

Peak District Local Access Forum

Minutes of the meeting held on Thursday 3 December 2009
At Aldern House, Bakewell

Members Present:

Bob Berzins
Jon Clennell
Edwina Edwards
Richard Entwistle
Sue Fisher
Henry Folkard
Charlotte Gilbert
Terry Howard

Mike Johnson
James Kellie
Andrew McCloy (Chair)
Andrew Murley
Richard Peart
John Thompson
Sue Weatherley
Jean Wharmby

Others Present:

Mike Rhodes (PDNPA) Secretary
Wayne Bexton (DCC)
Richard Campen (PDNPA)
Steve Cannon (DCC)
Andrew Chadwick (Farmer)
Sharon Davison (Minutes)
Geoff Eyre (Farmer)
Andy Farmer (PDNPA)
Chris Hames (Rotherham LAF)
Bob Kelly (Ramblers' Association)

John King (Friends of the Peak District)
Judy Merryfield (PDNPA)
Gill Millward (DCC)
Malcolm Ollerenshaw (Farmer)
Richard Pett (PDNPA)
Rhonda Pursglove (PDNPA)
Sue Smith (PDNPA)
Richard Taylor (DCC)
Chris Watts (PDNPA)

1. Apologies

Apologies had been received from Geoff Nickolds and Mike Innerdale.

2. Introduction of new Member

The Chair welcomed Councillor Jean Wharmby, the Derbyshire County Council representative on the Forum. Brief introductions were made by Forum members.

3. Minutes from the last Meeting

The Minutes of the meeting held on 26 September 2009 were agreed as a correct record.

4. Matters Arising

Terry gave feedback on the 60th anniversary of the National Parks and Access to the Countryside Act. He had attended 3 events (1 was cancelled due to terrible weather conditions). He felt the occasion had been very low key and disappointing. A further event was being organised for 16th December.

5. Unsurfaced Highways – First Eight Management Plans

The Chair asked everyone to bear in mind that this LAF is a statutory body with a clear strategic advisory role – not decision making as such. Any reports tabled are for noting. It is recognised that this is a complex and contentious issue and there are no easy fixes. Forum members are aware that the community, landowners and users all have a contribution to make. He wanted to thank the LAF sub group members who have looked in depth at the first 8 routes.

3 members of the public had given prior notice to speak (for a maximum of 3 minutes) Geoff Eyre spoke about Brough and Shatton Lanes. He felt letters stating concerns by the farming community had been ignored. The information on an ancient Drovers route report was slanted, the data targeted to help two user groups. The stated 'no damage to Abney track' was beyond belief. User statistics were predominantly taken in winter which is misleading. He had personally counted 428 vehicles one Sunday whilst walling. Letters/comments from off roading and soaring clubs with legal undertones had been included. He felt a one way route would be dangerous. On a Drovers route animals have priority. Geoff suggested off road courses were provided within the National Park, with a full Traffic Regulation Order (TRO) on Shatton Lane. Yorkshire Dales NPA has made more use of its TRO powers and closed 66km of routes. He asked the LAF to please study these routes in more detail. Geoff distributed photos and thanked the Forum for time to speak.

Malcolm Ollerenshaw introduced himself as a local farmer whose family has used Brough and Shatton Lanes for several generations. These lanes are now a free for all, being wrecked by off road vehicles with walls being taken down and used to fill holes when they get stuck. They are now using routes at night which is a worry due to increased stock rustling. Moving stock is a nightmare as vehicles block the route. PDNPA members had previously said they would use the route as a TRO test case.

Andrew Chadwick who farms in Abney village brought up Satellite Navigation and said in the last month at least 12 people had driven across a stretch of Abney Moor using Sat Nav and asked if the Local Authority has the power to have that route removed as it is not a vehicular route. Green Lane closures seemingly cannot happen, but main roads and bridges do get closed. Police funding has been reduced by over £500m - how will £1.1m be found for this work with other cuts in public spending on the horizon. All this damage has been done in last 12 years. People have to scramble up the bank to get out of the way of motor vehicles and four wheel drivers and trail bikers are getting priority. Local residents need to be involved and properly consulted - we have invited police, highways and the PDNPA – but are just ignored. DCC is wasting good money which would be better spent repairing and gritting roads this winter rather than repairing and putting in a one way system on Brough Lane. He cited an example in the USA where people have to pay to use four wheel drives on designated sites. It was time locals had more involvement and expenditure was looked at seriously.

The Chair explained that the Local Access Forum is by definition a representative sample of the local community and has a remit to represent community issues. Communities' voices have been raised routinely by Forum members on a number of subjects. Wayne Bexton commented that all the recommendations will be an issue for one group or another and it was very difficult to strike a balance.

Terry Howard said on behalf of the Kinder and High Peak advisory group that the vast amount of work by the LAF sub group was appreciated and thanked PDNPA and DCC officers for their time and effort. The Kinder and High Peak Group felt that the eight routes should be looked at again with a view to putting TROs on them eg Chapel Gate £10,000 to £100,000 to make reasonable, but is getting worse day by day and also affecting adjacent farmland - now virtually unusable due to run off. It will be a sticking plaster job but a permanent TRO would be an answer to that and possibly others. Edwina raised the point that if TROs are put on these routes, then where else would

displaced users go. Mike Rhodes confirmed that displacement effects were considered as part of the management plan process.

Bob Berzins asked about costs – Chapel Gate and Long Causeway will involve very expensive repair work - and what happens next in the process. Mike told the meeting that the DCC Highways Engineer had provided costings for the work - ultimately the nature of repairs will be governed by finance available. The Chair confirmed that for permanent TRO proposals the next step is public consultation and advertising. Transparency is needed - must involve the public, parish councils and other liaison groups as much as possible. Huge sums of money were needed to bring routes up to standard – in the face of expected cuts in public spending. The resources issue is raised time and again and the Chair asked DCC to keep pressing for funds to be made available. Richard Pett said plans were ready to go out for the next 8 routes. It was felt that the LAF sub group could start looking at these before any recommendations from the first batch of routes had been progressed.

Henry Folkard commented that the local community had asked the Chair of Great Hucklow Parish Council to pass comments to the LAF – the work which has been carried out is appreciated. However, in terms of future action and resources – it is very difficult to be reassured that anything will actually happen as it has taken a long time to get this far. This is an inherited position where there has been a policy of doing nothing for several years, but the continued use of these routes is clearly unsustainable; many are no longer passable by those who have a right to use them and their legal status needs to be established – an inevitably slow and complex process which can be difficult for local communities to understand. The County Council has not met its statutory obligations to have regard to relevant National Park purposes relating to paragraph 52 of the Defra draft circular (intended to replace DoE circular 12/96 on National Parks) which states that Government expects those responsible bodies (ie relevant authorities) to give due weight to the fact these routes are in a national park - nothing in the reports seems to acknowledge this. There is a strong sense from parishes that they have not been consulted on this matter. Great Hucklow Parish Council is dismayed by the recommendation for School Lane as it does not address the safety issues for primary school children and asks for it to be reviewed. It is indefensible that trail bikes and 4x4s who do not need access should not be restrained themselves as locals are by walking their children to school. Chapel Gate and Long Causeway – the costs are too expensive in the present economic climate and he is not reassured by the recommendations for these routes. There is clear reference in the Defra draft circular (paragraph 41) to the power of national park authorities to make their own Traffic Regulation Orders to enable management of traffic where necessary to protect vulnerable tracts. 'Vulnerable tracts' is clear here where usage is not sustainable. It is now imperative that further damage be prevented by imposition of temporary TROs until such time as the state and status be resolved.

The Chair recognised that time scales were continually stretched, the sub group came up with recommendations months ago, but a process has to be followed. There are clearly differences between the sub group's recommendations and the management proposals set out in the final reports, particularly with regard to the use of temporary TROs to allow damage to cease and some repairs to be carried out. Obviously officer decisions are made in the light of resources. He is aware of the lack of consultation with parishes and shares anxiety over the resources issue. School Lane, Great Hucklow is a priority in the final recommendations. The LAF sub group suggested a permanent TRO and he seeks reassurance that DCC takes the concerns of the community and school seriously. Wayne responded that a Monday to Friday TRO had been discussed. Highway colleagues felt that as many schools are located on roads, a TRO may not be the solution, but there need to be correct safety measures in place. John Thompson complimented the overall report preparation which contains clear evidence of existing use, engineer's report and invaluable base line information.

Clearly there is a degree of compromise on consensus for the eight management plans. With over £1m of capital work and significant £80,000 annual revenue costs, this will be very challenging to deliver. There needs to be a clear approach towards the intended actions in terms of on-going monitoring and further review. It is a progressive situation of moving from where we are now to the future and finding a better process for assessing. It was important to make a start on the information gathering element for the remaining 15 management plans. Should the Forum/ sub group revisit the first 8 plans in the light of the issues and concerns which have been raised?

Richard Peart felt that School Lane should not be compared with other school access problems, as it is in a unique situation and unsustainable as an access lane. James Kellie said the LAF sub group's recommendations were ignored in the final report – this was as much about speed as vehicle access in general - a one way system doesn't control speed and if anything makes it worse. A solution is needed which allows compromise – a complete ban is too black and white. He is concerned about the lack of temporary TROs in the final reports – the default position is that nothing is done so the situation gets worse, whereas at least with temporary TROs the routes remain unused until funds are available.

The Chair said the LAF should recognise the hard work of officers from both the National Park and DCC – which is not always appreciated. Because of the number of legitimate parties and complex issues involved, inevitably there is not always an answer that everyone will be happy with. There have been a number of positive successes from working together in partnerships, for example Operation Blackbrook. The Forum will continue to press Local Authorities to commit adequate resources for this work. The LAF must also listen to local communities – they are an important voice. He suggested that when the vehicle sub-group reconvenes to consider the next batch of routes, these very useful grass root suggestions are fed into the process and passed to officers. He hopes this two way dialogue will continue and concluded by thanking members of the public and the LAF for their contributions. The subject is on-going and contributions are always welcome.

6. Presentation – Derbyshire County Council's Perspective on Public Transport

The Chair introduced Steve Cannon, DCC Transport and Accessibility Manager - who works as part of the Integrated Transport Group headed up by Geoff Pickford. The Transport Strategy team (Jim Seymour) produces the Local Transport Plan and deals with Government/ regional policy and road safety. Steve's team - Transport and Accessibility - support public and community transport; provide information and marketing; are involved in concessionary fares schemes; promotion of sustainable travel (reducing reliance on cars); transport for schools, adult care (eg day centres) and children with special needs.

The Local Transport Plan (LTP) is a strategic document with a broad overview covering highways (inc rights of way), road safety and public transport to an extent, but more on physical infrastructure. LTP is the means by which capital funding is obtained from Government and has provided a considerable amount of extra money in recent years. The second Local Transport Plan (LTP 2) ends in 2010/11 and work has already started on LTP3 which is expected to have a more flexible regime eg a 15 year document with 2 to 3 year implementation plans, but with funding likely to be squeezed in future years. Need to adhere to government policy with five key goals for transport - economic growth; climate change; better safety, security and health; equality of opportunity and quality of life/ healthy natural environment – also have to prioritise. As far as public transport is concerned, it is important to realise that the vast majority (85%) of buses are provided by commercial operators. The Local Authority has a little

influence, but not much. DCC supports socially necessary services, mainly evenings, weekends and in rural areas. Current cost of services is £5.5m which is coming under increasing pressure. It is in DCC's interest that services continue to be operated profitably. Commercial services are being withdrawn and it is difficult to find more money to resource.

There is an expanding role for the community and voluntary sector to help meet future transport needs. Resources are spent on information, marketing and publicity – timetables are popular with 3 covering the county - the peak district being the most popular, plus website and "traveline" telephone enquiry service. Concessionary fare schemes include Gold Card (for people over 60 and some disabled people) and B-line for younger people; these also provide a wider discount card.

There is ongoing work with service providers eg primary care trusts on accessibility planning for making it easier to reach essential services, such as healthcare, for people without access to a car. New software is available to map accessibility eg travel time from a community to a particular facility to assess where the difficulties might be. A Sustainable Travel team has recently been set up dealing with school travel plans and green travel plans for businesses. Most Derbyshire schools have a travel plan for safety and are trying to reduce car borne trips to school – surveys suggest children would rather walk, but parents need to be influenced. About 70-80 employers have green travel plans to reduce car use dependency. Individual travel planning is a new area of work – it involves talking through people's travel needs over a week and the options available to change their travel habits. It has been successful but resources are limited.

Some challenges for the future include withdrawal of commercial bus services, low levels of use in rural areas, limited funding, loss of local facilities such as shops and post offices increasing the need to travel, personalisation of social care, extended school services and pressure for more flexible transport eg smaller vehicles carrying fewer passengers. There are new opportunities for improving community fitness through increased activity (more walking and cycling) and greater scope for collaborative working eg with PCT and community transport. For tourism and recreation it is important that traffic levels don't spoil the environment so need to ensure sustainable travel is available to meet needs. New ticketing initiatives eg smart cards/ multi operator tickets. Better information systems - SMS text messaging is being introduced which is not straightforward but progress is being made.

The Chair commented that recreation users complain that there are no 'joined up' timetables for buses meeting trains etc. DCC tries to influence this where it can - it works well with some services but not in rural areas. Evening services are also tricky and are where DCC might have to step in.

John Thompson said that the recreation strategy recognised the importance of the LTP for sustainable travel needs in future and asked how DCC will work with the PDNPA to develop this. Steve answered that there are some opportunities to use the existing capacity of the transport system eg commuter services in reverse for leisure and recreation. 'Socially necessary services' have to be defined by the authority and the accessibility plan includes access to health care, work, education, food shopping, recreation and leisure – all desirable but there are insufficient funds and choices will have to be made. Leisure and recreation are unlikely to be given top priority.

Terry said he finds it increasingly difficult to attend meetings by public transport due to services being withdrawn, reduced, times changing or unreliability. This is not just a problem for walkers, but local residents too. Small buses are not always appropriate and can lead to competition between walkers and local people. Recently it was the 75th anniversary of the Ramblers Association with an unbroken record of using public transport for every walk in 75 years. At last week's AGM there was a motion to use

cars as some places are inaccessible during the week eg Moscar and Derwent. Problems stem from buses operating on a purely commercial basis – it was time to look at the re-regulation of public transport.

Steve could offer no prospect of improvements, if anything things may get worse. Commercial decisions are made by operators and changes introduced at short notice. It would be useful to let DCC know about over subscribed services, but peak demands are difficult to manage and it is difficult to anticipate one off visits by large groups of people. Issues, such as restrictions on trains carrying bicycles, need to be overcome if the long term strategic objectives for sustainable travel are to be met. DCC has regular contact with PDNPA officers and a good understanding of these issues. There is support for National Park objectives through the LTP and regular dialogue at policy level to carry forward the aspirations of the recreation strategy.

Edwina referred to the problems caused by people being stranded and how it affects their perspective on public transport, especially young people who may be thinking about using buses for the first time - how was safety and reliability measured. DCC measures punctuality on a sample basis, but delays are often caused by roadworks. Any reliability issues are taken up with operators - if it is a socially necessary service that DCC is paying for then the contract is terminated. Commercial services are much more difficult. Sue Fisher commented that commercial operators are able to cherry pick routes that make money. It would be useful to have something like 'planning gain' to be spent on local communities, so non profitable services are tagged onto the back of profitable services. Steve replied that since deregulation operators can operate where there is a demand to do so and conversely won't provide a service where not profitable. Sue also wondered whether anything could be done to specify the rolling stock to be used on trains running through the NP. Steve said there was dialogue with the community rail partnership – bikes on trains is a big issue nationally as well. The way forward is for Government to specify this in franchise agreements with rail operators - DCC can talk to them but is a highway authority and therefore not responsible for rail services or most bus services.

Henry felt from a recreation point of view it was difficult to be optimistic – funding for the Stanage bus was questionable and then supported by the Access and Conservation Trust – requests are made for funding for similar services all over the country. Public transport could be used more imaginatively. The economic well being of local communities in the NP are linked to how people move from one place to the other. The local economy derives income from recreation and tourism. There is a duty on relevant authorities to have regard to the National Park element in all that they do.

The Chair stated that transport is directly and indirectly relevant to many areas that the LAF is interested in, especially the recreation strategy and sustainable visits to/ within the National Park. It needs to be addressed and will no doubt be an issue for this Forum to return to in the future. He thanked Steve for attending today.

7. NPA Recreation Strategy update

Judy Merryfield, Recreation Strategy Team Manager, PDNPA thanked the Forum for its clear and concise comments, the majority of which have been taken on board. Maps and photos were changed as suggested, with the revised version giving greater recognition to the balance between recreation and conservation. Judy's team is finalising the action plan - indicators have been reduced to a more meaningful level (1 or 2 per aim) with milestones and target dates to be reviewed annually.

The Strategy will be available in January, with a launch event taking place in Buxton's Pavilion Gardens on 24 April 2010, to coincide with the Peak District Walking Festival.

The Festival has an increased focus on a wide range of other outdoor activities such as climbing, cycling, horse riding, photography etc. There will be various events held over 10 days, including a climbing wall, camping exhibition, triathlon and guided cycle rides.

Judy is keen to start talking to the LAF and other partners to implement the Strategy. The data collected for the strategy is being used to input into a new visitor welcome leaflet and pages for the PDNPA web site. Input is being made into Sport England rural communities' work to deliver increased village facilities throughout Derbyshire. There is also possible NHS funding for walking poles and training rangers in Nordic walking. Andrew Mc Cloy and Geoff Nickolds will meet with officers before March to discuss how this LAF can be involved in the implementation of the Recreation Strategy and bring recommendations to the next Forum meeting for discussion. Comments from senior officers on this LAF's contribution to the process were appreciated. **ACTION: CHAIR**

8. Peak District Cycling Project

Rhonda Pursglove (now Cycling Development Manager) gave a brief presentation. The project is in its infancy - funds have been awarded from Cycling England to develop the link between the existing Monsal, High Peak and Tissington trails to ultimately provide a complete circular route of about 40 miles between Matlock and Buxton, in a less fragmented way than at present, for visitors and local use. Cycling England think it will become the most popular recreational route in the country. The aim is to create access for the less mobile, those with less confidence, raise awareness and opportunities for people to cycle in their own comfort zone and to increase connections with surrounding urban areas. There is massive potential via public transport to access this route in a very sustainable way.

PDNPA is the lead partner and will co-ordinate funding for the whole route, both inside and outside the National Park. The Monsal Trail (Phase 1) between Bakewell and Buxton will be complete by March 2011 – this is the only part for which funding is available at the moment. It involves re-opening four railway tunnels which have been closed since the late 1960s – environmentally friendly lighting will be provided to ensure confidence and safety. Future phases are Bakewell to Matlock and Buxton to the High Peak Trail/ Pennine Bridleway National Trail, using permissive paths accessed by cycle, walkers and horse riders. Heritage Lottery Funding is being sought for the heritage elements and aggregates levy money can be used for the area near Buxton. There will also be liaison with Derbyshire County Council as Highway Authority and through its Greenway Strategy. Similarly with EMDA and DMP on tourism and Derbyshire PCT about increasing awareness and the health agenda re exercise. A map of the route, circuits and links with existing rights of way and trails will be available and potential to ride in manageable chunks or as a complete destination.

Affordable cycle hire for families and a range of users will be catered for at Buxton and Matlock rail stations. The message is about sustainable travel by encouraging people to cycle and leave the car at home. Social marketing - raising awareness among new or occasional users - not only for recreational use, but also cycling to work and school. Explore sustainable tourism opportunities – links to market towns, villages, cafes, pubs, accommodation providers. Outreach to urban communities, often disadvantaged, to encourage access to the National Park in a sustainable way. Longer term aspirations of the project are that it lays a foundation for a more sustainable transport programme – visitors arrive by public transport and use cycles to explore the National Park - a gradual change to behaviour to reduce car use. It is envisaged that the project will be observed and likely replicated in other National Parks and areas where landscape protection is at a premium. Rhonda responded to questions about funding (£2.25 million secured so far), to cover the expense of tunnel re-opening and resurfacing costs

- consultants will be used for specialist advice. Ongoing maintenance was also an issue to be discussed.

Sue Fisher said the real benefit was getting people out and empowering them and would like a map of the suggested route (on website). She felt footpath to bridleway upgrades can be difficult. Rhonda has talked to groups about the social and softer aspects of marketing – guided bike rides and bike maintenance classes.

John Thompson congratulated Richard Campen on landing this project and was reassured by Rhonda's track record. The Chair commented on so many positives for local needs, not just visitors. It is a flagship initiative – well done. He thanked Rhonda for attending and said that the LAF would return to this subject at a future meeting.

9. CRoW Act Restrictions - update

Sue Smith had circulated a progress report – discussions on the restrictions at Deer Hill, Diggle and West Nab are ongoing in line with scheduled reassessment dates of 31 December 2009. There are two remaining sites to be reviewed at Hollins Hill and Crowden. The sub group will be meeting again and will report back at the next LAF meeting.

Terry reminded the Forum that there were 5 years left before the ten year review of access land maps. To ensure some continuity, bearing in mind that many Forum members have changed since the original mapping process took place, he requested a training event or extended session to look at open access issues. The Chair noted this.

10. Derbyshire County Council's Rights of Way Improvement Plan

a) Progress Report on RoWIP Delivery in 2009/10

Gill Millward had produced a progress report for September to December 2009.

Aim 1 - funding has been identified for a roadside signposting contract. The stiles and gates campaign proved very successful and will hopefully be repeated next Autumn.

Aim 2 - vacancies in the Mapping team have been filled and the new temporary closure register is now available on line.

Aim 3 - Management Plans have been produced for the first 8 high priority red routes.

Aim 4 - The RoWIP 'Highlights' report for 2008/09 is complete and has been circulated.

b) Proposed Work Programme for 2010/11

Gill had also provided a report outlining the key areas where work will focus in 2010/11. A more detailed document describing all the proposed actions will be produced once budgets have been agreed. Of particular interest – work is due to start on providing up to date, digital information for public rights of way in the Derbyshire Dales area and to progress the strategy for prioritising legal order work. There are further improvements planned for the Sett Valley Trail in New Mills and work will continue to develop the Pennine Bridleway National Trail through Glossop. The review of the Vehicle Policy document should be finalised and DCC/PDNPA will be working with both LAFs to develop codes of respect for users of the rights of way and access network. There will also be a focus on the Health and Physical Activity agenda through Walking for Health initiatives and Jog Derbyshire.

11. Feedback from Members

Chair - He and Judy Merryfield had attended an Environment Agency meeting on recreational access to water. A specialist gave an overview of the Peak District and the lack of access to water for recreation – there were some ideas which could be transferred to the Peak District eg canoe camping trails in the Dark Peak. In Wales, in particular, there are many voluntary agreements with landowners to open up rivers for canoeing in the closed season.

Andrew had also attended a meeting of East Midlands LAF Chairs, a new regional co-ordinator - Claire Herring - has been appointed (currently for two years) and is already busy e-mailing LAFs with updates. She will be co-ordinating all LAF activity in the East Midlands. There will be a training day on Tuesday 23 March 2010 at Grantham - subjects not yet finalised, but will be wide ranging for all LAFs. More details will be circulated when available - it is a free event for any LAF members in the East Midlands.

12. Any Other Business

Abbey Brook, near Fairholmes - Bob Berzins brought up the subject of Abbey Brook near Fairholmes which is land owned by the National Trust and is a SSSI. The tenant has sporting and land management rights. Natural England gave consent for improved access rights. Bob claims that the work has exceeded the consent; with a widened track, an estimated 5,000m² of material and SSSI land damaged. The material up the slope is now unstable. He felt the material which has been moved will take years to revegetate. Specialised work is needed on the upslopes - will anything be done and if so who will pay - he hopes the National Trust won't use membership funds for this. There was a short discussion about remedial work and potential enforcement. The Chair said with the LAF's permission he will e-mail Mike Innerdale to check the situation and if need be report back to the next LAF meeting. **ACTION: CHAIR**

Marine and Coastal Access - Henry reported that the Bill received Royal Assent on 12 November 2009, introducing an Act as significant in its own way as the CRoW Act. Two local MPs (Angela Smith – Hillsborough and Tom Levitt – High Peak) both gave helpful contributions in the House. The Chair reported that Lincolnshire LAFs with coastal responsibility were also very excited and told of positive dialogue and negotiations with landowners who understood need and legal issues. South Lincolnshire LAF was very positive and it is hoped this will be replicated elsewhere in the country.

Third Local Transport Plan (LTP 3) - Edwina reported that a draft document will be issued soon – as an advisory group the LAF should have access to that document and asked the Chair to pursue. **ACTION: CHAIR/GM**
Jon Clennell said that the Community Rail Partnership also needs to be consulted. Richard Taylor (DCC) spoke about funding for Greenways via the LTP and the Chair recognised that the LAF needs to give the Countryside Service its support. Richard responded that this was very important as DCC battles for fewer resources.

13. Dates of Next Meetings - 2010

Thursday 1 April 2010 – Losehill Hall, Castleton at 10:30am

Thursday 17 June – Aldern House, Bakewell at 10:30am

Saturday 18 September – Losehill Hall at 10:30am

Thursday 2 December – Aldern House at 10:30am

The meeting finished at 1.10pm.