and delivering lasting health, economic and community benefits.*

A2.4.2 The WPDCS extended beyond the National Park boundary with the ambition of delivering routes connecting the National Park to our surrounding urban catchment. The Strategy focussed on four themes: -

- Theme 1 – Increase the network of connected routes
- Theme 2 – Support cyclist infrastructure to provide a welcome and stimulate the cycling economy
- Theme 3 – Promote the Peak District cycle experience
- Theme 4 – Develop sustainable transport linkages

**Derbyshire Cycling Plan (2016-2030) – Derbyshire County Council<sup>67</sup>**

A2.4.3 The Derbyshire Cycling Plan has four strategic aims: -

- 1) **Infrastructure Connectivity:** High quality connected routes, in all cycling environments, supporting all forms of cycling, creating and supporting economic growth.

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[https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater\\_Manchester\\_Transport\\_Strategy\\_2040\\_final.pdf](https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf)

<sup>65</sup> [https://www.peakdistrict.gov.uk/\\_data/assets/pdf\\_file/0031/70996/peak-district-cycle-strategy.pdf](https://www.peakdistrict.gov.uk/_data/assets/pdf_file/0031/70996/peak-district-cycle-strategy.pdf)

<sup>66</sup> [Pedal Peak II final project report 2013-2016](#)

<sup>67</sup> [Derbyshire cycling plan 2016-2030](#)

- 2) **Increased Participation:** Behaviour change approaches and targeted participation programmes at community level will support and enable more people to cycle, closing the gaps in participation and reducing health inequalities.
- 3) **Effective Communication and Marketing:** Excellent, well-connected marketing and communications for Derbyshire residents and visitors to the county, helping to change behaviour, increase confidence and get more people cycling regularly.
- 4) **Advocacy:** Cross sector advocacy for policy change and implementation at the highest level.

***Derbyshire Key Cycle Network (2020) – Derbyshire County Council*<sup>68 69</sup>**

- A2.4.4 The Derbyshire Key Cycle Network (KCN) is a strategic network for Derbyshire, providing connections between settlements and places of employment and housing. It incorporates long distance trails and loops.
- A2.4.5 The Derbyshire KCN includes 770km of routes, with approximately 400km complete and open for use. The remaining uncompleted network has been split into 127 sections, with these being prioritised for investment over the short, medium and long term. These unfinished sections have an estimated cost of more than £265 million.
- A2.4.6 The Derbyshire KCN includes a number of routes within and linking to the National Park, including the White Peak Loop; a project aimed at connecting the Monsal and High Peak / Tissington Trails with the rail heads at Matlock and Buxton<sup>70</sup>.

***D2N2 Local Cycling & Walking Infrastructure Plan (2021) – Derby City Council, Derbyshire County Council, Nottingham City Council, Nottinghamshire County Council*<sup>71</sup>.**

- A2.4.7 The D2N2 LCWIP covers the cities of Derby and Nottingham and the counties of Derbyshire & Nottinghamshire. The D2N2LCWIP has six objectives: -
- Objective 1 - Support Economic growth;
  - Objective 2 - Support tourism and the visitor economy;
  - Objective 3 - Constrain Traffic Congestion;
  - Objective 4 – Address Climate Change and Improve Air Quality;
  - Objective 5 - Address Health Deprivation to improve quality of life, health and wellbeing;
  - Objective 6 - Increase the mode share for Cycling and Walking across D2N2 area by increasing the number of cycling and walking trips and promoting mode switch from the car to these active modes.
- A2.4.8 The D2N2LCWIP recognises that the Peak District ‘attracts a large number of tourists’ and that it is a popular destination for walkers and both on and off-road cyclists. The Plan includes three priority schemes that are of particular relevance to the Peak District National Park: -

<sup>68</sup> [Cycling and walking plans - Derbyshire County Council](#)

<sup>69</sup> [Derbyshire Key Cycle Network map](#)

<sup>70</sup> [White Peak Loop - Derbyshire County Council](#)

<sup>71</sup> [d2n2localcyclingandwalkinginfrastructureplan.pdf](#)

- ‘Closing the Loop’ - White Peak Loop sections, Buxton, Bakewell, Matlock and Chatsworth Spur;
- Glossop Connectivity (Pennine Bridleway Sections); and
- Whaley Bridge Goyt Valley Connectivity.

A2.4.9 The D2N2LCWIP is complementary to the Derbyshire KCN and includes a section on it.

#### **Other Constituent Authority Local Cycling & Walking Infrastructure Plans**

A2.4.10 The Peak District’s other constituent highway authorities have all produced LCWIPs. However, in all cases the focus has been in promoting walking and cycling within the urban areas of the respective authority boundaries. This means that none of the proposed schemes to improve facilities for walking and cycling have extended into the Peak District National Park.

### **A2.5 Local Policy – Peak District National Park Plans**

#### ***Peak District National Park Local Plan Core Strategy (2011) – Peak District National Park Authority<sup>72</sup>***

A2.5.1 The Core Strategy forms the strategic part of the Peak District National Park Local Plan. The plan includes Policy T6: Routes for walking, cycling and horse riding, and waterways: -

- Part A of the policy safeguards the Rights of Way network from development and seeks enhancement to improve connectivity, accessibility and access to transport interchanges;
- Part B of the policy protects the High Peak, Manifold and Tissington Trails from development that conflicts with their purpose. The policy goes on to add that “*the continuity of the Trans Pennine Trail and the Monsal Trail will be retained, irrespective of any future rail use, by realignment if required*”;
- Part C allows for the use of disused lines for walking, cycling and horse riding, until any rail reinstatement scheme is granted.

#### ***Peak District National Park Local Plan Development Management Policies (2019) – Peak District National Park Authority<sup>73</sup>***

A2.5.2 The Development Management Policies (DMP) adds detail to the Core Strategy and includes Policy DMT5: Development affecting a public right of way: -

- Part A protects a public right of way, from development, setting out the criteria that any alternative provision will be required to meet, if the existing line of the route cannot be maintained<sup>74</sup>. This includes that the alternative: -
  - (i) should be of equal, or preferably, of an improved quality compared to the original; and
  - (ii) have similar or improved surface appropriate to its setting; and

<sup>72</sup> [Local Development Framework Core Strategy - Final Errata 2 \(30/11/11\)](#)

<sup>73</sup> [Webpage-Final-Branded-DMP-Doc-Copy.pdf](#)

<sup>74</sup> These criteria also apply to the Monsal and Longdendale Trails, should rail reinstatement be brought forward.

- (iii) wherever appropriate, be of benefit to users with special needs, including those with disabilities; and
  - (iv) is available before the definitive route is affected or, if this is not possible, until the development is complete, a suitable temporary route is available before the definitive route is affected; and
  - (v) is as convenient and visually attractive as the original.
- B. seeks opportunities to provide better facilities for users of the rights of way network, including, where appropriate, providing links between new development and the rights of way network, including the National Park's Trail network.
  - C. Development that would increase vehicular traffic on footpaths, bridleways or byways open to all traffic to the detriment of their enjoyment by walkers and riders will not be permitted unless there are overriding social, economic or environmental conservation benefits arising from the proposal.
  - D. The development of new routes for walking, cycling and horse riding including multi-user trails will be supported, provided that they conserve and enhance the valued characteristics of the area, and are subject to the following criteria:
    - (i) they connect into the wider rights of way network; and
    - (ii) they connect with settlements within and beyond the National Park boundary; and
    - (iii) they are designed and constructed to an appropriate standard, in keeping with its setting; and
    - (iv) where it is likely to act as a destination in its own right, that appropriate, new or existing visitor facilities are made available.
    - In the case of minor improvements to existing or permissive rights of way, (i) and (ii) are unlikely to apply

A2.5.3 The Peak District National Park Authority is currently reviewing its Local Plan. It is envisaged that the new Local Plan will include the strategic high-level network within its development maps. In addition, revised policies will include reference to the Peak District Walking, Wheeling, Cycling and Horse-riding Plan.

***Peak District Transport Design Guide Supplementary Planning Document (2019)***<sup>75</sup>

A2.5.4 The Peak District Transport Design Guide Supplementary Planning Document adds detail and clarity to transport design policies contained within the two Local Plan documents. The purpose of the Design Guide is two-fold: -

- 1) To offer guidance to developers seeking planning permission from the National Park Authority for transport schemes, or for schemes that include transport infrastructure.
- 2) To offer guidance to developers delivering transport schemes that fall outside of the Authority's planning controls. Such schemes include those delivered by highway authorities under permitted development rights.

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<sup>75</sup> [Transport Design Guide: Peak District National Park](#)

A2.5.5 Because of the three distinct landscape character areas within the National Park, (White Peak, Dark Peak and South West Peak), the Design Guide advocates a minimalist approach that takes account of the Local Landscape.

***Peak District National Park Management Plan (2023-28) – Peak District National Park Authority***

A2.5.6 The Peak District National Park Management Plan (NPMP) is a partnership plan for the National Park. The NPMP has four strategic aims: -

**Aim 1: Climate Change** – The Peak District National Park is more resilient and net-zero by 2040 through its exemplary response to climate change.

**Aim 2: Landscape and nature recovery** – The Peak District National Park is a resilient landscape in which nature, beauty, and cultural heritage are significantly enhanced.

**Aim 3: Welcoming place** – The Peak District is a welcoming place where all are inspired to enjoy, care for and connect to its special qualities.

**Aim 4: Thriving communities** – Peak District National Park communities are thriving and sustainable places where all generations can live healthy and fulfilled lives.

A2.5.7 Under Aim 3, there is an objective to *encourage a sustainable visitor economy that supports local businesses, cares for the National Park's special qualities and respects the wellbeing of local communities*. There are three relevant headline delivery goals associated with this objective: -

- Progressing the Buxton to Matlock sections of the 'White Peak Loop'.
- Promoting and developing the rights of way network to connect to recreation hubs in the National Park accessibly.
- Developing a National Park travel framework that encourages more sustainable visitor patterns to, from and within the National Park.

A2.5.8 The Peak District Sustainable Travel Framework is still under development, but focuses on six objectives: -

- Objective 1: Support and Encourage Sustainable Travel Innovation
- Objective 2: Increase Public Transport Availability and Use
- Objective 3: Reducing Car Journeys
- Objective 4: Increase Active Travel
- Objective 5: Decarbonise Transport
- Objective 6: National Park Authority Leadership.

# **Appendix 3 – Economic Impact Study of Cycling the White Peak Loop 2015**

### A3.0 Policy Economic Impact Study of Cycling the White Peak Loop 2015

A3.1 The Peak District National Park Authority and Derbyshire County Council commissioned the University of Central Lancashire and the Transportation Consultancy to undertake an economic study of the proposed White Peak Loop in 2015. The White Peak Loop project is focussed on linking the Monsal and High Peak and Tissington Trails to Buxton and Matlock, creating a 60-mile multi-user, largely off-road route. The project aimed to build on the successes of the Pedal Peak District and Pedal Peak II Projects.

A3.2 The scope of the project was to establish three main components: -

- to establish the economic impact of people cycling the White Peak Loop;
- to establish the economic impact of those cycling the Monsal Trail element of the White Peak Loop; and
- to ensure that the economic framework developed is transferable so it can be used to predict the economic impacts of future routes.

A3.3 The model predicted that the creation of the White Peak Loop would have an economic impact arising from people cycling the route, compared with not delivering the White Peak Loop. This benefit was generated from a predicted rise in demand of “*between 132-154,000 visits per annum over a five-year period*”. The final report indicated that this was estimated to increase visitor spend accordingly: -

*“...the model predicts that group spending will increase to £44.50 and £124.67 for day-visits and overnight stays respectively. This gives a total economic impact of between £1,016,039 and £1,185,379 for day visitors (an increase of 4%), between £1,000,179 and £1,166,876 for overnight visitors (an increase of 44%). In total the estimated economic impact of the White Peak Loop would be between £2,016,219 and £2,352,255, an increase of 21% on the two stand-alone trails.”*

A3.4 Other predictions about the effects of the White Peak Loop included: -

- Average trip duration will increase to 4-hours;
- Overall demand will increase by 10%; and
- The proportion of overnight stays will increase by 30%.

A3.5 The model also predicted the economic benefit of people cycling just the extended Monsal Trail element of the White Peak Loop and again demonstrated an increase in visitor spend: -

*“The average group direct spend for day visitors and overnight visitors remains the same at £43.55 and £123.72 respectively. Day visitors are estimated to have a total economic impact of between £570,060 and £651,497 and for overnight visitors on the trails the estimated range is between £404,889 and £462,731. Together these give a total estimated economic impact of between £974,949 and £1,114,227 annually.”*

A3.6 Other predictions about the effects of the use of an extended Monsal Trail included: -

- Average trip duration will increase to 3.75 hours; and
- Overall demand will increase by 50,000.

# **Appendix 4 – State of the Park Report**

## **A4.0 State of the Park Report<sup>76</sup>**

A4.1 The State of the Park Report draws together information on the National Park across a range of topics and from a range of sources.

### ***Activities***

A4.2 The interview respondents were asked what activities they were participating in and the number of people participating in that activity. The majority of the respondents (372 or 79%) stated that they were walking; with 45% stating that they were walking as part of a couple. Based on the number of people that the respondents stated were walking with them, the interviews accounted for 1,105 walkers in total.

A4.3 The other more popular activities were picnicking / eating / drinking (85 respondents and 304 visitors) and cycling / mountain biking (95 respondents and 208 visitors).

### ***Where do visitors come from?***

A.4 Overall, the majority of visitors came from the East Midlands, the North West, Yorkshire, and the Humber. The district with the largest proportion of visitors was Sheffield, with approximately 1 in 10 visitors from Sheffield. This contrasts with the Trail User Survey (2024), where only 5% of those surveyed were from Sheffield. However, 8% of respondents were from Greater Manchester.

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<sup>76</sup> [State of the Park Report](#)

# **Appendix 5 – Peak District National Park Visitor Survey (2024)**

## A5.0 Peak District National Park Visitor Survey (2024)

A5.1 The Peak District National Park Authority undertook a large-scale visitor survey during the Summer and Autumn of 2024. The survey was conducted by an online research panel provider, and took place in two waves (Summer and Winter), giving a total of 1,240 responses. This approach enables an assessment of seasonal variation.

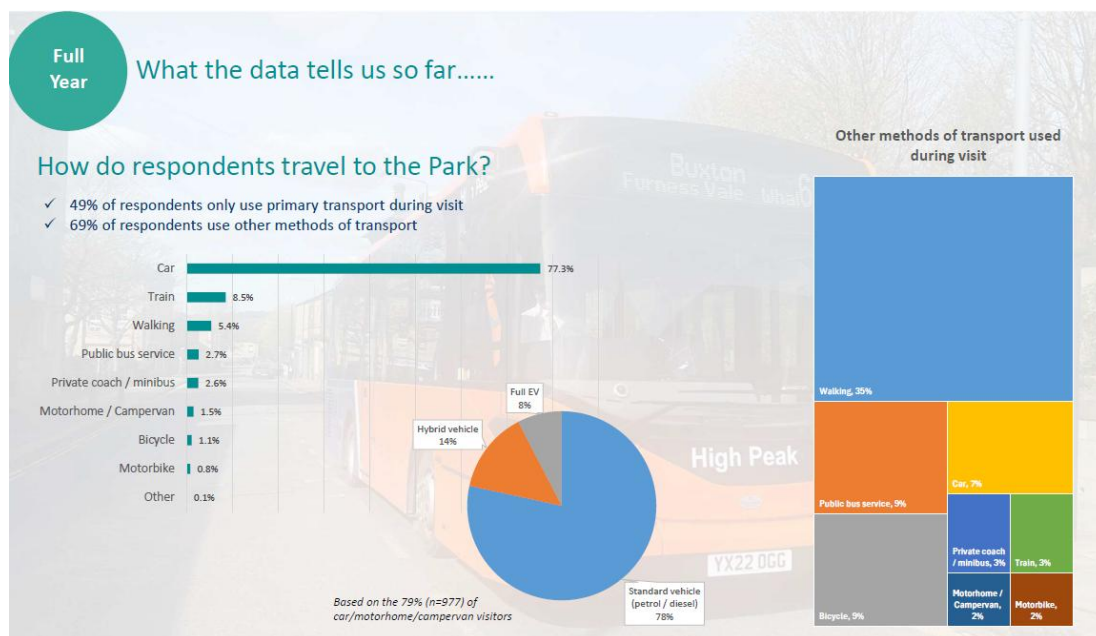
A5.2 The survey sampled both local visitors and domestic tourists, with the distinction being drawn from journey time, with local visitors being defined as living within 1 hours travel time of the National Park. Domestic visitors were those who live and travel from elsewhere in the UK. No international visitors were included within the survey.

### Travel

A5.3 A total of 1,240 people responded to questions about the type of transport they used as part of their visit to the National Park. Unsurprisingly, the majority of visitors arrived by car (77%). The second highest mode was train (9%), with public bus services scoring 3%. From an active travel perspective, 5% of those surveyed walked, whilst 1% used a bike.

A5.4 The survey respondents were asked whether they used any other forms of transport other than their primary mode of travel during their visit; almost half (49%) said that they hadn't. Of those who had (637 individuals), 433 (68%) had walked and 111 (17%) had cycled<sup>77</sup>. Figure A5.1 provides an infographic based on the transport questions within the survey.

**Figure A5.1 – Transport infographic based on the data from the Visitor Survey (2024)**



### Spend

A5.5 We asked respondents if they spent money during their visit. 89% said they did. We provided a list of items for respondents to select from. The top three item from that list that people said they spent money on was, Food & Drink, car parking and

<sup>77</sup> The percentages provided are based on the 637 individuals who had used other forms of transport, other than their primary means of travel to the National Park.

accommodation. Other items included souvenirs, travel, entrance fees, recreation and equipment.

A5.6 The mean amount of spend for day visitors was £49, whilst for staying visitors it was £353, see Figure A5.2.

**Figure A5.2 – Money spent as part of the visit**



# **Appendix 6 – Trail User Survey (2024)**

## A6.0 Trail User Survey (2024)

- A6.1 A full report on the Trail User Survey (2024) will form part of the suite of documents comprising the Peak District Walking, Wheeling, Cycling & Horse-riding Infrastructure Plan. The following section contains relevant findings from the survey.
- A6.2 The Trail User Survey took place over four days between October and November 2024, and was held over three weekend days and one weekday. The survey days were Saturday 19<sup>th</sup> October, Wednesday 23<sup>rd</sup> October, Saturday 9<sup>th</sup> November and Saturday 16<sup>th</sup> November.
- A6.3 The surveys were all held at locations where the National Park Authority owns car parks from which multi-user trails are accessed; and which have a range of facilities including toilets, picnic facilities and cafés / food kiosks. The locations of the surveys were: -
- Saturday 19<sup>th</sup> October Millers Dale Station Monsal Trail
  - Wednesday 23<sup>rd</sup> October Millers Dale Station Monsal Trail
  - Saturday 9<sup>th</sup> November Parsley Hay High Peak & Tissington Trails
  - Saturday 16<sup>th</sup> November Torside<sup>78</sup> Trans Pennine Trail

There was a total of 170 questionnaires completed across the four survey days.

### ***Distance travelled***

- A6.4 The survey respondents were asked for their home address; the distance to the location of the survey was calculated via google maps. The average distance travelled was 76 miles, the details are given in Table A6.1. The furthest distance travelled was 251 miles from Portsmouth; the shortest was 1.6 miles from Blackwell. Fifteen respondents came from a distance more than 200 miles from their place of interview. Their home locations included; Lewes (East Sussex), Haywards Heath (West Sussex), Southampton, Norwich, Framlingham (Suffolk), Brandeston, (Suffolk), Horsham (West Sussex), Rainham (London) and Great Moulton (Norfolk).
- A6.5 The findings of the survey are atypical of other similar surveys, where there is evidence of a dominance of visits from a more local catchment. The survey also had an unusually high number of staying visitors (31%)<sup>79</sup>, which is reflected in the distance travelled. It is unclear whether this is representative of a growing trend or an anomaly. The survey at Torside was more representative of a local catchment than those at Millers Dale and Parsley Hay.

**Table A6.1 – Distance from home address to the location of the interview**

Distance	Number	Percentage
Up to 10 miles	12	7.06%
10.1 to 20 miles	22	12.94%
20.1 to 30 miles	27	15.88%

<sup>78</sup> The facilities at Torside do not include a café or food kiosk.

<sup>79</sup> This question was 'where did you start your journey', staying visitors identified camping, holiday accommodation and staying with friends.

30.1 to 40 miles	23	13.53%
40.1 to 50 miles	15	8.82%
50.1 to 75 miles	8	4.71%
75.1 to 100 miles	11	6.47%
100.1 to 150 miles	12	7.06%
150.1 to 200 miles	22	12.94%
More than 200 miles <sup>80</sup>	15	8.82%
Unable to calculate	3	1.76%

### **Activities**

A6.6 The respondents were asked to identify the activities that they were participating in during their visit. Unsurprisingly, the most popular activities were walking and cycling / mountain biking. One respondent was using the Monsal Trail for commuting to work; the details are given in Table A6.2.

**Table A6.2 – Activities undertaken during the visit**

<b>Activity</b>	<b>Number</b>	<b>Percentage</b>
Walking	92	54.12%
Cycling / mountain biking	69	40.59%
Running; scrambling	3	1.76%
Abseiling; Flying	2	1.18%
Going to an event at Hartington; Hassop Café; Having a coffee; Pilgrim way; Tea room / ice cream parlour; Visit café; Visiting; Work	1	0.59%

### **Reason for visit**

A6.7 Respondents were asked to give the reason for their visit from a range of suggested answers; respondents could choose more than one reason. The most popular choices were 'Experience / appreciate nature', 'Take part in a recreational activity' and 'Health & fitness' (see Figure A6.1 for details).

<sup>80</sup> The greatest domestic distance from home to the site where the interview took place was 251 miles. There was however one respondent from Cronulla, New South Wales, Australia

**Figure A6.1 – Reasons for visiting**



***Spend across different categories<sup>81</sup>***

- A6.8 The survey respondents were asked how much money they had spent across a range of different categories as part of their day out. Whilst not every person who completed a questionnaire had spent any money, the majority (86%) had<sup>82</sup>; see Table A6.3 for details.
- A6.9 The most common category of spend was on ‘food or drink’, with 62% of the respondents providing information under this category. However, two of the survey locations were adjacent to popular cafés or kiosks at Millers Dale and Parsley Hay, so this is to be expected. Those who bought food and drink spent £17.16 on average on this item.
- A6.10 The category with the highest total spend was ‘accommodation’ at £2,271.00, with this total being shared across 26 respondents (15%). Those who provided information on accommodation spent £87.35 on average<sup>83</sup>.
- A6.11 It is worth noting that the amount of user spend was variable across the three sites at which the surveys took place. The highest average spend was at Millers Dale, however, it should be noted that there were two survey days at Millers Dale giving a higher sample size. The lowest average spend was at Torside, however, the site does not have any refreshment facilities and the day was dull and drizzly, unlike the first three survey days. The details are provided in Table A6.4.

<sup>81</sup> The categories were ‘public transport’, ‘fuel’, ‘parking’, ‘bike hire’, ‘entrance or admission’, ‘food and drink’, ‘equipment’, ‘local shops’, ‘accommodation’, ‘souvenirs etc’ and ‘other’.

<sup>82</sup> Only 23 people didn’t specify the amount of spend, and of these several wrote ‘Yes’ rather than offer an amount under one or more categories.

<sup>83</sup> Respondents were asked to provide the day rate for their accommodation. In many cases, the accommodation cost provided was for more than one person, for example couples or groups sharing a room / cottage, or the cost for the use of a touring caravan or campsite.

**Table A6.3 – Visitor Spend across all categories**

<b>Category</b>	<b>Number of respondents who spent on this item</b>	<b>Total Spend on this item</b>	<b>Average spend per respondent who spent on this item</b>	<b>Average for all respondents</b>
Public transport	8	£230.00	£28.75	£1.35
Fuel	71	£912.27	£12.86	£5.37
Parking	67	£321.05	£4.79	£1.89
Bike hire	18	£686.00	£38.11	£4.04
Entrance or admission	5	£102.00	£20.40	£0.60
Food and drink	105	£1,802.00	£17.16	£10.60
Equipment	1	£300.00	£300.00	£1.76
Local shops	10	£142.50	£14.25	£0.84
Accommodation	26	£2,271.00	£87.35	£13.36
Souvenirs etc	3	£50.00	£16.67	£0.29
Other	3	£332.00	£110.67	£1.95
<b>Total (all categories)</b>	<b>147</b>	<b>£7,149.52</b>	<b>£48.64</b>	<b>£42.06</b>

**Table A6.4 – Comparison of spend across survey sites**

	<b>Millers Dale</b>	<b>Parsley Hay</b>	<b>Torside</b>
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

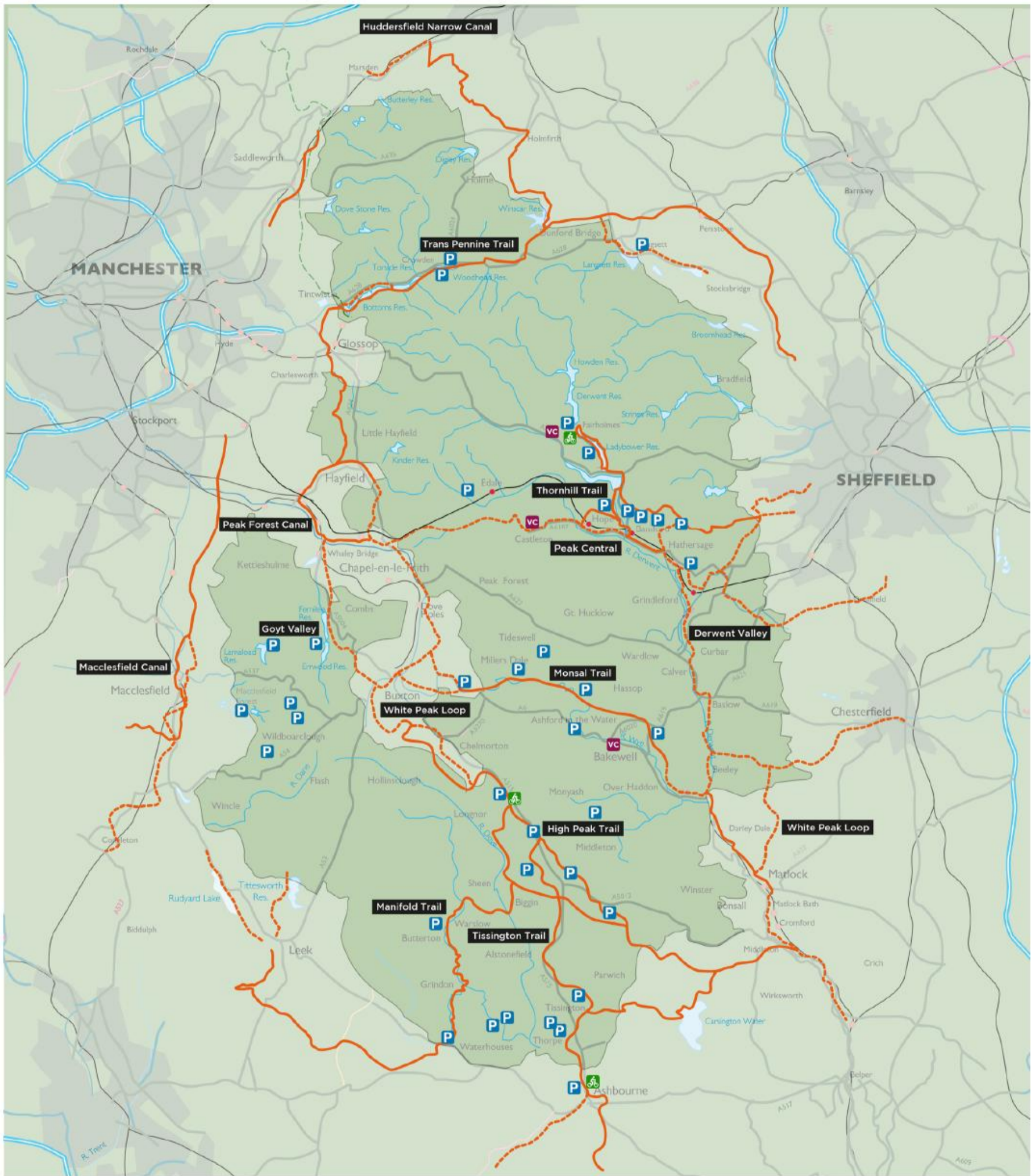
***Other key findings***

A6.12 The following bullet points pick up other key findings from the survey: -

- 75% of respondents arrived by car.
- 29% of visits lasted from 3 to 4 hours; 26% lasted from 4 to 6 hours.
- 28% of respondents had walked once or twice in the Peak District over the last year; 22% had walked on a monthly basis.
- 22% of respondents had cycled once or twice in the Peak District over the last year; 12% had cycled on a monthly basis.
- 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.
- 48% of respondents stated that '*More off-road routes*' would make them walk, wheel or cycle more.
- The oldest person surveyed was 84 years old, and the youngest 20 years old; the average age of respondents was 50 years old.
- 53% of respondents identified themselves as male.
- 11% of respondents came from black or ethnic minority groups.
- 11% of respondents stated that their mobility was limited either a little or a lot.

# **Appendix 7 – Strategic High-level Network**

# High-Level Network



- National Park boundary
- Please specify
- Please specify
- Car parks
- Bike hire
- Visitor centres
- A-roads
- Railway station and line



# **Appendix 8 – Summary of the Public Consultation Results**

## Active Travel Consultation Summary

### Workshops

The public consultation on a proposed high-level network of routes for active travel followed on from workshops and meetings with Highway Authorities in and surrounding the National Park over the period July 2024 to January 2025. Workshops were held with major landowners and the Local Access Forum in October 2024. Parish Councils were informed of the work at the Parish Council Day on 12 October 2024.

Details of the workshops and organisations attending are set out in Appendix 1 of the Plan.

### Local Access Forum

The Peak District Local Access Forum set up an Active Travel Sub-group comprised of Forum members and other key interests not represented on the Forum.

Updates on the work on active travel were provided at each meeting of the Local Access Forum in June 2024, October 2024, and February 2025. Reports and recordings of the meetings are available at <https://democracy.peakdistrict.gov.uk>.

The Active Travel Sub-group further considered the public consultation and responses received on 5 March 2025 and 16 April 2025.

### Public Consultation

The consultation ran from 5 February 2025 to 16 March 2025. Those previously involved with the workshops and other key contacts were notified.

A press release was issued on 7 February 2025. This went out to over 100 local and regional media contacts. Details were provided in the consultation sent to the Parish Councils on 7 February 2025.

Posters and postcards were provided at the National Park Authority's car parks and cycle-hire facilities along the existing multi-user Trails. With their agreement, posters and postcards were also provided at other key venues, including visitor centres, cycle-hire, retail, and also for circulation to contacts.

The consultation was circulated via social media on 7 February 2025, 18 February 2025, and 8 March 2025. There have been approximately 47k views of the posts resulting in 1.8k interactions.

There have been approximately 5.5k web views of the consultation and 860 views of the video providing help with using the mapping.

### The Network

The network consulted on includes existing key routes, their extensions, and new link routes. It includes trails on former railways, Sustrans routes, canal tow paths, Derbyshire County Council's adopted Key Cycle Network, and other routes from constituent and adjoining Highway Authorities. Routes and sections of routes outside the National Park boundary up to a distance of approximately 10km are included.

The network includes both existing and proposed routes. Existing routes are shown as solid lines, proposed routes as dashed. Proposed routes may follow roads, tracks, public rights of way, or other infrastructure features. The mapped line is indicative and at this stage provides a general intention only for connectivity. The development of a proposed route would be subject to detailed design and feasibility with the involvement of all those with an interest and include further public consultation. The routing therefore is fluid.

Notwithstanding the fact that the network where proposed is indicative, this consultation on the interconnectivity of routes to form a high-level network has highlighted modifications to be made to the network for the purposes of this Plan. This includes sections of DCC's proposed route along the Derwent Valley connecting Hathersage to Rowsley to follow minor roads where available. In other locations, where public rights of way are followed, it is recognised that braiding of routes for different uses may be an option.

It should also be noted that work is underway by Derbyshire Country Council for Active Travel Masterplans for both Glossop and the Hope Valley. This may include consultation on parts of the Derwent Valley route.

### Consultation Responses

The consultation used interactive mapping to enable locational detail to be provided. The consultation asked for important locations by activity and frequency of visiting and for locations where improvements by type were required. Responses could also be provided without using the mapping. Details of the respondents' home address was requested to whatever level of detail they were comfortable with providing. There was no restriction on the number of locations or submissions which could be made.

The precision provided by the mapping has been helpful to provide detail both in terms of routing and for noting locations and improvements. As stated above, proposed routes are indicative only at this stage.

Consultation responses identified need, challenges, and concerns. They relate to active travel in practice, the network as a whole, and/or provide detail on individual locations and routes. General comments are summarised below together with the display of locations and improvements. Detailed route analysis will follow and in conjunction with key stakeholders including the Local Access Forum.

In total 388 submissions were made, providing details of 673 important locations for a variety of activity types, and 402 locations requiring improvement. Important locations and improvement locations may overlap. This allows for priority areas to be gauged where more than one person has identified an important or improvement area, and where the frequency of use or propensity to use is high.

Some responses highlighted that they had difficulties with the mapping, that they hadn't been aware of the consultation, that posters in some places were erected late, that the consultation was at the quietest time of the year, and that the format of the form was not user friendly or didn't allow comment on all aspects of cycle infrastructure in the Peak District. One person requested more time.

### Organisations

**Bakewell Safer Cycling Group** - Bakewell could become a Cycling Hub and attract visiting cyclist instead of 1000's of cars every weekend. The problem is that even most of the locals keep their bikes in the garage and only drive to the Monsal Trail midweek and go up and down and drive back. We need active travel routes that can also be linked and looped to keep visitors here for a week. The lanes are there, the scenery is amazing, but we need route selection, signage and speed limits. The Monsal Trail only attracts people who have a car. By linking Bakewell to Grindleford and Matlock we could start to make a difference. Instead of trying to connect Blackwell with Buxton to make a 60-mile loop we should be making many usable and cycle-able shorter loops. Align this with an integrated public transport system and we might solve the

massive transport emissions problem and our mental health problems at the same time. Along with cycling groups from Tideswell and Baslow we would welcome some form of involvement in the LCWIP, our children's/grandchildren's future is at stake.

### **British Horse Society**

- Nationally equestrians have access to just 22% of the Public Rights of Way network – only 11.3% in Derbyshire - and are often forced to use increasingly busy roads to reach PRoW. BHS received 79 road incident reports from equestrians in 2024 in Derbyshire. A serious road incident not only causes distress to those involved but costs the public purse £2.7M (DfT, 2024) therefore safe off-road access and improved road safety are fundamental in any new development. The Highway Code revisions recognise the vulnerability of equestrians as equal to that of cyclists. The BETA data (2023) states that the economic contribution per horse is £6,887 therefore £12,823,594 per annum total just in this area. It makes good economic sense to include equestrians in development planning to sustain the businesses and services relying upon them such as farriers, vets, feed merchants, etc.
- The NPPF para 105 states: 'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks...'
- It is commendable and an example of good practice that PDNP have included horse-riding in their terms of reference for Active Travel. Jesse Norman MP, Parliamentary Under – Secretary of State for Transport in a House of Commons debate on Road Safety, 5 November 2018 (1) stated: "We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.....Horse riders are vulnerable road users—there is no doubt about that, and there never has been—and they have been included in the work we are doing." ATE state in their 2024 guidance: Horse riding is explicitly included in active travel: House of Commons Transport Committee Active travel: increasing levels of walking and cycling in England Eleventh Report of Session 2017–19 Report, together with formal minutes relating to the report (London, 2019): "Active travel covers any journey that is made by physically active means, and covers such diverse activities as horse riding, skateboarding, roller skating, and riding a scooter." p6.
- Horse riding is 'moderate intensity' exercise (NHS Health Survey for England (2016, p34). 24% of people involved in equestrian sport have a disability, so it is an activity that is accessible and can enable people to enjoy the outdoors.
- It is imperative that equestrians are also included in paths, green infrastructure, NMU routes etc to avoid creating dead end routes or sandwiching horses and riders between cyclists and MPVs/HGVs. With a fragmented and limited bridleway and byway network, the establishment of Active Travel routes present an opportunity to share this off-road provision with a wide range of vulnerable road users – equestrians, wheelers and pedestrians.
- Whilst an off-road path is being constructed, it is in the public interest to be multi-user as leisure as well as amenity use will be made of it. 88% of adult riders are women, 85% of children who horse ride are girls (Sport England, 2023). Conversely, the majority of cyclists identify as men and boys. Several categories of public rights of way (bridleways, restricted byways and byways) and minor public roads are already shared by cyclists and other user groups. Thus, as a general principle, we believe that, for maximum public benefit and

fairness, the reciprocal approach should be implemented, i.e. that active travel routes should be shared with all user groups.

- Active Travel Consultation questions:

1. Which places are most important to you and how often you use the routes

Our local members, volunteers and other equestrians will be best placed to answer this.

2. Where you'd like to see improvements to the network and the type of improvement

- Circular routes are preferable for leisure, to decrease fragmentation. This would avoid the scenario where equestrians are excluded from the continuation of a route, for example where a bridleway changes to footpath at a parish boundary or road crossing. The Active Travel plan is an opportunity to join up the cul-de-sac routes by creating new designations and upgrading existing footpaths where appropriate.

- Removing barriers to access such as stiles or bollards at close interval will not only improve access for equestrians but also for other users such as those using recumbent bikes or mobility scooters

- Structures on routes such as gates, vehicle barriers and bridges may require some improvement for equestrian use. For example, parapet height on a bridge or dimensions of a chicane.

3. Any other comments or concerns on the network/routes shown

- It is worth noting that as the plan is intending to make connections beyond the boundary of the NP, many horses are kept on the urban fringe, so it is important that equestrians are not excluded from routes that exit urban areas into the surrounding environs. Road crossings for the active travel routes should be for walkers, wheelers and horse-riders. Whilst the design of each crossing will depend on the location, generally a shared rather than segregated crossing is sufficient provided the controls (if a light-controlled crossing) are positioned at an appropriate height and distance from the carriageway.

- Signage is key for shared use paths and PROW to clearly identify the lawful users and status of the path. Whilst the PDNP should not be littered with signs, sufficient signage will avoid conflict between users and avoid users deviating from the routes.

- Maintenance and enforcement differ for PROW and other types of paths, however there will be maintenance requirements for these 'high-level' routes and a knock-on effect for increased use of PROW, greenways, etc leading to and from the Active Travel routes. With budget constraints, it is important that the authorities involved are committed to resource the additional use of the existing network and the development and maintenance of the additional routes.

- Linked to maintenance, surfacing options, such as bound rock rubber crumb, have been proven to work well on other well-used and rural routes, whether flat or on steep gradients. The surface is porous, non-slip, less concussive than sealed surface materials and long-lasting.

- The interactive map is a useful tool although a challenge to compare to the location of existing PROW to understand how routes may or may not connect with one another.

- Welcome further discussion regarding the above in terms of dimensions, surfaces and signage

## **Canals & River Trust**

- Within the Peak District National Park, the Canal & River Trust's assets are limited to the Huddersfield Narrow Canal running through Standedge Tunnel to the north of the park and the following reservoirs with their associated infrastructure including feeders, culverts, tracks, and bridges: Brunclough Reservoir, Black Moss (and Little Black Moss) Reservoir; Diggle Reservoir; Swellands Reservoir; Redbrook Reservoir; and in part, Toddbrook Reservoir
- The multifunctional nature of waterways and reservoirs means they have the potential to deliver a wide range of benefits, including:
  - Access to green/blue infrastructure for recreational opportunities and physical activity and as a community resource for supporting health and well-being and social interaction,
  - Contributing to movement strategies and accessibility and the provision of ambient and safe car-free alternative travel routes for walking/ cycling,
  - Opportunities to support and maintain ecological habitats and biodiversity through contributing to green corridor networks, and
  - A local infrastructure performing multiple functions, such as land drainage, and supporting carbon reduction and environmental sustainability.
- Welcome being kept informed of any active travel consultation and engaging in consultation for any forthcoming document regarding active travel.

## **Hathersage Parish Council**

- Has a number of concerns, and these have been further raised by information made available to the HVCA Active Travel Meeting on 12th March.
- Supportive in principle of the provision of a cycle way through the Hope Valley paralleling the A6187 and B6001 but on fully and physically separated alignments. Do not support the concept of segregating the active travel route within the existing Highway, as proposed, it is understood, on parts of the A6187.
- It was noted at the HVCA meeting that the proposals assume that visiting motorists will 'have their behaviour changed' and come by 'good public transport. Whilst would like to see more visitors using public transport, and is taking active steps against poor public transport, do not accept that, if visitors cannot come by car (and given the ongoing limitations of existing car parking as implied at the meeting), that they will come by 'good public transport. Most do not like buses and will not even if they are happy to come by train. Await, with interest, proposals for the provision (including frequency) and funding of such transport and note the experiences of a country held to be an example of well-integrated and efficient public transport i.e. Switzerland.
- Note the ongoing preponderance of car use over other forms of public transport. Concerned that that the present car (and motor home) parking situation in and adjacent to the Hope Valley is untenable for a number of reasons and is assembling proposals for addressing it. Do not take the position that visitors, if restricted to parking in less environmentally sensitive locations, should be provided with 'Sherpa' type transport to popular locations.
- The meeting left the impression that the Valley's businesses (including hotels, traders, and farmers) and residents were no more that details of little consequence.

## Hope Valley Travelling Light

- Make walking, wheeling and cycling the first-choice mode of travel for short journeys by residents and visitors. This requires a network of safe, attractive, all-ability routes linked to places that people want to visit.
- There are multiple benefits from active travel. HVCA's aims to tackle climate change by decarbonising travel. Active travel [AT] has the potential to reduce car use. It also promotes health and well-being. Active travel is an important social activity, including for people who are less mobile and who may not have access to private vehicles. It contributes to the local economy; for example, through cafes, pubs, restaurants, visitor accommodation, outdoor equipment shops and bike hire.
- The proposed Plan is very welcome. Even more important is investment in AT by Active Travel England [ATE], the Mayoral Authority, and many other organisations. We note that in Scotland 10% of the 2024-25 national transport budget is devoted to active travel. A similar allocation in England would transform the current inadequate provision.
- It is vital that the NP Plan complements and supports the Active Travel Masterplan for the Hope Valley being created by the County Council. We want the NP Plan and the DCC Plan to be ambitious, raising the sights of local people and public authorities about what may be possible. Small-scale, piecemeal improvements are useful but not enough. At the same time, urgently require visible 'quick wins': projects which can be achieved now, without major infrastructure. This could include, for example, selective low speed limits and safe road crossings.
- Note a tendency to refer to the 'strategic cycle network'. Active travel is about walking and wheeling as well as cycling. The NPA vocabulary should always relate to all modes and all abilities. The needs of cyclists are only part of the story.
- Active travel is part of a wider sustainable travel picture. It is the top of the transport planning pyramid. The next layer is high quality public transport. Any AT network should link with, and support, public transport. This means physical links to rail stations, easy bike and buggy carriage on trains and buses, and public transport provision that dovetails with AT routes. Too many of the Park's current AT routes assume that people will drive to the starting point.
- Active travel routes should be attractive and safe. A narrow strip of tarmac adjacent to a busy road meets neither of these criteria. Any multi-user AT route should, in line with national standards, be at least three metres wide and should be physically separated from any main road. Parents should feel that their young children will be safe from traffic.
- ATE's objective is to boost the number of local journeys being walked, wheeled or cycled, helping to make active travel a part of everyday life. This means short trips to schools, workplaces, shops and clinics, as well as the start of longer journeys. Every journey begins with a walk. The NP's plan should shift focus towards local provision which can benefit residents and visitors, and away from making expensive provision for leisure activities for minority interests such as horse riding.
- Welcome the proposal for a spine 'multi user trail' along the length of the Hope Valley, from Castleton to Baslow. It should meet the criteria set out above. The current short section between Sicklesholme and Hathersage falls short of the required standard. Down the Valley from Hathersage, a dedicated route away from the main road would be the best option. The

Hope Valley plan should be integrated with plans for a Derwent Valley Cycleway, subject to the points made earlier about walking and wheeling as well as cycling.

- Stress the importance of the 'secondary network': routes that link to each village and train station. Some Hope Valley villages, specifically Bradwell, Bamford and Eyam, are not on the main road through the Valley. Thought also needs to be given to safe access to Edale. Routes within villages are often as important as routes between villages. Each village requires specific attention in the County's AT Masterplan.
- For the more energetic cyclists, and recognising the increasing importance of e-bikes and the mobility that they offer, safe routes are required from the west of the Valley, towards Manchester, and to the east towards Sheffield.
- The National Cycle Network [NCN 6] route eastwards from Castleton is not well publicised at present. It uses minor roads, for the most part. Designating these, and other back roads, as 'quiet lanes' with low-speed limits and priority for walkers, wheelers and cyclists would be a valuable contribution to the local AT network.
- HVCA is ready to assist the NPA and the County Council to develop their plans, particularly by:
  - With local residents, organising one or more meetings in each village about active travel, including the County's AT Masterplan
  - Encouraging local people to consider how they could be more active now, and what 'quick wins' would make AT safer and more attractive
  - Continuing to work on other aspects of sustainable travel, including pressing for high quality, integrated rail and bus services
  - Working with public authorities on traffic reduction measures.

### **Trans Pennine Trail**

- Improved Signage - clear and consistent signage is essential for ensuring that users can navigate the Trail easily. Installing more frequent way markers and directional signs at key junctions and intersections. Providing distance markers indicating the remaining distance to notable landmarks and towns.
- Quality - the quality of the Trail surface varies along the TPT, and upgrading certain sections would greatly benefit users. Resurfacing areas prone to erosion or waterlogging to provide a more stable and comfortable path. Ensuring that all parts of the Trail are accessible all users. Implementing regular maintenance schedules to keep the Trail in optimal condition
- Accessibility Enhancements - making the TPT more accessible to a wider range of users, including those with disabilities, would be a significant improvement. Installing ramps and handrails at steep or uneven sections of the Trail – could this be added to section above Woodhead tunnels. Creating accessible entry points and rest areas for users with mobility challenges. Providing detailed accessibility information on maps and guides, i.e. expanding the Miles without Stiles programme
- Route Extensions - introducing alternative routes that bypass heavily trafficked or industrial areas, offering a more scenic and tranquil experience. Develop circular route programme to encourage more users, particularly around reservoirs. Extending the Trail to connect with

additional points of interest, historical sites, and natural landmarks. Collaborating with local communities to develop spur Trails that highlight regional attractions and amenities

- **Facility Upgrades** - installing covered shelters with seating at regular intervals along the Trail. Providing accessible picnic tables and benches. Ensuring that rest areas are equipped with waste disposal facilities to maintain cleanliness – or signs encouraging people to take their litter home with them
- **Accommodation Options** - enhancing accommodation options along the TPT would encourage longer stays and greater exploration of the Peak District. Developing campsites and caravan parks with essential amenities such as showers, toilets, and cooking facilities. Partnering with local businesses to offer bed and breakfast accommodations, hostels, and inns
- **Food and Refreshment Facilities** - access to food and refreshments is crucial for the well-being of Trail users. Partnering with local farms and producers to offer fresh, regional produce. Providing information about nearby eateries and stores in Trail guides and at rest areas.
- **Information and Interpretation Points** - educational and informational resources enhance the Trail experience by providing context and insights. Installing interpretive signage that highlights the natural, cultural, and historical significance of the surrounding area. Offering guided tours and educational programs focused on local wildlife, geology, and history
- **Community Engagement and Volunteer Programme** - engaging the local community in the maintenance and improvement of the TPT can foster a sense of ownership and pride. Continue to invest in the successful volunteer programme for Trail maintenance, clean-up, and event organisation. Offering training and resources for volunteers to enhance their skills and knowledge
- **Partnerships with Local Businesses:** Collaborating with local businesses can provide mutual benefits and enhance the Trail experience. Partnering with outdoor equipment retailers, bike shops, and rental services to offer discounts and promotions for Trail users. Encouraging local businesses to sponsor Trail improvements and facilities.  
**Promotional Campaigns** - raising awareness about the TPT and its offerings can attract more visitors and support. Launching marketing campaigns that highlight the unique features and benefits of the Trail.

**Upper Padley Residents Association** - express universal concern at the idea of adding bicycles to the traffic on the track. Foot traffic -- walkers who come by train or who park on the access lane to Grindleford Station-- has increased hugely since the pandemic. Delivery vehicles have also increased dramatically, so the vehicular traffic is much more intense than previously. The bridge over Burbage Brook is narrow and difficult to navigate, and the track itself is narrow and also difficult in places to navigate. The combination of vehicles and walkers already makes the track hazardous. Adding bicycles to the mix would add immeasurably to the hazard level. It is also the case that the track is totally unsuitable for bicycles...in places it is very difficult to walk because of steep hills and very challenging track surfaces. Riding a bicycle would be dangerous to the riders.

**Waterhouses Parish Council** - try to help keep local routes in a useable condition for both local and visitor users by reporting problems and liaising with rights of way professionals.

### Representations

## **Need/Support**

- Safe routes needed for cyclists and horse riders
- Encourages people to make fewer journeys by motorised transport
- Smooth surfaces with no obstacles for wheelchair users
- Carriage driving important for inclusivity
- Quiet roads important to avoid busy areas
- Need to be able to access from home
- Encourages cautious cyclists
- Safe links to transport and residential areas
- Cycling for pleasure and commuting is hard in the Peak District
- Would love to be able to cycle to the places currently drive to
- Helps improve mental health
- More bus routes and reliability
- Focus on shorter and local loops
- Children and teenagers need safe cycling to get to school and meet with friends
- Parking for horse-trailers
- Pavements unsuitable for wheelchair users
- Will encourage people to get out into the countryside
- Better access will promote better health, greener transport routes, and encourage tourism
- Link up the Trails with rail
- No viable public transport links
- Improving cycle tracks would keep cyclists off the road
- Improvements for cycling makes paths suitable for all year use by all user types
- Improve routes for all types of cyclists
- Link to the cities surrounding the Peak District
- Joined up traffic-free routes
- Speed restrictions and weight limits as well
- E-bikes supports more use
- Proposals should have equestrian use or be traffic-free
- Wide level routes are important for those with disabilities
- Villages can be cycle hubs
- Need cycle parking
- Link between villages

- Reduces congestion

### Issues/Concerns

These include:

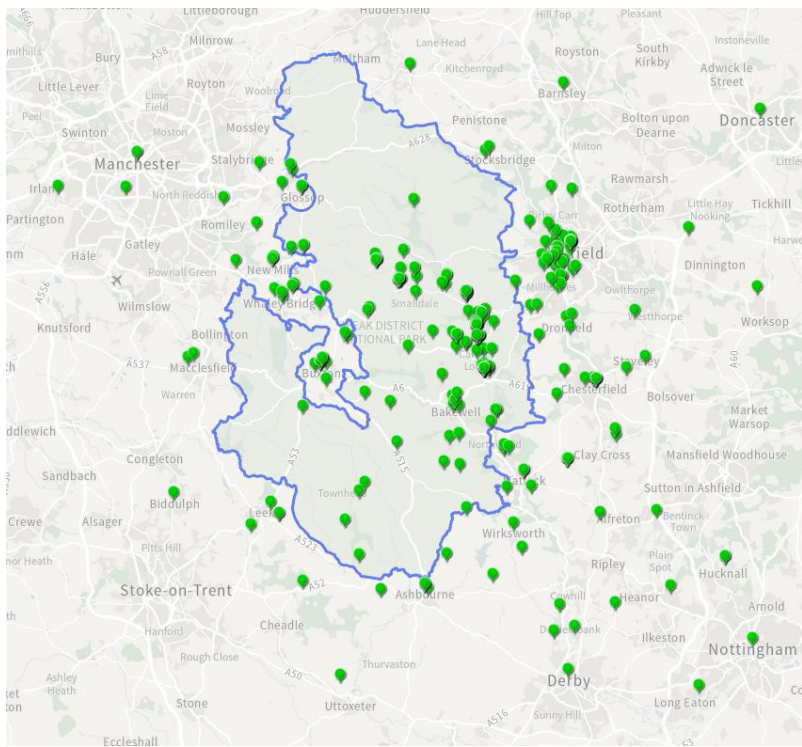
- Impacts of vehicles parking to gain access to routes
- Cycling on footpaths and mixing pedestrians and cyclists
- Associated visitor management and requirement for wardening
- Lack of car parks or free parking leading to parking on pavements and verges
- Funding should be used to maintain existing routes and not lead to TROs
- Investment being directed to the South Peaks but more needed in the High Peak
- Some routes do not align with what is acceptable to landowners
- Routes could require substantial upgrading
- Already too much traffic on routes
- Create dangerous situations by introducing cyclists into places with already heavy use
- Might encourage mountain-biking in areas adjoining
- Upgrading affects the historic nature of existing routes
- Impact on wildlife

### User Response Locations

389 locations recorded. 89% are within and up to 10km of the National Park boundary – i.e. the area in which routes were mapped.

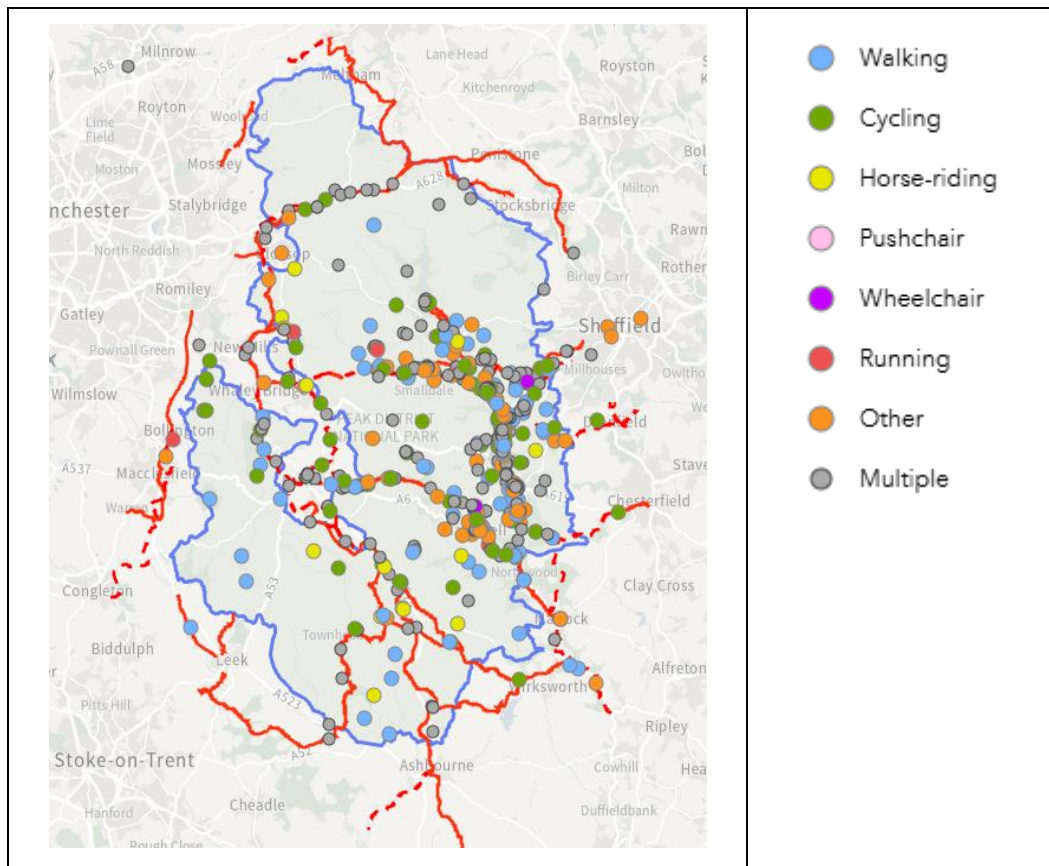
There was a good response rate from residents in the Hope Valley and along the eastern side of the National Park with a focus on proposed routes in proximity to their home address. The greatest concentration of those surrounding the National Park was in Sheffield.





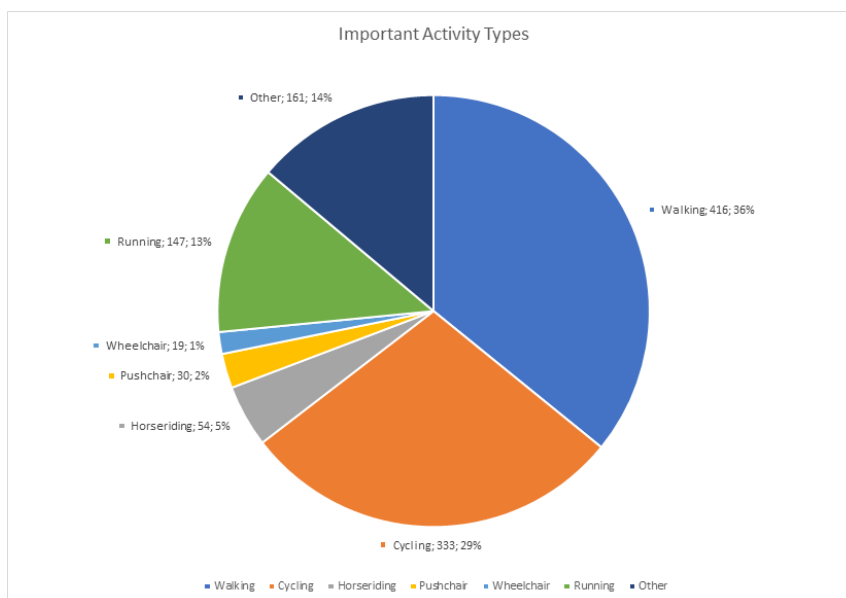
### Important Locations

673 important locations were submitted. These included locations recorded on the routes bordering the National Park.



## By all activity types

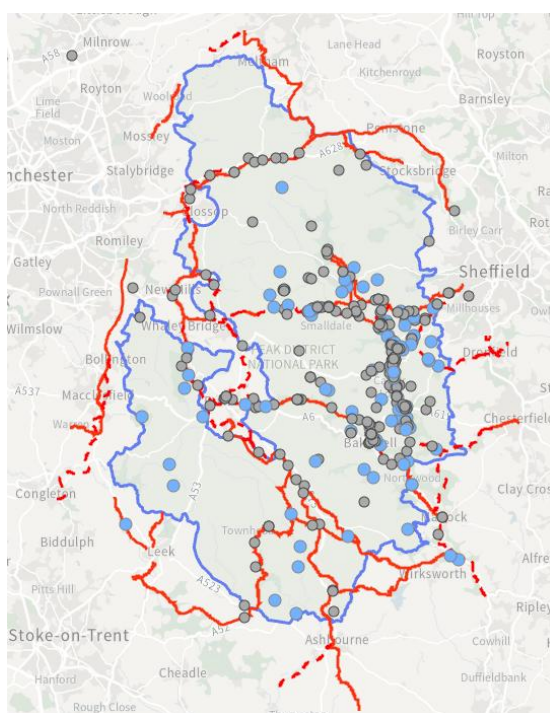
This included the main types included for active travel plan – walking, wheeling, cycling, and horse-riding – also pushchairs, running, and unspecified where further details could be provided. More than one activity type could be identified for each location.

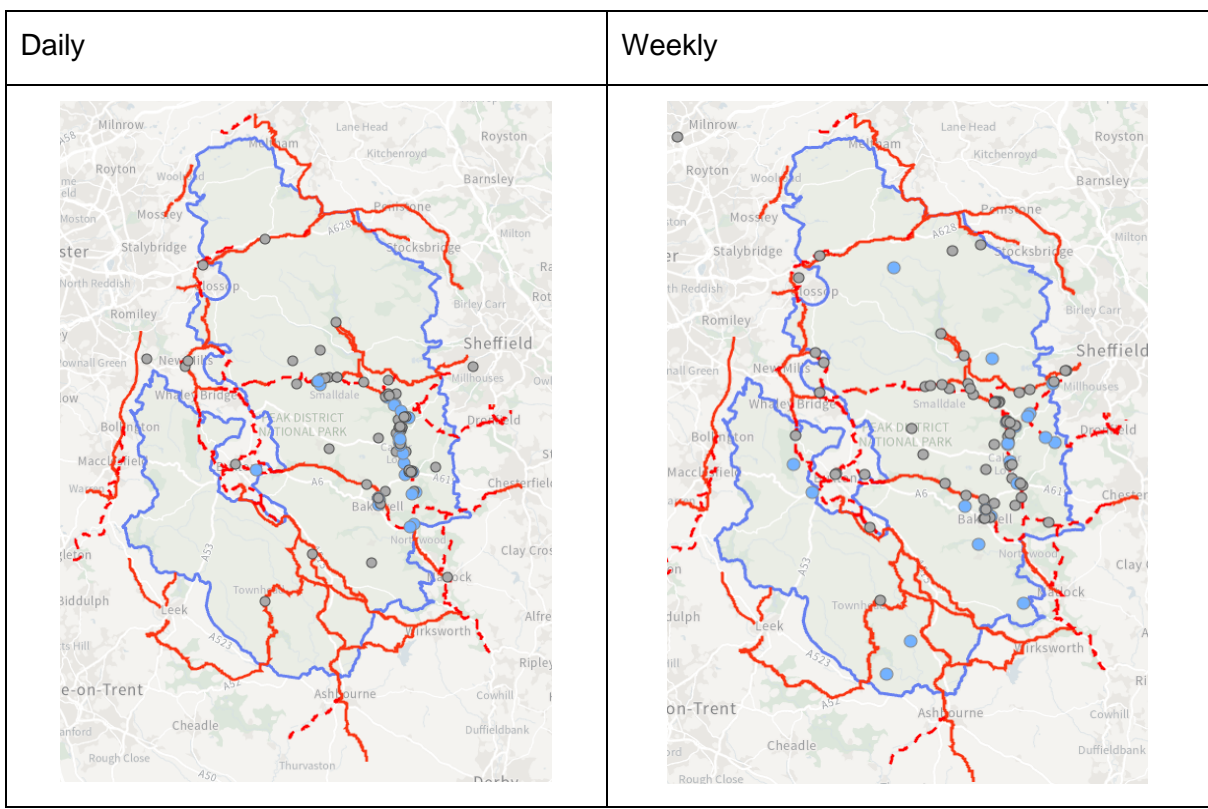


Very few locations (12) were recorded as being visited on an annual basis. Daily, weekly, and monthly visits together accounted for 80% of all visits, with broadly similar percentages.

## Walking

416 locations were identified as important for walking. At 291 locations another activity was carried out. The most popular combination was walking and cycling with 99 locations identified for both. This increased to 172 locations when running was included in the combination. Locations are shown grey where walking is recorded along with other activity types.

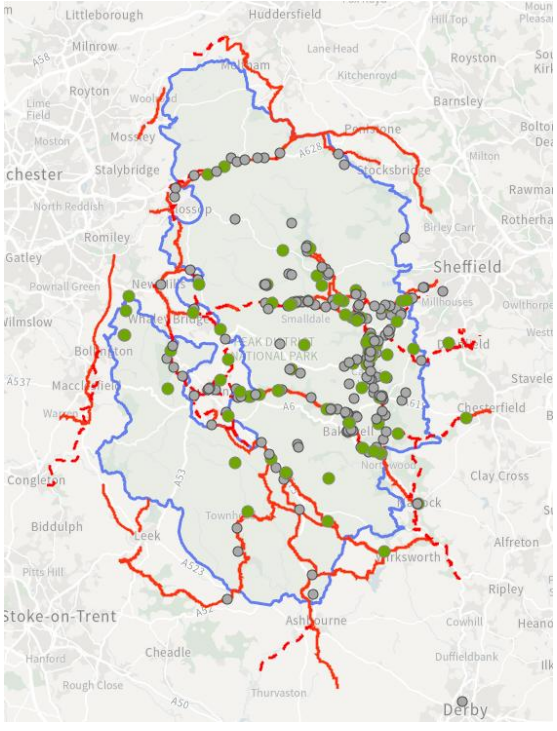


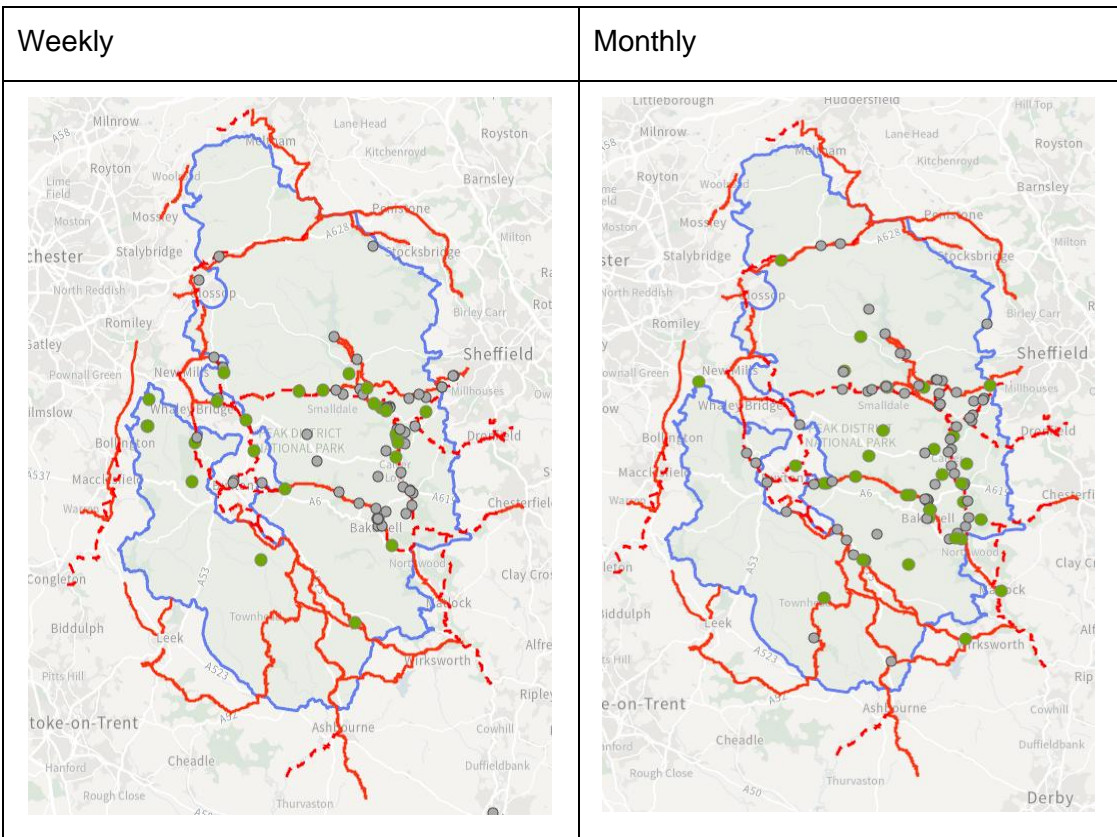


121 locations were identified for daily walking; other activities took place at 3 out of 4 locations. Walking in combination with cycling or with running were recorded as the most popular daily activities. Daily visits were in close proximity to home locations recorded. Daily and weekly locations were comparable, with a focus on the central area and from the villages along the Hope Valley.

**Cycling**

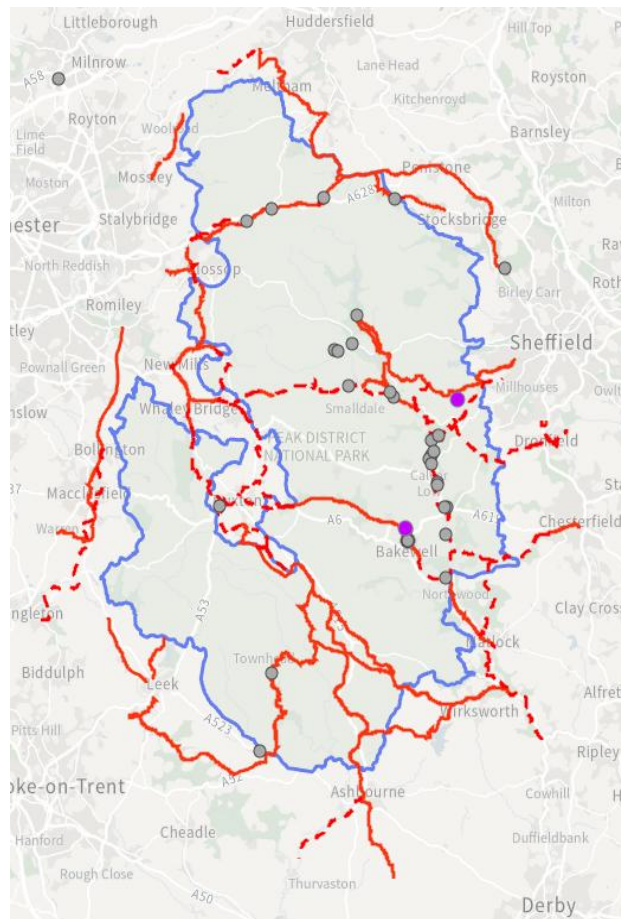
332 locations were identified as important for cycling. Important locations are shown as green, where cycling only. Daily cycling was very localised in extent. Weekly and monthly cycling was similar in extent.





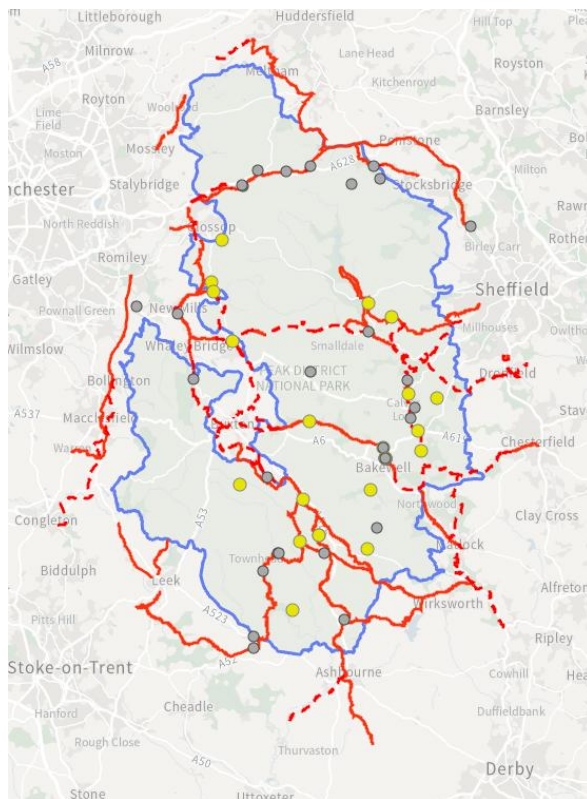
**Wheeling**

18 responses were submitted for wheelchair use. This tended to be either weekly or monthly and seasonal. Pushchair users recorded an additional 21 locations, with other activities also taking place at these locations.



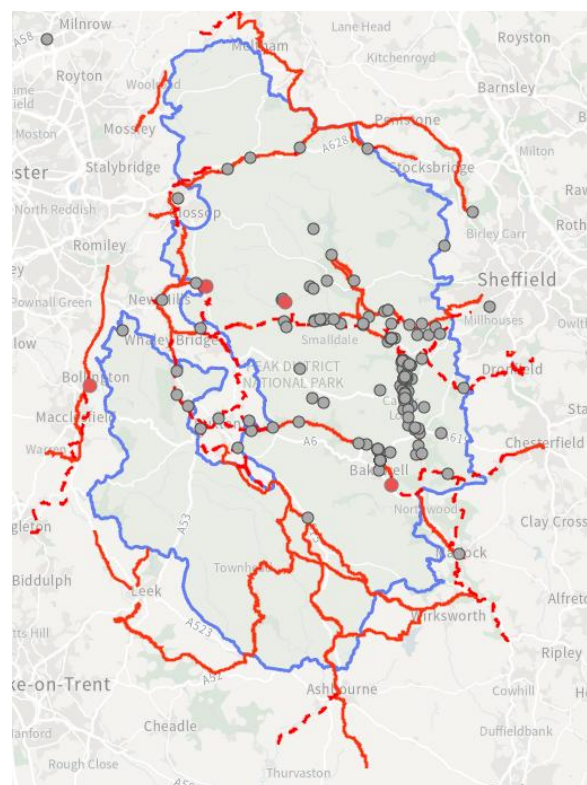
## Horse riding

54 locations were identified. Horse riders, along with walkers, recorded the greatest number of locations in the White Peak.



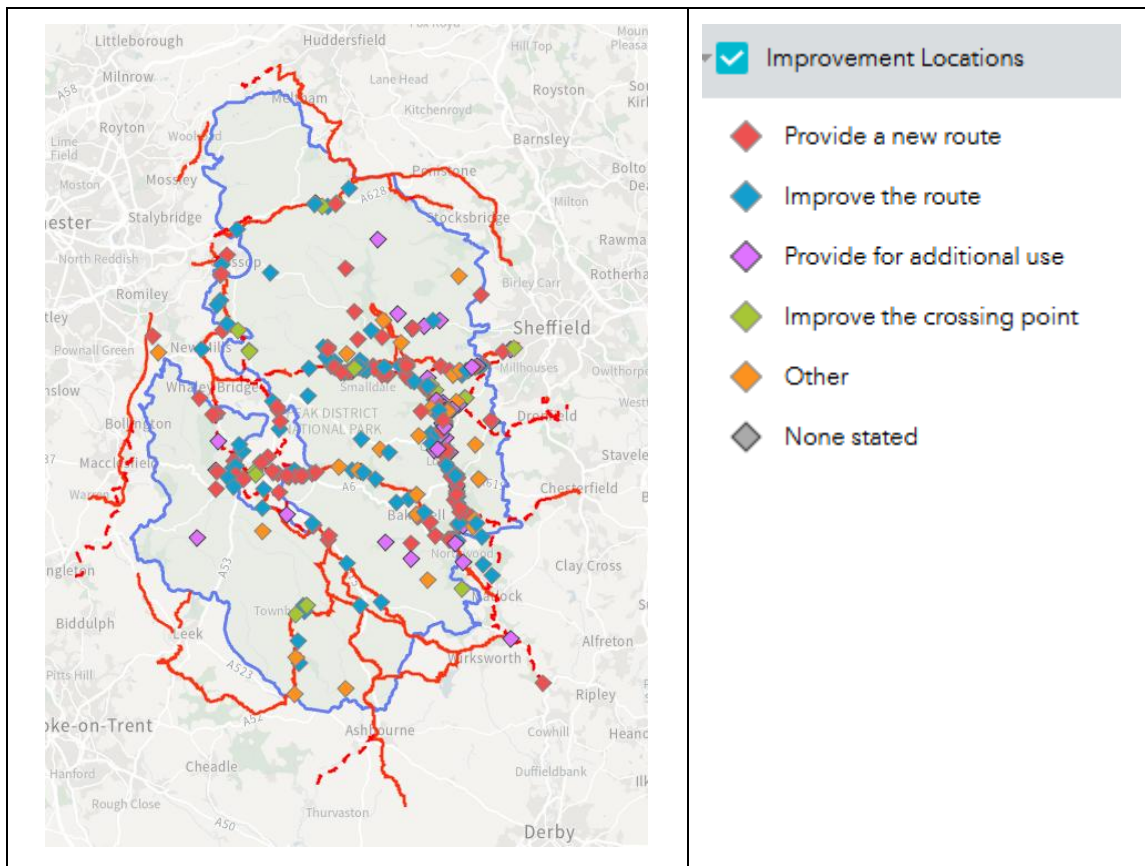
## Running

This showed predominance of responses from the eastern side of the National Park, with little recorded along the network of existing trails. In the majority of cases, running was viewed as one of several activity types.



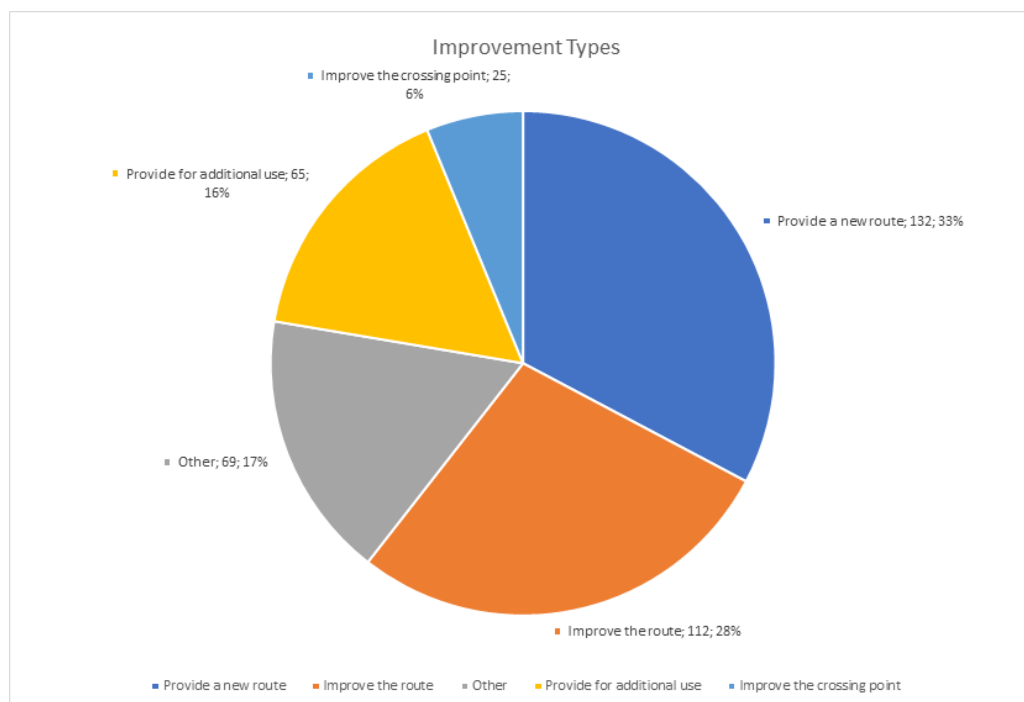
## Improvement Locations

402 identified. These included routes connecting to the National Park.



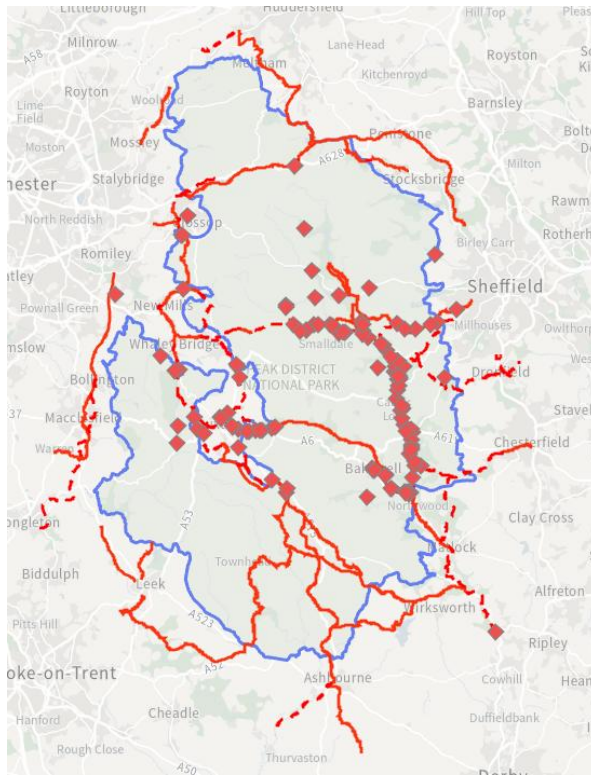
## By all Improvement types

Respondents were asked to identify from a range of improvement types. More than one improvement type could be identified for each location.



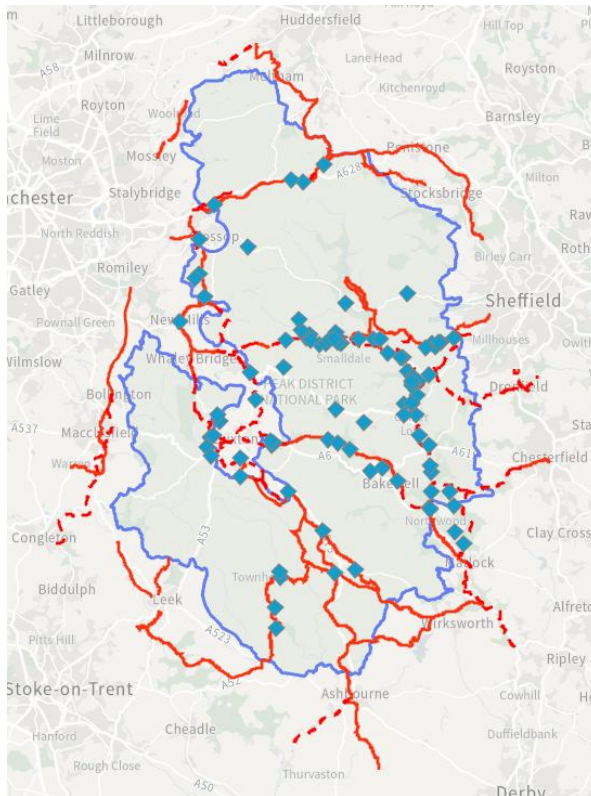
### Provide a new route

131 locations were recorded. Note that in some cases these relate to the same improvement. Further detailed route analysis will clarify.



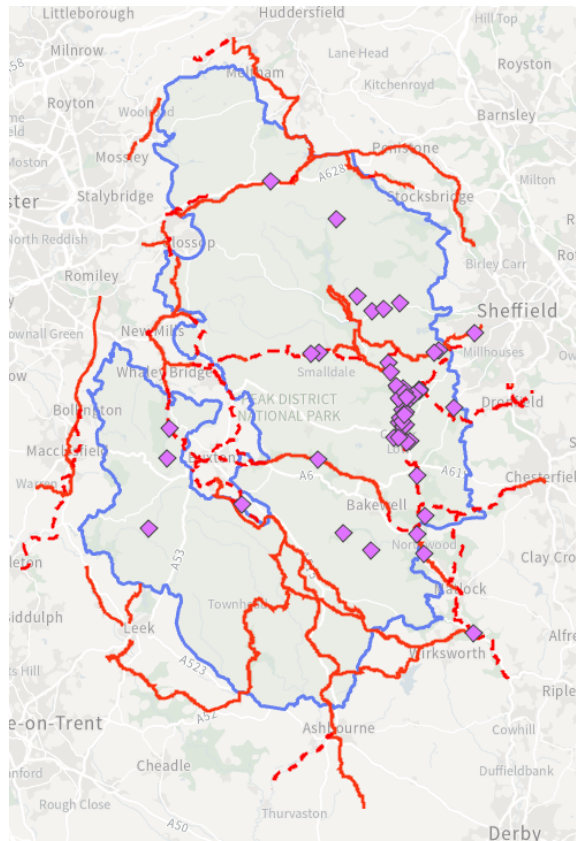
### Improve the Route

111 responses recorded. Note that in some cases these relate to the same improvement. Further detailed route analysis will clarify.



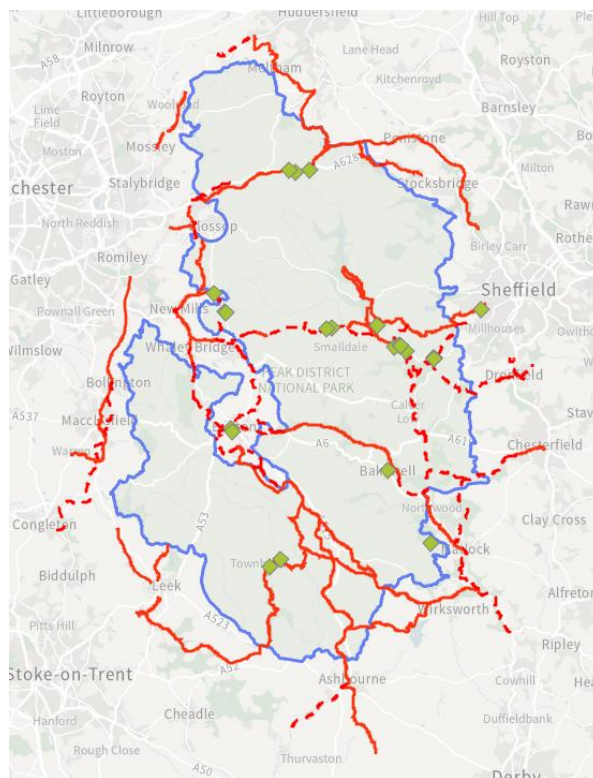
### Provide for Additional Use

64 responses recorded. Note that in some cases these relate to the same improvement. Further detailed route analysis will clarify.



### Improve the Crossing Point

25 responses recorded.



## Other Improvements

68 responses recorded. These included links to the network consulted on.

