

Trails Management Plan

**Five-year plan for the Tissington, High Peak,
Monsal and Thornhill Trails**

2013–2018



Cowslips on the Tissington Trail

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References:

- (1) Jessop, Oliver (Arcus). July 2004. Heritage Audit of the Peak Forest Tramway and the Cromford and High Peak Railway, Derbyshire – Summary Report.
- (2) Divall, C (Prof, PhD, FRHistS). May 2012. A historical overview of the former railways constituting the Monsal, Tissington and Thornhill Trails.

Glossary:

BAP:	Biodiversity Action Plan
BARS:	Biodiversity Action Reporting System
Cut and collect machine:	Machine to cut and remove vegetation from trail sides
DDDC:	Derbyshire Dales District Council
DCC:	Derbyshire County Council
DEFRA:	Department of the Environment, Food & Rural Affairs
DWT:	Derbyshire Wildlife Trust
HLS:	Higher Level Stewardship Scheme
HPT:	High Peak Trail
Internal Working Group:	PDNPA officers involved in Trails management
IOL:	Institute of Outdoor Learning
LDF:	Local Development Framework
LIP:	Local Interpretation Plan
LOLOR Regulations:	Lifting Equipment & Lifting Operation Regulations 1998
MS:	Management Strategy within Trails Management Plan
MT:	Monsal Trail
NPA:	National Park Authority
PDNPA:	Peak District National Park Authority
RoWIP:	Rights of Way Improvement Plan
THT:	Thornhill Trail
TMP:	Trails Management Plan
Trails Corridor:	Land to the side of the Trails and managed as part of the Trails property including verges, embankments and cuttings
Trails Saturday:	Open public consultation event for Trails
Trails Steering Group:	Consultation group representative of main Trails user & interest groups
TRO:	Traffic Regulation Order

TT: Tissington Trail

SITA Trust: Waste Management Company which supports environmental improvement projects through Landfill Communities Fund

SSSI: Site of Special Scientific Interest

1.0 Introduction

1.1 Scope of Trails Management Plan

The Management Plan will provide a five year framework to guide the management of the four multi-user, recreational trails owned by the Peak District National Park Authority; these being:

- ❖ The High Peak Trail
- ❖ The Tissington Trail
- ❖ The Monsal Trail
- ❖ The Thornhill Trail

It will endeavour to provide a clear link between the management of the Trails and the fulfilment of the Statutory Purposes that govern the work of the Authority, as well as the Peak District National Park Management Plan. It seeks to promote improved multi-disciplinary team working, facilitate the effective forward planning of available resources, and work towards achieving the shared Trails Vision for the future.

This is the first management plan for the Trails and it focuses on a five year timescale. This is a relatively short time frame in terms of the management of the Trails and as such some of the more visionary aspects of trails management would extend beyond the scope of this plan. This plan is seen very much as the start of the planning process for the Trails and work needs to be on-going, building from this starting point.



Walkers enjoying the Tissington Trail

1.2 Description of the Trails

The Trails property portfolio comprises four distinct recreational trails, all of which were former railway lines, acquired by the Authority in the late 1970's, 1980's and in the case of the Thornhill Trail, early 1990's. The Authority saw the potential of these disused railway lines, to provide excellent recreational routes through beautiful countryside, and for these to be suitable for all. In total; the Authority owns and manages 34 miles of trail and the location and extent of which can be seen from the plans included within Appendix 2 and a summary is provided in the table below;

Name	Route	Miles	Legal Status	Ownership	Suitability
High Peak Trail	Dowlow, south of Buxton to Daisy Bank, Longcliffe	10.5	Public Bridleway	PDNPA	All users
	Daisy Bank, Longcliffe to High Peak Junction, Cromford (outside National Park)	7	Public Bridleway	DCC	
Tissington Trail	Mapleton Lane, Ashbourne to Parsley Hay (joins HPT)	13	Public Bridleway	PDNPA	All users
Monsal Trail	Coombs Road, Bakewell to Blackwell Mill, Wyedale	8.5	Concessionary route	PDNPA	All users
Thornhill Trail	North of Thornhill Lane to Yorkshire Bridge	2	Concessionary route	PDNPA	All users

The Trails are regarded as some of the best multi-user recreational routes in the country and they are popular with cyclists, horse riders and walkers, and suitable for people of all ages and all abilities. Given their multi-use nature however, and the sheer numbers using the Trails especially during weekends and holidays, there is the potential for conflict and the Authority needs to be mindful of this and encourage responsible use amongst all user groups.



Admiring view between Cressbrook & Litton Tunnels

1.2.1 Archaeology & Cultural Heritage:

The archaeological and cultural heritage significance of the Trails rests principally with their use as former railway lines and the development and subsequent decline of the railways.

The High Peak Trail forms part of the former Cromford and High Peak Railway which opened in 1830, being one of the earliest railways in Britain and a major feat of nineteenth century engineering, extending for 33 miles from Cromford in the Derwent Valley up to Whaley Bridge. It was envisaged that a range of commodities (including coal, grain, gritstone and limestone) would be transported, although lime and limestone soon came to dominate. The majority of the line eventually closed in 1963 having operated for over 130 years, although a short section close to Buxton still transports quarried stone. A range of built structures of heritage value have survived including bridges, boundary walls, quarry sidings, level crossings, plate layers huts, cuttings, tunnels and stone embankments. The Minninglow Embankment and bridge are both Grade II listed. (1)

The Monsal Trail forms part of the former Midland Railway mainline and opened in 1863 moving raw materials, agricultural and industrial goods through the region to supply the cities of Manchester, Liverpool and Sheffield. It was also important for passenger travel and opened the Peak District up to tourism. The heritage value of the route includes the former station buildings at Bakewell, Hassop, Great Longstone and Miller's Dale, the impressive rock cuttings such as Headstone, 7 viaducts and 6 tunnels. Of the viaducts Miller's Dale Viaduct (south) is Grade II * listed, and the Monsal Viaduct and Coombs Road Viaduct are both Grade II listed. Bakewell Station façade is also Grade II listed and Miller's Dale Station is included within a Conservation Area. The former Midland line therefore was a heavily engineered line through the heart of the White Peak, and famously, John Ruskin, the influential Victorian Critic, condemned the environmental damage caused by the line's construction, stating;

'The valley is gone, and the Gods with it; and now every fool in Buxton can be in Bakewell in half an hour, and every fool in Bakewell at Buxton; which you think a lucrative process of exchange.' (2)

This view was far from universally held however, and the railway line was widely recognised as being of tremendous scenic beauty, promoted as a journey through 'Little Switzerland'. The line finally closed however in 1968, under Beechings' 'Axe'.

The Tissington Trail forms part of the former Ashbourne to Buxton railway, which was approved in 1890 and therefore very late in terms of the development of the railway network. It was a new line, extending 13.5 miles from Parsley Hay down to Ashbourne in the south, where it then connected; via another line, to Uttoxeter. Again, the route was impressive in terms of engineering, including a tunnel under Ashbourne (now owned and managed by Sustrans), many limestone built bridges and numerous rock cuttings, such as the Coldheaton Cutting which is three-quarters of a mile long and 60 feet deep, taking 200 navvies and 8 steam cranes to excavate. The station buildings were constructed from timber rather than stone, as were the platforms and few remnants now remain, the most notable being the Hartington Station Signal Box. The route climbs 900 feet; northwards and as such proved an expensive line both to construct and to operate, with freight trains often needing to be pulled by two engines. The freight traffic included the transportation of milk, cheese, agricultural supplies, bricks and lime, and stone from nearby quarries such the quarry at Hartington, situated adjacent to the railway. There

was also a growth in tourist traffic from the 1920's. Demand fell as road transportation grew, and the line closed completely in 1967.



Hartington Station Signal Box

The Thornhill Trail is part of the former Bamford and Howden Railway, constructed to allow the transportation of equipment and materials needed for the construction of the Derwent and Howden reservoir dams in the Upper Derwent Valley. The railway was completed in January 1903, and it ran for 7.5 miles and connected to the Dore and Chinley mainline at Waterworks Sidings. The railway also serviced the temporary village of Birchlee, built to house the construction workers and their families. The main freight was quarried stone from Bole Hill for the construction of the dams and bagged cement. The stone traffic finished in 1910 and in 1911 it was agreed that the track should be lifted and the timber viaducts dismantled. This wasn't completed until 1918. Part of the route was re-established in the mid 1930's however, in connection with the construction of the Ladybower Dam. This was of earth construction rather than stone and required large quantities of puddling clay and cement to be brought in. Construction was complete by 1943 and the reservoir submerged approximately 2 miles of the original railway. The railway was subsequently dismantled in 1946. (2)

1.2.2 Ecology & Geology:

The Trails are of tremendous vegetation and habitat importance and support areas of lowland calcareous grassland, lowland neutral grassland and also more isolated areas of remnant heath vegetation. The vegetation of the cuttings and embankments support nationally threatened species including Greater Butterfly Orchid, which has a very restricted Peak District distribution. In turn the Trails support a healthy invertebrate, small mammal and bird population. Due to their linear nature, extending for many miles, they

perform an invaluable role as habitat corridors within a largely 'improved' farming landscape, and are able to connect up important habitat areas. MS 12 provides further details. Part of the Monsal Trail is designated as a Site of Special Scientific Interest for its floristic interest.



Bee orchid



Common spotted orchid



Greater butterfly orchid

The Monsal Trail is also of tremendous geological significance and forms part of the Wye Valley SSSI. The cuttings expose evidence of a transition between shales, sandstone and limestone, and there are examples of lava and mineral veins exploited in the past for lead. The High Peak Trail runs entirely on the Carboniferous limestone of the White Peak, as does the northern section of the Tissington Trail. The limestone strata is visible in the many cuttings along the two routes, and the cuttings north of Hartington Station are of regional importance for their rocks, fossils and faults. South of Tissington the geology changes and the softer shales can be seen to influence the landscape. Silica sand was excavated from pits adjacent to the High Peak Trail giving rise to the brickworks at Friden.

1.2.3 Landscape:

Not only do the Trails provide level, well maintained routes for walkers, cyclists, horse riders and disabled users, but they allow people of all ages and all abilities to enjoy the wonderful Peak District scenery of the White Peak, as well as the popular Upper Derwent landscape; enjoyed from the Thornhill Trail.

There are beautiful views from each of the Trails, whether across the White Peak plateau from the Tissington and High Peak Trails to isolated farmsteads, or to the impressive limestone scenery of the Wye Valley seen from the Monsal Trail. There are also views to iconic buildings such as Cressbrook and Litton Mills, which offer an insight into the region's industrial past and the importance of these former rail routes.

The Trails are not only valuable for the views available from them, but they are also significant landmarks within the landscape themselves, including for example; the impressive embankments at Roystone and Minninglow on the High Peak Trail and the viaducts of the Monsal Trail.



Parsley Hay Cutting looking north

1.2.4 Visitor Facilities:

The facilities provided by the Authority for users of the Trails, include car parks making use of former station yards, toilet facilities, refreshment concessions let to third party businesses, and cycle hire facilities at Ashbourne and Parsley Hay, on the Tissington and High Peak Trails respectively. A detailed analysis of the cycle hire facilities is beyond the scope of this plan and is dealt with separately by the Cycle Hire Business Plan produced in 2009. Privately owned and operated cycle hire facilities are also available at Hassop Station and Blackwell Mill on the Monsal Trail, and Derbyshire County Council provide facilities at Middleton Top near Wirksworth, on the County Council's section of the High Peak Trail. See MS 6 for further details.

1.2.5 Opening up the Monsal Trail Tunnels:

In May 2011, four previously closed tunnels along the Monsal Trail were re-opened to the public under the Pedal Peak District Project which utilised a £2.25 million grant award from the Department for Transport. This grant award transformed the Monsal Trail from a trail principally used by walkers, to one suitable for all users. The capital investment allowed the resurfacing of the trail, the repointing of the tunnels, the provision of lighting within the tunnels, 3 new access ramps onto the trail, significant tree work to open up views from the trail, and new interpretation including panels and listening posts. The Monsal Trail proved extremely popular in its first year and the 50,000th cyclist was recorded on New Year's Eve 2011, seven months after the tunnels opened.

The considerable increase in the popularity of the Monsal Trail has in itself created issues and opportunities specific to this trail that need to be addressed in order to ensure that visitors' needs are suitably catered for. An example is the potential that exists to develop improved facilities at Miller's Dale. The old station building at Miller's Dale is currently used to provide office accommodation and a workshop for both the Area

Rangers and the Countryside Maintenance Team. A mobile refreshment van provides light snacks and hot drinks, and the Authority provides toilets and pay and display car parking facilities. It is a popular and busy spot however and it is recognised that this site is currently being under-utilised. This is a significant project in terms of identifying the most appropriate form of visitor facility, investigating possible partnership working potential and obtaining necessary financial and staff resources to implement the project. It is being considered as a separate, specific project and as such will not be included in detail within this plan. This plan will however seek to establish the need for, and justify improved facilities at this site.

It must also be recognised that the increased popularity of the Monsal Trail has had an impact on local communities living within close proximity. Whilst local businesses have benefitted from the growth in visitor numbers to the Trail and surrounding area, there are other issues that do need to be addressed by the Authority including parking problems at certain locations and MS6 considers this in more detail. The Authority recognises the importance of engaging with local communities as appropriate especially in terms of any future development of the Trails network and is committed to doing so.

1.2.6 Visitor Profile:

The following visitor profile analysis for the Trails draws from two principle sources, a User Survey conducted by Sustrans in 2010 at Parsley Hay on the High Peak Trail and Bakewell Station on the Monsal Trail (before the tunnels opened), and the Green Travel Survey which was conducted by the PDNPA in the Spring of 2012. The Green Travel Survey took place on each of the four Trails, on a week day, Saturday and a Sunday during term time and again during the school holidays. In total 1,398 trail users were surveyed and as well as feeding into the developing Green Travel Plan for the Trails, very useful visitor profile data has also been captured (see Appendix 6). The survey stations were as follows:

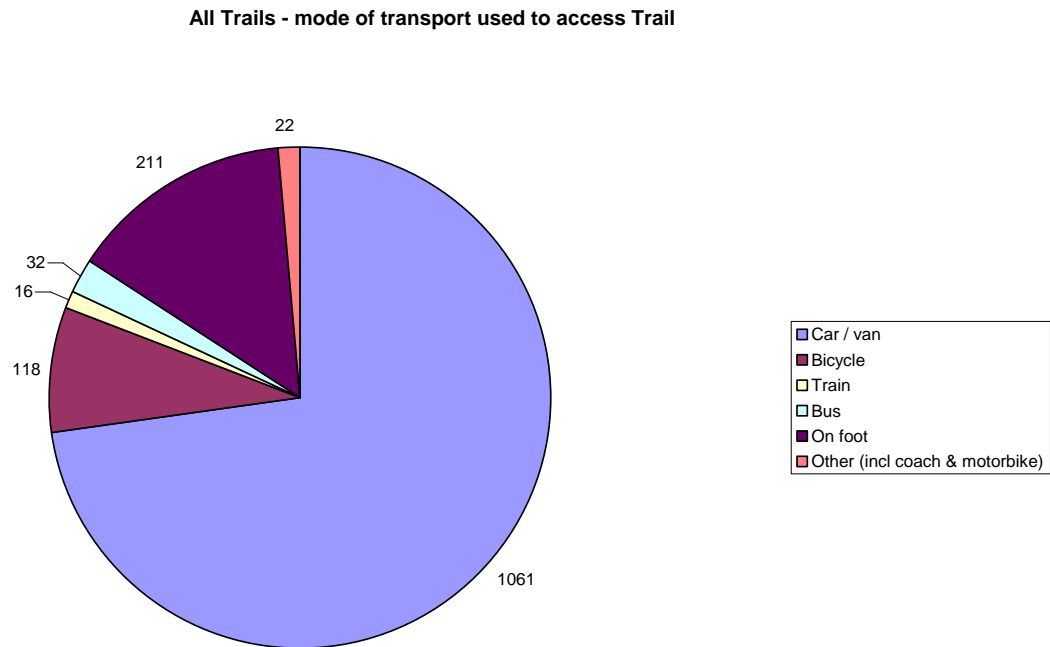
- ❖ High Peak Trail: Minninglow Car Park & Parsley Hay Cycle Hire
- ❖ Tissington Trail: Mapleton Lane Cycle Hire
- ❖ Monsal Trail: Hassop Station & Miller's Dale Station
- ❖ Thornhill Trail: Carr Lane Car Park

1.2.6.1 Distance Travelled

When considering the results for all four Trails, 49% of users travelled ten miles or less to reach the Trails, 23% less than 20 miles, and 27.5% over 20 miles. This shows that whilst the Trails resource is of tremendous importance and value locally, it is also of value as a regional and national visitor destination. The survey results for the Tissington, High Peak and Monsal Trails were generally very similar with regards to the distance travelled, but it is interesting to note that almost 40% of those surveyed at Miller's Dale had travelled in excess of 20 miles (compared to the average reply for all Trails of 27.5%). This seems to reinforce the 'pull' of Miller's Dale and therefore the potential to further develop the visitor facilities provided at this site.

There is a marked difference in the data obtained from those using the Thornhill Trail, when compared to the other three Trails. 71.5% of those surveyed had travelled less than ten miles to reach the trail (51% of which, less than 5 miles), and only 16% had travelled over 20 miles. This confirms the importance of the Thornhill Trail as an extremely valuable link within the local rights of way network.

1.2.6.2 Transport Used



NB. Data labels show actual number of respondents

From the chart above, it can be seen that the overwhelming majority of Trail users currently access the Trails by car or van. Those doing so are very likely to have only used this mode of transport in their journey to the Trails. Users of public transport were asked to confirm each mode of transport used in their journey to the Trail on that particular day. It is likely that those using the train also made use of a local bus service, bicycle or completed the journey on foot.

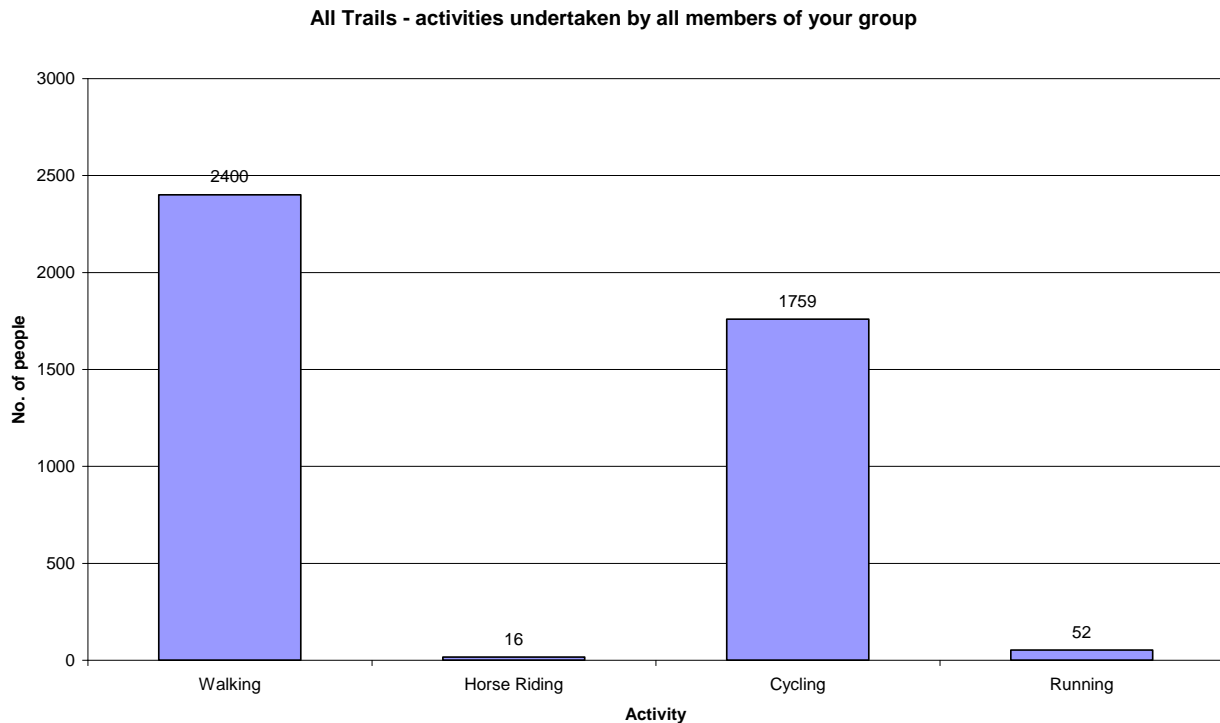
Whilst the transport data for the Tissington, High Peak and Monsal Trails shared a very similar profile, reflecting the results of the chart above, the Thornhill Trail once again produced quite different results. The proportion of users arriving by car or van fell to 53.5%, those arriving on foot increased to almost 30%, and approximately 8% used a train during the journey, due to the proximity of Bamford Railway Station.

1.2.6.3 Trails Activities

The Trails are a wonderful resource for walkers, joggers, cyclists, horse riders and those with restricted mobility; and people enjoy using them for leisure, for fitness and for making a journey. The Sustrans survey found that almost half of the Trail users surveyed, made use of the Trails at least once a month and were therefore regular users

and as such the Trails can be seen to play a valuable role within their lives and recreational habits.

The following chart illustrates the principal activities undertaken by those surveyed on all Trails, as part of the Green Travel Survey, and includes results for other group members as well as the survey respondents, as appropriate.



This shows that across all four Trails, almost 57% of users are walkers and almost 42%; cyclists. From this, it can be seen that cycling and walking are by far the two most popular activities undertaken on the Trails. It is important to note, that part of the survey was affected by particularly wet weather and as a result, cyclists were found to be less inclined to stop. In reality, it is likely that the proportion of cyclists is actually greater than the results above indicate. User counters are located within the trail surface at Hassop Station and Miller’s Dale on the Monsal Trail, and at Parsley Hay (gathering data for the Tissington and High Peak Trails). These counters are able to differentiate between cyclists and walkers and will ultimately provide the Authority with a very accurate indication of the split between user groups and an ability to monitor any changes in user profile over time.

It is also worth noting that there has been a significant switch in the user profile of the Monsal Trail following the opening of the Tunnels. Before the tunnels opened, the Sustrans survey estimated that 73% of users on the Monsal Trail were walkers, and only 25%; cyclists. The Green Travel Survey results show that the proportion of walkers has decreased (66%) and the proportion of cyclists has increased (32%) however from anecdotal evidence and initial user counter data retrieved it is clear that this significantly underestimates the scale of the increase in use by cyclists. The user counter located at Hassop Station has recorded a 600 per cent increase in the number of cycles before and after the tunnels opened. On average 290 cycles per day are currently recorded passing the counter (two way flow), compared to only 48 cycles per day before the tunnels

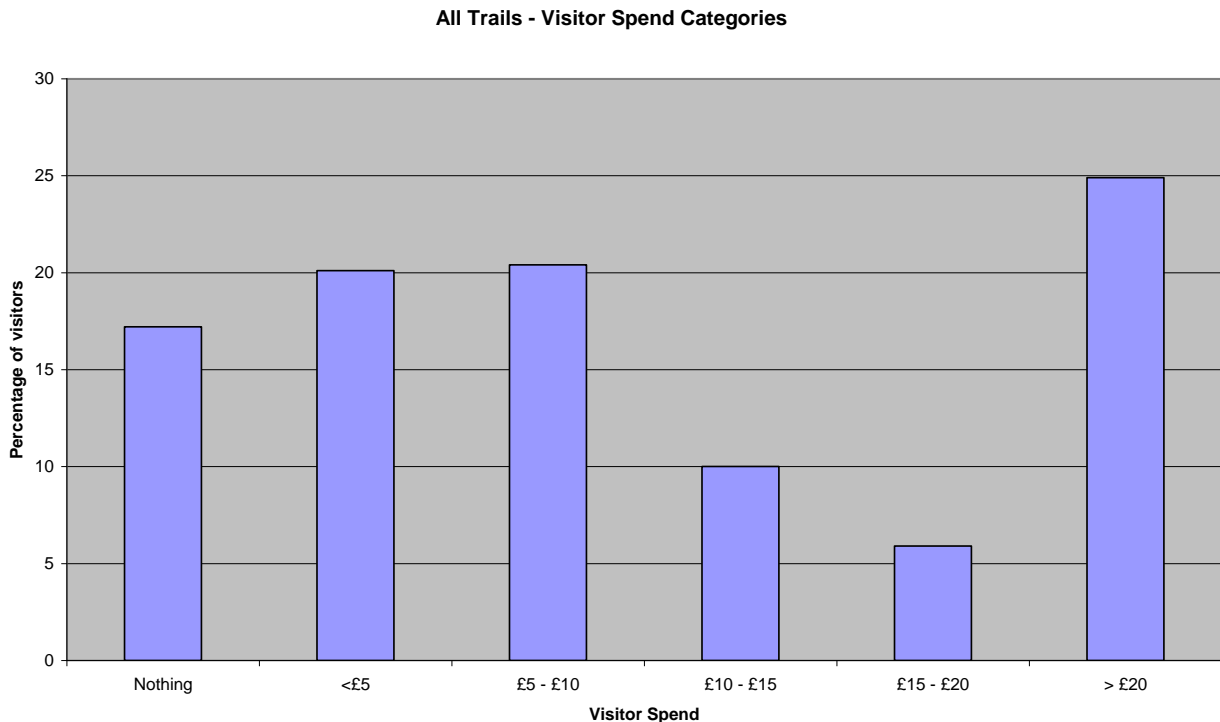
opened. The counter has also recorded pedestrians passing during the period 1st March to 31st October 2012 and on average 553 pedestrians per day have been recorded.

Again, the results obtained for the Thornhill Trail provide a slightly different user profile, with 70% walkers and 26.5% cyclists.

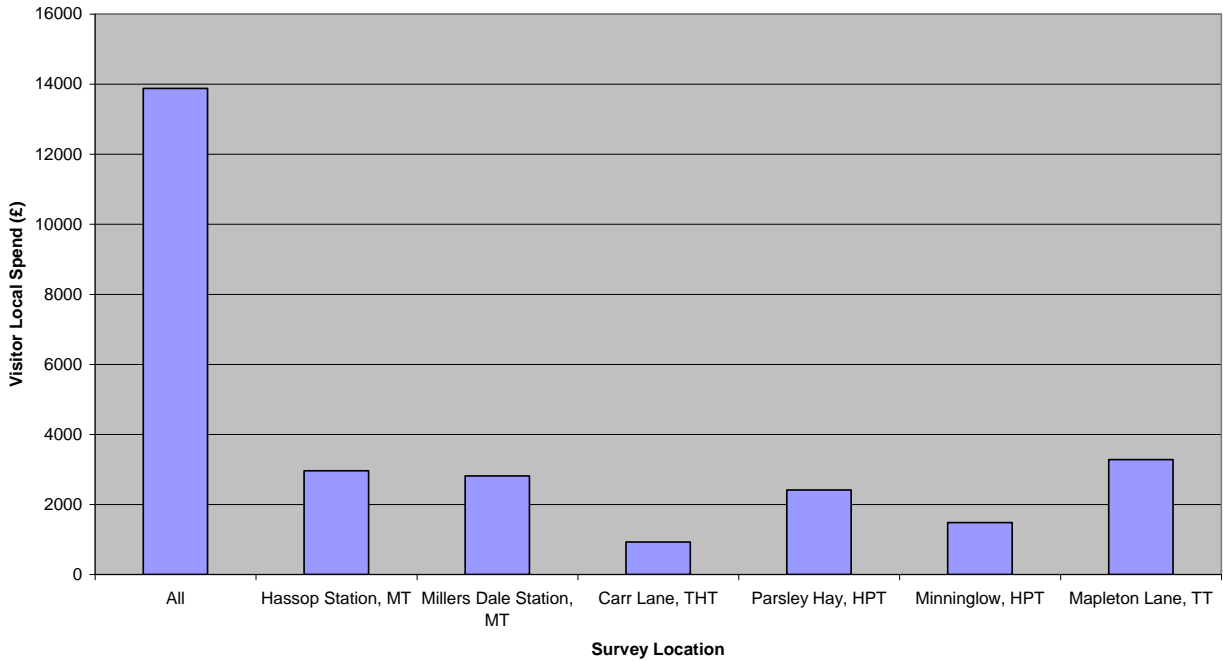
Even though horse riders make up only a small proportion of total Trail users, it is very important to note that the Trails do provide an extremely valuable link within the local bridleway network.

1.2.6.4 Visitor Spend

From the Green Travel Survey results, it can be estimated that the 1,398 people surveyed generated a local spend of in excess of £13,500, with almost 25% of those surveyed; spending in excess of £25 as a result of their visit to the Trails (N.B. see footnote 2 in Appendix 6). The highest proportion of users spending in excess of £25 were those questioned at Mapleton Lane just north of Ashbourne on the Tissington Trail. This would seem to suggest that the Tissington Trail has a positive economic impact for local businesses of Ashbourne and the surrounding area. Of those questioned at Hassop Station, almost 20% spent between £10 and £15, compared to an All Trails average response of 10%. As was to be expected, the Thornhill Trail made by far the lowest contribution to the local economy with almost 40% of users spending nothing, compared to only 15% of those questioned on the other three Trails; spending nothing. Again, this reinforces the more low key, local nature of the Thornhill Trail.

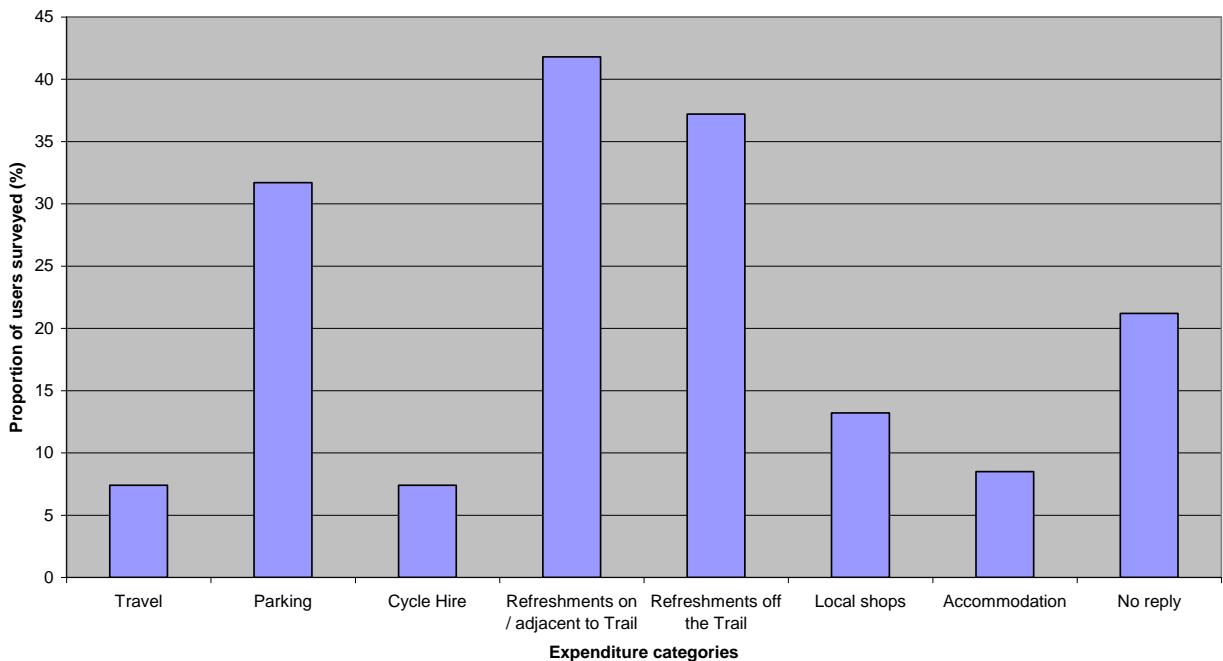


Estimated Total Spend (of those surveyed)



The following chart shows the nature of the expenditure undertaken by those surveyed on the Trails. It illustrates that of those questioned, 79% spent money on refreshments, either on or adjacent to the Trails or with local, privately run businesses situated off the Trails. Just over 30% had paid for parking, and 8.5% had spent money on accommodation. It helps to illustrate the spread of expenditure and the nature of those businesses that benefit economically from the Trails.

All Trails - Type of Expenditure



1.2.7 Legal Status of Trails

Both the Tissington and High Peak Trails have been designated as Public Bridleways and as such, walkers, horse riders and cyclists have a protected, legal right to use them and they can not be closed for any reason without first obtaining a temporary closure order from the Highways Authority.

The Monsal and Thornhill Trails are both concessionary paths, currently with no legal right of way attached to them although it is the Authority's absolute intention to maintain and preserve the existing public access that is enjoyed along these routes.

The nature of the Monsal Trail tunnels, and their associated maintenance liability, necessitates the need for the Authority to preserve the ability to close the tunnels and or the trail at short notice, as circumstances / conditions dictate. This might be if emergency repairs prove necessary or in the event of extreme winter weather conditions resulting in dangerous icicles and ice patches. The Authority therefore needs to retain the flexibility afforded by the Trail's concessionary status whilst remaining committed to only closing the tunnels and / or the Trail if absolutely necessary and for the minimum amount of time possible. Should ownership of the Trail transfer to another organisation at any stage in the future, the Authority will ensure that public access is safeguarded in perpetuity.

With regards to the Thornhill Trail, the intention is to designate this route as a public bridleway and the Authority will commence the necessary consultation procedure.

1.2.8 Ownership of Trail continuation routes

The plans included within Appendix 2 show the full extent of the PDNPA's ownership in relation to the Trails. The following provides a summary of the land ownership of the adjoining continuation routes:

The High Peak Trail – Derbyshire County Council own and manage the section of the High Peak Trail which lies outside of the National Park boundary, and therefore from Longcliffe down to Cromford. This section is also managed as a multi user recreational trail and is designated as a public bridleway. To the north, the High Peak Trail finishes at Dowlow and beyond here the route continues as a live railway, managed by Network Rail, transporting stone from Dowlow Quarry.

The Tissington Trail – at its northern extent, the Tissington Trail joins with the High Peak Trail and remains in the ownership of the PDNPA. At its southern extent at Mapleton Lane Car Park; just north of Ashbourne, the Trail continues through Ashbourne Tunnel, which is owned and managed by Sustrans. The southern portal of the tunnel allows access to Ashbourne Leisure Centre Car Park and is only a short walk from the centre of the market town.

The Monsal Trail – the eastern terminus of the Monsal Trail, adjacent to Coombs Road, Bakewell, adjoins land which forms part of the Haddon Estate. At its western terminus, the trail finishes at Blackwell Mill, Wyedale and from here the line continues to operate as a railway, transporting stone from Tunstead Quarry.

The Thornhill Trail – beyond Yorkshire Bridge in the north, the land is owned by Severn Trent Water, and to the south, by the Quakers.

1.2.9 Future Rail Use on the Midland Line

The Local Development Framework Core Strategy (adopted October 2011) confirms the position with regards to the possible future reinstatement of the Midland Line railway. Policy T6: Routes for walking, cycling, and horse riding, and waterways, states that the Manifold, Tissington and High Peak Trails, and other long distance routes, will be protected from development that conflicts with their purpose. The continuity of the Trans Pennine Trail and the Monsal Trail will be retained, irrespective of any future rail use, by realignment if required. The LDF confirms that whilst land needs to be safeguarded for possible future rail use schemes, no schemes are accepted in principle. Indeed, the feasibility study into the possible re-opening of the Midland Line, completed in 2004 on behalf of DCC, confirmed that the re-opening of the line wasn't considered financially viable by 2011 or soon afterwards.



The Monsal Trail

1.3 Relationship to the Authority's Plans and Policies

1.3.1 National Park Management Plan

The National Park Management Plan, launched in May 2012, is the over-arching management plan for the Authority, under which all other plans and strategies should lie.

The Plan identifies Special Qualities of the Peak District, i.e. those characteristics that define what is distinctive and significant about the Peak District compared with other parts of the country. The Trails possess and deliver on many of these Special Qualities including the following:

- Natural beauty, natural heritage, landscape character and landscapes
- Importance of wildlife and the area's unique biodiversity
- Thousands of years of human influence which can be traced through the landscape
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features
- Significant geological features
- Cultural heritage of history, archaeology, customs, traditions, legends, arts, and literary associations
- Opportunities for outdoor recreation and adventure

The National Park Authority Vision; *'The Peak District: where beauty, vitality and discovery meet at the heart of the nation'* is supported by four strategic themes which flow directly from the National Park Purposes and Duty (Appendix 1). All four Themes are relevant to the management of the Trails as summarised below:

Theme DL– A diverse working and cherished landscape:

Aim DL1 – the diverse national park landscapes will adapt to challenges whilst retaining their special qualities and natural beauty

Aim DL3 – the richness of the natural environment will be conserved, restored and enhanced so wildlife can thrive, ecological systems continue to improve and its diverse geology is retained and valued.

It recognises the importance of the Peak District landscape and its natural beauty, the need to conserve, restore and enhance the natural environment and habitats provided, and the importance of the geological interest of the Peak District. These aims are of tremendous importance on the Trails also, and the effective management of the Trails will work towards fulfilling these aims.

Theme WI – Welcoming and Inspiring Place:

Aim WI1 – the national park will strengthen its role as a welcoming place and premier destination, synonymous with escape, adventure, enjoyment and sustainability

Aim WI4 – accessible and diverse recreation opportunities will be available for all, encouraging healthy living, enjoyment of the landscape and a sense of adventure

The Trails have amazing potential to make a positive contribution to the above two aims and the management moving forward must ensure that these opportunities are taken up, including the opportunities for ‘adventure’, for example abseiling on the Monsal Trail. The trails experience above all should be enjoyable for all and accessible to all. It can make a very valuable contribution towards promoting healthy lifestyles and regular exercise, and we must build upon its contribution towards sustainability, both in terms of how the Trails are managed but also how they are accessed.

Theme TV – Thriving & Vibrant Communities:

Aim TV2 – communities and individuals will feel inspired to live sustainably and help shape the place they live in

Aim TV3 – residents will have sustainable access to local services and employment

Due to the linear nature of the Trails, many communities live within close proximity to the Trails network. The Trails provide a safe, traffic free, sustainable travel resource enabling access to local services and this should be promoted more widely. They also provide local employment to staff of the Authority, local contractors employed to work on the properties, and local businesses that derive an income from those using the Trails. The Trails also present an unrivalled opportunity to engage with local communities and visitors alike and this potential should be explored further. The Authority must also recognise that certain aspects of Trails management can impact local communities and as such, the Authority must ensure that appropriate and timely local consultation takes place.

Theme ES – Enterprising and Sustainable Economy:

Aim ES2 – there will be a diversity of thriving businesses supporting and contributing to the economy and local communities which are critical to the long term future of the National Park

The Trails are a tremendous tourist resource for the Peak District and as such, make a significant contribution to the local economy. Certain businesses are directly dependent on the Trails and the visitors they attract including the cycle hire centres and refreshment concession facilities. Other businesses benefit too, including local accommodation providers and campsites, pubs and tea rooms, as well more general service providers that benefit from having more visitors to the area.

1.3.2 Other Plans & Strategies:

The following plans and strategies are also relevant to the management of the Trails and they have been taken into account in the preparation of the Trails Management Plan and the development of the Management Strategies detailed within Section 7:

- Recreation Strategy - 2010–2020
- Biodiversity Action Plan - 2011– 2020
- Landscape Strategy - 2009–2019
- Sustainable Transport Action Plan – 2012–17
- Cultural Heritage Strategy - 2006

1.4 Relationship to External Strategies & Policies

It is important to be aware of and respond to the strategies of partner organisations and the following are seen as being of direct relevance to the management of the Trails:

1.4.1 Rights of Way Improvement Plan for Derbyshire

Derbyshire County Council's Rights of Way Improvement Plan (ROWIP), reinforces the importance of the access resource provided by the Trails, given their suitability as access for all routes as well as their suitability for use by cyclists and horse riders.

The management of the Trails can make a positive contribution to the following three RoWIP Themes and these key messages are reflected in the Trails Actions that follow in this plan;

Theme A – to seek to preserve Derbyshire's heritage, landscape, and wildlife

Theme B – to promote sustainable use of the present and future network, encouraging healthier and more sustainable travel choices

Theme C – to encourage and create routes that support the local economy and boost tourism

The following RoWIP Aims are of particular relevance to the Trails also:-

Aim 3 – to provide a more connected, safe and accessible network suitable for all users:

This emphasises the need for improved rights of way provision for horse riders, as well as more connected and circular routes. Partners must continue to strive towards achieving the development of the complete White Peak Loop, connecting the Tissington, High Peak and Monsal Trails with the towns of Matlock and Buxton. This would deliver an unrivalled access resource, which is safe and accessible to all, and it would help enable sustainable travel choices to be made and thereby relieve many of the current management issues associated with the Trails.

Aim 4 – to improve the promotion, understanding and use of the network:

This is also of relevance to the management of the Trails and the National Park Authority can make a positive contribution towards the fulfilment of this Aim in many ways, as set out below.

- the Authority intends to facilitate the appropriate promotion of local businesses within close proximity to the Trails but to formalise this by introducing a standard licence agreement for signage on the Trails to ensure that signs are appropriately designed, placed and maintained.
- The Authority recognises the potential to provide distance markers along certain sections of the Trails network, both to help visitors plan their journey and to provide additional motivation to those using the Trails for exercise.
- The Trails Code of Conduct encourages responsible use and promotes clear and consistent messages.

- The RoWIP seeks to promote the benefits of the access network for healthy lifestyles and sustainable living and the Trails have a tremendous role to play in this regard. The Pedal Peak District Project is extremely progressive both in encouraging people to start cycling and encouraging existing cyclists, to cycle more; making use of the Trails, and a very informative website is maintained at www.pedalpeakdistrict.co.uk and regular Facebook and Twitter updates are provided.
- The popularity of the Trails ensures that they provide a positive stimulus to the tourism industry and local economy.
- The Trails' Green Travel Plan will help to encourage sustainable access to the Trails network and links to Aim 4 by increasing opportunities to promote a more sustainable use of the access network.

Aim 5 – to encourage greater community involvement in managing the local rights of way network:

The underlying objective of this Aim is to ensure that there is appropriate support and ample opportunities for communities to be actively involved in monitoring, maintaining and improving the local rights of way network and to develop closer partnership links with local communities and make better use of volunteers as supported by the Localism Act 2011.

Whilst volunteers do currently provide very valuable support in the management of the Trails, the Authority does recognise that there is scope to further develop the opportunities in this regard and this is acknowledged within the TMP Action Plan.

1.4.2 Greenway Strategy

The West Derbyshire and High Peak Greenway Strategy is part of the DCC RoWIP. Greenways are defined as easy access routes suitable for walkers, cyclists and horse riders and they are recognised as delivering benefits to the local economy, for tourism, healthy lifestyles and as a means of sustainable transport. DCC is committed to continuing to develop Greenways due to these multiple benefits. The PDNPA's Trails therefore, form an important part of the existing Greenways network.

1.4.3 National Trails

Part of both the High Peak and Tissington Trails are designated as National Trails. The Pennine Bridleway for cyclists starts at Middleton Top near Middleton-by-Wirksworth and continues up the High Peak Trail, and for horse riders it starts from Hartington Station Car Park on the Tissington Trail, where horse facilities are provided. The Quality Standards for National Trails in England therefore apply to these Trails and this must in turn be reflected in the management prescriptions that follow in this plan. The Quality Standards are based on the following three principles and therefore reflect the PDNPA's objectives also:

- Enabling as many people as possible to enjoy access to National Trails
- Protecting the ecological, cultural and landscape features of the areas through which each Trail passes

- Providing sufficient information about the facilities and services that people need to enjoy the route, however long they wish to stay

Natural England is currently reviewing its input into National Trails and it is likely that changes to the strategic management of National Trails will result. There is also likely to be less funding available for the development and maintenance of National Trails and this therefore needs to be taken into account by the PDNPA when allocating resources.



National Trail waymarker

The consultation paper produced by Natural England, 'A family of unique trails' considered the future management of National Trails from April 2013. The core proposition put forward is that central government should continue to invest in Trail maintenance across England while local delivery is more clearly devolved to Trail Partnerships. The following is proposed:

- a new framework for setting and measuring quality standards
- an overhaul of the grant system – proposing one grant offer per trail, provided as a single sum and with indicative funding for three years
- greater autonomy for Trail Partnerships in how they achieve a well maintained trail, including how funds are managed and distributed
- more involvement of users in Trail management

Once Natural England publishes its response to this consultation, the Trails Management Plan will need to be updated accordingly to take account of revised Quality Standards and to support any Trails Partnership as appropriate. It has been confirmed that Walk England will manage all promotional activity of National Trails from April 2013.

1.4.4 Other National & Regional Routes

Sustrans promote a network of national cycle routes and the Trails form part of this national network.

The Sustrans routes are extremely valuable in enabling and encouraging people to choose safe sustainable travel options, as well as quiet, enjoyable routes for leisure cyclists. All routes are extremely well signed and easy to follow and route maps are available to purchase and full route details are also provided on the Sustrans website www.sustrans.org.uk

Route 68; promoted as the Pennine Cycleway, goes from Derby to Berwick-upon-Tweed, and makes use of the full length of the Tissington Trail and part of the northern section of the High Peak Trail, extending north from Parsley Hay.

Route 54 includes the White Peak Loop and connects the High Peak Trail to the Tissington Trail using quiet country lanes and other off road routes, which pass by Carsington Water to the south. To the north the route leaves the High Peak Trail near Minninglow and reaches the Tissington Trail at Biggin. At this point, the 54 route continues on beneath the Tissington Trail and reaches Hulme End before heading south

to Wetton Mill and then on to the Manifold Track (which is owned by Staffordshire Moorlands District Council).

The Mid Shires Way (225 miles) opened in 1994 and for much of its length is a multi user route which links the Ridgeway National Trail in the Chilterns with the Trans Pennine Trail on the edge of the Pennines and for part of its route, uses the High Peak Trail.



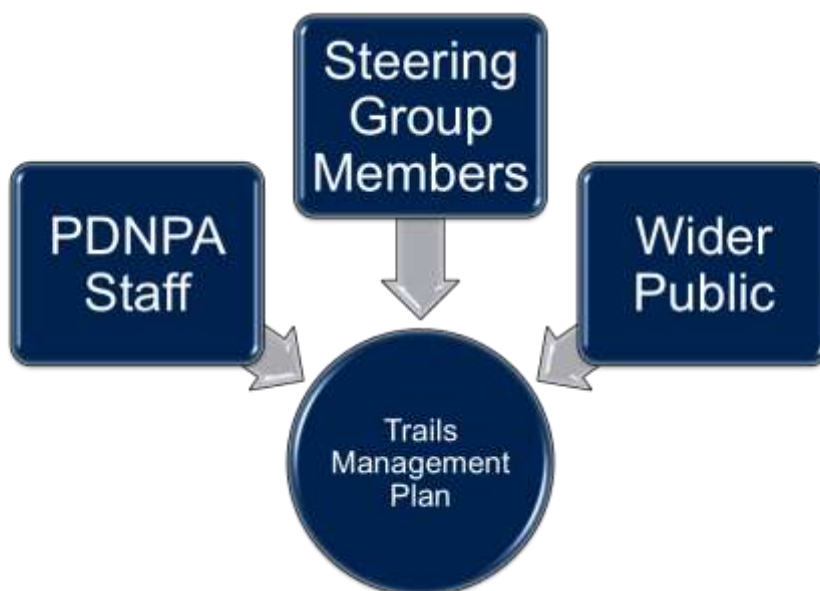
The Tissington Trail – a National Trail

2.0 Consultation Approach and Public Participation

2.1 Consultation Process

Recognising the importance of the Trails to the many different interest and user groups, the management plan process was designed to ensure that all groups were able to get involved and contribute to the development of the plan in a meaningful way.

The following diagram summarises the inputs into the management plan process:



2.1.1 Internal Staff Consultation:

Many PDNPA staff are involved in the management of the Trails and it was extremely important to draw from the different areas of expertise to ensure that all aspects of trails management are considered. The relevant staff were invited to form an Internal Working Group and the members of which are included within Appendix 3.

The Property Manager held one-to-one interviews with each staff member at the start of the process as an initial information / idea gathering exercise, and then held an Internal Working Group workshop in early November 2011. This workshop focused on the vision statement for the Trails, gave staff the opportunity to make specific suggestions for how the Trails could be improved in the future, and also explored the draft Themes, Aims and Objectives (see Section 3). The Group was split into three smaller groups and asked to review the four Theme headings presented, as well as reviewing the draft Management Objectives (in terms of the wording, appropriateness, adding new suggestions etc). They then placed the Objectives beneath the most appropriate Theme and by so doing; we were able to test the suitability of the Themes.

Very useful feedback was received and as a consequence we reduced the number of Themes from four to three. Rather than have a separate Sustainability Theme, it was considered more appropriate to make reference to this within the Vision and to ensure that sustainability principles underpin the remaining three Themes.

The group also reviewed the draft Management Objectives; amending the wording, questioning relevance and making additions.

The Property Manager continued to work with internal colleagues as the plan's development progressed.

2.1.2 Trails Steering Group:

The importance of establishing a Trails Steering Group to assist with the preparation of the management plan was recognised by the Authority at the outset. The main user and interest groups associated with all four Trails were identified and relevant organisations and individuals were invited to join the Steering Group and take part within the management plan process. Membership of the Trails Steering Group was confirmed in August 2011 and the groups represented are detailed within Appendix 4.

The Authority employed external facilitators to help design and deliver the consultation process, to ensure that it was engaging and worthwhile for all. The Steering Group have been integral to the plan's development and through evening workshops they have helped shape the contents of this plan. In the same way that the Internal Working Group above were consulted on the Themes, Aims and Management Objectives, so too were the Steering Group. By so doing, we received extremely valuable feedback and were able to further test the draft structure of the plan. In a further workshop the Group focused on action planning – drafting actions and prioritising them, and ensuring that the necessary actions were in place to ensure that all Objectives would be achieved.

2.1.3 Wider Public Participation:

The Trails are important to locals and to visitors from further afield, and as such it was important to ensure that everyone who values the Trails had the opportunity to contribute to the preparation of this plan and to help steer future management.



Trails Saturday consultation event

With this in mind, a public consultation event; 'Trails Saturday', took place on 20 August 2011 and comment stations were manned on each of the four Trails. It was designed to be simple and engaging, and trail users were encouraged to answer the following two questions;

- “What do you like most about the Trails?”
- “How could the Trails be improved?”

The event was publicised in the local press and on local radio stations, to encourage people to get involved, and those unable to make the event were able to contribute their views online.

The full responses received are included within Appendix 5, and a summary of the key findings, both in terms of the value of the Trails, and suggestions for how the Trails resource can be improved, are presented in Section 2.2.1 and 2.2.2.

2.2 Consultation Outputs

2.2.1 Identifying the Value of the Trails

The Trails Saturday responses provide a clear indication of what people most value about the Trails. The top five responses are as follows:

- 1. Traffic free routes**
- 2. Beautiful countryside / scenery through which they pass**
- 3. Safe, family friendly trails**
- 4. The associated facilities provided for trail users**
- 5. A well maintained trail surface**

These can be considered the ‘special qualities’ of the Trails and need to be preserved.

Other responses of note include that the Trails are flat (and therefore suitable for all abilities), the wildflowers and wildlife along the Trails, the geological interest and evidence of former rail use, and the links to and from the Trails in terms of the wider public rights of way network.

The Internal Working Group had the opportunity to contribute to the findings and highlighted some quite specific features of importance, including the importance of the Tissington and High Peak Trails as increasingly rare remnants of a pre-enclosure landscape largely lost from the surrounding White Peak plateau, and the floristic importance of the Trails with the Tissington Trail being one of only six sites in the Peak District for Greater Butterfly Orchid.

2.2.2 Identifying the Issues and Opportunities

Drawing from the consultation responses received from the public, the Steering Group and the Internal Working Group; the following presents a summary of the principal issues identified for each Trail, ranked in accordance with the frequency of response.

Trail Issue	Priority Ranking (1 = highest ranking, 8 = lowest, low = ranked lower than 8 th)			
	Tissington Trail	High Peak Trail	Monsal Trail	Thornhill Trail
Encourage greater respect / safety amongst trail users	1	1	1	1
Develop links, improve connectivity of routes	2	3	2	4
Interpretation, information, leaflets etc	3	4	7	2
Litter collection & bins / dog poo bins	4	low	low	6
Improvements to trail surface	5	2	low NB: resurfaced 2011	5
Open up views from trail	6	low	8	7
More seating / benches	7	7	4	-
Mix of trail surfaces for different abilities / more technical sections	8	5	6	3
Shelter provision at refreshment stops	low	6	-	-
Improved facilities for horses (troughs, safe places to tie up)	low	8	low	-
Improved visitor facilities at Miller's Dale Station including café	N/A	N/A	3	N/A
Improve access steps / ramps (including disabled access provision) onto the Monsal Trail	N/A	N/A	5	N/A
Too many gates!	N/A	N/A	N/A	8

From this, key issues can be seen to emerge consistently across all four Trails as follows:

- 1) The importance of encouraging greater respect amongst user groups**
- 2) The importance of seeking to develop links from the Trails and greater connectivity with the wider public rights of way network**
- 3) The value of effective, engaging interpretation and information provision**
- 4) The fundamental importance of a well maintained trail surface both in terms of surface condition and width**
- 5) The need for additional seating along the Trails**
- 6) The value of opening up views from the Trails to the surrounding countryside**
- 7) The importance of managing litter and dog mess**

A further consistent response was the request for the Authority to provide a mix of trail surfaces to better cater for those wanting a more technical, challenging cycling experience. We need to be clear of what the Trails are and to accept that not all requests can be catered for. The Trails need to continue to provide safe, accessible cycling, and also provide important trailside habitats. The provision of more technical sections would be to the detriment of the conservation value of the trail verges and is not therefore considered appropriate.

3.0 Future Management of the Trails

3.1 A Shared Vision for the Trails

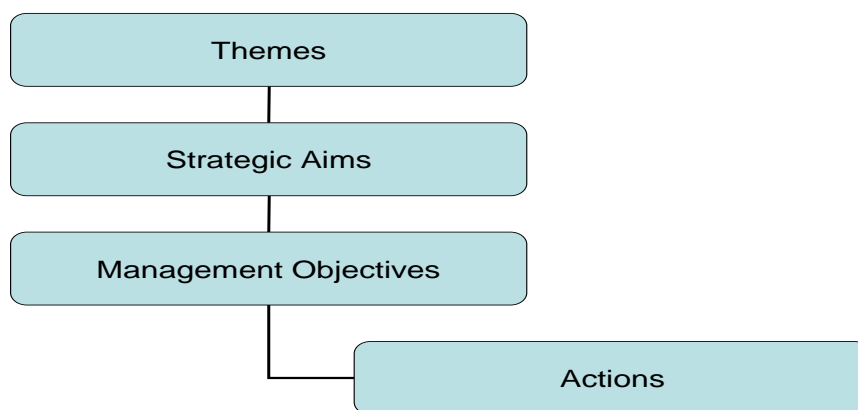
The following Vision Statement has been drafted in conjunction with, and agreed by; the Trails Steering Group and the Internal Working Group. It is a shared Vision to guide the development of this plan and the management of the Trails over the next five years.

The Trails provide a gateway to new and diverse experiences, for all to enjoy and be inspired by the landscape, the wildlife and the heritage. As part of a network of regional and national trails, they provide easy access, multi-user routes into and within the heart of the Peak District, enabling sustainable travel choices to be made, encouraging healthy lifestyles for visitors and local people, and promoting the local economy.

This Vision Statement is compatible with the National Park’s statutory purposes and duty.

3.2 Trails Themes, Aims, Objectives & Actions

This is the main section of the plan, which details what should happen over the next five years and why. The management plan structure is illustrated by the following diagram and each part will be explained below.



The management of the Trails has been split into the following three **Trails Themes**:

Managing the Trails and their corridors - this covers the actual management of the Trails property portfolio and as such includes the more operational tasks that keep the property functioning, as well as larger, one off projects. During the consultation process there was debate about the suitability of using the term ‘corridors’. In the context of this management plan, corridors refers to the verges, cuttings and embankments that lie to the sides of the trail and are managed as an integral part of the Trails’ resource.

Optimising the Benefits of the Trails – this focuses on the added value elements of the Trails’ resource, and so includes the contribution that the Trails can make to

promoting healthy lifestyles, benefitting the local economy, or the further development of the rights of way network for instance.

Promoting the Trails and raising awareness and understanding – this section examines how the Trails are promoted and how key visitor information is disseminated. It also focuses on how we can raise awareness of the interest of the Trails, whether it is the beautiful wildflowers on the embankments, the geological exposures, or the railway heritage. Under this section, we need to strive to ensure that Trail users are able to get the most out of their visit to the Trails.

To ensure that management is focused and effective, we developed a **Strategic Aim** for each Theme. All work undertaken during the implementation of this plan, must together ensure that the 3 Strategic Aims are fulfilled. **Management Objectives** were identified and agreed for each Theme, and these represent the guiding principles for the management of the Trails and these are achieved by the successful implementation of the **Actions**. Inevitably in property management, many of the Actions are fairly straight forward, operational tasks that need to be completed on a regular basis to ensure that the standards are maintained. Certain Actions are however more visionary in nature, and represent distinct projects that rely on the allocation of necessary resources, both staff and financial. In the Action Plan tables, we have opted to highlight the Actions as follows:

Black: **Operational tasks** which can be completed under current resource allocations

Red: **Operational tasks** for which there is insufficient revenue budget funding

Green: **Projects** that can be completed at minimal cost to the Authority but rely on officer time (and therefore need to be planned into work programmes)

Blue: **Projects** requiring additional financial resources to complete

This management plan framework and specifically the use of Themes, represents current best practice and has been successfully adopted by other National Park Authorities. It allows you to drill down from the more strategic headings, to the specific actions, and only by implementing the Actions, will the Strategic Aims and the Vision be achieved.

3.3 Trails Management Strategies

Section 7 includes the **Management Strategy** statements. These provide a more detailed explanation of the specific aspects of trails management (for example re-surfacing or boundary maintenance).

Where relevant the strategies are referenced in the Action Plan tables that follow.

4.0 Trails Theme 1 - Managing the Trails and their Corridors

Strategic Aim: to manage the Trails and their corridors to the highest access and environmental standards

Management Objectives:

- 1) *To maintain a safe, unobstructed trail surface enabling access for all legitimate users*
- 2) *To seek to provide adequate visitor facilities, appropriate to the character of each Trail*
- 3) *To maintain and enhance the special wildlife habitats found along the Trails and where possible restore high quality habitats where these have been lost or degraded*
- 4) *To preserve the important geological and cultural heritage significance of the Trails*
- 5) *To open up and maintain views from the Trails but ensure that this is managed appropriately and sensitively, balancing the benefits to users with the benefits for biodiversity, geology and archaeology*
- 6) *To maintain all former railway structures (bridges, culverts, embankments, tunnels) and buildings in sound structural condition*
- 7) *To apply the 'least restrictive principle' to all works on the Trails, meeting the highest access standards possible*
- 8) *To maximise the potential of the Trails as critical parts of the ecological network of the White Peak*
- 9) *To ensure that sustainability principles underpin the management and use of the Trails*
- 10) *To control unauthorised use by motorised vehicles*

Action Plan: Theme 1 - Managing the Trails and their corridors

Aim: To manage the Trails and their corridors to the highest access and environmental standards

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

No.	Action	Relevant Trails TT: Tissington Trail HPT: High Peak Trail MT: Monsal Trail THT: Thornhill Trail	Delivery agent	Implementation Plan				
				Year 1 '13/14	Year 2 '14/15	Year 3 '15/16	Year 4 '16/17	Year 5 '17/18
Obj. 1 - To maintain a safe, unobstructed trail surface enabling access for all legitimate users								
i	Strim / clear ditches (MS 3)	All	Trails Rangers	x	x	x	x	x
ii	Flail mow trail verges for public access (MS 4)	All	Contractors	x	x	x	x	x
iii	Implement tree safety inspection procedure & remedial work (MS 5)	All	Tree Officer / Trails Rangers	x	x	x	x	x
iv	Ongoing tree work to maintain trail width / height	All	Trails Rangers & Area Ranger (Fairholmes)	x	x	x	x	x
v	Strim access points onto trails twice / year	TT, HPT, MT	Trails Rangers	x	x	x	x	x
vi	Trim hedges (bi-annually, or annually for safety reasons)	TT, MT	Trails Rangers	x	x	x	x	x
vii	Complete bi-annual formal inspection of rock cuttings	TT, HPT, MT	PDNPA Surveyor	x		x		x
viii	Implement programme of resurfacing (5 miles over plan period) using recycled path material (MS 1)	TT, HPT, THT	Contractors	x	x	x	x	x

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

Obj. 2 To seek to provide adequate visitor facilities, appropriate to the character of each Trail								
i	Maintain car parks (and associated facilities including picnic areas and toilets) in good condition, maintaining easy access for all users (MS 6)	All	Property Manager / Area Team Rangers	x	x	x	x	x
ii	Arrange annual safety testing of Bridge 75 parapets and interim visual inspection at six monthly intervals (MS10)	MT	Contractors	x	x	x	x	x
iii	Provide cycle racks at adj Trail picnic facilities	All	Trails Rangers	x				
iv	Continue to manage litter and maintain litter bins within trails' car parks and to encourage recycling where practical (MS 8)	TT, HPT, MT	Area Team Rangers	x	x	x	x	x
v	Continue to issue refreshment concession licenses having been out to tender	TT, HPT, MT	Property Manager	x	x	x	x	x
vi	Establish a clear policy regarding the management of dog mess on the Trails and promote key messages to Trail users	All	Property Manager	x	x	x	x	x
vii	Review provision of disabled parking spaces within car parks	All	Property Manager	x				
viii	Implement recommendations of above review	tbc	Contractors		x	x		
ix	Undertake an audit of access points and access furniture and seek to achieve National Trail Standards wherever possible (MS 7)	All	Trails Rangers / Vols	x				
x	Review provision of benches along Trails and investigate merit of providing & promoting 'more accessible' sections of trail where benches are provided at regular intervals	All	Property Manager		x			
xi	Review the need to provide greater shelter at refreshment concessions	TT, HPT, MT	Property Manager	x				
xii	Review provision of horse watering facilities, mounting blocks and hitching rails	All	PM & Peak Horse Power		x			

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

Obj. 3 To maintain and enhance the special wildlife habitats found along the Trails and where possible restore high quality habitats where these have been lost or degraded									
i	Implement grassland management on all of the Trails to ensure maintenance, enhancement and restoration of species rich grassland on trail embankments, cuttings, verges and associated areas (MS12)	All	Property Manager / Trails Rangers / Trails Ecologist	x	x	x	x	x	x
ii	Manage scattered scrub on open neutral grassland and areas of remnant heath	All	Trails Rangers / Contractors / Volunteers	x	x	x	x	x	x
iii	Manage scrub to achieve favourable condition on the biological SSSI	MT (SSSI unit 67)	Trails Rangers / Volunteers / Contractors	x	x	x	x	x	x
iv	Control all injurious and invasive species along trail corridors. Pull ragwort and treat Japanese Knotweed.	All	Area Team Rangers / Contractors	x	x	x	x	x	x
v	Take external advice on management for rare and uncommon species on the Trails and implement actions as necessary (MS 12)	TT, HPT, MT	Trails Ecologist		x				
vi.	Repeat botanical and entomological survey of Trails	All	Trails Ecologist						x
Obj. 4 To preserve the important geological and cultural heritage significance of the Trails									
i	Control scrub on cuttings and geological exposures to maintain favourable SSSI condition	MT (SSSI units 47,68 & 69)	Trails Rangers / Contractors	x	x	x	x	x	x
ii	Refer to Trails archaeological reports and consult NPA Conservation Archaeologist when designing Trails project work	All	Property Manager	x	x	x	x	x	x

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

Obj. 5 To open up and maintain views from the Trails but ensure that this is managed appropriately and sensitively, balancing the benefits to users with the benefits for biodiversity, geology, archaeology and the local community								
i	Prepare trailside woodland thinning programme and apply for Forestry Commission felling licence (designed to deliver benefits for biodiversity, landscape and to open up and maintain views) (MS 12)	MT, TT & THT	Property Manager		x			
ii	Implement woodland thinning programme	MT, TT & THT	Contractors			x	x	x
Obj. 6 To maintain all former railway structures (bridges, culverts, embankments, tunnels, boundary walls) and buildings in sound structural condition								
i	Continue to take appropriate, timely action to maintain stock proof boundaries to Trails (MS 2)	All	Trails Rangers / Contractors	x	x	x	x	x
ii	Clear vegetation from entrance to culverts (MS 13)	All	Trails Rangers	x	x	x	x	x
iii	Undertake a visual inspection of the tunnels each year identifying priority repointing & maintenance work (MS 14)	MT	Consultant	x	x	x	x	x
iv	Carry out priority tunnel maintenance work identified above	MT	Consultant	x	x	x	x	x
v	Planned renewal of boundary fences	THT	Contractors	x	x	x		
vi	Implement 2 year structures maintenance programme based on DCC 2009 report	TT, HPT, MT	Property Manager / Building Surveyor	x	x			
vii	Implement a 5 year programme of priority boundary restoration (dependent on HLS)	TT, HPT	Trails Rangers / Contractors	x	x	x	x	x
viii	Commission new structures maintenance & remedial works report and plan work for remaining three years of management plan period	TT, HPT, MT	Consultant			x	x	x
ix	Commission 6 yr detailed inspection of tunnels	MT	Consultant					x

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

Obj. 7 To apply the 'least restrictive principle' to all works on the Trails, meeting the highest access standards possible								
i	Incorporate the recommendations of the Fieldfare Trust's Good Practice Guide to Countryside Access for Disabled People when planning new works	All	Property Manager	x	x	x	x	x
ii	Carry out accessibility audit of Trails	All	Consultant		x			
iii	Plan and implement recommendations of accessibility audit	All	Property Manager			x	x	x
Obj. 8 To maximise the potential of the Trails as critical parts of the ecological network of the White Peak								
i	Seek to target conservation action at habitats in the wider countryside where this will extend the high quality habitats of the Trails and link these to other high quality sites nearby	All	Trails Ecologist	x	x	x	x	x
Obj. 9 To ensure that sustainability principles underpin the management and use of the Trails								
i	Annually monitor and review electricity usage of Monsal Trail tunnels lighting (MS 14)	MT	Property Manager	x	x	x	x	x
ii	Use recycled materials when carrying out path / trail improvements (MS 1)	All	Property Manager	x	x	x	x	x
iii	Review recycling facilities on the Trails (MS 8)	TT, HPT, MT	Property Manager	x				
Obj. 10 To control unauthorised use by motorised vehicles								
i	Maintain barriers at main entrance points to Trails	All	Property Manager / Trails Rangers	x	x	x	x	x

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

ii	Log and monitor known incidents of unauthorised vehicles and review	All	Property Manager	x				
iii	Review the need for additional entrance point barriers consulting DCC as appropriate if public right of way is affected	All	Property Manager / DCC		x			
iv	Issue standard licence agreement to authorised vehicle users and issue each with yellow beacon	All	Property Manager	x				

5.0 Trails Theme 2 – Optimising the Benefits of the Trails

Strategic Aim: *to optimise the social, economic and environmental benefits of the Trails.*

Management Objectives:

- 11) *To use the Trails to encourage healthy lifestyles*
- 12) *To ensure that the Trails provide a positive stimulus to the local economy*
- 13) *To develop appropriate and sympathetic commercial opportunities associated with the Trails, to benefit their management*
- 14) *To encourage local people to take an active interest and involvement in the Trails*
- 15) *To develop a Green Travel Plan and encourage the use of public transport*
- 16) *To maximise the potential of the Trails as critical links in the access network*

Action Plan: Theme 2 – Optimising the Benefits of the Trails

Aim: To optimise the social, economic and environmental benefits of the Trails.

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

No.	Action	Relevant Trails	Delivery Agent	Implementation				
				Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18
Obj. 11 To use the Trails to encourage healthy lifestyles								
i	Maintain links with Derbyshire Community Health Services and promote their use for health walks and rides	All	Ranger Service & Recreation Strategy Team	x	x	x	x	x
ii	Opportunistic promotion through special projects and partnerships (i.e. Mosaic & the Peak District Award)	All	Property Manager / Communities Policy Manager	x	x	x	x	x
iii	Restore cast iron mile markers along Tissington Trail to provide regular distance markers and encourage exercise	TT	Property Manager in consultation with DCC	x				
Obj. 12 To ensure that the Trails provide a positive stimulus to the local economy								
i	Continue to invite local contractors to tender for work	All	Property Manager	x	x	x	x	x
ii	Issue standard licence agreement for third party promotional signs on Trails (MS 17)	All	Property Manager	x	x	x	x	x
iii	Investigate ways of linking with & promoting local accommodation providers and businesses	All	Property Manager / Recreation Strategy Team / Visit Peak District		x			

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

Obj. 13 To develop appropriate and sympathetic commercial opportunities associated with the Trails, to benefit their management								
i	Review charging policy for Bridge 75 abseiling licence for commercial users (MS 10)	MT	Property Manager / IOL	x				
ii	Review demand & potential for additional abseiling facility on Monsal Trail (MS 10)	MT	Property Manager / IOL		x			
iii	Review refreshment concession provision along Trails & identify new opportunities (MS 6)	All	Property Manager / Consultant	x				
iv	Establish appropriate charging policy for organised events on Trails (MS 11)	All	Property Manager	x				
v	Introduce charges for advertising signs (MS 17)	All	Property Manager	x				
vi	Investigate introduction of private bike hire contributions	MT	Head of Property	x				
vii	Review car park charges as part of wider Authority car park charges review	MT, TT, HPT	Property Manager	x				
viii	Explore opportunities for visitor giving as part of park wide approach	All	PDNPA	x	x			
ix	Explore opportunities for further wider markets activity through development of Trails Business Plan	All	Consultant	x				
Obj. 14 To encourage local people to take an active interest and involvement in the Trails								
i	Continue to seek opportunities to engage with communities local to the Trails and ensure that key messages are communicated effectively	All	Property Manager / Area Team Rangers	x	x	x	x	x
ii	Arrange annual Bridge 75 users liaison meeting	MT	Property Manager	x	x	x	x	x
iii	Continue to provide volunteer opportunities on the Trails	All	Property Manager / Trails Rangers	x	x	x	x	x
iv	Review current volunteer opportunities and identify new opportunities taking account of the PDNPA's Volunteering Policy	All	Property Manager / Trails Rangers / DCC	x				

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v	Continuation of Trails Steering Group to support implementation of TMP (MS 20)	All	Property Manager /Trails Steering Group	x	x	x	x	x
Obj. 15 To develop a Green Travel Plan and encourage the use of public transport								
i	Develop and implement Green Travel Plan for Trails (MS 15)	All	Property Manager / Transport Policy Team / Peak Connections	x	x	x	x	x
ii	Monitor & review car parking provision (car park capacity issues, problem areas in villages / lanes close to Trail) (MS 6)	MT	Property Manager / Area Team / Transport Policy Team	x	x			
iii	Implement parking solutions identified through above review	MT	Property Manager / Area Team / Transport Policy Team / Highway Authority		x	x	x	
iv	Provide up to date public transport service information for all Trails on PDNPA website	All	Property Manager / Transport Policy Team / Peak Connections	x	x	x	x	x
v	Consider possible means of incentivizing arrival by public transport	TT, HPT, MT	Property Manager / Cycle Hire Manager	x	x			
vi	Survey change in travel habits of Trail users at end of management plan period	All	Property Manager / Transport Policy Team / Casual Survey Staff					x
Obj. 16 To maximise the potential of the Trails as critical links in the access network								
i	Maintain and renew signs to adjoining rights of way network	All	Trails Rangers	x	x	x	x	x
ii	Review formal status of Thornhill Trail and pursue designation as public bridleway	THT	Property Manager / Rights of Way Officer / DCC	x				
iii	Work with partner organisations to explore opportunities for developing and / or promoting linking rights of way, in line with the ROWIP and Greenway Strategy	All	PDNPA / DCC	x	x	x	x	x
iv	Explore the potential for the development of the White Peak Loop (connecting the Trails) but ensure that parish councils and local people are fully consulted	TT, HPT & MT	DCC / PDNPA / Sustrans	x	x	x	x	x

6.0 Trails Theme 3 - Promoting the Trails and raising awareness and understanding

Strategic Aim: *to enhance the Trails' experience for all users by interpreting the interest and significance of the Trails and providing information to help realise their potential*

Management Objectives:

- 17) To effectively interpret the wider landscape and features along the Trails using innovative, appropriate methods, to increase people's awareness and enhance their enjoyment*
- 18) To encourage responsible use of the Trails by all user groups*
- 19) To promote the Trails effectively and to widen participation*

Action Plan: Theme 3 - Promoting the Trails and raising awareness and understanding

Aim: To enhance the Trails' experience for all users by interpreting the interest and significance of the Trails and providing information to help realise their potential.

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding

No.	Action	Relevant Trails	Delivery Agent	Implementation Target				
				Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18
Obj. 17 To effectively interpret the wider landscape and features along the Trails using innovative, appropriate methods, to increase people's awareness and enhance their enjoyment								
i	Inform and educate visitors through the provision of seasonal information on site management work and species interest	All	Area Team Rangers	x	x	x	x	x
ii	Continue to provide guided walks thereby raising people's awareness of and interest in the Trails as well as their place in the wider landscape	All	Area Team Rangers	x	x	x	x	x
iii	Complete audit of existing interpretation provision along Trails (MS 19)	All	Property Manager	x				
iv	Review need for Local Interpretation Plan for Thornhill Trail and prepare if appropriate	THT	Property Manager / Interpretation Manager		x			
v	Review High Peak and Tissington Trails Local Interpretation Plan	TT, HPT	Interpretation Manager / DCC			x		
vi	Develop Local Interpretation Plan for Monsal Trail (<i>linking in with White Peak Centre at Miller's Dale as appropriate</i>)	MT	Interpretation Manager				x	
vii	Prioritise and plan interpretation works and secure necessary funding	All	Property Manager / Interpretation Manager			x	x	x
viii	Work in partnership with the Derbyshire Wildlife Trust to raise awareness of the nature reserves bordering the MT	MT	Property Manager / DWT	x	x	x	x	x

Black: Operational actions funded by revenue budget. Red: Operational actions not fully funded by revenue budget. Green: Projects requiring PDNPA officer time. Blue: Projects requiring additional funding.

ix	Develop self-guided trails linked to the curriculum available from cycle hire centres	TT, HPT, MT	PDNPA Education Team			x		
x	Support the development of Miller's Dale Station and the potential for linking this to the wider White Peak landscape, having first consulted locally	MT	PDNPA	x	x			
Obj. 18 To encourage responsible use of the Trails by all user groups								
i	Effectively promote code of conduct for all users on all four Trails (MS 16)	All	Property Manager Area Team Rangers Visitor Services Cycle Hire Staff, DCC	x	x	x	x	x
ii	Review Trails byelaws (including where and how to display) (MS 18)	All	Property Manager / PDNPA Legal Service		x			
Obj. 19 To promote the Trails effectively and to widen participation								
i	Continue to promote the Trails through Pedal Peak District media (Twitter, Facebook, Pedal Peak News email)	All	Pedal Peak District Project / Recreation Strategy Team	x	x	x	x	x
ii	Develop and maintain a Trails webpage on PDNPA website to provide up to date information on current projects	All	Property Manager		x	x	x	x
iii	Use Trails webpage to promote links to / from Trails and circular routes	All	Property Manager		x	x	x	x
iv	Identify if / where additional Trails signage is needed from roads, towns and villages (whilst maintaining emphasis on promoting sustainable travel to the Trails by developing walking routes etc.).	All	Property Manager / Transport Policy Team	x				
v	Following accessibility audit, provide detailed access information on Trails page of PDNPA website	All	Property Manager				x	
vi	Promote Trails network on DCC Countryside Service web page	All	DCC	x	x	x	x	x

7.0 Management Strategies

MS 1 – Trail Resurfacing

Crushed limestone was initially used for surfacing the Trails and this has provided a hard, level surface which has generally worn well. It is very susceptible to frost-lift during cold weather however and in these conditions; produces a very 'claggy' surface which is difficult to cycle on. Likewise, in dry weather, a limestone surface can become very dusty. Contractors are also reluctant to put limestone through their resurfacing machines as it can cause damage, which means that resurfacing with limestone would need to be done by hand. In the last few years therefore, there has been a switch to the use of recycled aggregate path material.

There are several manufacturers of recycled surfacing products and all vary slightly in composition but generally it comprises of varying proportions of crushed building materials and screened highway arisings including concrete, asphalt and sub-base materials. It is best laid by a paving machine. Whilst contractors operate the paving machine, the Trails Rangers work alongside the contractors to make sure that the verges are reinstated satisfactorily to support the newly laid trail surface, and that drainage channels are dug as appropriate. It is important to avoid laying this material when it is windy and care must be taken to ensure that the product remains well mixed with an even distribution of 'fines' – this is essential in order to ensure that the material binds together effectively. Weather conditions are an especially important consideration on exposed stretches of trail.



Re-surfacing on High Peak Trail

As the material is laid by machine, the Trail must be suitably prepared in advance to allow access for the paving machine, dumper trucks and sit-on roller necessary to complete the resurfacing. This involves removing encroaching turf and overhanging vegetation from the sides of the Trail. The latter is usually completed by the Trails Rangers.

The optimum surfaced width of trail is 3m and this reflects the recommended width for a full multi-user path as well as the optimum width for use of a paving machine. The Monsal Trail now achieves a width of 3m, but many other sections of the Authority Trails are narrower than this, having been laid to a narrower width originally and further reduced by vegetation encroachment over time.

There should be a presumption in favour of achieving a 3m width when resurfacing sections of the Trail. In certain cases this won't be achievable in practice, for instance in narrow cuttings on the High Peak Trail, or where particularly important botanical interest

exists on the trail verge, and the maximum width obtainable should be agreed, having consulted as appropriate.

Disturbance to trail verges must be kept to a minimum during resurfacing work and ecology and archaeology colleagues must be fully consulted in advance and their recommendations incorporated into the specification.

When first laid, the new surface is susceptible to damage by horses and preferably horses should be kept off these sections for 3 weeks to allow time for the surface to compact.

Recycled aggregate path material has been successfully applied along the entire length of the Monsal Trail (in 2011 as part of the Pedal Peak District Project), for an approximate length of one mile at Minninglow on the High Peak Trail (2010), and for a two mile length from Hartington to Biggin on the Tissington Trail (2012).

It is expected that a newly laid section of trail should remain in satisfactory condition for ten years. Other factors affect the trail surface however and need to be managed effectively. Vegetation encroaches from the trail sides and needs to be cut back to ensure an optimum trail width is maintained. Poor drainage leads to surface water build up which creates potholes or flooding which leads to erosion of the trail surface. Drainage channels need to be incorporated into new sections of resurfacing. The surface is also damaged by leaf drip and this needs to be monitored and overhanging branches cut back.

MS 2 – Trail Boundaries

Liability for boundary maintenance was established as each line was conveyed to the Authority and the Deeds include plans detailing where maintenance responsibility lies. Liability is based on agreements made between respective landowners and the railway companies when the lines were first constructed. In the majority of cases, landowners accepted a capital sum in lieu of land lost, undertaking to maintain the walls which the Railways erected to prevent stock straying onto the line.

On occasions there have been disputes over liability for maintenance, most of which have been resolved. In cases where the Authority has no title deeds, statutory declarations were submitted by British Rail on acquisition.

Of the total boundary length of approximately 65 miles apportioned to the Tissington, High Peak and Monsal Trails, the Authority is responsible for the maintenance of over 20 miles. Most of the maintenance liability lies on the High Peak and Monsal Trails.

Where gaps develop, these are either repaired by the Trails Rangers, if time permits, or alternatively by local walling contractors. The Authority responds quickly to gaps developing, in order to maintain positive working relationships with adjoining landowners and to ensure that stock straying onto the Trails is kept to a minimum.

The walls on the High Peak Trail represent the biggest liability for the Authority, however should the Higher Level Stewardship application be successful, a capital works plan will be agreed to include the phased restoration of these walls, and those on the Tissington Trail. It is likely that the capital funding will only be available for walls that help contribute

to HLS annual management, for example grazing. As such, this will not be available for the Monsal Trail and the Authority will need to continue to maintain these walls by setting aside a sufficient annual budget allocation.

The Authority is responsible for the maintenance of the fences adjacent to the Thornhill Trail and large sections are falling into an increasingly dilapidated state, although still stock proof at the current time. A planned fencing programme needs to be drawn up and implemented within the next 3 years.

MS 3 - Ditches

The Trails Rangers trim the ditches alongside the Trails, and rake out the vegetation and debris in September each year. They also maintain the grips which allow the water to drain from the trail surface into the ditches.

All work undertaken needs to remain compliant with the Flood and Water Management Act 2010 and monitoring powers now lie with Derbyshire County Council.

MS 4 – Mowing for Access

From a visitor management perspective, the Authority instructs contractors to mow a 1m width along the trail verges in late July of each year. On the Tissington Trail this takes place between Ashbourne and Hartington, on the High Peak Trail; Parsley Hay to Hoe Grange, and on the Monsal Trail between Coombes Road and Great Longstone in July, and between the Monsal Viaduct and Miller's Dale in October. The Thornhill Trail is flailed along its full length in the autumn.

MS 5 - Tree Safety Management

Recognising the duty of care the Authority, as land owner, owes to trail users, and in conjunction with the PDNPA Tree Officer; the following Tree Safety Inspection Procedure has been agreed and is being implemented.

A tree safety inspection survey will take place annually along the length of each trail and this will be completed by the Tree Officer. Whilst the trees will be surveyed each year, the timing of the survey will alternate between trees being in leaf and after the leaves have fallen. This enables a complete picture of the tree's health to be recorded. Trees situated two tree lengths from the edge of the trails will be inspected. Trails car parks will be included within the inspection regime.

It will be a negative recording method whereby only trees that present problems will be identified. The Tree Officer will circulate an advisory note to the Property Manager following the annual survey and will update the GIS records.

The Trails Rangers will be responsible for inspecting the Trails following adverse weather conditions as well as being vigilant whilst working on the Trails. The standard proforma

included within Appendix 7 should be used to alert the Tree Officer to a particular tree concern.

Many of the trees are shrouded by ivy and the Trails Rangers will continue to cut a 30cm gap within the ivy, close to the base of the tree, targeting the high risk trees, i.e. those within close proximity to areas of high public access including car parks, the Trails and picnic sites. This will enable a more effective tree inspection to take place.

It is recognised that many trees on the Trails are very susceptible to squirrel damage, especially sycamores. No action is proposed due to the scale of the problem within the surrounding countryside.

MS 6 - Car Parks and Associated Facilities

Car Parks

Appendix 11 includes a schedule of the Trails Car Parks owned and managed by the PDNPA, as well as the facilities that are provided at each site.

It is important to ensure that the car parks are maintained in good condition and the following maintenance tasks are routinely completed:

- Mow verges and picnic areas every 3 weeks during summer
- Strim fence lines (end of summer)
- Trim boundary hedges (once every two years)
- Tree management within plantations
- Tree safety inspections (ongoing observation by rangers and formal annual inspection by Tree Officer)
- Clear car park surface of debris / fallen leaves (autumn)
- Repairs to car park surface
- Maintain pay and display machine (as appropriate)
- Maintenance of buildings (as appropriate)

In addition to the Authority car parks, the Monsal Trail is also served by three car parks not owned by the Authority. The privately owned car park at Hassop Station is pay and display and has a capacity of 100 and lies immediately adjacent to the Trail. The pay and display car park at Monsal Head is owned and managed by Derbyshire Dales District Council, with a capacity of 130 spaces and allows access onto the Trail near the Monsal Viaduct. Pay and display parking is also available at the DDDC's ABC Centre in Bakewell, a 5-10 minute walk from the Trail. In addition, the Authority also owns a car park at Tideswell Dale which is pay and display with a capacity of 40. This is approx 1 mile from the Monsal Trail but allows access to the Trail via a footpath running along Tideswell Dale. We are aware that this footpath is also used by cyclists and the Authority will review the status of this route with partners (the National Trust, as land owner of part and DCC as Highways Authority).

In addition to the PDNPA car parks, users of the Tissington Trail can choose to park in the Ashbourne Leisure Centre pay and display car park, owned and managed by Derbyshire Dales District Council, and access the start of the Trail, through Ashbourne Tunnel.

Whilst most Authority Car Parks provide disabled parking facilities, the Authority must ensure that the recommended guidelines are complied with wherever possible both in terms of the number of disabled spaces provided (1-25 = 1, 26-50 = 2; 51-75 = 3; 76-100 = 4) and also the design of these spaces (2.4m wide for the vehicle plus a hatched strip on each side of 1.2m width). There is a recognised need to review disabled parking provision within our car parks and this needs to be undertaken as a priority.

Car Parking Issues & Congestion

The Authority is aware that many of the car parks can get very busy and this is especially apparent on the Monsal Trail following the opening of the tunnels.

The NPA Transport Policy Team produced a Pedal Peak District Visitor Management Plan in 2011 which considered the potential impact of the increased popularity of the Monsal Trail on the existing car parks and surrounding roads. Not only is there a capacity issue, but this is exacerbated by the inevitability of people trying to avoid paying for parking and instead parking on road verges (this is also apparent on the Tissington and High Peak Trails, but to a lesser extent). Car park charges represent an invaluable source of funding for the Authority's work however, and help fund the on-going maintenance of the Authority's conservation and recreation property portfolio which includes the Trails.

The following are seen to be the principal areas of concern; in terms of parking, and all lie along the Monsal Trail:

- Bakewell Station Car Park – this is a very small car park which is shared by the private business that occupies the old station building. Of the total capacity of 31, 9 spaces are restricted for use by the business employees on weekdays from 9am – 5pm. There is potential to free up a higher proportion of spaces for use by the public and this must be investigated as a priority. Even though this car park is restricted in terms of the number of spaces, there are often spaces available at weekends as people choose to park on the roadside, presumably to avoid having to pay. The surrounding roads are busy with residential traffic and traffic to the adjacent industrial estate, and additional roadside parking by Trail users, creates an even greater road safety hazard. For these reasons, the Authority seeks to encourage Trail users to park at the ABC Centre in Bakewell and follow the signed walking / cycling route to the Trail. The Authority will continue to monitor parking at Bakewell Station and on the surrounding roads, including Station Road and Castle Drive, and will work with DCC to investigate the potential for; and merit of, further TRO's.
- Little Longstone – cars park along the lane from Monsal Head to Little Longstone in order to avoid pay and display parking. Roadside lining has been extended along this lane at intervals to provide passing places for vehicles and to ensure that access to fields is maintained. Following the consultation on the draft TMP, concerns were raised about the need to extend the white lining further. The PDNPA will work with Little Longstone Parish Meeting and DCC to determine whether an extension of the lining would prove beneficial.
- Wyedale Car Park – this is the western terminus of the Monsal Trail following completion of Phase 1 of the Pedal Peak District Project and as such is very busy. The car park is of limited capacity and fills up during weekends with vehicles parking in the Aggregate Industries Quarry entrance on the opposite side of the

A6. This causes problems with the quarry traffic and also safety issues with trail users having to cross a busy stretch of road. There is also a lay-by (Topley Pike Lay-by) approximately half a mile to the east of the Wyedale Car Park entrance. This provides pedestrian access to the Trail but is not suitable for cyclists which instead have to cycle down the A6 to the car park. Again, due to these safety concerns, this car park is not promoted as an access point for the Monsal Trail by the Authority on literature or the PDNPA website. It is inevitably well known locally however and is also the obvious place to park for those using the private cycle hire centre at Blackwell Mill. The Authority will continue to monitor the roadside parking issues within the vicinity of Wyedale Car Park. The extension of the route to the railhead at Buxton would help alleviate issues at this location. DCC is leading on a project to investigate the feasibility of achieving this extension.

- Miller's Dale Car Park – The Authority is aware that Trail users park along the local roads within the immediate vicinity of Miller's Dale Car Park, causing road safety concerns. The car park was lined in 2011 in order to increase its capacity however it is a very popular access point for the Trail. Roadside parking is generally restricted to weekends and holidays and does occur at times when the car park capacity has not been exceeded which suggests some choose to park on the roadside to avoid the parking charges. There is potential to increase the capacity of the car park by using a herringbone spacing layout within the central area. The Authority will continue to monitor the usage of this car park as well as incidents of roadside parking and will work with DCC and the Parish Council in determining whether roadside parking restrictions are required.

It is necessary to continue to monitor the parking issues associated with the Monsal Trail as set out above, in order to more accurately determine the severity of the problems. At this stage, we do not know whether 2011 visitor numbers will continue or whether numbers will drop as users choose to visit other trails. The Pedal Peak District Visitor Management Plan will be reviewed during the first year of the TMP. It is important to note that on street parking control measures will only be proposed by the Authority for reasons of highway safety.

As an Authority, we do not advocate the enlargement of car parks but instead seek to encourage more trail users to arrive by sustainable transport means including public transport. The ultimate aim of the Pedal Peak District Project is to connect the Monsal Trail to the towns of Buxton and Matlock and if achieved, this would have a significant effect on how many trail users can realistically access the Trail using public transport. This is however dependent upon external funding and planning permission and is beyond the scope of this plan, and likely to take several years to achieve. In the short term, the Green Travel Plan for the Trails (which will cover the 5 year period of the management plan), will aim to help alleviate the current congestion by identifying key actions to help make sustainable transport a more realistic option for as many trail users as possible.

Good work has already been undertaken in this regard, and the PDNPA, through the Pedal Peak District Project, produced and published five Peak Connections leaflets in order to raise awareness of how to access the Monsal Trail by public transport from the surrounding towns and cities. Similar information also needs to be made available for the Tissington, High Peak and Thornhill Trails and will be provided on the new Trails page of the PDNPA website.

The parking issues associated with the remaining three Trails are less acute. It is worth noting however that the Authority owned car park at Mapleton Lane has a capacity of only 25 spaces. This is a very popular location at the southern end of the Tissington Trail and the Authority provides cycle hire facilities at this site and a refreshment concession. The Authority relies on the use of a privately owned field that lies adjacent to the Authority car park and provides overflow parking for up to 100 vehicles. The licence permits the Authority to use this field for parking from Easter through to the end of September and it is renewed each year by agreement. Rather than investigate the potential to extend the use of the overflow field, the PDNPA will provide visitor information within the car park, detailing where alternative, local parking is available.

Toilets

Basic toilet facilities are provided at five of the Trails' car parks as illustrated in Appendix 11. Disabled access facilities are available at all of the toilets managed by the Authority.

Newer toilet facilities are provided at Parsley Hay and Hartington, whilst the remaining facilities are older dating from the 1970's. The toilets at Miller's Dale were upgraded in 2011 in response to the increased popularity of the Monsal Trail. £10,000 investment was made and the facilities have certainly been improved, however it is recognised that this really was just a temporary fix and more significant investment is required at this site given the visitor pressure which is now experienced and this will be included within the development proposals for the wider Miller's Dale Station site.

Whilst the consultation findings did not highlight the need for improved toilet facilities, it is recognised that the older facilities are in need of investment. Expenditure on the toilets is financed through the Toilets revenue budget which at present is unable to fund any meaningful investment in the facilities. Whilst capital investment is not possible at the present time, the Property Manager must be alert to any changes in the availability of capital funding within the Authority.

Accepting the age of the facilities, it is still very important to ensure that satisfactory standards are achieved and the toilet facilities provided are clean and well maintained.

With the exception of Mapleton Lane which is cleaned by cleaning contractors (an historic arrangement), the other toilet facilities are cleaned by local staff on permanent contracts managed by Field Services.

Refreshment concessions

The availability of refreshments along the Trails is extremely important. Refreshment concession rooms are available at Mapleton Lane Car Park, Tissington Car Park, Hartington Station and Parsley Hay. The rooms comprise sink facilities, worktops and cupboards – all other equipment is provided by the licencees. The rooms are purely for the preparation of food and drinks, not for the consumption of produce. The Authority provides picnic tables close by, but with the exception of Parsley Hay which has a fixed canopy to the front of the cycle hire and refreshment concession building, no shelter is provided. Following the consultation exercise, it has been recognised by the Authority that it must review the provision of shelter at refreshment concession sites.

One mobile refreshment concession licence is issued at Miller's Dale Car Park and it is envisaged that this will be replaced by improved facilities in the short to medium term with the wider development of this site.

Refreshment concession licences are issued following an open tender process and licences for refreshment rooms are granted for a three year period, and the licence for a mobile refreshment van is granted for just one year; before being re-tendered.

Improvements to the refreshment concession rooms are funded through the Refreshment Concession revenue budget.

The provision of refreshment facilities must be reviewed and the potential for further facilities investigated as a priority, as included within the Action Plan. If potential new concession sites are identified, this will not only provide improved facilities for trail users but also provide additional income to the Authority.

Additional facilities are available a short distance from the trail at several locations, both in terms of pubs and cafes. On the Monsal Trail, privately owned and managed facilities are also available at Hassop Station and Blackwell Mill.

Picnic Sites

Simple picnic facilities are provided at the Trails' car parks and within close proximity to the refreshment concession facilities. Timber picnic tables are provided including benches facilitating use by wheel chair users. These are made locally using sustainable timber.

MS 7 – Access Points and Access Furniture

The Authority recognises the importance of ensuring that the Trails are as accessible to all legitimate users as possible and improvements in this regard will continue to be made.

The Authority will make every effort to ensure compliance with the Equality Act 2010 by striving to implement the guidance provided by DEFRA; 'Authorising structures (gaps, gates and stiles) on rights of way – good practice guidance for local authorities on compliance with the Equality Act 2010' (October 2010), and wherever possible, British Standard 5709 for Gaps, Gates & Stiles which reinforces the principle of least restriction when carrying out access work / improvements.

Several gates are currently maintained across the Authority's section of the High Peak Trail, for reasons of stock control in the vicinity of farm access points and for public safety at Newhaven Crossing where the trail crosses the busy A5012. These gates do however comply with the aforementioned British Standard and incorporate the following design details:

- Two way opening
- Latches visible, accessible and operable from both sides of the gate
- Not more than 50N force needed to fully open gate
- Minimum width of 1.5 metres for bridleways

The Authority will seek to ensure that these gates are adapted (if found to be necessary) to ensure that they are accessible to mobility scooter users and those using hand crank bicycles – this will be completed as a priority.

Should circumstances change and as a consequence; any of these gates are no longer required, then they shall be removed.

Whilst acknowledging that the National Trail Quality Standards are currently under review, the Authority will continue to have due regard to these standards or any revised standards issued in relation to access points and access furniture.

The Authority will continue to provide well maintained finger posts adjacent to access points along the Trails, confirming the linking route's status.

The Authority recognises the value of providing additional distance markers at key points along the Trails and will continue to make improvements in this regard.

The Authority will work with Derbyshire County Council in order to ensure a consistency in design of way marker posts and badges and this is especially important on the High Peak Trail where ownership is split between the two authorities.

MS 8 - Litter Management & Recycling

The Authority recognises the importance of ensuring that litter is managed effectively on the Trails.

Litter bins are provided within the following Authority car parks:

- Monsal Trail: Miller's Dale
- High Peak Trail: Hurdlow, Parsley Hay, Friden and Minninglow
- Tissington Trail: Hartington, Alsop, Tissington, Thorpe and Mapleton Lane

No bins are provided on the Thornhill Trail. The policy is to provide litter bins where picnic facilities and / or refreshment concessions are provided by the Authority. The PDNPA Litter Officer collects from the Trails' car parks once a week during the summer and winter. At the busier car parks, the bins do need emptying frequently during the summer and the Area Team Rangers help with this and store the bags in litter compounds which are situated at Mapleton Lane, Tissington, Hartington, Parley Hay and Miller's Dale until they are collected on the Litter Officer's weekly round.

Once collected, the litter is then taken to the DCC site at Waterswallows Waste Transfer Station, Buxton. It should be noted that the Authority is currently undertaking a review of the Litter Service and any resulting changes will need to be taken into account in due course.

No bins are provided along the trail itself due to the additional staff resource that would be required to regularly empty these bins and this is not considered possible with current staffing levels. Trail users are encouraged to take litter home or to leave it in one of the aforementioned car park bins. Trails Rangers and Volunteer Rangers regularly pick litter along the Trails and in the car parks.

Recycling facilities are currently available at Parsley Hay and Miller's Dale. Three bins are provided at each site allowing cans, plastic and paper to be separated. The concessionaire is responsible for emptying the recycling and storing this in the litter compound. The Litter Officer then transports the recycling to Peak Waste at Kniveton and it is disposed of free of charge. The PDNPA should aim to provide recycling facilities wherever refreshment facilities are provided.

MS 9 - Dog Mess

The Authority recognises that there is an issue with dog mess on the Trails. Only two dog bins are currently provided, both of which are at Bakewell Station and are emptied by Derbyshire Dales District Council. Following the Trails Saturday consultation, the Council were approached with regards to the possibility of providing additional bins, however under the current financial situation; no further bins can be funded at this time. Instead, greater efforts need to be made to encourage dog owners to bag the mess and take it off the Trail and to the nearest bin. There appears to be an increasing problem of bags being tied to trees. The Authority should seek the views and recommendations of partners over how best to overcome this. A positive strategy should be developed and promoted.

MS 10 - Abseiling Facilities

Abseiling from Bridge 75 in Miller's Dale remains extremely popular. On average between 75 and 90 licences are issued each year and it is felt that this remains a sustainable number. No more than 100 will be issued by the Authority in order to control the potential for over-use of the bridge.

The licence was initially drawn up in consultation with the Bridge 75 users and is felt to work well. It sets out specific conditions that must be adhered to, to ensure that use of the bridge remains safe and appropriate. There is an inevitable need to periodically review the licence as circumstances and behaviours change. To reflect changing circumstances, the Authority will seek to hold an annual Bridge 75 Users Meeting and all current licence holders will be invited to attend. This should provide a forum for current issues to be freely discussed and any concerns raised.

Use of the abseiling bridge is very much self-regulated by licence holders and the Bridge 75 Liaison Officer is vital in this regard.

The opening of the tunnels and the increased use of the Monsal Trail by cyclists, created certain new issues that needed to be resolved, in order to ensure the safety of the abseiling groups and other trail users. It was agreed that the most appropriate action was to delineate, using paint on the tarmac surface, the area of the bridge that should be used by abseiling groups. This was felt to be more appropriate than the use of railings on the bridge. Other trail users are made aware of the abseilers on approaching the bridge and are asked to keep speeds down. They are then asked to keep against the southern edge of the viaduct and therefore away from the abseilers which abseil off the northern railings. Inevitably there is still the potential for problems and this needs to be reviewed as part of the aforementioned annual meeting.

Licence holders are currently asked to make a donation of £40 on signing the licence. This is to recover the administration costs in issuing the licences but falls below actual full cost recovery. The Authority is under considerable pressure to adopt a more commercial approach to its operations and is committed to carrying out a strategic review of the licence fee charged to commercial operators, whilst ensuring that due regard is given to the Authority's statutory purposes. The Authority will ensure that the Bridge 75 Liaison Officer is fully involved in this review, in order to ensure that it remains fair and equitable. It is estimated that fifty per cent of licence holders are commercial operators.

Due to the popularity of Bridge 75 and the level of demand placed upon it, it is recognised that there is potential for the Authority to provide a further abseiling facility and Bridge 80, the River Wye Viaduct is a possibility. Bridge 75 users have been advised that any realistic proposal will be considered by the Authority. Safety of the facility will need to be assessed in full as well as parking and access issues.

In accordance with the LOLOR Regulations 1998, the parapets used by the abseilers are load tested annually with a further visual inspection every 6 months. This is carried out by suitably qualified contractors.

MS 11 - Organised Activities on the Trails

The Authority issues licences for any organised activity on the Trails. These include charity events, educational visits and filming requests for example.

In assessing any licence request, the Authority must consider the impact of the activity on other trail users and local communities, and whether there is potential for conflict with the management aims of the Trails. Requests should be made initially to the Property Manager who is responsible for consulting as appropriate.

The Property Manager should log all licences issued and this should be reviewed annually.

Licences for charity events are not currently charged for, however a fee is charged for licences for commercial activities and filming requests. The level of appropriate fees for all organised activity licences needs to be reviewed and will be dependent upon the outcome of the Authority's investigation into its ability to charge in excess of full cost recovery.

The Authority does however acknowledge that many organised events do take place along the Trails without permission. The Authority; principally through the Area Ranger Team patrols, will continue to work towards raising awareness amongst these organisations of the need to approach and obtain prior consent from the Authority. This message will also be displayed clearly on the Trails webpage.

MS 12 – Vegetation & Woodland Management

The Tissington, High Peak and Monsal Trails were surveyed by the Trails Ecologist in 2011. The following provides a summary of the habitat and vegetation significance of the Trails and the recommended management moving forward. The Tissington and High Peak Trails are considered together for the purpose of vegetation management.

The Tissington & High Peak Trails

(i) Assessment of habitat value:

Species rich lowland neutral grasslands are extensive on the flat trail-sides, cuttings, embankments and spoil tips of the Tissington and High Peak Trails. Almost without exception they are characterised by a high frequency of bulky perennial wildflowers including knapweed and field scabious and a variable cover of false oat grass, indicative of a lack of management. Over shallower soils and close to the trail where the grassland is mown regularly, the frequency of grasses such as red fescue and herbs such as birdsfoot trefoil increases.

Lowland calcareous grassland is largely restricted to areas which appear to be part of the pre-railway landform i.e. original limestone hillsides and dales. The grassland is very rich and characterised by tussocky meadow oat grass. Small areas also occur on spoil tips and cliffs.

Lowland acid grassland, often with heather and bilberry, is found on the brow of several cuttings where it reflects a community type which is now largely lost from the White Peak plateau.

All the grasslands appear to be under threat from the spread of tussocky grasses, bramble, rosebay willowherb and scrub. The neutral grasslands particularly, are declining in interest.

Woodlands are of two types. Semi-natural largely ash dominated woodlands are present in discrete areas and extensively on the southern sections of the Tissington Trail. Locally these include a woodland ground flora with species such as dogs mercury and wood anemone. Small plantations, largely of native species are also found.

The grassland and semi-natural woodland habitats are inherently important and also of considerable significance as a corridor of high biodiversity value through the White Peak plateau where semi-natural habitats are increasingly unusual. The Trails act both as a refuge for wildlife and as a link between different areas of the White Peak. This is particularly important for animal species and could become even more significant in the face of climate change and the need for changing species' ranges.



Parsley Hay Cutting



Epiphyte interest on Tissington Trail

The Tissington and High Peak Trails are also important sites for epiphyte interest (hanging mosses). On the Tissington Trail, *orthotrichum speciosum* has been identified on a young ash tree near the Bentley Brook (SK1747 4720) and *cololejeunea minutissima* has also been recorded at SK1754 4788. Both of these hanging mosses are rare and should be protected. On the High Peak Trail at Sparklow (SK129657) *orthotrichum consimile* has been recorded which is nationally rare. These hanging mosses favour a relatively sheltered location but with reasonable light levels, as provided by the natural regeneration trailside woodlands. Shelter is provided either by groups of trees or by cuttings, providing these aren't too deep and dark. Isolated trees in exposed locations are usually less rich in terms of epiphytes. Younger trees are often richer than older trees possibly due to the acidification of the bark with age. Every effort

must be made to ensure that this epiphyte interest is conserved and if possible, enhanced.

(ii) Future Management Strategies:

a) Active management of grasslands

This is aimed at the maintenance and localised restoration of BAP quality grassland and is urgently required to control the spread of scrub and rosebay willowherb and the coarsening of the community type by the increase in tussocky grasses.



Winter sheep grazing at Fenny Bentley Cutting

Grazing is proposed where the size of the 'management unit' makes this a practical proposition and where there is an obvious location for a trailside fence (if appropriate) without unduly compromising access along the trail.

Conventional mowing and baling is proposed for extensive broad flat areas of species rich grassland alongside the trail where it is thought that conventional farm machinery will be able to access the site and will not be affected by trailside rocks etc. There should be no costs associated with this management.

Flailing, with the removal of cut material, is proposed for areas of the trail where conventional farm machinery and grazing are not appropriate.

There may be a financial return from the harvested grass crop from conventional mowing and flailing, as a green hay crop for hay meadow restoration projects.

b) Non-intervention grasslands

This has been proposed where either:

- the grassland community type appears very stable even without active management, or
- the quality of the developing scrub/woodland outweighs the loss of the grassland community, or
- the practicalities of management prohibit active intervention

c) Woodlands

Management of the woodlands should be kept to the minimum needed to maintain access.

(iii) Implementing Management:

The Higher Level Stewardship Scheme can support the active management of the grasslands on the Trails through annual payments and a capital works programme and an application is to be submitted in 2012. Once the necessary infrastructure to support active management has been installed, the annual payments would ideally be used to support the management of the woodlands and non-intervention grasslands outside the scope of HLS.

There are currently two SITA Trust Enriching Nature projects running on the Tissington and High Peak Trails. The first award, granted in 2011, provided funding for scrub clearance work, the fencing of two cuttings to allow winter sheep grazing to be introduced, and a full ecological survey of the trailsides.

The second award was granted in 2012 and facilitated the purchase of a 'cut and collect' machine (as pictured) which will be used to carry out the flail mowing of the more rocky



Cut & collect machine

trailsides and will allow the cut vegetation to be removed off site. The grant award will meet the cost of transporting this vegetation to a local composting plant, fund further scrub control work, cover the cost of supervising the HLS capital works contract (if the HLS application is successful), and will also allow further survey work to be completed; focusing on potentially threatened species on the Trails, for example the glow-worms and other invertebrates that favour tussocky grasslands.

The Monsal Trail

(i) Assessment of habitat value:

The Monsal Trail supports a variety of habitats on the verge, the cuttings and the embankments. However, the basic character of the trail is dominated by the trail-side trees and scrub, with the trail itself operating almost as a woodland 'ride'. Small areas of grassland exist on the mown verge, on cliff ledges within the cuttings and locally as clearings on sloping banks.

The woodland is largely semi-natural secondary woodland dominated by sycamore and / or ash. Areas of scrub are dominated by hawthorn. Locally, a woodland ground flora is present typically dominated by species such as dog's mercury. The woodland varies from areas of dense trees and shrubs to others with a more open canopy.

Neutral grasslands dominate the trail verges and include lengths rich in wildflowers, including species typical of less intensively managed grasslands and the woodland edge. Jacobs ladder is conspicuous particularly along the stretch east of Miller's Dale Viaduct which forms part of the Wye Valley Site of Special Scientific Interest.

Grasslands typical of slightly acid soils are found on sloping land in cuttings east of Great Longstone over shaley soils, whilst grasslands on embankments and slopes to the west are typical of neutral/calcareous soils with a profusion of species such as cowslip and ox-eye daisy. On ledges on the limestone cliffs, and locally along the trail verges, small pockets of limestone grassland exist supporting species such as grass of parnassus, fragrant orchid, bloody cranesbill and kidney vetch, together with ferns, mosses and lichens adapted to the enclosed, relatively humid conditions. Headstone Cutting is particularly important for mosses and lichens.

The Monsal Trail is widely recognised as an important location for a number of scarce species including a few which are nationally scarce or threatened. In addition to Jacob's ladder' examples include yellow bird's-nest, common wintergreen, spring sandwort ("leadwort"), orpine, hutchinsia, Nottingham catchfly, lesser meadow-rue and rigid buckler-fern. For some of these species the Monsal Trail provides the only known habitat location within the Peak District. The grassland interest on the Monsal Trail is under threat from the spread of tussocky grasses, bramble, rosebay willowherb and scrub (primarily ash saplings). A programme of scrub control and tree removal is in place; designed to maintain and enhance the grassland interest, maintain the visibility of geological exposures, and enhance the visitor experience by providing views off the trail.

(ii) Future Management Strategy:

Scrub control on the species rich verges is currently managed by cutting with a flail. The effectiveness of this technique could be increased by using the cut and collect machine to facilitate the removal of the cuttings.

A continuing programme of scrub and tree control on embankments and cuttings needs to be established to deliver biodiversity, geological and access priorities. A woodland thinning programme will prove beneficial and a felling licence will be applied for, from the Forestry Commission.

(iii) Implementing Management:

The Higher Level Stewardship Scheme may be able to support the active management of the highest quality grasslands through a scrub control programme.

The 'cut and collect' may prove suitable for cutting and removing the scrub on the verges.

Pro-active survey and management for nationally threatened species may prove necessary if further evidence suggests that their future is unlikely to be secured solely through the management described above.

The Thornhill Trail

(i) Assessment of habitat value:

The Thornhill Trail is largely wooded with small pockets of grassland on the verges. These are most extensive (although still very small) in the northern section of the Trail where grazing and active scrub control has kept the grasslands open and unshaded. Locally these are species rich including species such as knapweed and devils-bit scabious and over damp soils; meadowsweet and rushes.

The woodland is primarily semi-natural, secondary woodland which has developed since the railway closed.

(ii) Future Management Strategy:

In the context of both the Trails Management Plan and the Peak District Biodiversity Action Plan, grassland and woodland management on the Thornhill Trail is not a priority.

The areas of grassland interest will be maintained by general access maintenance works and by continuing the grazing arrangements, whilst the wooded character of the trail will be maintained although additional thinning will take place.

MS 13 - Structures & Buildings Maintenance

There are many former railway structures along the Tissington, High Peak and Monsal Trails, including bridges, viaducts, tunnels, culverts, retaining walls and embankments. Section 1.2.1 confirms which structures are listed. All need to be maintained to ensure the safety of trail users and the wider public. The largest maintenance liability is found on the Monsal Trail where there are six tunnels, seven viaducts and twenty one bridges. Appendix 9 provides an inventory of the structures (excluding the culverts) associated with each Trail. It is worth noting that there are no structures associated with the Thornhill Trail.

Some of the structures provide road crossings, or access for neighbouring farmers, whilst others carry the trail high above the river. Most of the former railway structures are essential for the continued use of the Trails and result in a significant maintenance liability for the Authority.

In February 2009, Derbyshire County Council Consulting Engineers (DCC) completed an inspection of the Tissington, High Peak and Monsal Trails and produced a six year maintenance programme with cost estimates. The work is categorised into high priority (complete within years 1 and 2) medium priority (years 3 and 4) and low priority work (years 5 and 6). The current 6 year programme covers the first two years of the management plan period and the outstanding work is identified in Appendix 12.

In 2015, a further inspection and remedial works report will need to be commissioned externally. It is recommended that the approach is altered slightly so that the report actually ranks the individual work items in order of priority, for each Trail, rather than just listing works as high, medium or low priority. This will help the Authority to plan the most effective use of resources.

Due to budget constraints, remedial work inevitably focuses on the high priority work and completion of this work, in practice, extends well beyond the first two years of the implementation programme.

Detailed structural condition reports are sometimes required, in follow up to the initial observations of the DCC Structures Report and those of current relevance to the management of the Trails include reports for:

- The Parapets of Miller's Dale Viaduct (South) - prepared by Donaldsons, (2012)
- The River Wye Viaduct – prepared by Vertical Access Limited, (2010)

The DCC report had initially advised that Miller's Dale Viaduct be repainted within the six year period from 2009, at an estimated cost of £350,000. Within the 2012 Miller's Dale Viaduct report however, the consultants have advised that the Authority should plan for this expenditure within 10 years and this is taken into account in the Resources section that follows. Please note that Miller's Dale Viaduct (North) is owned and managed by Network Rail.

The culverts carry surface water under the trail and are essential for the drainage of the surrounding land and trail surface. The Trails Rangers are responsible for removing debris and vegetation build up from the culverts to ensure that they continue to function effectively. Their position is clearly marked on the plans that accompany the DCC Structures Reports.

The Trails contain many rock cuttings too which comprise exposed rock faces, and these should be inspected frequently for signs of deterioration / loose rocks, and formally inspected every two years. Saplings should be removed to prevent damage from their roots.

It should be noted that Derbyshire County Council make a fifty per cent contribution towards the cost of maintaining the structures on the Tissington Trail.

In addition to the former railway structures, there are also former railway buildings that are managed as part of the Trails portfolio and again these are included within Appendix 9. They include former plate layers huts such as the very well preserved example at Hartington Station and the restored Hartington Station Signal Box. Other more modern buildings include the toilet facilities and refreshment rooms which serve the Trails. The Authority's Building Surveyor is responsible for monitoring the condition of these buildings and organising any necessary repair works.

The cycle hire buildings are not managed within the Trails portfolio.

MS 14 - Monsal Trail Tunnels

The following four previously closed tunnels were opened to the public in May 2011:

- Headstone
- Cressbrook
- Litton
- Chee Tor No. 1

In addition, two smaller tunnels; Chee Tor No. 2 and Rusher Cutting Tunnel were already open to the public.



Southern portal of Chee Tor Tunnel

Donaldson Associates were commissioned to produce a Monsal Trail Tunnels and Rock Cuttings Principal Inspection Report (April 2010). This provides design detail for each tunnel and makes recommendations for repair works, dividing these into P1 (to be completed before tunnels opened) and P5 (re-inspect defect in 5 years time). In summary, the tunnels were generally found to be in reasonable structural condition however significant re-pointing work was necessary. AMCO, the contractors appointed to carry out the tunnel repair works in 2010-11 completed all P1 and most of the P5 work. Records of all work undertaken are kept by the Property Service.

It is acknowledged that the deterioration of the brickwork / stonework within the tunnels is likely to accelerate now that the tunnels are more exposed to climatic variances and this will be especially apparent close to the tunnel entrances.

In 2011, Donaldsons Associates were commissioned to design a Tunnel Safety Inspection Manual for use by the Authority. This Manual recommends that a detailed examination of the tunnels is completed at 6 yearly intervals and a visual inspection annually. These need to be undertaken by suitably qualified professionals. It is advisable for both surveys to be completed by experienced structural engineer consultants and to instruct one firm for the 6 year period so that there is consistency in the approach undertaken and meaningful records produced.

A tunnel defect reporting procedure has been agreed with the Area Team Ranger Service, whereby rangers and volunteer rangers alert the Property Support Team to any defect within the tunnels using the Tunnels Defect Sheet (see Appendix 10). The Building Surveyor is responsible for reviewing and maintaining records of these sheets and for advising the Property Manager about remedial work necessary. If the tunnels are deemed to represent an unreasonable risk to the safety of the public at any time, the gates at the tunnel entrances must be locked and advisory notices placed within the Trail car parks and on the PDNPA website.

During periods of extreme cold weather, large icicles can be expected to develop within the tunnels and must be monitored to ensure that the safety of the public is not put at risk. The icicles should be removed by Authority staff when deemed a threat to public safety. Ice on the tarmac surface within the tunnels must also be monitored. If the risks are considered too great, then the tunnels should be closed and the public made aware.

The tunnels are lit during the day ensuring the safety of trail users whilst maintaining the atmosphere of the tunnels. Sensors are positioned above the entrance to each tunnel and these control the lighting so that they go off at dusk and come on at dawn. The tunnels are supplied with electricity from equipment at Upperdale near Cressbrook and from the Miller's Dale Station building. The electricity usage is monitored and reviewed annually by the Authority.

A decommissioned water main runs along the southern wall of Headstone, Cressbrook and Litton Tunnels, encased in a concrete haunching. The Authority is aware that Severn Trent Water is currently investigating the feasibility of re-commissioning the use of this pipe under the terms of their deed dated 29 October 1979.

The Authority should budget for an approximate expenditure of £10,000 each year to cover essential ongoing repointing and maintenance work within the tunnels.



Chee Tor Tunnel

MS 15 - Green Travel Plan

The Authority is committed to helping more trail users access the Trails by sustainable means. If the Monsal Trail is successfully extended to Matlock and Buxton, and if the White Peak Loop is developed, the sustainability of the Trails will increase considerably. In the meantime however, a Green Travel Plan will be developed by the Trails Property Manager, in consultation with the Transport Policy Team and this will seek to identify ways the Authority and partners can help encourage more people to leave their car at home. The Green Travel Plan will cover the five year period of the Trails Management Plan.

MS 16 - Code of conduct

The Trails Code of Conduct (see Appendix 8) has been agreed in consultation with internal colleagues and the Trails Steering Group. There is a recognised need for the Authority to take a more proactive approach in encouraging the responsible use of the Trails by all user groups and the code of conduct is one way of helping to achieve this and compliments the ongoing work of Derbyshire County Council and the Local Access Forum in this regard. It is very important that all relevant authorities convey positive and consistent messages to the public.

The code of conduct applies to all four of the Authority's Trails and will be displayed within Trails' car parks, at cycle hire centres and at certain appropriate locations along the Trails. It will also be included within Trails' literature and leaflets and on the PDNPA website. The Authority will also consider the use of appropriately designed and sited repeater signs reinforcing the key messages (i.e. asking walkers to keep left and cyclists not to speed).

The Trails code will be displayed by Derbyshire County Council on the southern section of the High Peak Trail, again to ensure consistency of approach.

The Authority has considered segregation of users but this is not felt to be practical or desirable, given the nature and character of the Trails. There is also an insufficient width of tarmac within the tunnels to allow for a central white line to be painted. Instead, 'slow' warnings will be painted on the tarmac splay to the entrance of each tunnel.

MS 17 - Third Party Signs

The Authority recognises that the Trails can help support local businesses and that this should be encouraged where appropriate. There is a need however to ensure that signs are not in breach of planning regulations and are not to the detriment of the aesthetic quality of the Trails. As such, the Authority will issue a standard licence to all private businesses wanting to advertise on the Trails and this will stipulate design criteria for the signs in terms of measurement and how they can be affixed. The Authority will seek to recover its costs in issuing these licences.

MS 18 - Byelaws

The Trails Byelaws were last reviewed in 1992 and it is recognised that they are in need of review to ensure that they are relevant and appropriate. This review will be completed in conjunction with the Legal Department and include direction on where the byelaws need to be displayed in order to be effective and enforceable. The Authority will consult Derbyshire County Council with regards to the byelaws for the High Peak Trail in order to ensure consistency of approach.

MS- 19 – Interpretation

Interpretation is of fundamental importance for promoting understanding and ensuring that the Trails Vision is achieved. It should include the former railway heritage of the Trails, the geological importance of the cuttings, the floristic interest of the trail verges and embankments, and the significance and interest associated with the wider landscape surrounding the Trails.

In 2011, the Pedal Peak District Project enabled the design and production of new interpretation panels along the Monsal Trail (incorporating a standard Midland railway design), as well as the provision of wind up listening posts which include audio recordings of the memories of those who worked on, lived by, or travelled on the former Midland Railway. Six ten minute podcasts are also available for download from the PDNPA website. There is not a Local Interpretation Plan for the Monsal Trail and given the recent investment under the Pedal Peak District Project, the intention is to review interpretation provision along the trail and develop an interpretation plan in Year 4 of the TMP, linking in with the development of Miller's Dale Station, as appropriate.

A Local Interpretation Plan was prepared and implemented for the Tissington and High Peak Trails in 2001, in partnership with Derbyshire County Council and this strived to deliver imaginative and engaging interpretation along the full length of both Trails. Through this project, orientation boards were designed and sited within each of the Trails' car parks, interpretation boards positioned at specific points of interest, and artwork and poetry commissioned celebrating the Trails' heritage; including a mural at Friden Brickworks. This project received funding from both Derbyshire Environmental Trust and the European Regional Development Fund. The Authority will review the existing LIP in Year 3 of the TMP.



Thornhill Trail interpretation panel

Only one interpretation panel is provided on the Thornhill Trail, adjacent to Carr Lane Car Park and this was designed and positioned in 2011. The need for a LIP for the Trail will be considered in Year 2 of the TMP.

In reviewing the LIP's; the Authority will strive to ensure that the interpretation provided remains engaging for all ages and makes use of innovative interpretation media, as appropriate.

Two Trails leaflets are currently in print, the Monsal Trail leaflet and the White Peak Trails & Cycle Routes leaflet which includes the Tissington and High Peak Trails, Sustrans National Cycle Route 54 as well as the Manifold Track. The leaflets include simple maps showing the location of facilities, an introduction to the interest associated with each Trail and the code of conduct (to be included on next print run of Monsal Trail leaflet).

The PDNPA website is a very important means of communicating visitor information in relation to the Trails, and inspiring visits to the Trails for all users. The following Trails information is provided at:

www.peakdistrict.gov.uk/visiting/cycle/cycling-information/cyclingnearyou

- a link to the White Peak Routes leaflet and to the Monsal Trail map. It also provides a link to a former leaflet, not currently in print, 'Pedalling Picnics, Biking Banquets' and this again focuses on the Tissington and High Peak Trails, National Cycle Route 54 and the Manifold Track and highlights local food and drink businesses located within the vicinity of the trails
- a link to the 'Pedal the Peak District – 9 journeys of discovery by bike' leaflet (also available at www.visitpeakdistrict.com/cycleroutes). Of the 9 routes promoted, 5 make use of the Trails network
- A link to the Pennine Cycleway and the Pennine Bridleway

MS 20 – Trails Steering Group

It has been agreed that the Trails Steering Group should continue (at least) for the duration of the 5 year Trails Management Plan, meeting annually to review progress in implementing the TMP Action Plan and to discuss any other issues that have arisen. Membership of the Group moving forward now needs to be confirmed, but should continue to represent the main user and interest groups associated with the Trails.

8.0 Resources

8.1 Current Staff Resources

Currently, the Authority employs one full time Property Manager to oversee the management of the Recreational Property Portfolio which includes the Trails, Car Parks, Toilets and Refreshment Concessions. This post operates on a contract basis and a 2 year contract extension has just been confirmed, expiring in December 2014, which will allow the implementation of the Trails Management Plan to begin.

Two full time Trails Rangers are employed who are responsible for looking after the day to day management of the Tissington, High Peak and Monsal Trails. This includes responsibility for all associated Trails' facilities (except the cycle hire operations). The Trails Rangers are responsible for a wide range of general trails maintenance work including mowing the car parks (which accounts for 3 days every 3 weeks during the summer), strimming access points, minor repairs to the trail surface and structures, obtaining quotes and supervising contracts, boundary repairs, tree work, scrub clearance, and liaison with the local landowners and farmers, as well as the Trail users.

It is recognised that the Trails Rangers operate at full capacity and have a very demanding work load, which has further increased recently with the growing popularity of the Monsal Trail following the opening of the tunnels. In terms of existing workload, there is certainly a justification for employing a further full time Ranger to work predominantly on the Trails. The Authority is being more progressive in terms of the conservation grassland management associated with the Trails which is of tremendous importance, and this in turn creates additional work for the Trails staff. There are currently two SITA Trust Enriching Nature grant projects running and these inevitably result in the need to supervise contractors carrying out the capital works programme. Indeed, one of the grant awards actually includes a financial sum to reimburse the Authority for the time spent supervising contracts. If the HLS application is successful in 2012, again this will also require a time input by Trails staff both in the office and in the field. Furthermore, the implementation of the Trails Management Plan Action Plan will inevitably place greater time commitments on Authority staff. For these reasons, the cost of an additional Trails Ranger has been included within the 5 year budgetary projections detailed within Appendix 14 (although there is no funding currently available for this).

In addition to the Trails Rangers, the Area Rangers based at Miller's Dale and Parsley Hay, also assist with visitor management tasks on the Trails and invest approximately 10% of their time in doing so. Further invaluable support is provided by the Volunteer Rangers, again based at Miller's Dale and Parsley Hay, completing up to 100 patrols each year and carrying out litter picks, monitoring fallen bricks within the tunnels, and offering advice to trail users as required.

The Thornhill Trail is geographically distinct from the other three Trails and is managed separately by the Area Ranger based at Fairholmes. The Area Ranger draws on Volunteer Rangers for support and assistance with certain conservation tasks.

It is necessary to employ contractors to carry out certain tasks on the Trails, to offer support to the rangers and to undertake certain specialist tasks. Contractors help with wall restoration, fencing, flail mowing, tree surgery work and repairs to the former railway structures for example.

8.2 Volunteers

The Trails Rangers rely on practical help received from volunteer groups. The Mid Week Volunteers provide approximately 50 volunteer days each year and the Peak Park Conservation Volunteers provide in excess of 300 volunteer days. Both groups are of tremendous importance in helping the rangers carry out conservation tasks including scrub control.

The operation of the Peak Park Conservation Volunteers is currently under review and it is likely that through a Service Level Agreement, an element of charging will be introduced. This will in turn need to be accounted for within the Trails revenue budget.

There is the potential, and a commitment; to increase the range of volunteer opportunities available on the Trails, in line with the PDNPA's Volunteer Policy. These opportunities will be identified as part of the Trails volunteer opportunity review which is scheduled to take place in Year 1 of the TMP Action Plan. Derbyshire County Council's Countryside Service should be involved in this review in order to join forces and maximise the potential for meaningful volunteer opportunities on the Trails network, certainly in terms of access related projects.

In light of the demands placed on the staff and financial resources associated with the management of the Trails, the successful delivery of certain projects identified within the Action Plan, would usefully be supported by an increased use of volunteer support.

8.3 Trails Ranger Base & Equipment

The Trails Rangers are based from a small workshop in the village of Tissington, rented from the Tissington Estate. The Authority provide the Rangers with two vehicles and one tow trailer. A cut and collect machine was also purchased for use on the Trails, in June 2012.

8.4 Financial Resources

8.4.1 Trails Revenue Budget

The Authority provides an annual revenue budget for the management of the Trails. There are separate annual revenue budgets for car parks, toilets and refreshment concessions.

The current Trails Revenue budget is £132,000 and a typical net budget summary is included within Appendix 13.

It should be noted however, that as a consequence of the overall financial cuts imposed on the Authority, it is planned to reduce the annual Trails Revenue budget by £40,000 by 2014/2015.

Whilst the current Trails revenue budget is just sufficient for the day to day maintenance of the Trails it is not sufficient to meet the maintenance liability of the former railway structures.

As noted within Management Strategy 13 – 'Structures Maintenance', the DCC Structures Report, commissioned in 2009, covered a six year period and identified high

priority work which should be completed in years 1 and 2 of the report implementation period, medium priority work to be completed in years 3 and 4, and low priority work which should ideally be undertaken in years 5 and 6. Years 5 and 6 of the Structures Report period coincides with years 1 and 2 of the Trails Management Plan. However, due to budgetary constraints, only a limited amount of the high and medium work has taken place since 2009. This is especially the case on the Monsal Trail.

A budget allocation of approximately £4,000 per annum is available for structures maintenance on the Tissington and High Peak Trails. This should be sufficient to complete the remaining high priority work that's been identified during the first two years of the Management Plan period, but there is no funding available to complete the medium priority work identified, with an estimated cost of £78,750.

Within the Trails revenue budget, a net expenditure of £35,000 is ring fenced for use solely on the Monsal Trail. This takes account of the increased running and maintenance costs associated with the Monsal Trail, following the opening of the tunnels. Of this, approximately £13,000 is available within the budget each year to fund structures maintenance (excluding maintenance of the tunnels which has a separate budget allocation of £10,000); however, the outstanding high priority work identified within the Structures Report amounts to a total estimated cost of £67,000.

The overall outstanding structures maintenance work identified within the DCC Structures Report, including high, medium and low priority work across the three trails equals £474,150. There is a very significant maintenance liability therefore associated with the Trails that can not be funded through the revenue budget (and the aforementioned budgetary reduction of £40,000 per annum by 2014/15 only adds to this shortfall). This backlog of priority work should be completed within the first two years of the Management Plan and the cost of doing so is included within Appendix 14.

Although beyond the scope of the Trails Management Plan period, it should also be noted that within the next ten years, the complete repainting of Miller's Dale Viaduct has been recommended at an estimated cost of £350,000 and again, an annual sinking fund allocation has been included within Appendix 14.

There are no structures on the Thornhill Trail and as such the ongoing maintenance liability is significantly less. In practice, the majority of maintenance expenditure on the Thornhill Trail is financed by the Upper Derwent Valley Partnership budget and not through the Trails budget. It is likely that this will be subject to review, and the Management Plan will need to be updated and amended accordingly, to take account of any changes in this regard. Larger items of revenue expenditure however, such as re-surfacing work or significant boundary restoration, will need to be financed through the main Trails revenue budget.

Resurfacing represents a significant item of revenue expenditure for the Trails and currently to complete one mile of re-surfacing costs approx £25,000. It is important that the Authority continues to resurface the Trails, adopting a planned approach, to ensure that a consistently high standard of surface is maintained. The Authority manages nearly 34 miles of trail in total and ideally the plan should be to resurface at least one mile each year.

The Monsal Trail will not need to be resurfaced during this Management Plan period, as it was re-surfaced under the Pedal Peak District Project. Instead, resurfacing should

focus on the Tissington and High Peak Trails over the next five years, as well as including resurfacing a section of the Thornhill Trail.

The revenue budget allows for approximately £15,000 to be spent on resurfacing each year, and there is therefore an approximate budgetary shortfall of £10,000. In the past this has been overcome by completing resurfacing in March and April and drawing funds from two financial years, and/ or drawing from the Trails Reserve. Funding has also been available from Derbyshire County Council in the past.

8.4.2 Whole Trails Budget

In contrast to the Trails revenue budget described above, this section (supported by Appendix 14) examines the situation whereby all of the income and expenditure relating to the Trails is combined into one overall budget. Therefore, all the Trails car parks, toilets and refreshment concessions are included.

As can be seen from the 'CURRENT WHOLE TRAILS BUDGET NET COST (SURPLUS)', the direct net cost of managing all elements of the Trails property portfolio is up to £20,880 per annum, in Year 5.

However, this still does not reflect the whole cost of management as there are other allocated costs within other Authority budgets. These include the office based staff costs of the Property Manager (80% of Full Time Equivalent (FTE) post); the Estates Manager (10% FTE), the Building Surveyor (5% FTE) and Administration support (40% FTE). Allocated corporate costs for services such as Human Resources, Legal and IT are also included. Lastly, the cost of litter collection from the Trails is also shown. The 'CURRENT FULL BUDGET COST' shows the position with these additional costs included. As can be seen, this increases the annual cost of managing the Trails to in the region of £95,000 per annum.

This Management Plan has identified and confirmed three areas of additional 'optimum' expenditure. These are:

1. Enhanced grassland conservation management costs
2. Trails operational actions not currently fully funded by existing revenue budgets (shown in red in Appendix 14), and
3. Trails Management Plan projects requiring additional funding to complete (shown in blue)

The 'TOTAL TRAILS MANAGEMENT PLAN COSTS' take these additional costs into account and highlight the very significant costs of carrying out the optimum management of the Trails and its associated facilities over the five year period.

The Appendix then takes account of the available Authority budget commitment (including the £40,000 reduction from Year 2), resulting in a 'BUDGET SHORTFALL' of £330,584 in Year 1, falling to £180,994 in Year 5.

A number of 'Stage 1' proposals have been identified within the Trails Management Plan to contribute to 'bridging the gap' between the 'TOTAL TRAILS MANAGEMENT PLAN COSTS' and the 'BUDGET SHORTFALL' and these are described in more detail below;

- **Higher Level Stewardship agreement** - an anticipated income stream from Higher Level Stewardship is envisaged. The Authority is currently working towards

submitting a comprehensive Higher Level Stewardship application to Natural England for the Tissington, High Peak and Monsal Trails, and if successful this will work alongside and support the conservation work already being undertaken through the SITA Trust Enriching Nature projects. It will ensure that the conservation vegetation management work proposed in Management Strategy 12 will remain cost neutral to the Authority. An HLS agreement will last for ten years and include a capital works programme which will facilitate planned boundary restoration.

- **Car Parking charges** - it is proposed to review the car parking charges in force in the Authority's pay and display car parks and an approximate increase of fifty pence per parking period is envisaged. This would yield an additional £20,000 per annum from the Trails car parks.
- **Bridge 75 Abseiling Licence Fee** - the Management Plan confirms an intention to review the licence fee charged to commercial users of Bridge 75. Currently all users are charged £40 per annum, regardless of their purpose or indeed how often they use the facility. As such, an increased income projection of approximately £3,400 per annum has been included, to take account of this.
- **Organised events** - the charging policy for issuing licences for organised events on the Trails will be reviewed. At least recovery of administration costs will be introduced.
- **Advertising signs** - charging for the placement of advertising signs on the Trails will be introduced.
- **Refreshment concessions** - there may be some scope for additional refreshment concessions and this will be market tested. The Authority must seek to take full advantage of appropriate and sympathetic income generation opportunities that are not to the detriment of the character of the Trails or to the financial sustainability of local businesses.
- **Private cycle hire contributions** - an additional annual income stream of £10,000 has been included as a contribution from the private cycle hire facilities that make use of the Trails. Whilst this is only theoretical at this stage, it is hoped that it is achievable and represents a fair contribution towards the ongoing maintenance of the Trails resource.

By Year 5, it is estimated that the above proposals could yield a further £44,350 per annum, resulting in a reduced Budget Shortfall figure of £136,644. This is still a considerable shortfall however, associated with the optimum Trails management. It is the Authority's intention therefore, to further consider the potential for 'Stage 2' funding streams by means of a Trails Business Plan.

8.5 The Trails Business Plan

An external consultant will be appointed to produce the Trails Business Plan by the April 2013. This will consider any potential means by which the remaining 'BUDGET SHORTFALL' detailed within Appendix 14, can be bridged over the next 5 years. Areas for further investigation are detailed below.

8.5.1 External Funding Opportunities

Projects undertaken on the Trails should, where possible, be self financing or funded from external sources. As well as the SITA Trust and Higher Level Stewardship Schemes described, further external funding opportunities will be investigated.

The Heritage Lottery Fund represents a potential funding source and this should be investigated when the Authority considers the future development of Miller's Dale Station.

8.5.2 Authority's Capital Strategy

Capital expenditure is defined as being expenditure over £10,000 on the acquisition or improvement of assets which have a useful life of more than one year and it is therefore acceptable to use it to maintain Trails structures

A budget figure of £650,000 of capital funding had been identified within the Authority's Capital Strategy for trails maintenance, including the completion of the outstanding structures maintenance work and forward planning resources for repainting Miller's Dale Viaduct. However this was not a definite commitment of expenditure as it had to be prioritised against a list of other demands on the available capital, of around £900,000.

Funding through the Capital Strategy is currently on hold however, following the purchase of Brosterfield Caravan Site in 2012. It is proposed to sell this caravan site once planning issues are resolved and the potential resale value is maximized. However it is likely that this process will take up to two years to complete and before the Authority's available capital can once again be bid for. This situation will need to be kept under review and the Management Plan updated accordingly.

8.5.3 Further Wider Markets Activity

There is recognised potential to further develop the wider markets activity associated with the Trails, and to thereby increase income generation. Commercial opportunities to be explored further include fundraising and sponsorship, additional concessions (not just refreshments), and 'friends of' groups; able to lever in additional resources.

8.5.4 Wider Trails Network

The future of the Trails network with the planned links to Buxton and Matlock may influence the potential for funding and commercial opportunities. Derbyshire County Council is leading on the project to link the Trails and complete the White Peak Loop and the Trails Business Plan consultant will liaise fully with DCC to consider this further.

8.5.5 Disposal or Partnership Potential

The potential to either dispose of the Trails, or to enter into a partnership with an organisation or charity, in order to defray some or all of the management costs identified above, will also be investigated in full as part of the Trails Business Plan.

9.0 Monitoring & Review

9.1 An Evolving Plan

Whilst the Strategic Aims and Management Objectives identified within this Management Plan should guide the management of the Trails, it is important to note that the Trails Management Plan is a working document and as such the Actions should be subject to on-going evaluation and be amended if necessary. Projects should not be rejected because they are not included within the Action Plan and if current information available suggests that identified Projects and Actions are no longer desirable, then they should not be implemented.

9.2 Monitoring of the Plan

In order to ensure that the implementation of the Action Plan is progressing in a satisfactory manner, the Management Plan should be subject to a formal review at the end of each year and this should be carried out by the Property Manager and reported back to the Trails Steering Group and internal colleagues. This will allow the Action Plan to be updated accordingly which in turn will feed into the Trails work programme for the forthcoming year.

Specific Monitoring projects should be carried out as identified in the table below:

Monitoring Project	Completed by:	Completion date:
Ecological monitoring of key indicator species	Trails Ecologist	Annually
BARS monitoring of SITA Trust Enriching Nature projects	Trails Ecologist	Annually
Volunteer Activity on Trails	Property Manager	Annually
SSSI Condition Assessment of Monsal Trail	Natural England	Ongoing
Green Travel Survey – change in travel behaviour of trail users	Property Manager / Transport Policy Team	Year 5

APPENDICES

Appendix 1

National Park Purposes & Duty:

- a) "...conserving and enhancing the natural beauty, wildlife and cultural heritage of the area...." and
- b) "...promoting opportunities for the understanding and enjoyment of the special qualities of the area by the public."

In the pursuit of these purposes, the Authority will also pursue its statutory duty to:

"...seek to foster the economic and social well-being of local communities...."

The Sandford Principle (as worded in the Environment Act 1995):

"If it appears that there is a conflict between those purposes, greater weight should be attached to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park".

Appendix 2 – Plans of Trails

Appendix 3 – Internal Working Group Members

PDNPA Officer role	Officer details
Property Manager	Abi Ball
Estates Manager	Chris Manby
Senior Trails Ranger	Steve Farren
Cycle Hire Manager	Charlotte Bowler
Recreation Strategy Team Manager	Judy Gould
Interpretation Project Manager	Catherine Bowmer
Community Policy Manager	Emma Martin
Trails Ecologist	Rebekah Newman
Archaeologist	Sarah Whiteley
Area Team Manager	Andy Farmer
Area Ranger, Fairholmes	Paul Wetton
Transport Policy Officer	Tim Nicholson
Access & Rights of Way Manager	Mike Rhodes
Access Officer	Sue Smith
Pedal Peak District Project	Rhonda Pursglove

Appendix 4 – Trails Steering Group Members

Organisation	Representative
Peak Horse Power & Local Access Forum	Charlotte Gilbert / Ally Turner
CTC (the national cycling charity)	Dan Cook
Sustrans	Matthew Easter
Mosaic Project	Yvonne Witter
Peak Park Parishes Forum	Guy Martin / Frank Hall / Hilary Young
Derbyshire County Council (rights of way)	Gill Millward
Derbyshire County Council (Countryside Service)	Chris Coombs / Rick Jillings
Ramblers Association	Nick Stephens
Derbyshire Wildlife Trust	Jane Proctor / Julia Gow
High Peak Access Group	Elaine Hill
Derbyshire Historic Buildings Trust	Patrick Strange
Bamford with Thornhill Parish Council	David Ashton / Gordon Danks
Local business	Duncan Stokes
Institute of Outdoor Learning / Bridge 75 Liaison Officer	Graham Jones / Phil Booth

Appendix 5 – Trails Saturday Responses

Summary of comments from Trails Saturday, survey monkey, steering group & PDNPA staff:

The tables below show a summary of the responses given. The 'x number' indicates the number of responses deemed to be similar to the one shown.

High Peak Trail

How could the Trails be improved?

Wider track would be good (3m as standard) / cut turf back x 7	More information / interpretation boards / info pods / podcast x 5	Few more picnic benches / picnic stops x 4	Improve surface (better surface on Monsal) x 4	Turn visitor centre and café in winter to make use of building x 2
Possible distinction between pedestrian & cycle trail to avoid accidents x 3	Accurate distances between stops as the maps do not coincide with the trail sign distances x 2	Certain stretches of the trail have developed pot holes & could be filled in x 3	Winter shelter at Parsley Hay - there is nowhere to stop x 2	Use Parsley Hay car park for events - EQM / Arts / Guided walks - birds, butterflies etc
Improved signage of Tissington Trail in Ashbourne - found it difficult to find TT	Mapleton Lane car park	A proper bike shop at Parsley Hay would be a good idea.	More pubs! X2	Maybe new building at Ashbourne that looks like a business premises
A guide to campsites & B&Bs close to trails would be good.	More horse water troughs x 2	More safe places to tie up horses at stopping places	A bit overgrown with raspberries that can cause a puncture	More wildflowers / managing for biodiversity x 2
Abolish or reduce car parking charges - a deterrent for the 'working man' to come out	Card payment or cash back facility at hire centre for parking and purchasing	Webcam at Parsley Hay so people can see what the weather is doing! Could be posted on website x2	Displaying the by-laws (your legal obligation).	Encourage respect / put measures in place for users to respect each other (e.g. bells on bikes, speed limits) x 14
Get rid of danger signs	Dog bins	Open up views	Dogs on leads x 2	Improve access for cyclists x 2
Improved surface (vibration for cyclists)	Mix of trail surfaces / 'pump' tracks for mountain bikers x 7	More links between trails, towns, stations x 11	Litter picking	Needs a bikebus to access it without a car
More resources / map extracts x2	Don't widen it	Revised code of conduct	Clever interpretation – a mix of approaches	Investment in the facilities – toilets / seats / walls
Interpretation audit for High Peak Trail as baseline data to help inform a Local Interpretation Plan (LIP)	Provide / promote PT access	Bike bus running between Ashbourne and Parsley Hay	Shelter areas	Cosy café at Parsley
Generate income for NPA events				

Trails Saturday -23 responses, 42 comments
 Survey Monkey - 48 responses indicating this Trail
 Steering Group – 2 comments
 PDNPA Staff – 6 comments

What do you like most about the Trails?

Excellent amenities at the station stops (refreshments) x 11	Scenery / great views x 16	Well maintained paths x 10	No cars x 19	Flat! x 5
Safe (and good) for cycles x 8	Wild flowers & wildlife x 5	Exercise & fresh air x 5	Well signposted x 4	Fantastic day out for all the family x 5
Stops are within reasonable distances of each other x 2	The surface is really nice to ride my horse on	Accessibility at several points / access points x 6	... the beautiful countryside x 3	No need to negotiate muddy fields and know how to navigate
Good clean loos & car parks x 11	Watching the animals	Options available	Reminders of the railway heritage x 3	Information good x 2
Looking at the geology	Links to other rides and networks x 5	Lots of picnic areas	Peace & quiet x 2	Meeting people
Good for running x 2	Good networks of easier mountain bike routes	Year round availability	Tissington & High Peak together allow fantastic long distance horse rides. The horse station on the Tissington Trail is absolutely brilliant.	Includes remnants of a pre-enclosure landscape that has been largely lost from the surrounding White Peak plateau

Trails Saturday - 17 responses, 49 comments
 Survey Monkey – 48 responses indicating this Trail
 PDNPA Staff – 2 comments

Tissington Trail

How could the Trails be improved?

More benches (picnic stops?) x 4	More rubbish bins (and dog poo bins) x 3	Cyclists to use bells x 7	Leave them as they are x 2	A few signs to say this is not only a cycle path
Don't add more signs (don't clutter the countryside) x 2	Open up more views through trees x4	Dog poo bags in car parks / dog bins x 2	Make sure fencing on bridges is safe for children	Make it easier to stroke animals
Dogs on leads x 3	At the end of the trail maybe a park or something	Biggin - 54 needs better sign when it joins trail	Stop the kids from running on the trails - it's for us cyclists	Open the tunnels at Buxton like the one at Ashbourne
More mile markers	Cleaner toilets at Ashbourne cycle hire	Slow down the more reckless cyclists	A sign in Ashbourne to Tissington Trail	Encourage respect / help users use etiquette e.g keep left x 9
Better info boards x 2	Horse watering points	More litter picking	Tree planting	Speed limits x 2
Links to make looped circuit / other trails, towns / provide maps x 10	Improved surface (vibration for cyclists) and drainage x 4	Improve access for cycles x 3	Manage land to increase biodiversity	Different surfaces for different users e.g. technical sections for mountain bikers x 3

L shaped shelters from the wind	Ice creams to sell	More things to see on trail - statues, signs, sound attractions	Code of conduct	Information Centre – leaflets about the Trails
Marketing links to neighbouring business – café, pub etc	Promote awareness that the trails are for all – not any one group	Interpretation audit for Tissington Trail as baseline data to help inform a Local Interpretation Plan (LIP)	Improved PT access / promotion	Where the food concessions are, and the picnic benches, how about a shelter for when you're drinking your cuppa in the rain?

Trails Saturday - 22 responses, 28 comments
 Survey Monkey – 43 responses indicating this Trail
 Steering Group – 4 comments
 PDNPA Staff – 3 comments

What do you like most about the Trails?

Level, good surface x 11	Lovely place to walk / ride (peaceful) x 7	Perfect for family day out, all ages x 10	Easy access to beautiful countryside x 9	Refreshments x 3
The water & fish x 2	Traffic free x 18	Toilets x 3	The tunnel x 2	Clean, mostly, of litter
Watching the cows and the sheep	Perfect for less confident, beginner cyclists x 5	Interpretation x 3	Hiring mobility scooter	Camping close by
Direct link to Tissington and other connections x 3	Looking at the wildlife / flowers x 4	Eating the blackberries	Felt safe x 5	Nice views x 8
Good for cycling	Fresh air	Parking x 2	Historical interest x 2	Opportunity to enjoy the Peak District
Good for running, especially as dry in winter	Good being long distances x 3	A good challenge for even the novice rider x 3	One of the last remaining Peak District sites for Maiden Pink. One of the five Peak District sites for Greater Butterfly orchid	Includes remnants of a pre-enclosure landscape that has been largely lost from the surrounding White Peak plateau

Trails Saturday - 23 responses, 40 comments
 Survey Monkey – 42 responses indicating this Trail
 PDNPA Staff – 2 comments

Monsal Trail

How could the Trails be improved?

Go all the way/ links to Buxton & Matlock x 13	Visitor centre and café at Millers Dale / café and toilets x 11	More seating x 7	More tunnels x 4	Add a separate lane for cyclist / walkers x 10
Better drained and with less puddles	More tea stops x2	Some of the access steps (connecting the flat paths) are very uneven without handrails	The ramps need rebuilding - too steep	Cut some trees down to make views x3
Connect trails to longer bike routes e.g. Long distance bike routes x6	Some sort of food vans at Bakewell	Toilets at start (Bakewell)	Run a little train along the track like the one that goes round Meadowhall.	Access at Litton Mill / Cressbrook
A 'road train'	The ladies toilets here at Millers Dale are dreadful	By re-opening the railway.	More seating towards the Buxton end	More advice to cyclists about keeping to the left when in the tunnels
Keep website up to date	Better publicity	Clear information on map and on trail where access points for bikes are	Cycle centre at Millers Dale and café x2	Code of conduct x5
Better info boards	Dog bins x2	Distance markers with an indication of calories burnt	Dogs on leads x2	Improved surface x2
Podcast about the trails [<i>there are!</i>]	Different routes for different users with suitable surfacing	Better access at Topley Pike end	Tree planting	Speed limits x3
Links to make looped circuit / other trails, towns x9	Litter picking	Better access via public transport	Manage land/ verges to increase biodiversity	Different surfaces for different users e.g. technical sections for mountain bikers x3
Encourage cyclists to use their bells x4	Cut back turf where it's encroaching	Notices asking everyone to keep left x3	Ban horses	Better disabled access x2
More respect between users x11	Items of interest to obscure never ending vanishing point	Stop cyclists from using trail	Route that avoids A515/A6 into Buxton	More toilets
More sculptures / points of interest	Limit number of users x2	Better maps x3	Emergency phones in tunnels	Marker ID posts for emergency services
Needs a bikebus to access it without a car	Mix of trail surfaces / 'pump' tracks for mountain bikers	Clever interpretation of all types	Direction signs to have miles on	Have regard to biodiversity, vista, geology, archaeology. Let the Trail reflect the environment it is passing through.

Information about other Trails	Greater awareness of all the natural heritage e.g. nature reserves along the Trail and accessing them	Litter bins	Sign needed at Bakewell Station to indicate way onto track for cyclists (it's not obvious you have to go round end of station building)	Creation of view points with seats – possibly just off the track
Diversions from the track to interesting sights / places	Better public transport access	Continued and enhanced work on biodiversity	Improve access point from Coombs Road – quite dangerous for bikes and horse riders as stands	Review parking provision, particularly re: existing signage and leaflets
Review access for emergency services (air ambulance not appropriate)	Use archaeological survey for interpretation and management purposes	Where space permits, put in a bit of 'north shore' of rocky routes for mountain bikers to 'play' on	PDNPA should provide biodegradable scoops and garden sacks at cycle hire points so gardeners can collect should they wish	Improve bridleway links to enable circular route
Remove horse muck from tunnels (bag it for your roses)				

Trails Saturday - 42 responses, 49 comments
Survey Monkey - 65 responses indicating this Trail
Steering Group – 9 comments
PDNPA Staff – 10 comments

What do you like most about the Trails?

Tunnels x 16	The views / scenery x 17	Good for cycling x 7	Well laid trails and access / well maintained x 8	Traffic free / safe x 24
Abundance of wildlife / flora x 6	Family friendly x 16	Informative signs / interpretation x 6	The peacefulness x 3	The flat trails x 15
Plenty of seating along the way x 2	Meeting people x 2	Easy access & parking facilities x 10	Local historical sites x3	A great opportunity to keep active
To be able to walk the full length without leaving the trail.	Public conveniences	Get into Peak District without car - sustainable transport x3	Being able to cycle from home (Bakewell)	The combination of tunnels and viaducts - almost Alpine!
Good circular routes x2	Ample car parking	The length x2	Wide track	The beauty of the area
Great attraction for Derbyshire	It is fun and I love having picnic here	Links with other trails / routes x6	Opportunity to enjoy the Peak District / countryside x9	Good food stops x6
Improved access to the limestone gorge between Millers Dale and Wye Dale.	Year round availability x2	Good access to climbing in Chee Dale x2	Historical interest x3	Access to Longstone

Good for running, especially as dry in winter	Good being long distances	Definitely access through the tunnels – has opened up many circular routes from horse riders. Also provide an exciting and very unique experience for all users!	
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Trails Saturday - 38 responses, 65 comments
 Survey Monkey – 63 responses indicating this Trail
 PDNPA Staff – 1 comment

Thornhill Trail

How could the Trails be improved?

By banning motorised vehicles x 2	Retaining the character of bridleways when engaging in resurfacing work	Trail code of conduct	Sign at Carr Lane car park to show where the trail is	An interpretation board at Carr Lane car park x 2
Signs to let visitors know of many points of interest near the trail e.g. Ladybower, Derwent Dams etc.	Encourage cyclists to use their bells x2	More signs at start of trails advising people not to stray from the footpaths!	Dogs on leads	Dog bins
More respect between users x2	Different surfaces for different users e.g. technical sections for mountain bikers x4	Improve surfacing x3	More links between trails and other routes x5	Manage land to increase biodiversity
Open up views	'pump' tracks for mountain bikers x2	Let the Trail reflect the environment it passes through	With loss of most of public transport in the area – a valued access route between Bamford and Dams – important if Rail Link to be encouraged!	Information at Bamford Station onto route
What do we know about users and where they come from – sustainable access where poss!	Better signage to find the trail	Cycle hire facilities (& others) that profit from the Trail should contribute to upkeep	Gates = too many	Address cow manure on N section of Trail, also dog fouling

Trails Saturday – 7 responses, 9 comments
 Survey Monkey – 17 responses indicating this Trail
 Steering Group – 3 comments
 PDNPA Staff – 5 comments

What do you like most about the Trails?

Views have been opened up and benches put in	Very well maintained	Keeping tree branches etc. cut & path is clear	Little litter	Started walking the Derwent Way from Heatherdene and so far very impressed
Traffic free / safe x7	Family friendly x2	The beauty of the area / countryside x 4	Links to wider networks / countryside x3	In the Peak District
They are well maintained	Local communities involved in projects			

Trails Saturday - 5 responses, 7 comments
 Survey Monkey – 16 responses indicating this Trail

Comments consistent across all / most of the Trails

How could the Trails be improved?

Better or more signs, both giving information and / or interpretation	More seating (benches, picnic stops)	More opportunities to buy food (ice creams, tea shops, cafes)	Improve the way cyclists and walkers use the Trails together (marked paths, use of bells, use of notices)	Better surfacing in some areas
Different surfaces for different users e.g. technical sections for mountain bikers	Encourage respect / put measures in place for users to respect each other	Links to make looped circuit / other trails, towns	Code of conduct	Better access for cyclists
Dog bins	Dogs on leads	Open up views	More litter picking	More / better resources / maps
In partnership creating wildlife links from Trails to and from habitats surrounding	Active management for wildlife benefit	Better interpretation / information on wildlife	Commission archaeological survey (or review existing) – use to update information & inform management!	The public consultation has resulted in many suggestions for extra infrastructure – not sure this is appropriate – may detract from experience ultimately
Maximise links to rest of ROW network and identify new opportunities.	Want to work out who users are and where they come from if we want to encourage sustainable access			

What do you like most about the Trails?

Good surfacing / well maintained	Refreshments	Signs / interpretation	Wildlife and countryside	Family friendly
Views	Feels safe	Toilets	Flat	No cars
Historical interest	Good for running esp. in winter	The networks and links to other paths	The long distance	Good access
Peacefulness				

Appendix 6 – Green Travel Survey – Visitor Profile Analysis

Question 1 – What distance have you travelled to access the trail today?

Location (Base Number)	<5 miles	6-10 miles	11-15 miles	16-20 miles	>20 miles	Don't know	No Reply
All (1,398)	451 (32.3%)	233 (16.7%)	185 (13.2%)	137 (9.8%)	384 (27.5%)	2 (0.1%)	6 (0.4%)
Hassop Station (267)	79 (29.6%)	50 (18.7%)	57 (21.3%)	26 (9.7%)	50 (18.7%)	0 (0.0%)	5 (1.9%)
Millers Dale (270)	61 (22.6%)	39 (14.4%)	37 (13.7%)	27 (10.0%)	105 (38.9%)	1 (0.4%)	0 (0.0%)
Carr Lane (144)	73 (50.7%)	30 (20.8%)	21 (14.6%)	4 (2.8%)	16 (11.1%)	0 (0.0%)	0 (0.0%)
Parsley Hay (240)	65 (27.1%)	39 (16.3%)	20 (8.3%)	33 (13.8%)	83 (34.6%)	0 (0.0%)	0 (0.0%)
Ashbourne (277)	125 (45.1%)	33 (11.9%)	25 (9.0%)	23 (8.3%)	70 (25.3%)	0 (0.0%)	1 (0.4%)
Minninglow (200)	48 (24.0%)	42 (21.0%)	25 (12.5%)	24 (12.0%)	60 (30.0%)	1 (0.5%)	0 (0.0%)

Question 3 – What activities have you undertaken today? (All Locations)

Number in Group	Activity			
	Walking	Horse Riding	Cycling	Running
1	118 (8.4%)	3 (0.2%)	101 (7.2%)	23 (1.6%)
2	388 (27.8%)	5 (0.4%)	211 (15.1%)	10 (0.7%)
3	120 (8.6%)	None	95 (6.8%)	1 (0.1%)
4	82 (5.9%)	None	89 (6.4%)	None
5	24 (1.7%)	None	28 (2.0%)	None
6	22 (1.6%)	1 (0.1%)	9 (0.6%)	1 (0.1%)
7	11 (0.8%)	None	11 (0.8%)	None
8	5 (0.4%)	None	5 (0.4%)	None
9	5 (0.4%)	None	3 (0.2%)	None
10	3 (0.2%)	None	5 (0.4%)	None
11	5 (0.4%)	None	2 (0.1%)	None
12	5 (0.4%)	None	1 (0.1%)	None
13	5 (0.4%)	None	1 (0.1%)	None
14	2 (0.1%)	None	None	None
15	1 (0.1%)	None	1 (0.1%)	None
16	None	None	2 (0.1%)	None
17	1 (0.1%)	None	None	None
18	None	None	1 (0.1%)	None
19	1 (0.1%)	None	None	None
20	1 (0.1%)	None	None	None
21	1 (0.1%)	None	1 (0.1%)	None
22	None	None	None	None
23	None	None	None	None
24	1 (0.1%)	None	1 (0.1%)	None
25	2 (0.1%)	None	2 (0.1%)	None
Total	2,400	16	1,759	52

Question 3 – What activities have you undertaken today? (Hassop Station)

Base 267

Number in Group	Activity			
	Walking	Horse Riding	Cycling	Running
1	28 (10.5%)	None	18 (6.7%)	5 (1.9%)
2	95 (35.6%)	2 (0.7%)	21 (7.9%)	1 (0.4%)
3	28 (10.5%)	None	13 (4.9%)	1 (0.1%)
4	18 (6.7%)	None	15 (5.6%)	None
5	10 (3.7%)	None	2 (0.7%)	None
6	8 (3.0%)	1 (0.4%)	1 (0.4%)	1 (0.4%)
7	4 (1.5%)	None	None	None
8	1 (0.4%)	None	None	None
9	2 (0.7%)	None	None	None
10	None	None	1 (0.4%)	None
11	1 (0.4%)	None	None	None
12	1 (0.4%)	None	1 (0.4%)	None
13	None	None	None	None
14	None	None	None	None
15	None	None	None	None
16	None	None	None	None
17	None	None	None	None
18	None	None	None	None
19	None	None	None	None
20	None	None	None	None
21	None	None	None	None
22	None	None	None	None
23	None	None	None	None
24	None	None	None	None
25	None	None	None	None
Total	549	5	197	15

Question 3 – What activities have you undertaken today? (Millers Dale)

Base 270

Number in Group	Activity			
	Walking	Horse Riding	Cycling	Running
1	18 (6.7%)	None	13 (4.8%)	None
2	79 (29.3%)	None	32 (11.9%)	1 (0.4%)
3	20 (7.4%)	None	11 (4.1%)	None
4	24 (8.9%)	None	24 (8.9%)	None
5	3 (1.1%)	None	8 (3.0%)	None
6	2 (0.7%)	None	2 (0.7%)	None
7	3 (1.1%)	None	2 (0.7%)	None
8	1 (0.4%)	None	2 (0.7%)	None
9	2 (0.7%)	None	None	None
10	1 (0.4%)	None	1 (0.4%)	None
11	2 (0.7%)	None	None	None
12	1 (0.4%)	None	None	None
13	1 (0.4%)	None	1 (0.4%)	None
14	1 (0.4%)	None	None	None
15	1 (0.4%)	None	None	None
16	None	None	1 (0.4%)	None
17	None	None	None	None
18	None	None	None	None
19	1 (0.4%)	None	None	None
20	None	None	None	None
21	None	None	None	None
22	None	None	None	None
23	None	None	None	None
24	1 (0.4%)	None	None	None
25	None	None	None	None
Total	535	0	327	2

Question 3 – What activities have you undertaken today? (Carr Lane)

Base 144

Number in Group	Activity			
	Walking	Horse Riding	Cycling	Running
1	28 (19.4%)	2 (1.4%)	12 (8.3%)	6 (4.2%)
2	44 (30.6%)	1 (0.7%)	15 (10.4%)	2 (1.4%)
3	11 (7.6%)	None	7 (4.9%)	None
4	6 (4.2%)	None	None	None
5	3 (2.1%)	None	1 (0.7%)	None
6	1 (0.7%)	None	None	None
7	1 (0.7%)	None	None	None
8	None	None	None	None
9	None	None	None	None
10	1 (0.7%)	None	1 (0.7%)	None
11	None	None	1 (0.7%)	None
12	1 (0.7%)	None	None	None
13	1 (0.7%)	None	None	None
14	None	None	None	None
15	None	None	None	None
16	None	None	None	None
17	None	None	None	None
18	None	None	None	None
19	None	None	None	None
20	None	None	None	None
21	None	None	None	None
22	None	None	None	None
23	None	None	None	None
24	None	None	None	None
25	None	None	None	None
Total	236	3	89	8

Question 3 – What activities have you undertaken today? (Parsley Hay)

Base 240

Number in Group	Activity			
	Walking	Horse Riding	Cycling	Running
1	8 (3.3%)	None	15 (6.3%)	2 (0.8%)
2	49 (20.4%)	1 (0.4%)	48 (20.0%)	2 (0.8%)
3	19 (7.9%)	None	24 (10.0%)	1 (0.4%)
4	12 (5.0%)	None	24 (10.0%)	None
5	2 (0.8%)	None	8 (3.3%)	None
6	4 (1.7%)	None	2 (0.8%)	None
7	1 (0.4%)	None	6 (2.5%)	None
8	None	None	2 (0.8%)	None
9	None	None	3 (1.3%)	None
10	1 (0.4%)	None	1 (0.4%)	None
11	1 (0.4%)	None	1 (0.4%)	None
12	None	None	None	None
13	2 (0.8%)	None	None	None
14	None	None	None	None
15	None	None	None	None
16	None	None	None	None
17	None	None	None	None
18	None	None	None	None
19	None	None	None	None
20	None	None	None	None
21	None	None	1 (0.4%)	None
22	None	None	None	None
23	None	None	None	None
24	None	None	None	None
25	None	None	None	None
Total	299	2	458	7

Question 3 – What activities have you undertaken today? (Ashbourne)

Base 277	Activity			
Number in Group	Walking	Horse Riding	Cycling	Running
1	22 (7.9%)	None	17 (6.1%)	6 (2.2%)
2	82 (29.6%)	1 (0.4%)	36 (13.0%)	2 (0.7%)
3	28 (10.1%)	None	18 (6.5%)	None
4	19 (6.9%)	None	17 (6.1%)	None
5	4 (1.4%)	None	6 (2.2%)	None
6	5 (1.8%)	None	3 (1.1%)	None
7	1 (0.4%)	None	2 (0.7%)	None
8	3 (1.1%)	None	None	None
9	1 (0.4%)	None	None	None
10	None	None	1 (0.4%)	None
11	1 (0.4%)	None	None	None
12	2 (0.7%)	None	None	None
13	1 (0.4%)	None	None	None
14	1 (0.4%)	None	None	None
15	None	None	1 (0.4%)	None
16	None	None	1 (0.4%)	None
17	1 (0.4%)	None	None	None
18	None	None	1 (0.4%)	None
19	None	None	None	None
20	1 (0.4%)	None	None	None
21	None	None	1 (0.4%)	None
22	None	None	None	None
23	None	None	None	None
24	None	None	1 (0.4%)	None
25	1 (0.4%)	None	2 (0.7%)	None
Total	560	2	406	10

Question 3 – What activities have you undertaken today? (Minninglow)

Base 200	Activity			
Number in Group	Walking	Horse Riding	Cycling	Running
1	14 (7.0%)	1 (0.5%)	26 (39.0%)	4 (2.0%)
2	39 (19.5%)	None	59 (29.5%)	2 (1.0%)
3	14 (7.0%)	None	22 (11.0%)	None
4	3 (1.5%)	None	9 (6.1%)	None
5	2 (1.0%)	None	3 (1.5%)	None
6	2 (1.0%)	None	1 (0.5%)	None
7	1 (0.5%)	None	1 (0.5%)	None
8	None	None	1 (0.5%)	None
9	None	None	None	None
10	None	None	None	None
11	None	None	None	None
12	None	None	None	None
13	None	None	None	None
14	None	None	None	None
15	None	None	None	None
16	None	None	None	None
17	None	None	None	None
18	None	None	None	None
19	None	None	None	None
20	None	None	None	None
21	None	None	None	None
22	None	None	None	None
23	None	None	None	None
24	None	None	None	None
25	None	None	None	None
Total	175	1	282	6

Question 5b – What mode of transport have you used to access the trail today?¹

Location (Base Number)	Bicycle	Car / van	Motorbike	Train	Bus	Coach	On foot	Other
All (1,398)	118 (8.5%)	1,061 (76.2%)	1 (0.1%)	16 (1.1%)	32 (2.3%)	2 (0.1%)	211 (15.2%)	19 (1.4%)
Hassop Station (267)	18 (6.8%)	198 (75.0%)	0 (0.0%)	1 (0.4%)	12 (4.5%)	0 (0.0%)	39 (14.8%)	4 (1.5%)
Millers Dale (270)	19 (7.1%)	222 (82.8%)	0 (0.0%)	0 (0.0%)	5 (1.9%)	2 (0.7%)	20 (7.5%)	5 (1.9%)
Carr Lane (144)	17 (11.8%)	77 (53.5%)	0 (0.0%)	12 (8.3%)	5 (3.5%)	0 (0.0%)	43 (29.9%)	4 (2.8%)
Parsley Hay (240)	25 (10.4%)	191 (79.6%)	0 (0.0%)	3 (1.3%)	6 (2.5%)	0 (0.0%)	26 (10.8%)	3 (1.3%)
Ashbourne (277)	17 (6.1%)	196 (70.8%)	0 (0.0%)	0 (0.0%)	4 (1.4%)	0 (0.0%)	81 (29.2%)	3 (1.1%)
Minninglow (200)	22 (11.1%)	177 (88.9%)	1 (0.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (1.0%)	0 (0.0%)

Question 12 – How much did you spend as a result of todays visit?

Location (Base Number)	Nothing	<£5	£5 - £10	£10 - £15	£15 - £20	>£20	Estimated spend overall ²	No Reply
All (1,398)	240 (17.2%)	281 (20.1%)	285 (20.4%)	140 (10.0%)	83 (5.9%)	348 (24.9%)	£13,874	22 (1.6%)
Hassop Station (267)	25 (9.4%)	44 (16.5%)	60 (22.5%)	52 (19.5%)	19 (7.1%)	63 (23.6%)	£2,960	4 (1.5%)
Millers Dale (270)	44 (16.3%)	57 (21.1%)	51 (18.9%)	21 (7.8%)	18 (6.7%)	76 (28.1%)	£2,813	3 (1.1%)
Carr Lane (144)	57 (39.6%)	30 (20.8%)	21 (14.6%)	8 (5.6%)	7 (4.9%)	21 (14.6%)	£928	0 (0.0%)
Parsley Hay (240)	19 (7.9%)	64 (26.7%)	72 (30.0%)	15 (6.3%)	10 (4.2%)	60 (25.0%)	£2,413	0 (0.0%)
Ashbourne (277)	38 (13.7%)	45 (16.2%)	46 (16.6%)	27 (9.7%)	16 (5.8%)	98 (35.4%)	£3,280	7 (2.5%)
Minninglow (200)	56 (28.0%)	41 (20.5%)	35 (17.5%)	17 (8.5%)	13 (6.5%)	30 (15.0%)	£1,480	8 (4.0%)

Question 13 – What have you spent your money on?

Location (Base Number)	Travel	Parking	Cycle Hire Centre	Refreshment on/ adjacent to Trail	Refreshments off the Trail	Local Shops	Accommodation	No Reply
All (1,398)	104 (7.4%)	443 (31.7%)	103 (7.4%)	585 (41.8%)	520 (37.2%)	185 (13.2%)	119 (8.5%)	296 (21.2%)
Hassop Station (267)	42 (15.7%)	103 (38.6%)	12 (4.5%)	172 (64.4%)	95 (35.6%)	59 (22.1%)	25 (9.4%)	32 (12.0%)
Millers Dale (270)	25 (9.3%)	102 (37.8%)	13 (4.8%)	89 (33.0%)	112 (41.5%)	13 (4.8%)	31 (11.5%)	52 (19.3%)
Carr Lane (144)	4 (2.8%)	6 (4.2%)	7 (4.9%)	15 (10.4%)	52 (36.1%)	25 (17.4%)	5 (3.5%)	65 (45.1%)
Parsley Hay (240)	25 (10.4%)	92 (38.3%)	29 (12.1%)	165 (68.8%)	67 (27.9%)	19 (7.9%)	18 (7.5%)	25 (10.4%)
Ashbourne (277)	6 (2.2%)	100 (36.1%)	28 (10.1%)	76 (27.4%)	133 (48.0%)	62 (22.4%)	30 (10.8%)	50 (18.1%)
Minninglow (200)	2 (1.0%)	40 (20.0%)	14 (7.0%)	68 (34.0%)	61 (30.5%)	7 (3.5%)	10 (5.0%)	72 (36.0%)

¹ Please note that as those questioned were able to give more than one mode, the totals overall will exceed the base number in each category.

² This figure is based on the assumption that those stating they spent <£5 actually spent £2.50; those stating that they spent between £5 - £10 actually spent £7.50; those stating that they spent between £10 - £15 actually spent £12.50; those stating that they spent between £15 - £20 actually spent £17.50 and those stating that they spent > £20 spent at least £22.50.

Appendix 7 – Standard Tree Inspection Proforma

DATE

OBSERVED BY

LOCATION

Please tick box

<i>Fallen tree on trail</i>	
<i>Tree leaning heavily towards the trail</i>	
<i>Root plate lifting next to the trail</i>	
<i>Dead branches over the trail</i>	
<i>Broken branches on the trail</i>	
<i>Broken branches hanging in a tree over the trail</i>	
<i>Dying tree next to the trail</i>	
<i>Damaged tree next to the trail</i>	
<i>Trees covered with lots of fungi next to the trail</i>	
<i>High stumps next to the trail</i>	
<i>Any other concerns e.g. trees affecting trail surface, foot paths, tunnel entrances, bridge structures, interpretive information etc</i>	

Appendix 8
Trails Code of Conduct

Appendix 9 – Structures Inventory

Tissington Trail

Structure	Location	Construction Type	Purpose
Seven Arches Bridge	Ashbourne	Concrete	Takes trail above river
Haywood Bridge	Fenny Bentley	Blue brick arch & masonry	Carries trail over unclassified road
Eldergreaves Bridge	Fenny Bentley	Concrete beams on blue brick abutments	Carries trail over minor road
Red House Farm	Fenny Bentley	Concrete beams & blue brick abutments	Carries trail over a farm access
Spendlane Farm	Fenny Bentley	Concrete beams & red/blue brick abutments	Carries trail over farm access
Broadlowash	Fenny Bentley	Blue brick arch & masonry	Unused track across trail
Thorpe Cloud Station	Fenny Bentley	Steel beams on blue brick abutments and wingwalls	Carries trail over overgrown track
High Fields Farm	Fenny Bentley	Blue brick, two spans	Carries private access road over trail
Fenny Bentley Station	Fenny Bentley	Steel truss & deck, stone abutments	Carries trail across A515
Blue Bell Inn Bridge	Tissington	Steel plate girder bridge deck, timber decking, blue brick abutments	Carries trail over farm track & public footpath
Bent Lane Bridge	Tissington	Gritstone masonry with four ring blue brick arch	Carries minor road over trail
Shaws Farm	Tissington	Gritstone masonry with four ring blue brick arch	Carries access track over trail
Crakelow Farm Bridge	Crakelow Farm	Gritstone masonry with four ring blue brick arch	Carries farm access and public footpath over trail
Newton Grange Bridge	Standlow	Gritstone masonry with five ring blue brick arch	Carries grassy track over trail
Parwich Lees Bridge	Standlow	Concrete beam deck and stone abutments	Carries trail over farm access track and public footpath
New Inn Bridge	Alsop en le Dale	Steel plate girder bridge deck, over slabbed with concrete, masonry abutments	Carries Trail over farm access and public footpath
Alsop Tunnel	Alsop en le Dale	Masonry tunnel with four rings of	Carries A515 over trail

		blue engineering bricks fanning out at portals	
Greenlow Field Bridge	Alsop en le Dale	Masonry arch bridge with four ring blue brick arch barrel	Carries trail over farm track and public footpath
Oulds Barn Bridge	Coldeaton	Masonry arch with four ring blue brick arch barrel	Carries trail over farm track
Liffs Road Bridge	Coldeaton	Masonry arch bridge with four ring blue brick arch barrel	Carries trail over Liffs Road
Knoll Bridge	Hartington Nether	Masonry bridge with four ring blue brick arch barrel	Carries farm access track over trail
Back Lane Bridge	Hartington Nether	Concrete beam deck, stone abutments	Carries trail over Biggin Lane
The Closes Bridge	Hartington Nether	Steel plate girder deck with concrete over, masonry abutments	Carries trail over farm access and public footpath
Biggin Lane Bridge	Biggin	Concrete beam deck, stone abutments	Carries trail over Biggin Lane
Stanedge Grange Bridge	Biggin	Masonry arch bridge, four ring blue brick arch barrel	Carries farm access track and footpath over trail
End Low Bridge	Heathcote	Masonry arch with three ring blue brick arch barrel	Carries trail over farm track
Heathcote Bridge	Heathcote	Steel plate girder deck with brickwork arches and masonry abutments	Carries minor road over trail
Hand Dale Viaduct	Hartington Moor	3 span viaduct with six ring blue brick arch barrel	Carries trail over B5054 Hartington Road
Hartington Moor Farm Bridge	Hartington Moor	Masonry arch with three ring blue brick arch barrel	Carries trail over farm track
Silica Works Bridge	Hartington Moor	Masonry arch bridge with four blue brick arch barrel	Carries farm access track over the trail

Former Railway Building	Location
Signal Box	Hartington Station
Plate layers hut	Hartington Station
Former quarry building	Adj Hartshead Quarry
Plate layers hut	Hartington Moor
Plate layers hut	Heywood Farm Bridge

High Peak Trail

Structure	Location	Construction Type	Purpose
Hoe Grange Bridge	Longcliffe	Twin arch limestone underbridge	Carries trail over two field accesses
Roystone Grange Bridge	Roystone Grange	Stone high arch underbridge	Carries trail over farm access
Minninglow Hill Bridge	Minninglow	Limestone with two ring stone arch (integral to Roystone Grange Embankment)	Providing cattle creep farm access through embankment
Mouldridge Lane	Gotham	Masonry arch underbridge within Minninglow Embankment	Provides farm access through embankment
Parwich Lane Bridge	Gotham	Limestone arch bridge	Carries trail over Parwich Lane
Gotham Bridge	Gotham	Small limestone underbridge	Connecting two fields
Friden Bridge	Friden	Sandstone and limestone arch underbridge	Carries trail over road
Blakemoor Bridge	Newhaven Lodge	Masonry arch bridge	Carries farm access road over trail
Jessops Tunnel	Newhaven Lodge	Limestone masonry tunnel	Carries A515 over trail
Parsley Hay Station Bridge	Parsley Hay	Masonry bridge with three ring blue brick arch	Carries trail over lane
Cotesfield Bridge	Cotesfield Farm	Masonry bridge with three ring blue brick arch	Carries trail over farm access
Upper Cotesfield Bridge	Cotesfield Farm	Masonry bridge with three ring blue brick arch	Carries unmade farm access track across trail
Pilsbury Lane Bridge	Hartington Middle Moor	Masonry arch bridge (gritstone with engineering brickwork)	Carries trail over Pilsbury Lane
Hurdlow Station Bridge	Sparklow	Concrete slab deck, limestone masonry	Carries trail under road
Sparklow Bridge	West of Monyash	Blue / red brick	Takes trail over cattle creep

			bridge with steel beams and concrete infill	
Old Reservoirs Bridge	Hurdlow Town		Brickwork bridge	Takes trail over cattle creep
Cronkston Low Bridge	Hurdlow Town		Brickwork arch with brickwork wingwalls	Takes trail over cattle creep
Flagg Moor Bridge	Hurdlow Town		Blue / red brick bridge with steel beams and concrete infill deck	Takes trail over cattle creep
Street Farm Bridge	Street Farm		Brickwork arch, stone corner stones to abutment, stone springings and copings	Carries track over trail
Street House Bridge	Street House		Brickwork arch, stone corner stones to abutments, stone springing and copings	Carries track over trail
Roystone Grange Embankment	Roystone Grange		Butressed random rubble, stone faced, drystone embankment 180m long, max retained height of 10m	Embankment
Minninglow Embankment	Minninglow		As above, 290m long, max 9m retained height	Embankment
Chapel Plantation Embankment	Between Parwich Lane & Gotham		Drystone walled embankment, retained trail height of 3.2m	Embankment
Gotham Granges – South retaining wall	Gotham		Limestone retaining wall of dry random construction, 70m long, 2.5m high	Retaining wall
Gotham Granges – North retaining wall	Gotham		Limestone retaining wall of dry random construction, 80m long, max height 3.5m	Supports access track

Monsal Trail

Structure	Location	Construction Type	Purpose
Coombs Lane Viaduct	Bakewell	3 span masonry arch viaduct with brick arch barrels and masonry abutments & piers	End of PDNPA ownership. Takes routes over Coombs Lane
Outrake Bridge	Bakewell	Masonry arch bridge, brick arch barrel, masonry abutments	Carries farm access & public footpath over trail
Station Road Bridge	Bakewell Station	Masonry arch bridge, brick arch barrel, masonry abutments	Carries unclassified road over trail
Higginbotham's Bridge	Bakewell	Masonry arch bridge, brick arch barrel, masonry abutments	Carries trail over cattle creep
Pauper's Bridge	Bakewell	Masonry arch bridge, brick arch barrel, brick abutments	Carries trail over cattle creep & public footpath
Pineapple Bridge	Bakewell	Masonry arch bridge, brick arch barrel, masonry abutments	Carries trail over A619 road
Hassop Station Bridge	Hassop Station	Masonry arch bridge, brick arch barrel, masonry abutments	Carries trail over B6001 road
Skew Bridge	West of Hassop Station	Masonry arch bridge, brick arch barrel, masonry abutments	Carries trail over A6020 road
Printing Cattle Creep Bridge	As above	Masonry arch bridge / tunnel	Carrying trail over cattle creep
Lowdale Bridge	As above	Masonry bridge, brick arch, masonry and brick abutments	Carries access track over trail
Longstone Road Bridge	Longstone Road	Masonry arch bridge, brick arch barrel, masonry abutments	Carries trail over road
Wager's Bridge	Nr Thornbridge Hall	Masonry arch bridge, brick arch barrel, masonry abutments	Carries access & footpath over trail
Longstone Lane Bridge	Longstone Station	Masonry arch bridge, brick arch barrel, masonry	Carries unclassified road over trail

		abutments	
White's Bridge	West of Thornbridge Hall	Masonry bridge, brick arch, masonry abutments	Carries access over trail
Orr's Bridge	East of Headstone Tunnel	Brick arch bridge, masonry springing course, brick abutments	Carries farm access over trail
Monsal Viaduct	West of Headstone Tunnel	5 span masonry and brick arch viaduct. Masonry abutments and piers	Carries trail over River Wye and public footpath
Buckley's Bridge	Monsal Dale	Brick arch bridge, masonry / rock abutments	Carries footpath over trail
Station Bridge	Monsal Halt	Spiral brick arch bridge, masonry abutments	Carries trail over access track
Litton Mill Bridge	Litton	Stone arch bridge, brick faced, masonry and brick abutments founded on natural rock	Carries footpath over trail
Miller's Dale Viaduct (south)	Miller's Dale	3 x 30m skew span arched steel trusses, 3 x 12m square span masonry arches with brick rings, viaduct	Carries trail over River Wye and B6049 road
Buxton Road Bridge	Miller's Dale	Brick arch bridge, masonry arch face voussoirs, brick and masonry abutments	Carries trail over road
East Buxton Viaduct (Bridge 75)	West of Miller's Dale	3 spans, masonry and brick arch viaduct, masonry abutments, masonry and brick piers	Carries trail over River Wye and public footpath. Abseiling bridge.
Chee Tor Bridge	Between Chee Tor Tunnel No.1 & No.2	Brick arch bridge, masonry abutments	Carries trail over River Wye and public footpath
Miller's Dale Junction Viaduct	Chee Dale	3 span spiral masonry and brick arch viaduct, masonry abutments and piers	Carries trail over River Wye
River Wye Viaduct	Chee Dale	5 span masonry and brick arch viaduct, masonry and brick abutments and piers	Carries trail over River Wye and footpath
Meadow Bridge	East of Wyedale	Masonry and brick arch bridge,	Carries trail over footpath

		masonry and brick abutments	
Needham's Bridge	Wyedale	Brick arch bridge, masonry and brick abutments	Carries access over trail
Blackwell Mill Viaduct	Blackwell Mill, Wyedale	3 span masonry and brick arch viaduct, masonry abutments and piers	Carries trail over River Wye and access road

Tunnel	Construction type	Dimensions
Headstone Tunnel	'D' type construction. Lower 1.8m masonry, remainder blue brick	450m long, 7.2m wide, 5.5 high
Cressbrook Tunnel	'D' type construction, lower 1.8m masonry, remainder blue brick	427m long, 7.2m wide, 5.5m high
Liton Tunnel	'D' type construction, masonry walls, arch roof is blue brick	457m long, 7.2m wide, 5.5m high
Chee Tor Tunnel No.1	'D' type construction, masonry walls, arch roof is blue brick	368m long, 7.2m wide, 5.5m high
Chee Tor Tunnel No.2	'D' type construction, masonry walls, arch roof is blue brick	87m long, 7.2m wide, 5.5m high
Rusher Cutting Tunnel	Circular construction type, walls brick and masonry, blue brick arch roof	112m long, 7.2m wide

Former Railway Building	Location
Former signals building	Monsal Halt
Bakewell Station Facade	Bakewell

TUNNEL DEFECT SHEET

<u>Staff/Ranger Name</u>	<u>Date</u>
<u>Weather</u>	<u>Time</u>

<u>TUNNEL NAME:</u>
<u>DEFECT LOCATION/CHAINAGE:</u>
<u>DEFECT DESCRIPTION</u> <ul style="list-style-type: none"> i) Brickwork fall (est. no.) ii) Bulges of brickwork > 50mm iii) Water ingress under pressure iv) Cracking at arch or sidewalls .> 5mm in width and 2m in length

Appendix 12 – Six Year DCC Structures Maintenance Programme 2009 – 2014 – outstanding work

High Peak Trail

Structure Name	Work	Estimated Cost	Priority
Hoe Grange	Repoint & repair	4,500	M
Roystone Grange	Repair wingwalls	500	H
	Repoint abutments	1,000	L
Minninglow Hill	Repoint crack	300	H
Mouldridge Lane	Repoint small area abutment	150	L
Parwich Lane	Rebuild NE wall	3,000	M
Gotham	Repoint	1,500	L
Friden	Devegetate and assess walls	300	M
Blakemoor	Devegetate and repoint	1,000	L
Jessops	Hands-on inspection	2,500	H
Upper Cotesfield	Repoint arch face	1,000	M
Pilsbury Lane	Repoint and detailed inspection	2,500	L
Hurdlow Station	Repoint	500	L
Sparklow	Repair wall and copings	700	M
Old Reservoirs	Replace fencing	750	H
	Repair mortar coping	150	M
Cronkston Low	Repair mortar coping	150	M
Flagg Moor	Replace fencing	500	M
Roystone Grange Embankment	Repair bulges	25,000	M
	Grout arch	15,000	L
Minninglow Embankment	Repair parapet walling & remove saplings	4,000	H
	Repair bulges	35,000	M
	Repair bulges	35,000	L
Gotham Granges South	Replace copings	150	L
Roystone Grange Cutting & Quarry	Remove trees	500	M
	Roped access inspection	1,500	M
		137,150	

Cost Summary

High	8,050
Medium	72,300
Low	<u>56,800</u> Total £137,150

Tissington Trail

Structure Name	Work	Estimated Cost	Priority
Red House Farm	Clean out and seal joint	300	L
	Realign surfacing	500	L
Broadlowash	Clear vegetation and cut down saplings	700	M
High Fields Farm	Clean & paint bracings, tie-rods & pattress plates	2,500	M
	Repoint brick fillets	750	M
Newton Grange	Repoint arch ring	1,000	L
Back Lane	Realign surfacing	400	L
Hand Dale	Repoint south arch barrel	600	L
Silica Works	Repoint parapets & re-bed copings	600	L
Newton Grange Cutting	Full roped access inspection	2,500	M
Parsley Hay Cutting	Remove self set trees and loose stones	<u>3,000</u>	L
		12,850	

Cost summary

High	0
Medium	6,450
Low	<u>6,400</u>
	12,850

Monsal Trail

Structure Name	Work	Estimated Cost	Priority
Coombs Lane Viaduct	Parapets - remove saplings from stringcourse & repoint base of NE Pilaster	600	M
	Point cracks on training walls to north side of road to E&W of bridge	150	L
	Rebuild base of NE buttress	300	L
	Rebuild drystone wall at east corner of south abutment.	700	L
	Remove saplings	800	M
Pineapple Bridge	Arch faces - point open joint	400	L
Hassop Station Bridge	abutments - point open joints	200	L
	Parapet - point open joint	100	L
Buxton Road Bridge	Wing walls - remove roots from NE wing wall & repoint/rebuild displaced masonry	800	L
Printing Cattle Creep Bridge	Abutments - repoint soft mortar at N end of W abutment	150	L
	Headwalls - devegetate and point	500	L
Lowdale Bridge	Wingwalls - point open joints of NE, NW and SW wing walls	850	L
Wager's Bridge	Arch faces - point open joints	400	M
	Surfacing - remove saplings	300	L
White's Bridge	Point & monitor cracking on SE & SW wing walls	200	L
Orr's Bridge	Remove saplings growing within 2m of wingwalls	300	M
	Rebuild collapsed section of wall at North end of East abutment	700	L
Monsal Dale Viaduct	monitor spandrel bulge		
	Abutments - remove ivy growth from sides of north abutment	200	L
	Arch faces - repointing & repairs as necessary	12,000	L
	Arch barrel - repointing / rewaterproofing if necessary	200,000	L
	Point open joints on parapets	2,000	M
Buckley's Bridge	Parapets - point open joints & cracks, remove vegetation	1,000	M
Litton Mill Bridge	Abutments - point open joints in south abutment & SE springing	400	M
	Repair spalled bricks on west arch face & point open joints on both arch faces / deveg	700	M
Millers Dale Viaduct	Point open joints in NW pilaster, remove veg & repoint stringcourses	1,200	M
	Remove ivy from east face of west abutment	550	L
	Remove ivy from south face of Pier 1	550	L
	Point open joints of spandrel walls	550	L
	Point open cracks on masonry parapets	550	L
Buxton Road Bridge	Spandrel walls - remove saplings	100	L
	Point parapets	600	L

East Buxton Viaduct (Br 75)	Point open joints on south parapet wall	350 M
	Point cracks on piers	1,000 M
	Repoint south spandrel wall of span 2	600 M
Chee Tor Bridge	Remove trees and repoint parapets	800 M
Millers Dale Junction Viaduct	Point crack on pier 2 (inside face at end of NW face)	1,000 M
	Point open joints in parapets	500 M
River Wye Viaduct	Scaffold arches 4 and 5	25,000 H
	Excavate ballast to determine condition and location of waterproofing layer	7,000 H
	Schedule of repairs	35,000 H
	Spandrel walls - repoint north & south spandrel walls	700 M
	Repoint cracks / open joints in N&S parapets at east end	450 M
Needham's Bridge	Repoint arch faces	800 M
	Repoint arch barrel	600 M
	Remove young trees & repoint parapets	1,000 M
Blackwell Mill Viaduct	Repoint piers	950 M
	Arch faces - remove roots and repoint	550 M
	Arch barrel - repointing / rewaterproofing if necessary	10,000 L
Rock cuttings	Roped access inspections and removal of loose rock	10,000 M
		324,150

Cost Summary

High Priority	67,000
Medium Priority	26,700
Low Priority	<u>230,450</u>
	324,150

Appendix 13 – Trails Revenue Budget Summary

	General	Tissington, High Peak & Thornhill Trails	Monsal Trail	Total
<u>Income</u>		240	3850	<u>4090</u>
<u>Total Pay</u>				
Salaries	55000			55000
<u>Fixed Costs</u>				
Training	500			
Rents	3000	92		
Rates	841			
Water	100			
Premises Insurance	231			
Fuel	500			
Fire extinguisher tests	36			
Electricity	250		5500	
Clothing	500			
Phone calls	1000			
Subscription	16			
Bridge 75 testing			1000	
Tunnels safety inspection report			6000	
Sub total Fixed Costs	6974	92	12500	19566
<u>Variable Costs</u>				
Equipment & materials	4000			
Mowing		1000	720	
Wall repairs		5000	500	
Path Maintenance		15000	0	
Tree safety work		6000	2000	
Structures Maintenance		4000	13300	
Tunnels repointing			10000	
Sub total variable costs	4000	31000	26520	61520
Total Costs				<u>136086</u>
Net budget				<u>131996</u>

Appendix 14 - Whole Trails Budget

Current Income

	2012/2013	Year 1	Year 2	Year 3	Year 4	Year 5
Car Park Pay and Display Income	(142,757)	(145,000)	(145,000)	(145,000)	(145,000)	(145,000)
Trails proportion of car park permits	(6,616)	(6,616)	(6,616)	(6,616)	(6,616)	(6,616)
Bridge 75 abseiling licences	(3,622)	(3,622)	(3,622)	(3,622)	(3,622)	(3,622)
Rents, wayleaves & misc	(468)	(468)	(468)	(468)	(468)	(468)
Refreshment Concessions	(26,497)	(26,500)	(26,500)	(26,500)	(26,500)	(26,500)
	(179,882)	(182,206)	(182,206)	(182,206)	(182,206)	(182,206)

Current Expenditure

Trails revenue budget	136,086	136,086	136,086	136,086	136,086	136,086
Trails car park expenditure	13,391	13,500	13,750	14,000	14,250	14,500
Trails toilets expenditure	34,050	35,070	36,000	37,000	38,000	39,000
Vehicles	11,000	11,000	11,000	11,000	11,000	11,000
Trails refreshment concession expenditure	2,000	2,000	2,250	2,250	2,500	2,500
	196,527	197,656	199,086	200,336	201,836	203,086

CURRENT WHOLE TRAILS BUDGET NET COST (SURPLUS)	16,645	15,450	16,880	18,130	19,630	20,880
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Allocated direct and indirect relevant costs

Property Manager cost (80% of Full Time post)	26,000	26,000	26,000	26,000	26,000	26,000
Estates Manager cost (10% of Full Time Post)	3,500	3,500	3,500	3,500	3,500	3,500
Building Surveyor cost (5% of Full Time Post)	1,630	1,630	1,630	1,630	1,630	1,630
Admin Support cost (40% OF Full Time Post)	7,670	7,670	7,670	7,670	7,670	7,670
Corporate overheads	33,873	33,873	33,873	33,873	33,873	33,873
Litter collection & disposal	4,000	4,000	4,000	4,000	4,000	4,000
	76,673	76,673	76,673	76,673	76,673	76,673

CURRENT FULL BUDGET COST	93,318	92,123	93,553	94,803	96,303	97,553
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Current unfunded costs and additional funding

Grassland conservation costs		13,075	13,237	6,750	6,750	6,750
Trails operational actions not fully funded by revenue budget (mostly structural works in high, medium or low priority classes)*		298,775	295,775	106,000	91,000	101,000
TMP projects requiring additional funding **		4,000	4,000	15,500	13,000	13,000
		315,850	313,012	128,250	110,750	120,750

TOTAL TRAILS MANAGEMENT PLAN COSTS	407,973	406,565	223,053	207,053	218,303
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Authority budget commitment (including £40,000 reduction from year 2)

77,389 38,769 39,859 36,159 37,309

BUDGET SHORTFALL

330,584 367,796 183,194 170,894 180,994

Identified proposed actions to meet shortfall

HLS & other annual grants	(13,075)	(13,237)	(6,450)	(6,450)	(6,450)
Additional car parking income following review	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
Additional Bridge 75 abseiling licence fees	(3,400)	(3,400)	(3,400)	(3,400)	(3,400)
Charges for organised events on the Trails	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
Charges for advertising signs	(1,000)	(1,000)	(1,000)	(1,000)	(1,000)
Additional refreshment concessions	(1,500)	(1,500)	(1,500)	(1,500)	(1,500)
Private cycle hire centre fees	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
	(50,975)	(51,137)	(44,350)	(44,350)	(44,350)

REMAINING BUDGET SHORTFALL TO BE ADDRESSED BY TRAILS BUSINESS PLAN

279,609 316,659 138,844 126,544 136,644

To include:

Further external funding grants etc
Further wider markets activity
Capital strategy input
Partnership
Disposal

***Unfunded Operational Expenditure Breakdown**

Structures maintenance	219,775	219,775	20,000	20,000	20,000
General trail resurfacing (not covered by revenue budget)	10,000	10,000	10,000	10,000	10,000
Resurfacing repairs to Thornhill Trail	3,000				
Fencing renewal (includes Thornhill Trail yrs 1-3)	6,000	6,000	6,000	1,000	1,000
Commission new structures maintenance report			10,000		
Commission 6yr detailed tunnels inspection report					10,000
Millers Dale Viaduct sinking fund (£350,000 over 10 years)	35,000	35,000	35,000	35,000	35,000
Additional Trails Post	25,000	25,000	25,000	25,000	25,000
	298,775	295,775	106,000	91,000	101,000

**** Unfunded Management Plan Projects Breakdown**

Improvements to disabled parking provision		2000	2000		
Implement woodland thinning programme			5000	5000	5000
Accessibility audit recommendations			2500	2500	2500
Cast iron mile markers or equivalent	2000				
Parking solutions			2000	1500	1500
Intepretation works			2000	2000	2000
Boundary restoration fund	2000	2000	2000	2000	2000
	4000	4000	15500	13000	13000

TRAIL CODE OF CONDUCT



All users please keep to the left unless passing others



Please use the trail safely and be considerate to other users

The trail is not suitable for high speeds. Parents of young children on bikes need extra vigilance. Be aware other trail users may have disabilities.



Cyclists, please keep your speed down and give way to other users

Use your bell or call out 'bike' to warn people of your approach and pass people slowly when it is safe to do so. Be aware that horses can be spooked by bikes.



If the trail is busy, please avoid being in large groups across the trail

Take extra care, and allow other users to pass and listen out for their approach.



Horse riders, please keep to a walking pace when passing other users and no more than a trot at any time to protect the trail surface



Dogs must be kept under close control at all times

Please keep dogs on short leads within the tunnels.



Please respect the privacy of adjoining properties and landowners



Designed & produced by the PDNPA Design Department Tel:01629 816305.

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Do not drop litter and please clean up after your dog