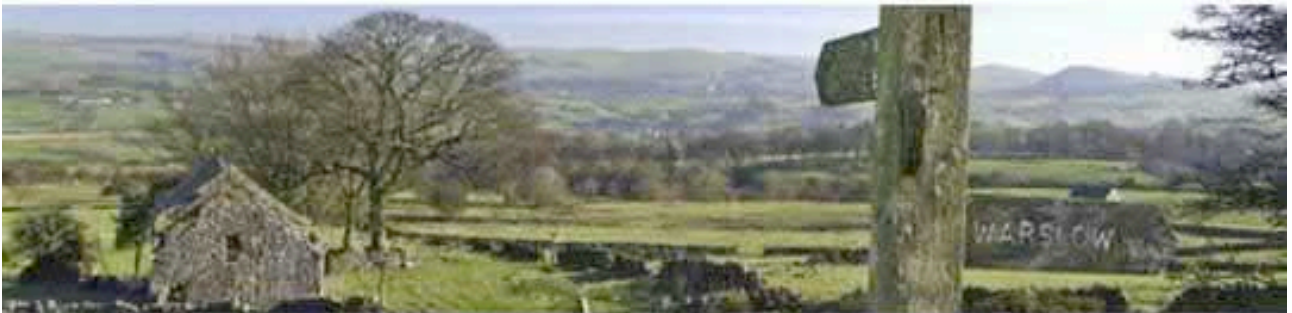


Better Outside South West Peak Access Workshop

Workshop Report



10:00 – 13:00
Wednesday 18 May 2016
Manifold C of E Academy

Facilitated by Pete Spriggs
Clearer Thinking
M: 07749 821 438
E: pete.spriggs@clearerthinking.co.uk
www.clearerthinking.co.uk



Objectives

By the end of the workshop we will have:

1. Shared our views and knowledge on potential routes for widening access across the South West Peak;
2. Learnt more about the potential routes – exploring them via maps, film and personal experiences;
3. Prioritised the routes in terms of the opportunities they present against a range of criteria.

Agenda

Time	Session
10:00	Welcome & introductions
	The routes...
	Sharing our knowledge about the routes
	A bit of prioritisation
	What next?
13:00	Lunch

Attendees

Name	Surname	Organisation
[REDACTED]	[REDACTED]	Disabled Ramblers
[REDACTED]	[REDACTED]	Cheshire East Council
[REDACTED]	[REDACTED]	United Utilities
[REDACTED]	[REDACTED]	Nature Peak District / PDNPA
[REDACTED]	[REDACTED]	PDNPA
[REDACTED]	[REDACTED]	Forestry Commission
[REDACTED]	[REDACTED]	PDNPA
[REDACTED]	[REDACTED]	PDNPA
[REDACTED]	[REDACTED]	Staffordshire County Council
[REDACTED]	[REDACTED]	PDNPA
[REDACTED]	[REDACTED]	Staffordshire County Council
[REDACTED]	[REDACTED]	Accessible Derbyshire
[REDACTED]	[REDACTED]	SWPLP
[REDACTED]	[REDACTED]	Severn Trent Water
[REDACTED]	[REDACTED]	Peak District Local Access Forum
[REDACTED]	[REDACTED]	PDNPA
[REDACTED]	[REDACTED]	Peak District Local Access Forum
[REDACTED]	[REDACTED]	Peak District Mosaic

Welcome & introductions

In the opening session participants were asked to complete the following sentences then feedback their responses and introduce themselves to the group. The content generated was as follows:

1. Improving access across the South West Peak has the potential to...

Bring opportunities for a greater range of people to enjoy this area of the National Park	Make it easier for the less-able to access the countryside
Welcome the 11 million people with disabilities a market worth £12.1 billion = daytrips and overnight stays	Introduce new people to the South West Peak
Enable more people (with all disabilities/mobility problems) to enjoy the countryside and spectacular views	Enable more diverse groups to access the area to appreciate the beautiful landscape and all it entails
Improving access across the South West Peak has the potential to 'alter the definitive map'.	Open up new opportunities for all to explore the landscape and have greater understanding and enjoyment
Provide the South West Park a specific identity and re generate the rural economy	Give people confidence to discover and explore the area
Allow the enjoyment of the area for a wider group of people	Get more people into parts of the countryside they would not normally venture into
Make this beautiful corner of the Peak Park accessible to a wider range of people	Introduce 'new' people to the special qualities of South West Park
Give people who don't often/never visit this area the chance to experience the outdoors in a relatively safe way	Improving access across the South West Park has the potential to improve people's health and well-being - better health and social impact.
Open up fantastic places, views, sights and sounds to a wider range of people	

2. When improving access routes you need to make sure you...

Are ensuring the surface is fit for purpose and future use	Be positive, but don't be dissuaded by the complainers, use your skills and knowledge to deliver good quality services
Consider all forms of accessibility, not just 'wheelchair users'	Give people the information they need to know what is available
Make many more people aware of what is available to them and how it can benefit them	Have the necessary resources for the ongoing management
Have a clear purpose/destination for route to ensure there will be the return on the investment	When improving access routes you need to make sure you include right of access for all walkers, horse riders, cyclists etc - to enjoy the lovely landscape
You include all the access needs; visual, hearing, autism / learning disability and mobility	Be sensitive and respect the special heritage and landscape of the area (and not sanitise the countryside!)

Create them to ensure as little damage as possible is done to the landscape e.g. parking facilities	Think about who you are improving access for and what they might need
Consider all impacts of the proposal and be sure that it will be value for money in terms of the extra use the route gets	Explore a range of options to enable good value for money in delivering the project i.e. not just contractors
Consider the other land users and ensure improvements are maintained	Remove stiles, steps and gates
Don't have height barriers as many disabled use large vehicles	Ensure arrangements for high standards of maintenance are in place
You improve access in a safe way but not a detriment to the area	Ensure people can get there! (public transport)

The routes

The session provided an opportunity to: introduce the South West Peak Landscape Partnership; describe the six potential routes; and explain the work completed to date. [redacted] presented the following slides:



SOUTH WEST PEAK

Landscape at a Crossroads



LOTTERY FUNDED



SOUTH WEST PEAK

Mission Statement

By working together in the South West Peak, we will shape a better future for our communities, landscape, wildlife and heritage where trust and understanding thrive.




SOUTH WEST PEAK

Timescale

- Phase 1 application to the Heritage Lottery Fund in May 2014;
- Successful bid, received £154,000 for development phase, plus earmarked grant of £2.4m for delivery;
- Development phase = January 2015 – July 2016;
- Phase 2 application to Heritage Lottery Fund in July 2016;
- Approval for delivery phase expected December 2016;
- Delivery phase 2017 – 2022, total budget £4m.



SOUTH WEST PEAK

Planned Projects

HERITAGE:

Glorious Grasslands
Working for Waders
Slowing the Flow
Crayfish in Crisis
Barns & Buildings
Small Heritage
Future Farmscapes
Peak Land Lives





SOUTH WEST PEAK

Planned Projects

PEOPLE & COMMUNITIES:

Future Custodians
Fresh Start Uplands Academy
Beyond the Classroom
Better Outside
Wild Play
Roaches Gateway
Engaging Communities
Bigger, Better More Connected
Virtual Visitor Centre



SOUTH WEST PEAK

Better Outside – improving rights of way

- Six routes nominated
- Widen access to heritage
- For physical and mental health
- Promote the experience of tranquility
- Sensitive landscape



SOUTH WEST PEAK

Tittesworth Loop



SOUTH WEST PEAK

Warslow (Pump Farm)



SOUTH WEST PEAK

Cat and Fiddle



SOUTH WEST PEAK

Goyts Lane disused railway



SOUTH WEST PEAK

Revidge



SOUTH WEST PEAK

Fernilee disused railway



Sharing our knowledge about the routes

The purpose of this session was to explore the potential of the routes in more detail.

For each route a short (3 - 5 min) film had been made which captured some of the issues, opportunities and key features (views, buildings, surfacing, gradient, stiles etc.) along the route. An accompanying map provided the geographical context.

The routes were as follows:

a) Tittesworth / Marsh Farm loop



b) Warslow Village



c) Cat and Fiddle



d) Goyt's Lane disused railway track



e) Revidge – Warslow Estate



f) Fernilee Reservoir



Working in small groups. Each group started at a different route. Participants were asked to view the film on the iPads, look at the map, share their knowledge and note down comments about the route under: **a) Current strengths**; and; **b) Areas for improvement** against the following headings:

1. Access to heritage
2. Access to wildlife / nature
3. Landscape and views
4. Parking (in particular disabled parking)
5. Access to facilities e.g. toilets / café

Space was provided for 'other comments' to be noted as necessary. Groups moved round each route, building on the content generated.

The results of this exercise were as follows:

a) Tittesworth / Marsh Farm loop

Current Strengths

1. Access to heritage
 - Landscape Character Barn - 1860?
2. Access to wildlife / nature
 - Plenty of wildlife.
3. Landscape and views
 - Views to Hen Cloud and Roaches views of water??? (not apparent).
 - Good opportunity to use facilities at Tittesworth and then get away from crowds on quiet walk.
4. Parking (in particular disabled parking)
 - Yes, parking (including disabled).
5. Access to facilities e.g. toilets / café
 - Very good access to excellent facilities.
 - Three pubs nearby - improvement to local economy.



Areas for improvement

1. Access to heritage
 - Barn to restore and interpret and shelter.
 - Local barn used for an Interpretation Centre/Place of Interest.
2. Access to wildlife / nature
 - Waders and potential to educate and sounds of nature.
 - Potential negative impact if walkers (and their dogs) cause problems for wildlife.
3. Landscape and views
 - Scope for views of reservoir?
 - Circuit available is an advantage.
4. Parking (in particular disabled parking)
 - OK now.
5. Access to facilities e.g. toilets / café
 - Link path to the Roaches.
 - 'Changing Places' Toilets needed. Seating. Widen bridges. Remove stiles/multi access gates. Minibuses.

Other Comments

Significant funds needed to improve ground conditions. The funds would need to be available for future maintenance (they certainly aren't within SCC rights of way budget or the PDNPA's.)

- Would 'new' routes be permissive or formally created and added to Definitive Map and Statement?
- Route proposed is relatively flat.
- Some current stiles not accessible to people with disability, need better access.
- Money pit!
Link to the River Churnet Path.
- Interpretation for Willow Tit Project.
- Need to bear in mind conservation area sensitivity.

Comments provided via email by an invitee unable to attend:

- Marsh Farm – Provides for a new circular route on the boundary of the NP and a connecting link road between the two car parks, which will increase the range of easy access paths in this gateway location. Also provides the opportunity to link in with existing footpaths to complete the circuit of the upper part of the reservoir, which would be beneficial to visitors as a whole. The western part of the route/eastern shore of the reservoir will also form a popular route to the Roaches. The presence of visitor facilities is important. The closure of the Ranger base is unfortunate as it could have added to the interpretation and involvement of the NPA at this route but there may be opportunities to consider its future incorporation. Cost likely to be significant especially re the boardwalks and will have maintenance implications for which some provision should be made. Potential opportunity to seek a contribution from Severn Trent?

b) Warslow Village

Current Strengths

1. Access to heritage
 - Big field barn on route.
2. Access to wildlife / nature
 - Curlews.
3. Landscape and views
 - Excellent varied.
4. Parking (in particular disabled parking)
 - Parking at village hall - footpath on road to route.
5. Access to facilities e.g. toilets / café
 - Toilets (and disabled) at village hall.
 - Pub disabled access.



Areas for improvement

1. Access to heritage
 - Very narrow squeeze stiles, part of heritage but limit accessibility.
2. Access to wildlife / nature
 - No comments.
3. Landscape and views
 - Potential to link into a variety of routes and opportunities to interpret the landscape.

4. Parking (in particular disabled parking)
 - No comments.

5. Access to facilities e.g. toilets / café
 - Seating Interpretation.

Other Comments

Will need improvement to stiles which are currently 'squeeze me' alternative access beside.

Negotiation with tenant farmers!!!

- More signage along the route especially for new walkers.
Muddy path crossing.
- Strong community link and involvement.
Sometimes paths across open fields can be off putting to new walkers. Possibility for more direction signs / markers.
Opportunity to make circular route link into Right of Way.
- Scope to link other opportunities for tourism (e.g. Manifold and Hartington).
Good for community led project if interest.
- Would route be permissive or subject to formal creation? i.e. added to Definitive Map and Statement.
- May wish to keep informal / field surface and historic stile(s).
Need to publicise Manifold for wheelchair users this route through grazing land not feasible.
- Opportunity for village volunteers 'buy in' to manage and implement route.
- Is there a problem with path past west side of Hobcroft farm? If not why isn't the route circular?
- Is this route too short i.e. who is it aimed at? What is the USP?

Comments provided via email by an invitee unable to attend:

- Warslow – opportunity to appreciate the views of the manifold are a big plus point as is the existing Curlew trail, the community support and the parking and toilets. The future for Pump Farm may offer the potential to complement the existing village hall. Would prefer the northernmost point of the concession path to shift eastwards to link in with the footpath and access land if possible. However it's not a significant distance but may be an option if looking at new access furniture.

Cat and Fiddle

Current Strengths

1. Access to heritage
 - Could be part of an old road / track.
2. Access to wildlife / nature
 - Easy access to moorland wildlife and birds.
Curlews etc can be heard along the path.
3. Landscape and views
 - Moorland area with easy access. View at the end of the route.
 - Appeal of 'wildness' i.e. exposure to the elements.



4. Parking (in particular disabled parking)
 - Car park associated with the pub other side of the road.
 - Lay-by parking by gate (but needs major improvement and safety considerations).
5. Access to facilities e.g. toilets / café
 - Pub (currently closed) would depend on new landlord if toilet available!
 - Peak view café just down the road. Bus route - stop.

Areas for improvement

1. Access to heritage
 - Interpretation on the route and other near by features.
2. Access to wildlife / nature
 - Surface improvements to allow access all the way along the route.
 - Appropriate surface improvements.
3. Landscape and views
 - Interpretation / signage to view point.
4. Parking (in particular disabled parking)
 - Would have to cross the road between the pub car park and route.
 - Lay by improvements required.
 - How practical is it to improve lay-by?
 - Car parking for disabled.
5. Access to facilities e.g. toilets / café
 - Future of the pub?
 - Cat and Fiddle needs re-opening and to be an attraction, over night accommodation, visitor centre, cycle and tramper hire, link to grit stone trail scope to extend route.

Other comments

- Balance of cost to make safe compared to short distance of route?
- Wet and muddy, work needed and on width and surface of route.
- Potential to extend route further but needs maintenance and drainage closer to Congleton Road.
- Limited appeal of the route if the pub is to remain closed.
- Route very popular with mountain bikers doing the Macclesfield Forest loop. Improving the trail would reduce enjoyment of the route and may lead to complaints of sanitisation as has happened on other sensitive routes.
- Improvement of the surface may increase mountain bikers speed causing conflict between users.

The following extension to the route was suggested by one of the groups:



Comments provided via email by an invitee unable to attend:

- Cat and Fiddle – spectacular views and an opportunity to be able to access the wilder areas and to escape the busy A537 at a known landmark. However does not lead to a particular feature and dedicated car parking required. The future of the pub presently unknown.

Goyt's Lane disused railway track

Current Strengths

1. Access to heritage
 - Disused railway - opportunity for interpretation.
2. Access to wildlife / nature
 - Very good. Remoteness / wildness yet easily accessible.
3. Landscape and views
 - Very good, excellent.
 - Sense of tranquillity and isolation but close to Buxton.
 - Lovely area, great view and wilderness feel but not too far from towns.
4. Parking (in particular disabled parking)
 - Good but needs maintenance (pot holes, signage poor etc.)
5. Access to facilities e.g. toilets / café
 - None in the immediate area (closed toilet at bottom of lane).
 - Toilet to be reopened when United Utilities have installed water pipe.

Areas for improvement

1. Access to heritage
 - Some interpretation.
 - Interpretive benches rather than interpretation panels would better fit into this location.
2. Access to wildlife / nature
 - No comments.

3. Landscape and views
 - No comments.
4. Parking (in particular disabled parking)
 - Needs maintenance.
 - Alternative parking above 'Bunsal Cob' linking path would mean easier access and no need to cross the road (blind corner).
5. Access to facilities e.g. toilets / café
 - Toilets in valley currently closed but are due to reopen see above. No café, visitor centre etc.
 - Scope for partnership work United Utilities/Sailing Club (fishing for disabled/parking/visitor centre/café etc).
 - Emergency call. Picnic area. Wheely boat[?] Could benefit from 'Changing Places' toilet nearby. Seating parking. Income for sailing club. Refreshments.
 - Visitor centre?? Partnership with United Utilities, FC, PDNPA, others.

Other comments

- Potential to link with other routes e.g. North to reservoir.
- Opportunities for circular walks i.e. 'this route is uneven and can be wet at certain times' interpretation.
- Target - mobility users with this route.
This applies to all 6 routes unless they are circular who are they going to appeal to or be aimed at?
- Base surface exists but needs maintenance - grass, potholes, bumps etc.
- Accessible transport.
Include facts / information board next to seating area.

Comments provided via email by an invitee unable to attend:

- Goyt – good range of heritage features and proximity to Buxton. Consider the specification and the length of the path that is proposed for resurfacing and drainage. Potential opportunity to seek a contribution from United Utilities? Parking available but no other facilities.

Revidge – Warslow Estate

Current Strengths

1. Access to heritage
 - Views of farmland, field barns and farm buildings. Opportunity to interpret these.
2. Access to wildlife / nature
 - Good area for birds etc.
 - Quiet area to view wildlife.
3. Landscape and views
 - Nice views, tranquil, access to wildlife - birds, bees etc.
 - Views over field barns and traditional hay meadows.
4. Parking (in particular disabled parking)
 - Some informal parking currently available.
 - Parking facilities in Warslow Village itself - good for able-bodied people.

5. Access to facilities e.g. toilets / café
 - For more able people toilets in Warslow Village including disabled toilet but not 'Changing Places' toilet.
 - Facilities at Longnor Village.

Areas for improvement

1. Access to heritage
 - Interpretation to explain landscape maybe signed post or boards with Heritage information.
2. Access to wildlife / nature
 - No comments.
3. Landscape and views
 - Facilities e.g. bench to sit and enjoy the view / landscape especially for people who are not able to walk far.
 - View point interpretation.
4. Parking (in particular disabled parking)
 - If track used by farmer and with a vehicle would this degrade the surface?
 - Improve informal parking:- area for disabled only, allow other parking in Warslow (clough head?)
5. Access to facilities e.g. toilets / café
 - Need facilities nearer - access is too far from suggested route.
 - Access to trig point (need some point to go to) negotiation with Natural England.

Other comments

- Improve drainage the current 'railway sleepers' look dangerous.
- Can the current vehicle access arrangements be altered?
- Any improvements to the track may be damaged by current 4x4 (farm?) access.
- Very short out and back route - if you were disabled it's a lot of effort to get there.
- Off site information is needed so people are aware of the opportunities at this site.
- Could it be extended?
- Use by MOD vehicles as part of military training area.
- Cattle grazing (on track) mid July - end of Oct.
- Why not focus on improving section North to trig point from Warslow village? Surely this is main catchment?
- All mention effort and time it takes for people with severe disabilities to get there. What can Hayes Farm offer?? Cream tea?? Etc.

Comments provided via email by an invitee unable to attend:

- Revidge Access to Trig Pillar is welcome. Unsure about the extent of works required and hence the cost.

Fernilee Reservoir

Current Strengths

1. Access to heritage
 - Industrial dismantled railway.
 - Dam and Reservoir.
2. Access to wildlife / nature
 - Water, woodland, birds, insects etc.
3. Landscape and views
 - Views to hills and also across reservoir.
 - Tranquillity and water, very good for improved mental health.
4. Parking (in particular disabled parking)
 - Small car park approximately 5 10 cars at Northern end.
 - Known route, hard surface at present.
 - Very small car park at Southern end.
 - No designated 'disabled' parking.
5. Access to facilities e.g. toilets / café
 - Known route, hard surface at present.
 - Limited - pub within 1 mile at northern end.
 - No public transport. Infrequent buses from Buxton - Whaley / Chapel?
 - Close to Whaley Bridge, Chapel and Buxton access to towns and potential for day out.



Areas for improvement

1. Access to heritage
 - Images of the reservoir construction available from United Utilities.
 - Taxal Buxton railway images available.
 - Drawings showing flooded village of Fernilee available from United Utilities.
 - Interpretative benches and panel about the history of the reservoir - include local infrastructures.
2. Access to wildlife / nature
 - No comments.
3. Landscape and views
 - No change (needed).
4. Parking (in particular disabled parking)
 - Possible extension to car park with landowners permission.
 - Parking could be easily improved:- grass-crete parking area overgrown, could be easily returned to use.
5. Access to facilities e.g. toilets / café
 - Possible licensing scheme for ice cream/fast food van.
 - Toilets need improvement. Potential for 'Changing Places' toilets.

- Sailing Club/United Utilities partnership and development. Visitor centre, parking, sailing for disabled.
- Opportunity for circular route using West side path/??? Moor track.
- Visitor centre? Focal point. Partnership with United Utilities, FC, PDNPA.
- Link to sailability wheely boat fishing.
- Changing Places toilet.

Other comments

- Main current users are dog walkers, horse riders, cyclists etc.
- No interpretation at present.
Open up whole loop around Fernilee (and Errwood) would make a great circular route.
Improvement to the route track/road from the car park.
- United Utilities may be carrying out work on this path to install a water main - possible in 2016.
- Improve access by opening gates (or fitting 'radar' key locks) allowing for wheelchairs, horses, mobility scooters etc resurface.
- A few 'tweaks' and this will be fine.

Comments provided via email by an invitee unable to attend:

- Fernilee - has proximity to Buxton and informal car parking at either end of the route. Potential opportunity to seek a contribution from United Utilities?



A bit of prioritisation

This session sought to identify which of the routes provided the greatest potential under each of the criteria.

Participants were asked to individually complete '3,2,1' voting under each of the 5 criteria for each route.

3 = route with greatest potential under this criteria

2 = route with second greatest potential under this criteria

1 = route with third greatest potential under this criteria

The votes were totalled, generating the following results:

	1) Access to heritage	2) Access to wildlife / nature	3) Landscape & views	4) Parking (in particular disabled parking)	5) Access to facilities e.g. toilets / cafe	Total for route
a) Tiffesworth / Marsh Farm loop	1	27 2nd	11	31 1st	46 1st	116 1st
b) Warslow Village	22 3rd	4	6	14	28 2nd	74
c) Cat and Fiddle	5	10	17	7	13	52
d) Goyt's Lane disused railway track	43 1st	20 3rd	25 1st	22 3rd	4	114 3rd
e) Revidge – Warslow Estate	12	14	23 2nd	3	0	52
f) Fernilee Reservoir	23 2nd	32 1st	19 3rd	26 2nd	15 3rd	115 2nd

A short whole group discussion reflected on the results. Those who were more closely connected to the Warslow and Revidge routes were asked whether they felt the results generated needed to be reviewed. All those who contributed agreed that these routes provided a less obvious access benefit, due in the main to their location and length, when compared to the other potential routes.

It was felt that the Cat and Fiddle route depended heavily on whether the pub would re-open. Cheshire East also had initial plans developing for routes in the area – the route could, therefore, be explored again if these areas of uncertainty were resolved in the future.

Contributing to the routes

In principle offers of support to the routes (cash and in kind funding, donation of materials, volunteers, letters of support etc) were noted by the following organisations:

- Staffordshire County Council? volunteers
- Peak District Local Access Forum
 - Links User Groups, Volunteers, checking routes by wheelchair/tramper
 - Encourage/support letters for possible partners/funders (e.g. STW/UU)
- Cat and Fiddle Cheshire East? PROW staff time, volunteer time? Resources.
- Severn Trent Water - Ranger time, access to land, volunteers. Potential Match Funding
- Peak District National Park Authority - Goyt's Lane - volunteers - Ranger time.

Next steps

Karen Shelley-Jones shared the next steps following the workshop:



SOUTH WEST PEAK Next Steps

- Routes assessed and prioritised;
- Specification and costing;
- Final project plan;
- Phase 2 application to Heritage Lottery Fund in July 2016;
- Approval for delivery phase expected December 2016;
- Delivery 2017 – 2020.



Thanks were given to everyone for their hard work and sustained input throughout the morning.

The workshop ended @ 13:00

Appendix 1 – Initial cost estimates

Following the workshop initial cost estimates for the Goyt's Lane and Fernilee routes were generated (see below).

Please note: the feasibility of these routes going ahead will depend on the ability to obtain the necessary match funding.

Fernilee Reservoir eastern track surfacing estimate 2016

This estimate is based on the specification that is used by the Authority for resurfacing the trails and uses "Toptrec" or similar products for the surfacing. The surfacing is suitable for access for all.

Overall length 1400 m

Overall width 3 m

This trail will be accessed from a car park at the northern end of the trail, and although it is possible to access the dam top at the southern end of the reservoir the access is up a very steep long route. This will therefore be a there and back route as is the Goyt's Lane trail. If wheelchair access is required at the southern end then the gate arrangement needs to be altered to allow easy wheelchair access. I have not included these costs within the estimate.

This route is also regularly used by maintenance vehicles of UU and the NP ranger. This has caused pot holes and a consequence is that a sum of money should be made available for regular annual maintenance.

As this trail is regularly used by vehicles, potholes are a problem in some sections, I have therefore made an additional allowance to resolve these issues. There are also sections of the reservoir bank which have large amounts of self-set trees. Ideally there should be a programme of removal/pruning not least to maintain the reservoir bank, but to open up views of the reservoir and to help with the drainage of the trail.

Some seats are provided along the route but additional seats would be an advantage. In this location I would recommend simple bench seats with a hard surfaced area adjacent to the seat for wheel chairs, seats could be placed at regular intervals to act as measuring points. Seats could be donated by different community groups/organisations.

The existing car park at the head of the dam is small and heavily used and there is potential abasement of parking if it was all identified for blue badge holders. In addition the path to the start of the trail is along a heavily repaired and potholed tarmac road which is impassable for wheel chairs. There are two alternatives, which I have priced separately.

1. Provide a new 2.0 m wide path adjacent to the road, 330 m.
2. Provide a new parking area adjacent to the start of the trail for 3 blue badge holders.

Resurfacing of the trail	£30000
Provide a new footpath to the existing car park or	£3700
Provide a new car park for 3 Blue badge holders	£2600

Goyt's Lane surfacing estimate 2016

This estimate is based on the specification that is used by the Authority for resurfacing the trails and uses "Toptrec" or similar products for the surfacing. The surfacing is suitable for access for all.

Overall length 1880 m

Overall width 3 m

This width allows for an overall minimum width of 2 m of clear path with the edges being allowed to grow over to help blend the path into the landscape. It also allows for a surface capable of occasional maintenance/rescue vehicles. I have also allowed for minor surfacing around the existing seats, but not seating.

In this location I would recommend simple bench seats with a hard surfaced area adjacent to the seat for wheel chairs, seats could be placed at regular intervals to act as measuring points. Seats could be donated by different community groups/organisations.

There is an allowance for improving drainage where required and whilst on site it may be possible to increase open water on a couple of wet areas immediately adjacent to the trail, subject to SSSI approval.

The existing metal access gate required to prevent unauthorised vehicular access to the trail, also restricts access for anything wider than a wheel chair. Consideration should be given as to its need in the future.

The wooden access gate from the trail to the gate is difficult to use and it is clear that people are walking around the gate; this will need to be improved to allow for easier wheelchair access.

Maintenance will be required on this trail and a sum of money should be allocated.

I have also looked at the car park for blue badge holders. In its current state it is unsuitable for use for less able people and wheelchairs with uneven surfacing and large areas of standing water. Due to its size and location it is a heavily used car park and resurfacing with "Toptrec" would not solve the problem, the site would require regular annual maintenance to fill potholes. I have therefore priced for an ashfelt (tarmacadam) surface with a minor increase in size to improve spacing for turning, road marking of disability bays and improved drainage. This also has the benefit of future low maintenance.

Resurfacing trail and associated works	£35600
Repairing and resurfacing car park	£13000
Total	£48600