Trails Steering Group – Workshop 4
Next Steps for the Trails

Workshop Report

Wednesday 11th July 2012
Biggin Village Hall, Biggin-by-Hartington

Facilitated by Mandy Sims & Pete Spriggs

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Objectives

By the end of the workshop we will have:

- Increased our understanding about the Trails;
- Discussed any identified issues arising from the draft Trails Management Plan;
- Determined the next steps for the Trails Steering Group.

Agenda

Time	Session
17:00	**Arrival at Biggin Village Hall –** Light buffet provided
17:30	**Welcome and introductions**
	The Trails – an update from Abi
	Turning the draft into the actual Management Plan
	The future of the Steering Group?
	What next?
19:30	**Short walk along the Tissington Trail**
20:30	**Depart**

Attendees

The workshop was attended by:

Name	Organisation	Group
David Ashton	Bamford with Thornhill Parish Council	C
Abi Ball	PDNPA	D
Matt Easter	Sustrans	D
Andy Farmer	PDNPA	B
Steve Farren	PDNPA	D
Charlotte Gilbert	Local Access Forum & Peak Horse Power	B
Judy Gould	PDNPA	C
Elaine Hill	High Peak Access Group	B
Alan Jackson	High Peak Access Group	A
Rick Jillings	Derbyshire County Council	B
Graham Jones	Institute of Outdoor Learning	C
Chris Manby	PDNPA	A
Cllr Guy Martin	Peak Parishes Forum	A
Gill Millward	Derbyshire County Council	C
Nick Stephens	Ramblers Association	D
Duncan Stokes	Hassop Station	D
Yvonne Witter	Mosaic Project	A

Apologies were received from:

Name	Organisation
Chris Coombs	Derbyshire County Council
Rhonda Pursglove	PDNPA
Jane Proctor	Derbyshire Wildlife Trust
Patrick Strange	Derbyshire Historic Buildings Trust

Welcome and introductions

After a light buffet and drinks, Pete Spriggs welcomed all to the workshop. He began by clarifying the objectives and agenda of the workshop, then reiterating the Group's usual ground rules.

As a number of PDNPA staff had been invited to this workshop, Pete asked everyone present to introduce themselves and invited them to say one word to describe the Trails.

The Trails – an update from Abi

Abi Ball began her update (see slides below) with sincere thanks to the Steering Group for their help and support in getting the Trails Management Plan to this stage.

She then outlined the final stages in the process for getting the Management Plan finalised and in the public domain.

Abi updated the Group on a few items nearing completion or completed that would be added to the draft Management Plan, including the Visitor Profile section and the Resources Section, as well as explaining the work that's ongoing to prepare a Green Travel Plan for the Trails. Following this, Abi gave a fuller explanation regarding the Resources Section, elucidating the budget and the places where there is a shortfall of resources.

At this point, Pete asked if there were any questions from the Group, and a few points were clarified.
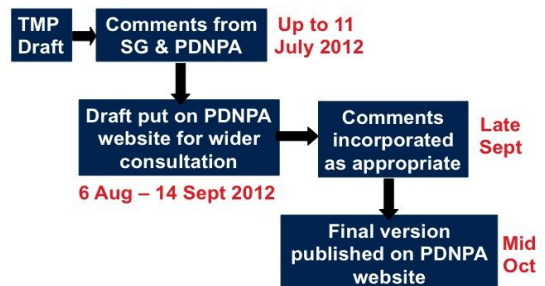
Finally, Abi updated the Group about some of the practical, positive things happening on the Trails at this time of the year.

Budget Shortfall…

- £465,650 outstanding repairs to former railway structures
- £25,000 cost to resurface 1 mile of trail
- £350,000 Millers Dale Viaduct repainting
- Unfunded operational expenditure (red)
- TMP Projects requiring funding (blue)

Current Trails Budgetary arrangement:-

	Year 1	Year 2	Year 3	Year 4	Year 5
Net cost	169521	169446	169686	169986	169986
Operational actions not funded by budget	294500	291500	106000	91000	101000
TMP projects requiring additional funding	4000	4000	15500	13000	13000
True Net cost	468021	464946	291186	273986	283986

Full income earning potential of Trails

- When we take into account car parking and refreshment concession income & expenditure the overall bottom line does improve, but still a substantial Net Cost liability exists…

- £335,000 years 1 & 2
- £150,000 year 3 – 5

- Trails Business Plan

Recent work on the Trails…

Resurfacing 2 mile stretch of Tissington Trail from Hartington Station to just south of Biggin

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Surfacing and drainage improvements at Blakemoor Cutting, High Peak Trail

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New cut and collect machine purchased with SITA Trust funding for use on Trails

Campey Turf Care Cut & Collect Machine   **Hartington Moor Cutting, Tissington Trail**

Timber repairs & external redecoration of Hartington Station Signal Box

Turning the draft into the actual Management Plan

Mandy Sims introduced this as the main task of the workshop: to work through issues relating to the draft Management Plan that Steering Group members had raised via email prior to the workshop.

Comments received…

- Talks about railway structures but not buildings – *agreed, buildings to be included within Obj. 6 and MS 13*

- Prioritise review of formal status of Monsal & Thornhill Trails – *agreed, to be undertaken before revised draft completed*

- We need a shelter at Millers Dale – *currently applying for planning permission to erect canopy for use in conjunction with refreshment concession*

- Be more specific about benefits of Trails (health & well being, tourism, the local economy) – *agreed, will amend accordingly*

- Natural England should be given opportunity to comment on TMP in relation to Pennine Bridleway National Trail designation – *agreed, NE will be invited to comment on draft during 6 week public consultation*

She described how most of the comments received were straightforward suggestions that could be acted on without further discussion, and gave some examples of these (see right).

She then outlined the issues raised by the Steering Group that required further discussion, grouping them under 4 main topics:

Car Parking
- Already covered in the draft Plan, but perhaps needing further work
- A Green Travel Plan for the Trails is being developed – discussions at the workshop may feed into that plan
- A Park-wide issue but with relevance to certain locations on the Trails
- Technical questions may need passing on to Transport Planners

Spreading Visitors across the Trails
- Anecdotal evidence that increased use of Monsal Trail since the opening of the tunnels has meant decreased use of other Trails – now supported by cycle hire statistics
- Not good for business and a potential nuisance to residents around Monsal Trail

Visitor Behaviour
- Issues of user conflicts, more litter, excessive noise, dog fouling etc.
- The Code of Conduct was recently developed in response to issues on Monsal Trail. How can this be promoted more widely?
- Are there other ways of encouraging responsible visitor behaviour?

Generating Income
- Abi has done a detailed analysis of the costs and income streams associated with the Trails. The budget is enough to meet the day-to-day maintenance of the Trails, but not enough to meet larger items of expenditure.
- Some income streams have been identified – any comments on these, or other possible sources of income?

Any other comments or suggestions?
- For any comments that Steering Group members have not yet been able to express

The topics were outlined on flipcharts on different tables. The Steering Group was split into 4 small groups, and each group began a discussion at different tables, writing their comments onto the flipchart. (The groups indicated where any comments related to a particular Trail/s only.)

After 10 minutes, each group moved to a new topic table and read the comments of the

previous group. They showed their agreement, disagreement or lack of comprehension with a tick, cross or question mark respectively, then added any new comments underneath.

After further time, the groups moved around the room until they had discussed and commented on all topics. Finally, they returned to their original topic, read all previous remarks and chose 2 significant ones to feed back to the whole group.

This session was closed with an explanation of what would happen with their comments – ranging from easy incorporation into the Management Plan, through to passing to colleagues more appropriate to take them forward.

The outputs from this session are shown at the end of this report.

The future of the Steering Group?

Pete confirmed that the work and timescales set out for the Steering Group when it was set up had come to its end. However, the PDNPA has found the Group so useful that it would like it to continue in a different format, and Pete outlined the PDNPA's position and preference – that is, a group meeting once a year to help monitor progress and to provide updates etc. It could also be called as required if issues arise that warrant discussion / input from a Steering Group e.g. to discuss particular projects that are to be taken forward.

Pete asked all present to indicate on a sign up sheet whether a) they would like to be part of such a group, or b) whether they would like to cease involvement. He also asked them to indicate any other organisations or groups that could be asked to be involved.

ORGANISATION	REPRESENTATIVE(S)	I'M STILL HAPPY TO BE PART OF THE SG	NO THANKS, PLEASE REMOVE US FROM THE SG
Peak Horse Power	Charlotte Gilbert	Yes	
Local Access Forum	Charlotte Gilbert	Yes	
Cycle Touring Club			
Sustrans	Matt Easter (and interested in development of Green Travel Plan)	Yes	
Mosaic Project		Yes	
Peak Park Parishes Forum	Guy Martin	Yes	
Derbyshire County Council	Gill Millward	Yes	
Ramblers Association	Nick Stephens	Yes	
Derbyshire Wildlife Trust			
High Peak Access Group			
Derbyshire Historic Buildings Trust			
Bamford with Thornhill PC		Yes	
Local businesses	Duncan Stokes -Hassop Stn	Yes	
Institute of Outdoor Learning / Bridge 75 Liaison Officer	Graham Jones	Yes	

What next?

Mandy reminded the Steering Group of the final stages of the process of the Trails Management Plan; invited them to attend a walk after the workshop; and asked them for a final review of the experience of being involved in the Steering Group Workshops. She asked them to consider:

- *something I've learned*
- *something I've enjoyed*
- *something that's surprised me*

and to briefly share one or more of these thoughts in a final round.

Chris Manby concluded the workshop expressing his thanks to the Steering Group for their time and commitment and for making working together so enjoyable. He thanked the facilitators, the Trails Rangers, and Abi Ball.

The formal workshop ended at 19.40, with many taking the opportunity to take a short walk along the Tissington Trail for a celebratory drink.

The Outputs

Below are the typed up comments of the Steering Group in response to discussion of the issues raised by them concerning the draft Management Plan – from the session *Turning the draft into the actual Management Plan.*

Where a comment refers to a particular Trail or Trails, it is indicated in red, thus:

Monsal Trail – M   Tissington Trail – Tis
Thornhill Trail – Th   High Peak Trail – HP

The right hand column indicates the action to be taken / taken already with regard to that comment.

Car Parking

PROBLEMS	POSSIBLE SOLUTIONS	ACTIONS
Too many cars on street – hazard for local residents - M	Introduce double yellow lines	Lining has been extended on the Monsal Head to Little Longstone road to allow sufficient passing places for vehicles. We are currently monitoring roadside parking at Millers Dale and will work with DCC re possible roadside solutions.

PROBLEMS	POSSIBLE SOLUTIONS	ACTIONS
Linking where the bus stops to the start of the Trail - M	Signage from bus stop (218) to MD – Tis?, M	A series of 5 Peak Connections leaflets have been produced to raise awareness of how to access the MT by bus / train from the surrounding towns / cities. The MT is accessible from 3 main bus stops at Wyedale, Millers Dale and Bakewell (with the trail being a short walk from the stop). There is also a more limited service to Hassop Stn. We recognise that similar information needs to be provided for Tissington, High Peak and Thornhill Trails and the intention is to provide this info on the Trails page of the PDNPA website.
Increased traffic	• Car share e.g. target rambling groups • Trails minibus (use 442 bus service) – Tis?	This will be considered further in the Trails Green Travel Plan (GTP). A mini bus service with a trailer for bikes was trialled several years ago, from Stoke to the Manifold Trail and the Tissington Trail, however it proved unsuccessful (I will try to find out more details about this scheme including user figures / how long it operated for and include further details within the GTP.
Proposed car park in Tissington Village (good or bad?)	• Additional parking at Hassop Station – M • Improved signage from Ashbourne to TT	Hassop Stn Car Park was lined in 2011 in order to increase its capacity. It is not considered feasible to allow parking on the surfaced area adj to the trail / picnic site (could undermine attempts to prevent vehicular access along trail / safety concerns) Agree that this is required and currently working with DCC to improve this

PROBLEMS	POSSIBLE SOLUTIONS	ACTIONS
Lack of space	• Use of private land informal basis (28 days)	This could be an option but would need to be carefully considered in order to ensure that it was appropriate to the needs of the trail, highways and landscape. It should only be considered as a last resort..
	• Surface and white line markings	There is potential to surface more trails' car parks in tarmac and thus enable them to be lined in order to increase their capacity. This would only apply to the car parks on the Tiss and HP Trails. It would be useful at Tissington Car Park however it is very costly to do.
Too many people visit by car	• Better facilities to take bikes on buses and trains	This is included within the PDNPA Sustainable Transport Action Plan, to work with bus operators so that they can carry bikes on buses, and to influence the next rail stock (identified as medium to long term actions). This will be considered in the Trails GTP.
	• One way cycle hire	Not feasible on MT due to private cycle hire businesses. Also PDNPA and DCC hired bikes on HPT. Will forward this to Cycle Hire Manager for consideration and fuller response.
Bakewell Station underused (*later comment* - because people can park for free on road)	Increase capacity / promote more	Bakewell Stn is very often under-used even at weekends as people choose to park on the road in order to avoid paying. The PDNPA promote parking at the ABC Centre in Bakewell rather than Bakewell Stn due to its restricted size and the potential for local congestion. This policy will continue and we will work with DCC to investigate the potential for a TRO adjacent to the Station in order to ensure road safety.

Two significant points fed back to whole group:
- Car parking restrictions on roads
- Use of private land during busy times

Spreading Visitors across the Trails

IDEAS AND SUGGESTIONS	ACTIONS
Market as a family of Trails – including associated village / other attractions	Good suggestion. Could be promoted as such on Trails page of website - will discuss with colleagues.
Increase circular routes	Partners are continuing to work towards ultimate goal of creating White Peak Loop. Work with DCC in this regard.
Consider cycle hire pricing – seasonal; days; family etc	Discuss potential with Cycle Hire Manager
Promote PDNPA specialised cycles – possible partnership with private hirers – cycle to work scheme?	As above
Spread by improved Trail linkage e.g. push for the development of the Monsal – HP – Tiss links	Agree that this would have a tremendous positive effect
Accessibility – seating increase on parts of the Trails	Agree – we will audit current provision and at the least, provide and promote 'accessible' sections where regular seating is provided.
Accessibility audit, improvement and joint funding bid	Scheduled action in Yr 2 of TMP. Implementation will require funding bid – work with LAF / DCC
Circular minibus	Not considered feasible at this stage.
Signage out of Ashbourne	As noted above, PDNPA to work with DCC to provide.
Improve Trails promotion on PDNPA website	TMP Yr 2 action
Promote 442 bus (need racks on)	Commitment to provide public transport information on Trails page of website
Make connections with the rest of the Public Rights of Way / Access network	Commitment to work with DCC in this regard, throughout Plan period
One-way cycle hire (e.g. PH to Ashbourne)	Will discuss feasibility with Cycle Hire Manager
Promote unique characteristics of the different Trails – each offers a different experience	Great idea. Will ensure that this is achieved on Trails webpage.
Encourage people off and back on to the Trails to visit local attractions and circular walk or ride etc – 'packaged'	Will discuss further with colleagues

Two significant points fed back to whole group:
- Publicise the family of Trails – each with its unique characteristics
- Improve the links between the Trails and include circular walk

Visitor Behaviour

IDEAS FOR PROMOTING THE CODE OF CONDUCT	ACTIONS
Place in more prominent position – car parks ok, but also put in places where people stop once they are on the Trail e.g. Lime Kilns, abseiling bridge	Good idea – many people don't read the code in the car parks. Will investigate alternatives (adjacent to listening posts / interpretation panels etc). Code will also be displayed on Tiss, High Peak and Thornhill Trails.
Back of car park tickets (*later comment* – but costly)	Potentially good idea but limited space (questions over readability) – will need to investigate feasibility / costs etc.
In cycle hire leaflets	Will be displayed in cycle hire centres. Included within Peak Connections MT leaflets and to be included within next print run of MT visitor leaflet and White Peak Routes leaflet (Tiss & High Peak Trails).
Consistent between all the Trails – same messages	Agree that this is very important. Prominent display needed on Trails web page
Give a copy to people when they hire a bike	Excessive printing and potential for litter. Potential to have large scale laminated copy on counter and to draw people's attention to it when bikes are hired – will discuss with Cycle Hire Manager.

OTHER IDEAS FOR ENCOURAGING RESPONSIBLE BEHAVIOUR	ACTIONS
Publish code of practice for taking groups along the Trails – with tips for others to use – Institute of Outdoor Learning	Will discuss further with IOL rep
Small discreet signs with repeater messages (but not the full code) appropriate to a particular stretch e.g. bottlenecks, problem sections	Will investigate this further and identify potential locations / discreet design etc.
Wide trail surface	Recognise the importance of this and re-surfacing programme included within Action Plan
Promoting quiet time use of the Trail	Good idea – potential to do this via Pedal Peak District Twitter
Target code of conduct to user groups	Code equally valid to all user groups. Need to make sure that it is more visible for all trail users.

OTHER IDEAS FOR ENCOURAGING RESPONSIBLE BEHAVIOUR	ACTIONS
All users keep to the left	Included within code. Of fundamental importance and so potential to extract this key message and increase prominence at locations along trails. Will investigate with colleagues.
More 'keep to the left' signs	As above.
Contact Sustrans / CTC etc. to promote better behaviour by cyclists and walkers	Will investigate further.

Two significant points fed back to whole group:
- Use of repeater signs – simple messages that people can read as they walk / cycle past to reinforce aspects of Code of Conduct (too much to take in at once)
- Promote Codes on the Trails themselves – in car parks, people more interested in setting off / getting organised – consider putting them at places along the Trails where people stop to look at the view, picnic etc. – time to read it.

Generating Income

For this topic, the groups were asked to comment on the possible income streams already identified, as well as potentially suggesting other sources of income. The income streams already identified were as follows:
- Higher Level Stewardship (Natural England) – if successful with this application, will mean conservation vegetation management costs will remain cost neutral
- Review Bridge 75 abseiling fee for commercial users
- Review car parking charges
- More refreshment concessions?
- Different types of concession?
- Sponsorship?

IDEAS AND SUGGESTIONS	ACTIONS
Agree to Review Bridge 75 abseiling fee for commercial users	TMP Yr 1 action
Adopt a mile? Adopt a tunnel?	Will feed this through for further investigation as part of Trails Business Plan
Membership 'Friends of' Groups – fees; voluntary labour	To investigate further with PDNPA colleague
Levy on cycle hire (PDNPA), and others (*later comment - including private businesses – NB: possible conflict with Cycle Hire Business Plan*)	Will feed this through for further investigation as part of Trails Business Plan
Further grants e.g. Sustrans	To maintain ongoing contact with Sustrans
Become charitable trust to get funding	See 'Friends of' suggestion
More corporate sponsorship (e.g. STW, Lafarge, Tarmac) (*later comment* – Possible one-off capital schemes)	Investigate as part of Trails Business Plan

IDEAS AND SUGGESTIONS	ACTIONS
Sponsor a gate / seat / signpost (bequests) (*later comment –* conflicts with Memorials Policy)	As above
Trialling different surfaces at company's cost	Will discuss feasibility with colleagues
Increase charging at Heatherdene (in line with Fairholmes)	Not strictly linked to Trails
Develop Miller's Dale to include café, shop	Project group currently investigating future development of MD
Trail merchandise	Investigate as part of Trails Business Plan
Business payback	Investigate as part of Trails Business Plan
Increase abseiling charges sustainably	Noted – charges to be reviewed in consultation with Br 75 Liaison Officer

Two significant points fed back to whole group:
- Adopt a mile? A tunnel? A seat? A signpost?
- Person to identify external funding sources

Any other comments or suggestions

No responses on this flipchart