

# Greenway Strategy for West Derbyshire and the High Peak

## SECTION 5: Analysis and Conclusions

### 5.1 Introduction

5.1.1 The results of the research are given in this chapter. The information gathered from the desktop study, the site visit observations and the discussion from the consultations are itemised in turn below. The elements shown are not a definitive list of available material but rather represent those findings found or considered pertinent to the study.

5.1.2 The findings were assessed to identify a strategic framework of desirable Greenway routes, based on the key aims of the strategy and which are discussed in the conclusions. It may be valuable to add further routes and community links as the use of the network expands. It is also expected that local routes and particularly urban walking and cycling links would be considered at a local level in addition to the arterial network suggested. The routes identified in this strategy should therefore be viewed as the first tier of a more comprehensive system of pathways and only the start of a wider process.

### 5.2 Information Gathered – Desktop Study Research

5.2.1 The general findings and most relevant information found is discussed below.

#### Ordnance Survey Maps – Explorer Series

5.2.2 The Explorer maps identify the basic geographical information of the study area. They show the physical landform as well as the human elements of settlements, land uses and general amenities. The alignments of existing rights of way, transport routes, places of interest and open access land are also marked, that all affect opportunities for Greenway development.

5.2.3 The West of the County is predominantly rural in nature with Glossop, Matlock, Bakewell and Buxton as the main urban areas and a few smaller towns such as Ashbourne and New Mills. The remainder of the settlements are smaller villages and scattered farmsteads. There are however cities within easy reach of this area of Derbyshire. The two closest being Sheffield and Manchester.

5.2.4 There are 15 railway stations within the High Peak and Derbyshire Dales at New Mills, Furness Vale, Whaley Bridge, Chapel en le Frith, Dove Holes, Buxton, Chinley, Edale, Hope, Hathersage, Grindleford, Matlock, Matlock Bath, Cromford and Whatstandwell. Alongside this rail network exists a comprehensive bus service connecting to and from all the main settlements.

- 5.2.5 To maximise the potential for sustainable tourism and onward accessibility, there would be a clear advantage of creating a network based on the layout of the above mentioned communities, and public transport interchanges.
- 5.2.6 It was also noted that some communities within the districts are severed by the river catchments of the Derwent and Wye.

Sustrans National Cycle Network

- 5.2.7 A search of the National Cycle Network (NCN) route maps included map code NN68C Pennine Cycleway – Peak District, map code NN6A The South Midlands Cycle Route, map code NN6B Derby to York and map code NN5B West Midlands Derby to Birmingham. The map series shows existing and proposed NCN routes and some show other available trails and cycle routes which are not currently part of the network. Those existing routes found that can be classed as Greenways can be seen in Box 5 below. In addition to these, the search found the following road routes running through the district that are not suitable for Greenway use; the NCN68 Pennine Cycleway – Etwall to Lane Ends on the Derbyshire Dales District boundary.

Derbyshire County Council Local Transport Plan - Strategic Cycle Network

- 5.2.8 The current Local Transport Plan (LTP2) Cycle Network Map shows the existing National Cycle Network routes mentioned in 5.2.7 plus additional Greenways across the county. These are primarily off-road cycle routes that have shared use with other user groups and form the basis of the Strategic Greenway network for the county. It also identifies the proposed routes for future development where both known alignments and desirable connections have previously been identified. Existing and proposed routes are listed in Box 5 below.

**Box 5: Derbyshire Dales**

Existing

NCN 68 Pennine Bridleway via Ashbourne & Tissington Trail  
NCN 54 High Peak Trail, Cromford – Parsley Hay  
Trails Triangle NCN 68 – NCN54 via Carsington Water  
Cycle Trails Plus High Peak, Tissington & Manifold Trail links.  
Monsal Trail Bakewell – Monsal Head

Proposed

Derby – Stoke  
Derby – Uttoxeter  
Ashbourne – Stoke  
Derby – Bakewell Derwent Valley Cycle Route  
Bakewell – Chesterfield

**High Peak**

Existing

NCN 62 Trans Pennine Trail  
Derwent Reservoirs loop  
NCN 68 Pennine Bridleway via Buxton, New Mills, Glossop

Proposed

Bakewell – Derwent Reservoirs Derwent Valley Cycle Route  
Bakewell – Buxton Monsal Trail  
NCN 68 Pennine Bridleway, Parsley Hay – Buxton  
NCN 68 Pennine Bridleway, Glossop  
Peak Forest Tramway

*Public Rights of Way Definitive Map and Statement*

5.2.10 It would be favourable to use or improve existing rights of way where appropriate and ensure that any improvements link directly to other rights of way in order to develop circuit routes and additional links. If an existing right of way is identified for use in a Greenway project, a search of diversions, extinguishments and modifications will be undertaken with the Highway Authority to determine the up-to-date alignment and status associated with the path. The needs of all users of the path should be considered prior to Greenway development to assess the suitability of any proposed works to the route.

5.2.11 Further to the Ordnance Survey Explorer maps, the definitive map and statement shows a fairly dense network of public footpaths. There is also a number of bridleways and byways across the area, predominantly as single

routes giving a largely fragmented selection of off-road trail opportunities. The number and length of the path network is recorded in Box 6 below.

<b>Box 6: Rights of Way in High Peak</b>		
	Number	Length (km)
Footpaths	1445	802
Bridleways	113	134
Restricted Byways	23	18
Byways Open to All Traffic	8	7.7
<b>Rights of Way in Derbyshire Dales</b>		
	Number	Length (km)
Footpaths	2588	1494
Bridleways	119	152
Restricted Byways	19	16
Byways Open to All Traffic	6	4.6

5.2.12 When considering the current hierarchy of the Rights of Way network in England, horse riders and cyclists can use the Bridleways, Restricted Byways and Byways Open to All Traffic (BOATs). Collectively these amount to 22% of the network in England, 10.5% of the network in Derbyshire as a county and 14% of the network in the Derbyshire Dales and the High Peak. This suggests that there is a pronounced lack of rideable routes in the study area when compared to the national total.

#### Dmaps Search

5.2.13 A search of the datasets stored on Derbyshire County Council's internal mapping system revealed numerous listings that may assist future project development. However, the datasets should be checked at such a time for additional or updated information.

5.2.14 The information found highlighted both opportunities and constraints to Greenway development. For example, sites of scheduled monuments or nature reserves should be respected to safeguard sensitive or historic features, whereas additional value may be provided if accessibility were improved to secondary schools and leisure centres. The searches found through Dmaps are highlighted in Box 8 below.

**Box 8: Dmap Search Findings in Derbyshire Dales and the High Peak**

- 378 scheduled monuments.
- 153 Sites of Special Scientific Interest.
- 10 National Nature Reserves.
- 12 leisure centres
- 7 secondary schools

Sites and Monuments Records

5.2.15 As mentioned in the methodology, Derbyshire County Council holds the Sites and Monuments Records (SMR) database for the county. Examples of sites listed include, archaeological find sites, earthworks, crop markings, ridge and furrow fields, historic buildings and industrial sites.

5.2.16 There are 4,724 sites currently listed for the Derbyshire Dales and 1621 for the High Peak. It would be appropriate to refer to the county database at the time of an individual project investigation to check for the existence of sensitive features along a proposed alignment. It may be necessary to re-route a proposed alignment to avoid a listed feature or site. Conversely, there may be added value in incorporating an historic site of interest on or close to a Greenway if non-intrusive to the site.

Derbyshire Wildlife Sites Register

5.2.17 It was clear from this research that many parishes have important sites for nature conservation and these should be taken into account when planning actual routes at project stage. The wildlife sites register is regularly updated and changes are made as sites lose their significance or new sites are found.

5.2.18 New routes should be planned and managed to take account of sensitive areas, species and habitats. A balanced approach should be found to encourage appropriate access to or through areas rich in wildlife to promote understanding, enjoyment and care of the natural environment. Visiting areas abundant in wildlife and surrounding natural areas is an integral reason for using a countryside access network.

5.2.19 It is vital that Greenway development does not diminish the overall value of a wildlife area and should, where opportunity allows, provide additional ecological benefit through associated landscaping works.

#### Visitor Information

5.2.20 Derbyshire Dales District Council and High Peak Borough Council promote tourism across the area in conjunction with the promotion of the Peak District National Park. A list of visitor attractions can be seen in Box 3 in Section 3: The Market.

5.2.21 There are Visitor Information Centres at Ashbourne, Glossop, Bakewell, Buxton, Castleton, Edale, Fairholmes, Hayfield, Matlock, Matlock Bath and New Mills, giving a total of 10 in the study area. Middleton Top and High Peak Junction Visitor Centres are run and managed by the Countryside Service. There are also numerous publications and outlets to promote the various visitor attractions throughout the study area. A survey of the information available has demonstrated that the West of the County has a rich variety of attractions that would benefit from the creation of an integrated Greenway network to connect communities and tourism infrastructure to the venues.

### **5.3 Site Visit Observation Findings**

#### Existing Routes

5.3.1 The design specifications were found to vary according to location, Greenway character and usage. The High Peak Trail is built within a wide former railway corridor, which affords the required space for all users on a 2-3 metre wide rolled recycled material wearing surface. The Pennine Bridleway is often of grass/gravel construction and again is 3 metres in width where possible. This National Trail route does not meet the gradient requirements for a Greenway, but does allow multi user access. This is an issue in the West of the County due to the extreme nature of the landscape. The more urban sections of paths where a heavy use is expected often have tarmac surfaces to accommodate the levels of daily commuter traffic.

5.3.2 All surfaces and widths are designed to meet specific site requirements and appropriateness in the landscape. Access barriers conform to designs that allow access for single width mobility chairs, pushchairs, walkers, cyclists and horse riders at the exclusion of vehicular traffic including motorbikes. Where the routes meet and cross the carriageway, a combination of signage, road markings and controlled crossings have been incorporated with the highway infrastructure to ensure a safe continuation of the route in keeping with the location.

#### Proposed Routes

5.3.3 Due to the size of the study area and the number of potential Greenway routes that might be investigated it was considered impossible to undertake detailed site visits of all potential proposals across the study area. Instead generalised visits were undertaken to gain a localised understanding.

5.3.4 Site visits were carried out at the following locations; Derwent Valley, High Peak Trail Extension, Sett Valley, Ladybower, Glossop Loop, New Mills, Buxton, Castleton, Baslow, Matlock – Tansley.

5.3.5 The routes investigated were surveyed to establish the possibility of construction and the likely benefits of the route development, rather than searching for existing infrastructure. The main ground conditions considered were corridor width, road crossings and route directness to a target location. For the purposes of the site investigations, it was assumed that all engineering requirements, permissions and funding could be met to achieve the individual projects, although these may prove to be limiting factors in actual project delivery.

5.3.6 Only those routes found to meet the requirements of purpose and space were selected for further consideration. However, some of the routes selected may only be achievable with the construction of a major piece of infrastructure such as a new multi-user river bridge. Where no obvious alternative was available, sections of carriageway may have been identified to ensure the continuity of a route. This does not mean that the route will necessarily fall within the carriageway boundaries once an individual project reaches a stage where it can be progressed. It might be considered possible to locate parallel off-road routes to replace on-road sections through access improvement schemes potentially working alongside the Peak District National Park Authority.

## 5.4 Phase 1 Consultation Findings

### Analysis Table for Phase 1 consultation

Organisation/ Individual	Section Reference	Comment	Officer Response
Tansley Parish Council	Map 10	Suggestion that footpaths 16,4,11 & 12 be upgraded to form a Greenway link between Matlock and Tansley.	<b>A suitable Greenway link between Tansley &amp; Matlock has been included.</b>
Ashbourne & District 50+ Forum	Map 11	Suggestion of a cycle track along the A515, Ashbourne.	<b>Its intended that Sustrans route 68 will form the basis of the link suggested.</b>
Derwent Valley	All Maps	Upgrade of the Derwent Valley	<b>Included</b>

Trust		Heritage Way to be included.	
Darley Dale Town Council	Map 8	Matlock to Bakewell Greenway to be included within the strategy.	<b>Included</b>
Hognaston Parish Council	Maps 10 & 11	Numerous localised links to improve the footpath and Greenway network around Hognaston; including footpaths 37,16,17 & 18.	<b>The suggestions were considered too localised for a strategic document.</b>
Chair, Peak District Local Access Forum	Maps General	Upgrades to: Peak Forest Tramway, Peak Forest Canal towpath, Cromford Canal, Derwent Heritage Way,  Also suggested were numerous existing trails that warrant upgrading and various localised links.	<b>Done (included)</b>
High Peak Borough Council	Maps General	Goyt Way Upgrade suggested for inclusion. Peak Forest Tramway, Sett Valley Trail Upgrade and Glossop Trail also suggested for inclusion. Midshires Way upgrade, Pennine Bridleway completion, Trans Pennine Trail extension, High Peak Trail extension and Lyme to Longendale link all suggested as long term inclusions.	<b>Included</b>
Ramblers Association, New Mills & District Group	Maps General	High Peak Trail upgrade put forward for inclusion alongside Peak Forest Canal towpath upgrade.	<b>Included</b>
Whaley Bridge Town Council	Map 4	Link between Whaley Bridge and Fernilee Reservoir suggested.	<b>Done, as part of a longer distance link to Buxton</b>
Wirksworth Town Council	Map 10	Routes suggested to link Wirksworth to Carsington, High	<b>Some of these suggestions</b>



		Peak Trail and Derwent Valley World Heritage Site.	<b>were considered too localised. However a north link to Middle Peak and the High Peak Trail along the alignment of the Ecclesbourne Valley Railway has been included.</b>
Chapel-en-le-Frith Parish Council	Map 4	Peak Forest Tramway upgrade suggested.	<b>Included</b>
Baslow & Bubnell Parish Council	General	No suggestions. Suggestion that the network around Baslow is sufficient.	<b>Noted</b>
Bamford with Thornhill Parish Council	General	Concerns over maintenance of existing network raised.	<b>Noted</b>
Derwent Valley Cycle Group Member	General Maps	Derwent Valley Heritage Way, Goyt Way and Monsal Trail upgrades suggested. Tissington Trail to High Peak Trail link also suggested.	<b>Included</b>
Cyclist Touring Club Member	General Maps	Suggestion of bridleway between Longford and Shirley for upgrading. This wasn't included in the initial maps, but will be considered as a secondary route for the finalised strategy once site investigation has taken place. A route suggestion for a route around Kedleston Park was also put forward, but is out of the scope of this strategy. A loop of routes near to Carsington to link into Kniveton was also proposed for inclusion.	<b>Considering</b>  <b>Not included</b>  <b>Partially Included</b>

		<p>However in light of the recent work on the Trails Triangle and another proposal to link Tissington to Kniveton the full suggestion hasn't been included.</p> <p>Routes out of Hartington linking to Pilsbury and beyond were suggested. The route to Pilsbury has been included.</p> <p>Also highlighted is the potential conflict with off road recreational vehicle users.</p>	<p><b>Included</b></p>
Cyclist	General	<p>Strong backing for the inclusion of the upgrade of the Derwent Valley Heritage Way.</p> <p>Beeley Moor to Holymoorside route.</p>	<p><b>Included</b></p> <p><b>Included</b></p>
Peak and Northern Footpath Society	General	<p>Protection and appropriate management of the Green lanes network should be considered whilst the strategy is being produced.</p>	<p><b>Noted</b></p>
Peak District National Park Authority	General Maps	<p>Numerous route suggestions and comments via face to face meetings.</p> <p>Suggestion that the 'Greenway' ideals may have to be more lenient due to the topography of the west of the county.</p>	<p><b>Included (see maps)</b></p> <p><b>Noted</b></p>
Hogwalks, Hognaston	Map 11	<p>Various localised links suggested to link Hognaston and Atlow.</p>	<p><b>Too localised, not suitable for a strategic document.</b></p>
<b>Internal Responses:</b>			
Martin Smith, Principal	General	<p>Cromford and High Peak from Hurdlow Town to</p>	<p><b>Included</b></p>

Transportation Officer		Whaley Bridge, Peak Forest Tramway and canal towpath, Longdendale waterworks railway, Matlock-Rowsley alongside Peak Rail and extending up to Rowsley village, Ashbourne-Uttoxeter (joint with Staffs CC)	
Development Plans Officer	General	Comments to ensure Planning Policy is fully considered.	<b>Noted</b>
Forward Planning Manager	General	Highlighted importance of off-road element.	<b>Noted</b>
Principal Transportation Officer	General	Highlighted importance of transportation issues surrounding World Heritage Site. Also flagged up Sustrans study into the Derwent Valley Heritage Way upgrade.	<b>Noted</b>
Landscape Architect	General	General comments on ensuring landscape preservation when preparing the strategy.	<b>Noted</b>

## 5.5 Phase 1 – Analysis of Strategic Route Options

5.5.1 The findings given above revealed a clear structure of preferred and priority routes by interested and corporate groups. Several organisations have current plans to develop new access opportunities and expressed a keen interest in collaborating with the overall plan to achieve a unified approach to a district-wide Greenway network.

### Route Selection

- 5.5.2 It is of particular interest to recognise that in several instances the same routes were suggested by different organisations and consultees. This lends weight to the argument for those individual links or connections and as such particular effort has been made to ensure that the most requested routes and popular priorities feature in the final strategic proposals map.
- 5.5.3 An attempt was made to identify and utilise the remaining redundant linear transport corridors in the district such as former railways, tramways and canals. Much of these have been lost to agriculture or have been split into different ownerships. It should be mentioned that where in private use, not all sections have been surveyed to assess their current use. An example of a successful existing route on a former transport corridor is the High Peak Trail.
- 5.5.4 Development and reclamation sites, existing rights of way, wide roadside verges, access land and public open space were also considered when looking at route alignments. Where no obvious linear corridor was available use of private land or sections of road may be necessary to complete a Greenway. It is anticipated that negotiations with landowners and the Highway Authority would be undertaken at the appropriate project time. Highway route selection through the built environment will also be finalised with the Highway Authority at the project stage.
- 5.5.5 Where a route is shown to follow a road for much of its length, this should be taken as indicative only. It may be possible to create an off-road alignment through future negotiation, where ground conditions and available space suit all abilities, walkers, cyclists and horse riders in a traffic-free corridor.
- 5.5.6 Some routes offer an alternative alignment to be further investigated. All options may be developed if thought useful to the overall network or a preferred choice may be indicated by circumstance.

### Route Framework

- 5.5.7 All routes identified in this study are viewed as having strategic importance. This suggests that a separate tier of more locally driven routes would be appropriate to provide access to the strategic network. These are not included in the scope of this report.
- 5.5.8 For ease of display and to give purpose to the routes, it was considered appropriate to show the proposals in three categories, (primary, secondary and tertiary) similar to and in keeping with that shown in the East Derbyshire Greenway Strategy and the South Derbyshire Greenway Strategy.
- 5.5.9 In this study, the primary network represents sub-regional routes that span long distances to major urban areas beyond the confines of the district. A secondary network shows district routes that might form local circuits and connect the smaller towns to the primary network. The tertiary network shows the vital community link routes that enable access onto the wider network. This is not a priority ranking as a community based tertiary route

might carry equal importance or a higher potential usage than a section of primary route. This ranking simply provides a framework from which routes might be proactively developed should resources allow and provide each route with a defined significance for targeting specific resources.

#### The Proposed Greenway Network

5.5.10 The draft strategy has identified approximately 170km of proposed Greenway routes across the Districts of Derbyshire Dales and the High Peak.

5.5.11 The individual proposed routes are described in detail in Table 2 within section 6 and are illustrated in the route maps.

5.5.12 It was considered most useful to show the complete Greenway Network for the area including and surrounding the whole of the study area to best demonstrate the significance of the network proposed in relation to the wider network. The district routes are therefore not shown in isolation but continue across the district and county boundaries.

5.5.13 The cross boundary links have been included in the general descriptions above and are shown on the proposals map, as many are integral to the proposed circuits. These were considered in discussion with the cross-boundary authorities.

## **5.6 Phase 2 Consultation on Draft Strategy**

### **Introduction**

5.6.1 The responses to the final consultation exercise, for the West Derbyshire and High Peak Greenway Strategy, are given in section 6 in table format. As part of the final consultation exercise for the strategy, key stakeholder groups and interested organisations were invited to comment on the routes that make up the strategy. Initial consultations helped to actually establish these routes and it is hoped that ideas and suggestions that were put forward are reflected in these draft plans. A summary of the West Derbyshire and High Peak Greenway Strategy along with a questionnaire was sent to over 250 interested parties or individuals. Alongside this a public consultation exercise was carried out, with maps available to view and comment on situated at Hope Valley College. The responses to this consultation process are given below. 87% of the responses were in favour of the principles of the strategy, highlighting excellent levels of support.

5.6.2 Approximately 55km of route were removed from the draft plans as a result of this final phase of consultation.

### **5.6.3 Internal Consultations**

Internal consultation took place on the final Draft Greenway Strategy with the consultation pack circulated through the following:

DCC Conservation & Design  
DCC Forward Planning  
DCC Planning Control  
DCC Transport  
DCC Rights of Way  
DCC Countryside  
DCC Network Management

#### **5.6.4 Analysis Table for Phase 2 Final Consultation Responses Table**

<b>Organisation/individual</b>	<b>Support for the Principals of the Strategy Y/N</b>	<b>Section Reference</b>	<b>Comment</b>	<b>Officer Response</b>
Chinley & Buxworth Parish Council	Y	N/A	None	
Norbury & Roston Parish Council	Y	General	Suggestion that existing transport corridors are made use of.	<b>Noted</b>
Landowner	N	Map 5	Suggestion that the footpath identified for upgrading between Brough and Castleton is unsuitable. Alternative suggested.	<b>Agreed. The route has been moved to sit within the Highway corridor.</b>
Derbyshire Dales Ramblers Association.	Y	General	Stressed the importance of implementing the strategy.  Very pleased with all the routes identified, feels they would significantly enhance the network.	<b>Noted</b>
Snelston Parish Council	Y	Map 11	Suggestion that dismantled railway route between Staffordshire border and Ashbourne be included.	<b>Included</b>

Matlock Cycling Group	Y	Map 10 Map 8	Agreed with Ecclesbourne railway route. An alternative route to link Rowsley to Monsal Trail was suggested in order to avoid a steep gradient.	<b>Included</b>  <b>Considered, but due to use of pavement not included.</b>
Trans Pennine Trail Officer	Y	General	Suggestion that more cross boundary links be included.	<b>Noted</b>
Over Haddon Parish Council	Y	N/A	None	
Whaley Bridge Town Council	Y	Map 10	Cromford and High Peak Railway path to be included within the strategy.	<b>Included</b>
Longford Parish Council	Y	General	Routes identified, and particularly Long Lane, have large vehicle use and this conflicts with the Greenway idea.	<b>Noted, routes identified within a highway corridor will be separate to traffic where ever possible. Research will take place at a project implementation and management stage.</b>
CTC	Y	General	Hopes routes will be implemented.	<b>Noted</b>
Baslow & Bubnell Parish Council	Y	Map 7 & General	Some concerns about traffic interaction.  Suggestion of alternative route through Rowland Parish.  Issues of Parking in Baslow.	<b>(See Longford Parish Answer)</b>  <b>Partially included</b>  <b>Its hoped the Greenway routes will facilitate sustainable travel.</b>
Resident	Y	Map 5	Strongly advocates inclusion of Froggatt to Hathersage route.	<b>Done</b>

Bradwell Parish Council	Y	General	Suggestion that the Primary, Secondary & Tertiary definitions are clarified. Requirement of more specific information with relation to the routes suggested.	<b>Noted, clarified in methodology chapter. Detailed route description and alignments will only be achieved went routes become projects on the ground.</b>
Cyclists Touring Club	Y	General	CTC are pleased with the proposals. Concern at some gradients.	<b>Noted</b>
Smiths Gore, on behalf of the Duchy of Lancaster	N	Map 5	Concern for proposal to upgrade Brough to Castleton footpath.	<b>Noted, route alignment has now been moved.</b>
Curbar Stables	Y	General	Concern over illegal use by motorised vehicles. Highlights the need for adequate road crossings. Questions classification. Question of funding of routes. Surface materials questioned. Route access furniture questioned.	<b>Noted, all answered in introductory and methodology chapters.</b>
Peak & Northern Footpaths Society	Y	General	Concern that the upgrading of current footpath routes will have a negative effect on pedestrian users.	<b>Noted, hoped that only a small number of RoW will be affected, a negligible percentage in regards to the whole network.</b>
Ashbourne 50+ Forum	Y	General & Map 11	Strong support for strategy and in particular the highlighted improved link to the Tissington Trail from Ashbourne. Highlights very detailed information for negotiating Ashbourne.	<b>Done</b>  <b>Such detail cannot be included in a strategic document.</b>
Hope with Aston Parish Council	Y	Map 5	Suggestion that Brough to Castleton route is excluded.	<b>Done, alternative agreed.</b>



Stanton-in-Peak Parish Council	Y	General & Map 8	<p>Suggestion of more secondary and tertiary links into Derwent Valley Heritage Way.</p> <p>A loop incorporating Darley Bridge and Rowsley was suggested.</p>	<b>Noted, due to strategic nature of document such localised links are difficult to include. Unfortunately it is not within the scope of the strategy to create localised circular recreation routes.</b>
Staffordshire County Council	Y	General	Very supportive and welcomes the opportunity to work in partnership with DCC.	<b>Noted</b>
Ramblers Association, New Mills & District Group	Y	General	Believes the route proposals are unrealistic and identifies vehicular issues as a particular obstacle.	<b>Noted</b>
National Farmers Union	N	General	Concern that route upgrades will lead to a loss of workable farmland. Also concern that increased use will lead to gates being left open & a potential for increased risk to biosecurity.	<b>Noted</b>
Resident	Y	Map 5	Support for link to Hope Valley College.	<b>Included</b>
Shuttleworth Estate	Y	Map 5	Highlights the already heavy usage of the Derwent Valley Heritage Way south of Hathersage. Consideration of negative affect on landowners to be given.	<b>Noted</b>
Hope Valley College	Y	Map 5	Keen to see the development of the route that links Brough to Castleton, fitting in with Hope Valley College's school travel plan.	<b>Included</b>
Hope Valley College	Y	Map 5	Would like to see the 'Safe Route' to Hope Valley College.	<b>Included</b>
Resident	Y	Map 5	General support for routes around Hope.	<b>Noted</b>

Resident	Y	Map 5	Keen to see a route developed to link Grindleford and Hathersage. Question of lighting on the route.	<b>Noted</b>
Resident	Y	General	Concern over illegal use by motorised vehicles. Highlights the need for adequate road crossings. Questions classification. Question of funding of routes. Surface materials questioned. Route access furniture questioned. Restrictions on usage questioned.	<b>Noted, answered in introductory and methodology chapters.</b>
DADLAF member	Y	General, Map 10, Map 7, Map 11	Raises the issue of route specification, suggestion that in certain locations route standards could be lowered. Notes on the Ecclesbourne Rail route. Suggestion that the route between Matlock Bath and Cromford should take a route through Willersley Castle grounds. Suggestion of an upgrade to Cromford Canal towpath. Middleton by Youlgrave to Alport route to be included.  South Ashbourne route should avoid roads.	<b>Noted</b>  <b>Noted</b>  <b>Unfortunately issues with the private ownership.</b>  <b>User conflict prevents this. Does not link in to the strategic network.</b> <b>Noted</b>
Peak District LAF Member	Y	General	User groups should be made aware of where they may encounter recreational vehicle users.	<b>Noted</b>
Sustrans Ranger	Y	General	Discussion relating to routes within the Wye Valley. Links between Bakewell and Cromford. Also suggestion that some of the lesser linking routes around Matlock be excluded. Route to link Monsal Trail to Rowsley, through Haddon Hall land.	<b>Noted</b>  <b>Existing provision for this link in place.</b>

Resident	Y	Map 5	Highlights concerns with Hope Valley proposed route.	<b>Noted</b>
Landowner	N	General	Concerns that private land throughout the study area would be impacted on in a negative manner. Loss of land and increased problems relating to stock control were also flagged up as an issue.	<b>Noted, explored within the document.</b>
Nether Haddon Parish Council	Y	Map 8	Very much for the Coombs Valley, Rowsley to Bakewell, route. Concerned about Ballcross Lane being restricted.	<b>Noted</b>  <b>No highway will be declassified. Alignments often follow the road to purely highlight a desire line.</b>
Hathersage Parish Council	N	General & Map 5	Concerned by the lack of funding in place for implementation.  Highlights issues relating to unnecessary upgrade of footpaths and loss of agricultural land.	<b>Noted, without the strategy funding cannot be secured.</b>  <b>For the strategy and proposals to succeed a negligible percent of footpaths will be upgraded, with relevant compensation &amp; management relating to agricultural land.</b>
Edlaston & Wyaston Parish Council	Y	Map 11	Concern with Mercaston to Kniveton road route. Suggestion that scheme costs are unviable.	<b>Noted</b>  <b>The Strategy is intended to attract external funds, great success has been achieved through this in the current working</b>

				<b>Strategies.</b>
Matlock Town Council	Y	Map 10	<p>Suggestion that elements of the Derwent Valley route are unviable, High Tor in particular.</p> <p>Support for the Tansley link, although alternative suggested, and the overall upgrade of the Derwent Valley Heritage Way.</p>	<p><b>Noted, engineering would be required. Noted, Tansley link is deemed to follow most appropriate alignment.</b></p>
Derwent Valley Cycleway Group	Y	General	<p>Derwent Valley Heritage Way should be a priority, with a time limit on its development, 200 name petition attached.</p>	<p><b>Done, although time limits are impossible to include or authorise.</b></p>
Derby & Derbyshire Local Access Forum	Y	General	<p>The DADLAF highlighted the lack of background within the draft consultation document.</p> <p>The DADLAF raised fears that the Strategy was too aspirational with unrealistic targets. There was also a request for a priority order to be identified.</p> <p>Concerns were also presented regarding the Strategy's inclusion of routes that have vehicular rights (some calculations were provided).</p>	<p><b>Noted, however this was the intention, a presentation was also given to the DADLAF to allow issues to be raised. The Strategy covers a vast area and identifies Greenway potential throughout. This obviously gives rise to a vast length of routes. At this stage no route has priority and therefore all must remain within the Strategy.</b></p> <p><b>Some routes within the strategy occupy the highway corridor as research of an</b></p>

			<p>The DADLAF also questioned the Greenway specifications.</p> <p>DADLAF request further detail within the plans.</p> <p>It was stressed that Environmental Impact Assessments should be carried out before route development.</p>	<p><b>off road alternative has yet to take place, also the highway corridor often has the width to accommodate a separate Greenway corridor. The figures provided by the DADLAF were inaccurate. The Greenway specifications come from central government and are criteria which meet the Disability Discrimination Act guidelines. The current materials of choice match longevity with suitability. Noted, amended in full document.</b></p> <p><b>This is standard practice.</b></p>
Laneside Farm	N	Map 5	<p>Concerns raised about the geology and suitability of route.</p> <p>Concern over misuse by motor vehicles.</p>	<p><b>Drainage and suitable surfacing would be pursued if the route was selected. Appropriate access barriers would be</b></p>

			Alternative suggestion.	<b>installed on any new development to prevent motorised vehicle access.</b>  <b>Noted</b>
Ashbourne 50+ Forum	Y	Map 11	Requirement of more detailed information relating to Ashbourne routes.	<b>Agreement that the Ashbourne 50+ will form part of a project team for the area.</b>
Peak District LAF Member	Y	General	Suggestion that Greenway routes should be adequate for all users, particularly where they encounter vehicles.  Suggestion of links into South Yorkshire.	<b>Noted</b>  <b>Noted, The potential of this will be explored.</b>
Peak Rights of Way Initiative	Y	General	Concern for routes which overlap those with vehicular rights.	<b>No route is as yet fully confirmed and at a time of project management shared use with vehicular routes will be explored.</b>
Tissington Parish Council	Y	Map 11	Generalised acknowledgment and request for further detail.	<b>Noted</b>
Resident	Y	General	Comments regarding potential publicity of the Derbyshire network, in line with similar work in Cheshire.	<b>Noted</b>
CTC	Y	Map 11 & 12	Suggestion to link Waterhouses (Staffs) to Ashbourne. Longford to Shirley then through Osmaston Park to Osmaston Pastures. Notes of the accuracy of map 12. Suggestion of link route through Kniveton.	<b>Noted, however not included at this time.</b> <b>Done</b>  <b>Amended</b>  <b>Considered too localised.</b>

			Accuracies on Map 9.	<b>Done</b>
DVT	Y	General	Some suggestions regarding the route classifications. Highlights the suitability of the Derwent Valley Route to be tackled as a priority.	<b>Noted</b> <b>Noted</b>
DVT	Y	General	Strong support for the Derwent Valley route. Request that Environmental Impact Assessment's be carried out before project implementation. Note that the DVT would be please to work in partnership in any development.	<b>Noted</b> <b>Standard practice</b> <b>Noted</b>
Vehicle User	Y	General	Request for distance information.	<b>Noted</b>
Resident	Y	General	Concern regarding illegal use by motor vehicles.	<b>Noted</b>
Resident	Y	Map 5	Suggestion of shorter links around Castleton.	<b>Not within the scope of this strategic document.</b>
Reading Agricultural Consultants, response on behalf of F. Marrison	N	Map 5	Suggestion that the route from Hope to Castleton would be prejudicial to the landowner's future agricultural interests. Suggestion that an alternative is incorporated within the highway corridor.	<b>Done</b>