

Trails Management Plan 2013–2017

Public Consultation Report



Prepared October 2012

1. Public Consultation on Draft Trails Management Plan

Having prepared the draft Trails Management Plan and incorporated the comments and feedback received from the Trails Steering Group and the Internal Working Group, the revised draft plan was published on the Peak District National Park Authority's website for a six week public consultation from Tuesday 7 August until Tuesday 18th September 2012. The consultation period for parish councils was extended until Monday 1st October to take account of their summer break and in an attempt to make the timescales more realistic.

The public consultation was advertised by means of a press release that was publicised on the Authority's website and circulated to local press contacts, and also via the Authority's Pedal Peak District Twitter feeds. This generated a good level of interest both in terms of newspapers and websites including the following:

- Grough website
- Derby Telegraph
- Go Outdoors website
- Outdoors Magic website
- Matlock Mercury
- Ashbourne Telegraph
- Buxton Advertiser
- Walking Forum website
- Single Trac website
- Peak District Cycleways website

An interview was also given on High Peak Radio and a feature article on the Trails was published in the Derby Telegraph.

The draft plan was available to download from the PDNPA's website, along with the summary reports prepared for each of the four Trails Steering Group workshops that had taken place over the previous twelve months.

The public were invited to comment on the draft plan by emailing the Trails Property Manager.

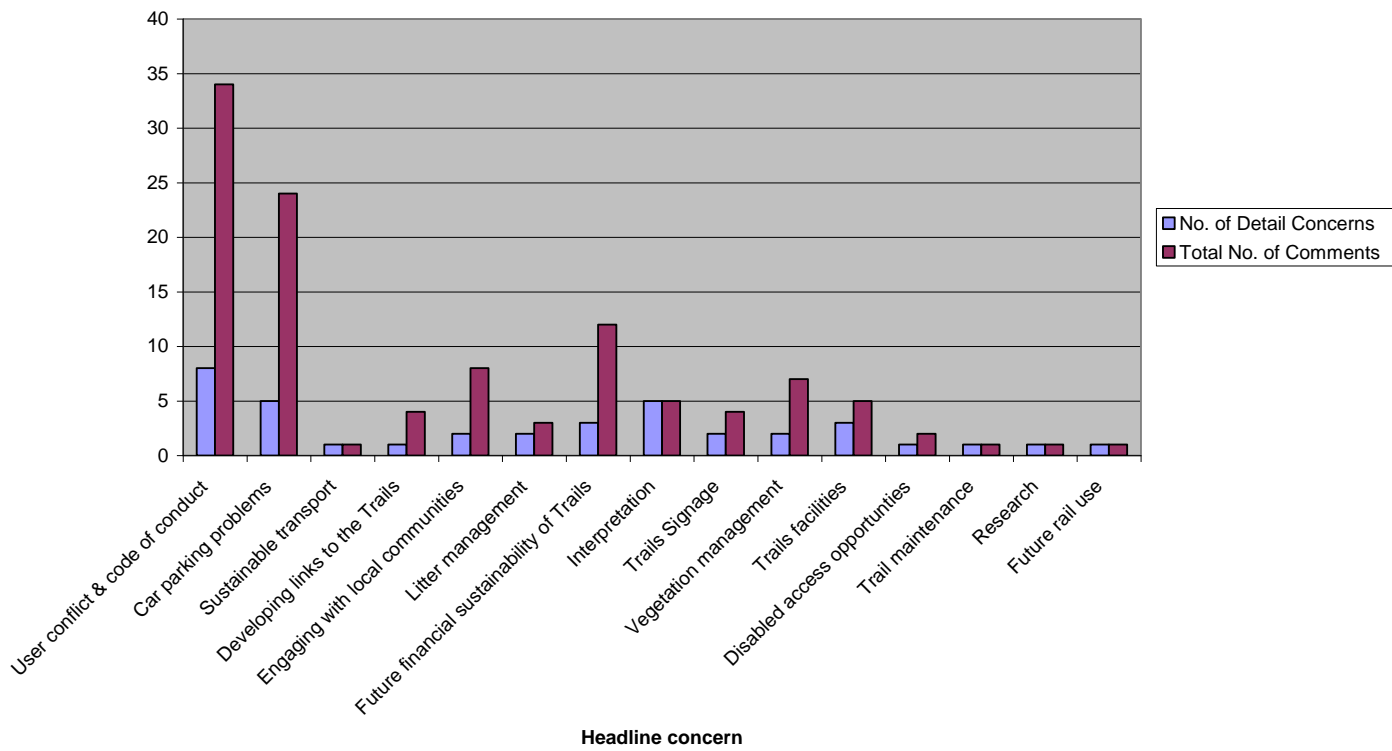
2. Consultation Results

We received 23 written responses to the draft Trails Management Plan published on the website, 22 by email and one by letter. For ease of interpretation and analysis, all responses have been inputted into a summary table that follows in Section 3.

The comments were grouped initially into Headline Concerns and there were 15 Headline Concerns identified. The comments received under each Headline Concern were then sub-divided and grouped into Detail Concerns (of which there were 36), and the specific comments relating to each Detail Concern were then included. In total, 112 specific comments or extractions were recorded.

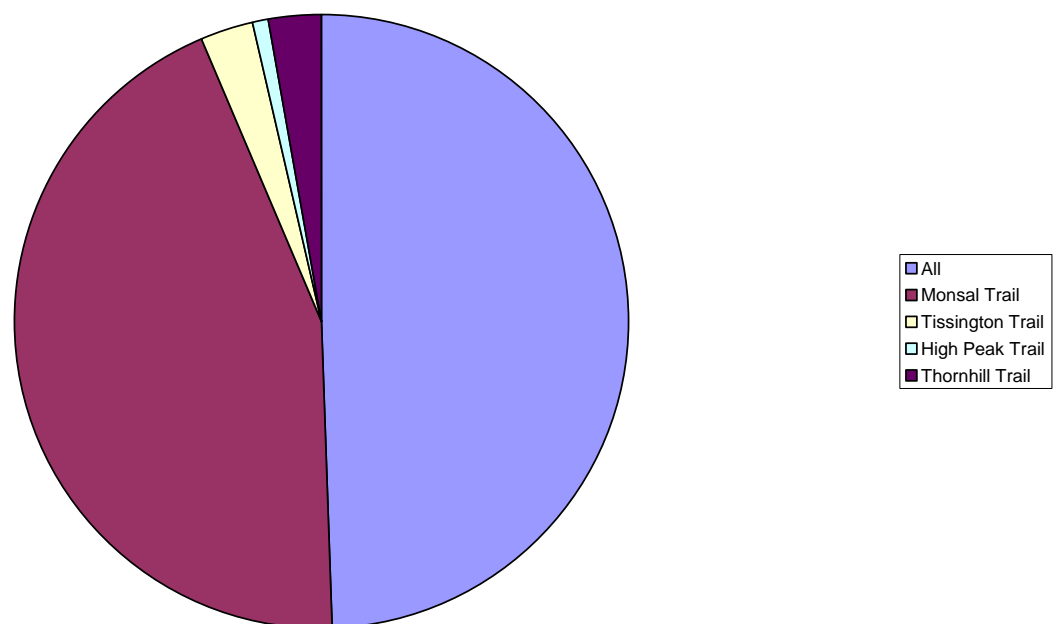
The chart below shows the number of Detail Concerns and the total number of comments received, for each Headline Concern. It clearly illustrates that the two most commented upon concerns were user conflict and car parking.

Consultation Response



The chart below shows that whilst almost 50% of comments were not Trail specific, i.e. related equally to all of the Trails, 44% related specifically to the Monsal Trail.

Trail specific responses



3. Public Consultation Response Summary

Headline Concern	Detail Concern	Extraction	Individual (I) Parish Council (PC) Organisation (Org)	Trail	PDNPA Response (Blue denotes TMP amendment or future action)
User Conflict & Code of Conduct	Walkers' awareness	Promote better awareness by asking walkers not to spread across trail and to keep aware of other users especially bikes.	I	All	These messages form part of the Trail Code of Conduct. The TMP makes a commitment to promote the code across all four trails (Obj.18 i)
		Code of conduct should urge groups to move to the same side when cyclists pass.	I	All	
	Speeding cyclists	Impose maximum speed limit for bikes unless the trail is clear.	I	All	Maximum speed limits are not considered feasible on the trails. Many bikes do not have bike computers and the PDNPA does not have the staff resources to police a speed limit. Instead, the Code of Conduct includes clear messages about the need to respect other users and for cyclists to keep their speeds down and give way to other users. We will review the need for smaller repeat signs promoting key messages including speed.
		Perhaps there should be a maximum speed stipulation (for bikes).	I	MT	
		A stronger visual message for cyclists in the code of conduct with respect to speed.	PC	MT	
		Cyclists travelling too fast.	I	MT	
		Majority of cyclists went far too fast.	I	MT	
		Speeding cyclists are a danger to walkers.	I	MT	
	Cyclists' bells	Potential to amend bye laws to stipulate that cycles need to be fitted with bells.	I	MT	Again, the PDNPA does not have the resources to ensure that all bikes using the Trails are fitted with bells. As such, an amendment to the bye laws to this effect is not considered desirable. The Code of Conduct asks cyclists to either use a bell or call out 'bike' to warn people of their approach. Politely calling out is considered just as effective as using a bell. All cycle hire bikes using the Trails are fitted
		Cyclists neither use their bells nor cough / shout / use any form of notice.	I	MT	
		Cyclists rarely use their bells or call out so that we can move to one side.	I	All	
		Make it compulsory for cyclists to have bells on their bikes.	PC	All	
		Enjoyment spoilt by inconsiderate cyclists, fail to give any warning of their approach. Cycles used to have bells, is this no longer required?	I	MT	

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User Conflict	Cyclists' bells cont'd	Distinct lack of bells.	I	MT	with bells; however there is no legal requirement for bikes to have bells.
	General conflict between users	No longer safe for walkers.	I	MT	The PDNPA is aware of the potential for conflict between user groups especially when the Trails are busy. The Monsal Trail has become much more popular since the tunnels opened in May 2011, especially with cyclists. In direct response to the opening of the tunnels and the increased popularity of the Monsal Trail, the Authority worked with partners and the Trails Steering Group to agree a Code of Conduct. The code is consistent with other codes for similar multi user routes throughout the country. It was designed to provide clear, concise messages to all trail users in an engaging and accessible way, incorporating illustrations to help convey the key messages. The Authority is committed to ensuring that the Trails are safe and enjoyable for all users and the Code is seen to be the most effective means of communicating messages of respect. Counters are located within the trail surface at Parsley Hay, Miller's Dale and Hassop Station and can differentiate between user groups. This will enable a detailed analysis of users to be undertaken.
		Potentially dangerous situations arise between cyclists / walkers because there are no 'rules of the road'.	I	All	
		It is no longer enjoyable to walk the Monsal Trail. We are aware of minor incidents and the need for these to be eliminated should be your priority.	PC	MT	
		PDNPA need to monitor trail user type and look for evidence of a walker displacement trend.	I	All	
		Cyclists should give way to other trail users.	I	All	
		Trails, having a good surface and no hills, are one of the few wheelchair accessible routes in the Peak District and they too conflict with cyclists.	I	MT	
		Some cyclists regard the Monsal Trail as exclusively a cycle trail. That impression is emphasised by the nature of some of the notices on the Trail, directed at cyclists.	I	MT	
		Cyclists appear to think that they are the most important users and the rest of us shouldn't be there, this didn't happen before the tunnels were opened.	I	MT	
		Trail walking is not relaxing at busy times and we minimise their use in summer and use them only to link to other paths.	I	All	

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User conflict	Conflict between users cont'd	We seldom use any of the Trail in the summer which is sad. How long before they become exclusive to cyclists.	I	MT	Continue to promote Code of Conduct and monitor trail user data.
		I hope you keep this top-ranked inter-user respect issue in mind when you are lobbied to open up more footpaths to cyclists.	I	-	
	Keep to the left?	Preferable for walkers to keep to the right and so in line with Highway Code.	I	MT	The Code of Conduct asks all trail users to keep to the left. This is consistent with codes for similar trails and is felt to be appropriate as all users are sharing one trail width.
		Situation worsened by rule to walk on left – against Highway Code, dangerous in relatively dark tunnels.	I	MT	
Walkers should keep to the right as on a public road.	I	MT			
Dogs not under control	Biggest problem is people with dogs. All dogs should be kept on a lead at all times on the trail. Increase awareness of code of conduct and reinforce key messages e.g. 'keep left', dogs under control. Maybe even state that dogs should be on a lead at all times.	I	MT	Having consulted with partners and the Trails Steering Group it was felt to be most appropriate to ask dog owners to ensure that they keep their dogs under close control at all times whilst on the Trails. This is consistent with the Trail bye laws. Close control means either on a lead or if not, close to the owner and able to respond effectively to commands to ensure that it does not run in front of bikes or cause a nuisance / concern to any trail user. Again, the Authority does not have the necessary resources to ensure that all dogs are on leads and if you are to insist on this, you must in turn be able to enforce it. Given the low light levels and restricted space within the tunnels, we do however ask all dog owners to keep their dogs on a short lead.	

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User conflict	Promotion of code of conduct	More prominent code of conduct signs at the major access points to the trail (i.e. all stations).	I	MT	The Code is currently displayed in the car parks along the Monsal Trail and at the cycle hire centres. It will also be displayed within the car parks and at the main access points for the other trails. It is available to view on the Authority's website and included within Trails leaflets. As a result of consultation responses, we will review the use of repeater signs at key locations (i.e. near tunnel entrances) and also additional locations for the display of the code (i.e. where people stop, for instance nr existing interpretation).
		Support for code of conduct but needs to be enforced.	PC	MT	
		Hired bikes should come with a body band that says 'Trail Code Friendly' and with a visible identity number.	I	All	
		There should be more signage of code of behaviour by all, especially at hire centres and toilets.	I	MT	
	General	The PDNPA's pursuit of user numbers suggests the sacrifice of quality for quantity.	I	All	
Car Parking Problems	Tissington Trail parking	Mapleton Lane Car Park, Tissington Trail – parking can be a problem during fine February half terms when cars can be parked in the narrow lane and also cars parked close to the car park entrance block visibility. Can part of the overflow car park be surfaced for use all year?	I	TT	The overflow car park at Mapleton Lane is privately owned and the Authority's use is in accordance with a seasonal licence agreement with the landowner. It is used for grazing over the winter months. Any change (i.e. resurfacing part) would be subject to both landowner and planning consent. The Authority would prefer instead to raise awareness of the potential for trail users to park in the Derbyshire Dales DC car park located at the other end of Ashbourne Tunnel, if our car park is full. The PDNPA will provide visitor information at Mapleton Lane Car Park detailing where alternative parking is available.

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Car parking	Monsal Trail parking	Could more of Miller's Dale station yard be opened for parking?	I	MT	Our preferred approach is to maximise the capacity within the existing footprint of the car park. We have been monitoring parking at and within the vicinity of Miller's Dale this summer; and even during weekends, the car park is seldom full. This might be due to the poor summer weather this year however and we will continue to monitor this next season to get a better idea. If there is a capacity issue, there is scope to mark out additional spaces within the central area of the car park using a herringbone spacing layout. Existing roadside parking is generally not the result of the car park being full. From our monitoring it seems to be a few persistent vehicles choosing to park on the roadside. We will continue to monitor this and will work with DCC and the Parish Council in determining whether roadside parking restrictions are required.
		Lack of vehicle parking at Wyedale and Miller's Dale has resulted in an over-spill onto the highway causing obstructions as a result of sheer visitor numbers – this needs addressing by PDNPA asap.	PC	MT	The issues regarding Miller's Dale Car Park have been addressed above. Recognising the parking limitations at Wyedale, the PDNPA does not actively encourage or promote parking at this location. It is however the western terminus of the Monsal Trail and as such, many do choose to park and access the Trail from this location. Wyedale Car Park is extremely restricted in terms of capacity and there is no scope for the car park to be extended. Once the car park is full (or to avoid paying for parking), vehicles choose to either park in the Topley Pike Lay-by (owned by DCC) and access the trail down a very steep footpath (unsuitable for

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Car parking	Monsal Trail cont'd				cycles) or to cycle along the A6 (which is not advised by the Authority due to the dangerous nature of the road). People were parking within the quarry entrance and we have worked with the quarry owners and DCC to prevent this and boulders have been installed. Vehicles still park in the adjacent lay-by (which is the old route of the road) but this doesn't impact upon the visibility of quarry traffic. The extension of the route to the railhead at Buxton (if achieved) would alleviate issues at this location and enable more trail users to chose sustainable transport options rather than use their car to access the Trail. DCC is leading on a project to investigate the feasibility of achieving this extension.
		Parking problems on Coombs Road should be tackled.	I	MT	Coombs Road is not shown or promoted as a parking area for the Monsal Trail although inevitably some are aware of it and even before the tunnels opened, a certain amount of roadside parking took place at this location. The PDNPA has not been made aware of specific parking problems at this location however.
		We would like to see specific parking management proposals especially at the Bakewell Station Car Park, Station Road (extending to at least Bakewell Golf Club) and Coombs Road.	PC	MT	DCC is currently consulting on a roadside parking restriction scheme for Bakewell Station.

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Car parking	Monsal Trail cont'd	There has been a considerable increase in the cars parking 'for free' on the stretch from Monsal Head through Little Longstone into the village and beyond, past The Manor and towards the village stocks.	PC	MT	The extension of the white lining along the lane leading from Monsal Head to Little Longstone has helped this, however it appears that there is a need to extend this further. The PDNPA will work with the Parish Council and DCC to extend white lining.
		There are not enough sections of white line 'passing places', in particular from Monsal Head towards the Chapel and beyond.	PC	MT	
		There is no white line covering a particular field gate, just down from the Chapel.	PC	MT	
		There is a blind bend down from the Chapel (opposite Parva Cottage) where cars are now parking, making it very difficult to see oncoming traffic up the hill. Previously requested extension of the white line above Parva Cottage.	PC	MT	
		Cars are parking on pavements, meaning that pedestrians with pushchairs and wheelchairs are forced onto the road. There are also a number of areas of Little Longstone where there is no footway, if cars are parked up, this again requires pedestrians to be forced into the road.	PC	MT	The PDNPA will work with the Parish Council to see if there are any solutions to the issues raised at Little Longstone.
		The overflow car park situated at the rear of the long term car park, is open very little, we believe due to very tight planning restrictions by PDNPA.	PC	MT	The overflow car park is managed by DDDC and can be made available for parking during busy periods from April – October.

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Car parking	Monsal Trail cont'd	Urgency should be given to resolving parking problems, co-operating with other parties (Derbys Dales DC / parishes etc).	PC	MT	<p>The PDNPA recognise the importance of resolving parking problems associated with the Monsal Trail. It is important to monitor visitor behaviour in the first full year since the tunnels opened to ensure that any 'parking remedy' identified is well conceived and appropriate. Acting on the concerns of parish councils / local communities within the vicinity of the Monsal Trail, we have set up regular monitoring activity of several car parks and local roads, including Miller's Dale, Wyedale, Monsal Head and Bakewell Station.</p> <p>Where there is a continued and persistent parking problem, the PDNPA will work with DCC as highways authority, to investigate whether roadside parking restrictions would be appropriate.</p>
		Urgency should be given to sorting out parking problems co-operating with other parties.	PC	MT	
		The Monsal Trail, whilst a wonderful place for visitors and locals, does not have the car parking facilities / measures put in place to control where to park at present.	PC	MT	
	Parking charges	Public transport is rarely an option because of routes / timing. The full day (parking) charges once a week work out as expensive, so we look for other locations to park.	I	All	
		Increase in parking charges would lead to more vehicles parking on road with safety implications.	I	All	
		Increasing charges in economic downturn could prove counter productive.	I	All	

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Car parking	Parking charges cont'd	Concerned that some of the statements imply that on street parking control may be under consideration for reasons of increasing revenue generation at pay & display car parks. Justification for parking control should be to counter congestion / problems experienced by local residents.	I	All	<p>The current parking charges were last reviewed in 2007. The Authority will ensure that any revised charging scheme remains benchmarked against other local authorities / partner organisations providing similar parking facilities. Given the severe budget constraints within which the Authority is currently operating and the costs associated with the maintenance of the Trails, parking charges are essential in helping to fund the Authority's work. Parking permits (for PDNP residents and non residents) offer extremely good value and details are available on the PDNPA website.</p> <p>On street parking control measures will only be approved for reasons of highway safety. The TMP statements will be reviewed to make sure that this is clear.</p>
	Accessible parking	All literature must contain where accessible car parks are located.	Org	All	<p>The Authority website details the parking facilities provided and specifically the number of accessible parking spaces. This information is available at www.peakdistrict.gov.uk/visiting/parking/parking-locations .</p>
		Need to ensure compliance with Equality Act re accessible parking provision (6% of total capacity and further 4% enlarged standard spaces). Undertake accessible parking provision review as a priority. TMP needs to confirm timescale.	Org	All	<p>Agreed. The TMP Action Plan makes a commitment to review the provision of accessible parking provision within our car parks in Year 1 (Obj. 2 vii). Necessary alterations will then be planned and resources prioritised.</p>

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Car Parking	Accessible parking cont'd	Importance of having access to a disabled parking space – the difference of being able to get out of the car or not.	I	All	Noted.
	Annual parking permit	Raise awareness of residents pass.	I	All	Annual permits are advertised on the Authority's website, where an application form can be downloaded. This suggestion is beyond the scope of the TMP but will be investigated further as part of the Authority's wider review of parking charges. There is potential to advertise the permits on the Pedal Peak District webpage and within Park Life magazine (although this needs to be balanced against the Authority not wishing to promote car use generally).
		It would be good to have a unified Peak Park parking arrangement, such that local users can buy season tickets covering all major parking providers.	I	All	
The car parks charge the same mid week, in consequence, despite space being available, some choose to park free on local roads. Recommend off peak parking season ticket. This should be issued to individual to encourage car sharing.	I	All			
Sustainable Transport	Bus / mini bus serving Trails	Might there be some way of incentivising provision of bus / mini-bus services to serve the Trails. Potential for pre-booked tickets.	I	All	The Authority does not have sufficient financial resources to subsidise a bus / mini-bus service for the Trails. The Authority will however offer any support that it can should a community transport provider wish to investigate the potential for such a service.
Developing links to the Trails	Specific opportunities	I live in Tideswell, but reaching the trail at Miller's Dale on bike involves a busy stretch of main road.	I	MT	The PDNPA, DCC and the National Trust are currently looking into the potential to create a cycle way through Tideswell Dale. Improved access onto the Trail will still be required however, and again options will need to be considered and funding obtained.
		Potential to use the Thornhill Trail as part of the route of NCR 6, to infill part of the gap between Manchester and Sheffield.	Org	THT	This is supported by the PDNPA.

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Developing links to the Trails	Specific opportunities cont'd	Objective 16 (iii): is it possible to implement the link from the Monsal Trail to the footpath going under Bridge 53A by means of the western embankment?	I	MT	PDNPA is currently in negotiation with the relevant land owners with the hope of achieving this link.
		Since the opening of the tunnels, the Monsal Trail is less attractive to walkers in itself but does open up possibilities for new circular routes which incorporate just part of the Trail.	I	MT	
Engaging with local communities	Development of Trails network (past & future)	Proposal to link the trails is applaudable. But local communities must be consulted and impacts on their amenity and well-being should be fully considered / mitigated.	PC	All	<p>We acknowledge that the opening of the tunnels on the Monsal Trail has considerably raised the profile of this particular trail and encouraged more to visit and use the trail and a higher proportion of cyclists than previously.</p> <p>The TMP, under Section 1.2.5 acknowledges the impact on local communities and specifically refers to the parking problems which are examined in greater detail in MS 6.</p> <p>The TMP recognises the importance of engaging with local communities especially in terms of any future development of the Trails network.</p> <p>In terms of the TMP consultation process itself and more specifically the Trails Steering Group, the Authority decided; given the number of local communities / parish councils within close proximity to the 34 linear miles of Trails, that the best approach would be to invite the Peak</p>
		Detailed consideration needs to be given to the impact of the Trails on surrounding roads / byways, in particular those that provide linkages between Trails, and co-operation with DCC is needed to ensure users of these are adequately protected.	PC	All	
		Very disappointed that parishes affected by proposals for Monsal Trail tunnels were not consulted. Any future change / enhancement to the Trails should incorporate a full consultation with all affected parishes.	PC	MT	
		TMP fails to acknowledge in detail the problems suffered by local communities and how these will be addressed.	PC	MT	
		Don't just consult, engage with local communities.	PC	All	

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Engaging with local communities	Development of Trails network cont'd				Park Parishes Forum to join the Steering Group and to represent the views of local communities / parishes. The TMP will be amended to make this commitment and these specific concerns will be passed on to DCC as the organisation responsible for investigating the feasibility of connecting the Monsal Trail to the railheads at Buxton and Matlock.
		Disappointed that neither the parishes nor local residents affected by decision to reopen tunnels on Monsal Trail were consulted, at that time, and also were not included in early survey work of TMP. Welcome commitment in TMP to consult in the future.	PC	MT	
	There needs to be a clear management objective that the impact on local residents of future actions / developments along the trails will be fully taken into account in decision making and that parish councils and local people will be consulted in the future.	PC	All		
	Development of Miller's Dale Station	There should be no commitment to visitor facilities at Miller's Dale until proper consultations have been undertaken with parish councils / local people affected.	PC	MT	Agreed. The PDNPA will consult with parish councils / local people.
Litter Management	Litter bins	Trails would benefit from more litter bins but accept that these need emptying and that requires labour and therefore is probably not a feasible proposition but PDNPA needs to re-inforce the message for people to take their litter to one of the bins in the car parks or to take it home.	I	All	The Authority does not have the resources to provide and maintain litter bins along the Trails, principally due to constraints on officer time. The Authority will continue to provide and maintain litter bins within the car parks where picnic facilities and / or refreshment concession facilities are provided. The code of conduct includes an illustrated request for trail users to not drop litter and to clean up after their dogs. We will review the need for additional signage.
		Need for additional litter bins nr car parks.	PC	All	

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Litter management	Recycling	PDNPA should aim to provide recycling facilities wherever refreshment facilities are provided.	I	All	Agreed – TMP will be amended to reflect this aspiration. The PDNPA will work with the refreshment concession providers to promote a reduction in waste and an increase in recycling.
Future financial sustainability of Trails	Income generation opportunities	PDNPA should advertise / run cycle repair workshops from cycle hire centres.	I	TT / HPT	Suggestions to be passed to Cycle Hire Manager
		Run and charge for cycle safety workshops.	I	TT / HPT	
		Support for commercial rates to be applied for abseiling users of the bridges where possible as well as other opportunities for income generation. There needs to be a policy to distinguish between commercial and voluntary groups to ensure that voluntary groups are not unfairly penalised. (x2)	PC	MT	Agreed. Charges to be reviewed in Year 1, working with Bridge 75 Liaison Officer and Institute of Outdoor Learning.
		Support for any steps taken to ensure commercial rates are applied for abseiling users of the bridges wherever possible. However there needs to be a policy to distinguish between commercial and voluntary groups.	PC	MT	
		Support for commercial terms for concessions and new opportunities (e.g. where private access rights are given directly onto the trail).	PC	MT	All concessions (including existing refreshment concessions) are let by tender on the open market.
		Commercial terms should be applied to third parties allowed to benefit from concessions.	PC		
		Number of commercial refreshment stops along the trail should be limited.	PC	All	A review of refreshment concession provision along the Trails will take place in Year 1 of the TMP. This will seek to identify whether there is scope to provide any additional refreshment facilities but whilst ensuring that any new

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Future financial sustainability of Trails	Income generation opportunities cont'd				facilities are appropriate and sympathetic to the location, taking into account the proximity of existing facilities (both those provided by the Authority and those provided privately).
		Refreshment concessions should focus on sustainable food provision, along the lines of the EQM standards.	I	All	Those tendering for refreshment concession sites are encouraged to source food locally and Environmental Quality Mark is promoted within the tender documents.
	Revenue budget	PDNPA should recognise the importance of giving adequate budget provision both for annual and long term responsibilities to the Trails and ensure appropriate budget priority is given for this each year.	PC	All	The PDNPA recognises the importance of the Trails and the need to provide adequate funding for their management. The Authority is operating under very tight financial parameters following the Government's Comprehensive Spending Review. The objective of the Trails Business Plan is to identify and secure a sustainable future for the Trails.
		PDNPA should recognise the importance of giving adequate budget provision for annual and long term responsibilities to the Trails and ensure appropriate budget priority is give for this each year.	PC	All	
Volunteers	I have never seen any encouragement for volunteers to help maintain the trail.	I	All	TMP Action Plan Obj 14 iii & iv makes a commitment to continue to provide volunteer opportunities on the Trails and to review current opportunities / identify new opportunities in light of the Volunteering Policy. This review is scheduled to take place in Year 1 of the TMP Action Plan.	
Interpretation	Booklets	On the whole "interpretation boards" etc I regard as an intrusion. The information is better done as leaflets. Enormous scope for wide range of booklets (flora, fauna, geology, history of railway, extractive industries etc).	I	All	Acknowledged but significant resources required for design and print of booklets. We need to investigate ways of providing access to this information in alternative ways such as pod casts / downloads etc. This will form part of individual Local Interpretation Plans for each Trail.

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Interpretation	Accessibility	Text on boards needs to be clear, concise and written in plain English. Will they incorporate tactile information (i.e. Braille) and low enough to be touched. Will they have visual contrast. Text should not be written over images.	Org	All	We aim to comply with the Equality Act & BT Countryside for All guidelines with regards to the provision of interpretation including text size & layout as well as the height of the panels. Where possible we use lectern style panels which are accessible to those in wheelchairs and children. Listening posts on the Monsal Trail have been a successful way of providing interpretation for those with visual impairment. Accessibility of interpretation will form part of the Local Interpretation Plans for each Trail.
	Miller's Dale Station	The Miller's Dale Station wild flower area allowed visitors to see some of the distinctive local wild flowers. This was managed by rangers who put out labels. Would it be worth making better use of this area for interpretation?	I	MT	At the current time, the Authority does not have sufficient staff resources to resurrect the wild flower area at Miller's Dale unfortunately. The whole site will be reviewed however as part of the wider Miller's Dale Station redevelopment and all interpretation possibilities, such as this, will be considered then.
	Railway heritage	Items of historical interest along the trails should be maintained and engaging information boards provided.	PC	All	Agreed.
	Wider landscape	Theme 3 Action Plan – only refers to the interpretation of the trails, however, the trails provide fantastic views of the White Peak landscape. I think some reference to the ability of the trails to be a key place to interpret the wider landscape beyond the trails to a wide audience would be useful.	I	All	Agreed – TMP to make reference to this. There is potential for any development of Miller's Dale Station to interpret the wider White Peak landscape.
Signage	Subtle & sparing use	Keep signage to a minimum.	I	All	Agreed.
		Signage on trails should be used sparingly and subtly with most information concentrated at key points (former station sites).	PC	All	

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Signage		Used sparingly and subtly with most info concentrated at key points e.g. former station sites rather than on trails themselves.	PC	All	
	Closure of tunnels	If tunnels closed due to bad weather, ensure advisory signs are prominently displayed for trail users.	I	MT	Tunnel closure signs will be displayed prominently at each car park and on the PDNPA website. In icy weather, we advise trail users to check the website.
Vegetation management	Enhancement of conservation value	Verges should be left as much for nature to take its course as possible.	I	All	We do need to carry out active management of the trailsides, both from a recreation and conservation perspective. The verges need to be cut back as they allow people to walk off the trail surface when the Trails become especially busy in the summer holidays. We will therefore continue to mow a 1 metre width immediately adjacent to the trail surface in late July. The trailsides (verges, cuttings and embankments) are extremely important for the wildflowers they support and with the help of 2 SITA Trust grant awards we have been able to introduce positive management which will benefit the wild flowers and prevent the coarser grasses / scrub from dominating. This includes winter sheep grazing on two cuttings and removing the year's grass growth from the trailsides with a cut & collect machine. This work has been recommended following a detailed ecological survey of the trails completed 2011/12. We are hopeful that the positive conservation work can be extended further if successful in an Higher Level Stewardship application in 2012/13. A glow worm survey along the Trails took place in 2012.
		Objective 3 (i) and (v): recommendation to repeat botanical and entomological survey of trails.	I	All	
		Objective 3 (ii) and (iii) and 5 (i) and (ii): strongly support management to control spread of scrub for wildlife and views. Scrub is extending in so many of the limestone dale SSSI's.	I	All	
		Objective 4 (i): some of the cuttings which show geological as well as botanical features are becoming covered with scrub and ivy.	I	All	

Headline Concern	Detail Concern	Extraction	Individual (I) Parish Council (PC) Organisation (Org)	Trail	PDNPA Response (Blue denotes TMP amendment or future action)
Vegetation management	Opening up views	Opportunities should be considered for opening up scenic vantage points by the appropriate removal of trees.	PC	All	Agreed. This is covered by Objective 5 and will be implemented by agreeing a woodland thinning programme with the Forestry Commission with the aim of delivering benefits for biodiversity, landscape and views.
		Support for opening up scenic vantage points by appropriate removal of trees.	PC	All	
		The best views should be maintained by appropriate tree pruning but keeping the overall 'wild' appearance in mind.	PC	All	
Facilities	Toilets	Bakewell Station needs public toilets.	I	MT	The Authority is operating under considerable financial constraints and does not have sufficient resources to provide toilet facilities at Bakewell Station. Public toilets are provided within Bakewell Town, a short distance from the Trail. Monsal Trail users are also able to use the Authority's facilities at Miller's Dale and customers of Hassop Station will also be able use the facilities there. The location of toilet facilities are shown within the Monsal Trail leaflet which can also be viewed online at www.peakdistrict.gov.uk/visiting/cycle/monsaltrail
		TMP needs to detail where accessible toilets are located.	Org	All	Accessible toilets are provided at all of the Authority's toilet facilities. Appendix 11 will be revised to make this clear.
		Baby changing facilities should be located in a separate room, not in the accessible toilet.	Org	All	All baby changing facilities currently provided by the PDNPA are within the disabled toilets. We recognise that this is a compromise on providing separate facilities but the Authority does not have the resources to provide separate facilities at the current time.
	Benches	Support provision of more benches / information points, since this appears to be the only facility	I	All	Noted.

Headline Concern	Detail Concern	Extraction	Individual (I) Parish Council (PC) Organisation (Org)	Trail	PDNPA Response (Blue denotes TMP amendment or future action)
Facilities		you offer to promote the rapidly-diminishing point of view that stillness and quietness are worthwhile experiences of the countryside.			
	Access points & furniture	Gates need to be able to be activated by horse riders from the saddle.	Org	All	All gates across the Trails are designed so that they can be operated from the saddle.
Disabled access opportunities	Adapted bikes	Since successful Paralympics is there funding available for improving access to / providing more adapted / hand crank bikes (currently only available at Parsley Hay).	I	All	Agreed. Comments to be passed onto Cycle Hire Manager.
		Website should make it clear that hand crank bikes need to be reserved in advance.	I	HPT	
Trail maintenance	Resurfacing	Trails should be maintained appropriately but not to create a 'road'.	PC	All	Agreed.
Research		Academic researchers should be given freedom to study developments over next five years (leisure quality, environmental impact, social interaction, crowd control etc.).	I	MT	We would welcome any research proposals received from academics.
Future rail use		Shouldn't the TMP refer to the possibility of restoring railway use on the Midland line and how an equally useful trail would be established as proposed in the Local Development Framework?	I	MT	Agreed. TMP to be updated accordingly.

Glossary:

DCC:	Derbyshire County Council
DDDC:	Derbyshire Dale District Council
EQM:	Environmental Quality Mark
NCR:	National Cycle Route
PDNPA:	Peak District National Park Authority
TMP:	Trails Management Plan