

Public Document Pack

Peak District National Park Authority**Tel: 01629 816200**E-mail: customer.service@peakdistrict.gov.ukWeb: www.peakdistrict.gov.uk

Minicom: 01629 816319

Aldern House, Baslow Road, Bakewell, Derbyshire. DE45 1AE



Our Ref: A.1142/1766

Date: 30 August 2018



NOTICE OF MEETING

Meeting: **Audit Resources & Performance Committee**Date: **Friday 7 September 2018**Time: **10.00 am**Venue: **The Board Room, Aldern House, Baslow Road, Bakewell**SARAH FOWLER
CHIEF EXECUTIVE

AGENDA

1. **Apologies for Absence**
2. **Minutes of previous meeting of 20 July 2018** (*Pages 5 - 8*)
3. **Urgent Business**
4. **Public Participation**
To note any questions or to receive any statements, representations, deputations and petitions which relate to the published reports on Part A of the Agenda.
5. **Members Declarations of Interest**
Members are asked to declare any disclosable pecuniary, personal or prejudicial interests they may have in relation to items on the agenda for this meeting.

- | | | |
|-----|--|---------|
| 6. | Proposed Traffic Regulation Order at Wetton Hills (A76228/SAS) (Pages 9 - 166)
Appendix 1

Appendix 2

Appendix 3

Appendix 4

Appendix 5

Appendix 6

Appendix 7

Appendix 8

Appendix 9

Appendix 10

Appendix 11

Appendix 12 | 45 mins |
| 7. | Brosterfield Site, Foolow - Proposed Submission of Revised Planning Application (P4484/CBM) (Pages 167 - 172)
Appendix 1 | 30 mins |
| 8. | Undertaking Projects for MoorLIFE 2020 Partners August 2018 Update (MSC) (Pages 173 - 178)
Appendix 1 | 15 mins |
| 9. | Elements of Life Proposal (KM) (Pages 179 - 202)
Appendix 1

Appendix 2

Appendix 3 | 15 mins |
| 10. | 2018/19 Quarter 1 Corporate Performance Report (A91941/HW) (Pages 203 - 240)
Appendix 1

Appendix 2

Appendix 3 | 15 mins |
| 11. | Environmental Management Annual Performance Report 2017/18 (A595 / MF) (Pages 241 - 254)
Appendix 1 | 20 mins |

- | | | |
|------------|--|---------|
| 12. | Ombudsman's Annual Review (RC) <i>(Pages 255 - 264)</i>
Appendix 1

Appendix 2

Appendix 3 | 10 mins |
| 13. | External Audit (KPMG): 2017/18 Annual Audit Letter (A1362/DH) <i>(Pages 265 - 276)</i>
Appendix 1 | 10 mins |

Duration of Meeting

In the event of not completing its business within 3 hours of the start of the meeting, in accordance with the Authority's Standing Orders, the Authority will decide whether or not to continue the meeting. If the Authority decides not to continue the meeting it will be adjourned and the remaining business considered at the next scheduled meeting.

If the Authority has not completed its business by 1.00pm and decides to continue the meeting the Chair will exercise discretion to adjourn the meeting at a suitable point for a 30 minute lunch break after which the committee will re-convene.

ACCESS TO INFORMATION - LOCAL GOVERNMENT ACT 1972 (as amended)

Agendas and reports

Copies of the Agenda and Part A reports are available for members of the public before and during the meeting. These are also available on the website <http://democracy.peakdistrict.gov.uk>

Background Papers

The Local Government Act 1972 requires that the Authority shall list any unpublished Background Papers necessarily used in the preparation of the Reports. The Background Papers referred to in each report, PART A, excluding those papers that contain Exempt or Confidential Information, PART B, can be inspected by appointment at the National Park Office, Bakewell. Contact the Democratic and Legal Support Team on 01629 816200, ext 362/352. E-mail address: democraticandlegalsupport@peakdistrict.gov.uk

Public Participation and Other Representations from third parties

Anyone wishing to participate at the meeting under the Authority's Public Participation Scheme is required to give notice to the Director of Corporate Strategy and Development to be received not later than 12.00 noon on the Wednesday preceding the Friday meeting. The Scheme is available on the website <http://www.peakdistrict.gov.uk/looking-after/about-us/have-your-say> or on request from the Democratic and Legal Support Team 01629 816362, email address: democraticandlegalsupport@peakdistrict.gov.uk.

Written Representations

Other written representations on items on the agenda, except those from formal consultees, will not be reported to the meeting if received after 12noon on the Wednesday preceding the Friday meeting.

Recording of Meetings

In accordance with the Local Audit and Accountability Act 2014 members of the public may record and report on our open meetings using sound, video, film, photograph or any other means this includes blogging or tweeting, posts on social media sites or publishing on video sharing sites. If you intend to record or report on one of our meetings you are asked to contact the Democratic and Legal Support Team in advance of the meeting so we can make sure it will not disrupt the meeting and is carried out in accordance with any published protocols and guidance.

The Authority uses an audio sound system to make it easier to hear public speakers and discussions during the meeting and to make a digital sound recording available after the meeting. From 3 February 2017 the recordings will be retained for three years after the date of the meeting.

General Information for Members of the Public Attending Meetings

Aldern House is situated on the A619 Bakewell to Baslow Road, the entrance to the drive is opposite the Ambulance Station. Car parking is available. Local Bus Services from Bakewell centre and from Chesterfield and Sheffield pick up and set down near Aldern House. Further information on Public transport from surrounding areas can be obtained from Traveline on 0871 200 2233 or on the Traveline website at www.travelineeastmidlands.co.uk.

Please note that there is no catering provision for members of the public during meal breaks. However, there are cafes, pubs and shops in Bakewell town centre, approximately 15 minutes walk away.

To: Members of Audit Resources & Performance Committee:

Chair: Mr Z Hamid
Vice Chair: Mr J W Berresford

Mrs P Anderson	Cllr A R Favell
Cllr C Furness	Cllr Mrs G Heath
Cllr B Lewis	Cllr A McCloy
Cllr C McLaren	Cllr J Perkins
Cllr R Walker	Cllr F J Walton
Cllr B Woods	

Other invited Members: (May speak but not vote)

Mr P Ancell	Cllr D Chapman
Cllr D Birkinshaw	

Constituent Authorities
Secretary of State for the Environment
Natural England

Peak District National Park Authority
Tel: 01629 816200
 E-mail: customer.service@peakdistrict.gov.uk
 Web: www.peakdistrict.gov.uk
 Minicom: 01629 816319
 Aldern House, Baslow Road, Bakewell, Derbyshire. DE45 1AE



MINUTES

Meeting: **Audit Resources & Performance Committee**

Date: Friday 20 July 2018 at 10.00 am

Venue: The Board Room, Aldern House, Baslow Road, Bakewell

Chair: Mr Z Hamid

Present: Mr J W Berresford, Mrs P Anderson, Cllr A R Favell, Cllr C Furness, Cllr Mrs G Heath, Cllr B Lewis, Cllr A McCloy, Cllr C McLaren, Cllr J Perkins, Cllr R Walker, Cllr F J Walton and Cllr B Woods

Mr P Ancell and Cllr D Chapman attended to observe and speak but not vote.

Apologies for absence: None.

34/18 CHAIRS ANNOUNCEMENTS

Mr Zahid Hamid introduced himself as the new Chair of the Audit, Resources and Performance Committee and then welcomed Cllr Barry Lewis and Cllr Rob Walker to their first Audit, Resources and Performance Committee meeting.

The Chair thanked the previous Chair and Vice Chair of the Audit, Resources and Performance Committee, Cllr Andrew McCloy and Cllr John Walton, for all their hard work.

Holly Waterman, Senior Strategy Officer – Research, was invited by the Chair to introduce the Authority's 2018-19 Performance and Business Plan which had recently been published and copies had been given to Members. The published Plan had been given a much more engaging and visually appealing presentation this year. Members were asked to let Holly know if they had any comments to make on how to improve the published Plan for next years version.

35/18 MINUTES OF PREVIOUS MEETING OF 18/05/2018

The minutes of the last meeting of the Audit, Resources and Performance Committee held on 18 May 2018 were approved as a correct record.

36/18 URGENT BUSINESS

There were no items of urgent business to consider.

37/18 PUBLIC PARTICIPATION

There was no public participation.

38/18 MEMBERS DECLARATIONS OF INTEREST

There were no Member declarations of interest.

39/18 INTERNAL AUDIT 2018/19 ANNUAL PLAN (A1362/7/DH)

The Director of Corporate Strategy and Development introduced Ian Morton of Veritau, Internal Auditors, who was present to introduce the Internal Audit Plan and answer any questions.

It was noted that the Plan was for 40 days instead of the usual 35 days. This was due to 2 days being carried forward from last year plus 3 extra days, which would be free of charge to enable a Culture Audit to be conducted. The Culture Audit was a development area, which had been supported by the Senior Leadership Team.

It was also noted that although a review of the policies and procedures relating to Volunteers was included in the Plan this would not be a full review of Volunteers and how they are used.

The recommendation to approve the Internal Audit Plan for 2018/19 was moved, seconded, voted on and carried.

RESOLVED:

That the 2018/19 Internal Audit Plan be approved.

40/18 EXTERNAL AUDIT 2017/18 ANNUAL REPORT

The Director of Corporate Strategy and Development introduced John Cornett and Katie Scott from KPMG, External Auditors, who were present to introduce the External Audit 2017/18 Annual Report and answer any questions.

John Cornett drew Members' attention to the key issues of the summary of the report and thanked Officers for their assistance.

The recommendation to note the report and letter of management representation was moved, seconded, voted on and carried.

The Chair thanked John Cornett and Katie Scott for their work over the past 6 years.

RESOLVED:

- 1. To note the External Auditor's report at Annex A of the report.**
- 2. To note the letter of management representation at Annex B of the report to be signed by the Chair of Audit Resources and Performance Committee and the Chief Finance Officer.**

41/18 STATEMENT OF ACCOUNTS 2017-18 (A.137/21/PN)

The Chief Finance Officer introduced the report which sought approval for the audited Statement of Accounts for 2017-18. An amendment to the report was noted on page 99 where the 2016-17 end figure should read £3,067,908 not £3,067,907 as printed. It was

noted that the un-audited accounts had been shown on the Authority's website since May but would be replaced with the audited accounts when they had been signed off by the Auditors.

In response to Members' queries it was noted that:

- a business case for the Hulme End cycle hire proposal was not necessary as it was just a change of venue due to the closure of Waterhouses cycle hire
- a charge for impairment was shown in the Capital Adjustment Account due to a District Valuer valuation of Castleton Visitor Centre.

The Chief Finance Officer agreed to send fuller details to Members in response to their queries regarding final adjustment of the accounts since the Outturn and income and expenditure for Visitor Centres and Communications and Design services.

The recommendation to approve the audited Statement of Accounts and to note the amendments to the draft accounts was moved, seconded, voted on and carried.

RESOLVED:

To approve the audited Statement of Accounts for 2017-18 as shown in Appendix 1 of the report and to note the amendments made to the draft accounts itemised in Appendix 2 of the report.

42/18 2017/18 ANNUAL GOVERNANCE STATEMENT (JS)

The Monitoring Officer introduced the report which asked the Committee to review and approve the audited Annual Governance Statement for 2017/18. It was noted that the un-audited version of the Statement had been on the Authority's website since May and would be replaced with the audited version when it was agreed.

The recommendation to approve the audited Annual Governance Statement was moved, seconded, voted on and carried.

RESOLVED:

To approve the audited Annual Governance Statement for 2017/18 for signoff by the Chief Executive Officer and the Chair of Audit, Resources & Performance Committee.

43/18 2018-19 PERFORMANCE AND BUSINESS PLAN

The Chair of the Planning Committee, Mr Paul Ancell, stated that the published Performance and Business Plan was a very well presented document and requested that Officers be thanked and congratulated on a very professional job.

The meeting ended at 10.45 am

This page is intentionally left blank

6. PROPOSED TRAFFIC REGULATION ORDER AT WETTON HILLS (A76228/SAS)

Purpose of the report

1. This report presents the outcome of the publication of proposals under Regulation 5 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007 for a permanent traffic regulation order (TRO) at Wetton Hills.
2. Having regard to the representations made pursuant to Regulations 4 and 7 of the 2007 Regulations, available evidence and the information in this report, it is proposed that the Authority considers a TRO on this route in the form and manner agreed at this meeting.

Recommendations

3. **1. That Members decide the appropriate option having regard to the option analysis in the report and make a resolution from those set out in the report at paragraph 47.**

Policies and legal obligations

4.
 - National Park Management 2018-23
 - Strategy for the Management of Recreational Motorised Vehicles in their Use of Unsealed Highways and Off-road, and Procedure for Making Traffic Regulation Orders (TROs).
 - Sections 5(1) and 11A of the National Parks and Access to the Countryside Act (NPACA) 1949
 - Section 122 of the Road Traffic Regulation Act 1984.

Background

5. On 19 May 2017, Audit Resources and Performance (ARP) Committee approved actions in the key areas of work required to deliver the Strategy on managing recreational motorised vehicles (Minute 18/17). The Priority Routes Action Plan focused on those routes where the need for improved management had been identified. At Wetton, this included a proposed consultation on vehicle regulation.
6. In June 2017, statutory consultees were consulted under Regulation 4 of the 2007 Regulations. An ARP Members' site visit took place on 14 September 2017 (Appendix 1) prior to the ARP Committee meeting on 15 September 2017 at which it was resolved to proceed to publish notice of proposals for a TRO to prohibit use at all times by mechanically propelled vehicles on the route at Wetton (Minute 41/17). The Regulation 4 representations are dealt with in the report (with appendices) to the ARP Committee meeting on 15 September 2017 and copies of these representations are at Appendix 2 to this report.

The Route

7. The route at Wetton runs from Manor House Farm, south westerly and then south to meet the Leek Road in the Manifold Valley. It is approximately 1.4 km long. Access to the northern end of the route is from the minor road to Back of Ecton. The southern end of the route can be accessed via Wetton to the east, Butterton to the west or from the north along the valley bottom. The relevant Highway Authority is Staffordshire County Council (SCC). A map showing the route is provided in Appendix 3.

8. The route is an unenclosed grass-surfaced route running along the valley bottom below Wetton Hill and within an extensive area of open country. The route is not passed by any roads throughout its length and does not pass any properties other than Manor House Farm to the north. The northern end of the route links to the minor road to Back of Ecton and the unclassified road cul-de-sac to Top of Ecton, the southern end of the route links to the road along the valley bottom and the Manifold Way part of which is subject to a traffic regulation order made by Staffordshire County Council restricting all mechanically propelled vehicles.
9. The whole route passes through a Site of Special Scientific Interest (SSSI) and Natural Zone and the southern end passes through a Special Area of Conservation (SAC). The route passes through historic landscapes with nearby features including a possible site of an early mill, caves and fissures, a stone slab footpath, and the former Leek and Manifold Railway. A scheduled monument lies at the summit of Wetton Hill. The Manor House at the northern end of the route is listed. The route lies within the White Peak Landscape Character Area.
10. Wetton Hills is an important recreational asset for all users providing access to Wetton Hill and the Sugar Loaf, a bridleway to/from Wetton Mill, and to link to the Manifold Trail. Vehicle logging and evidence on the ground shows a relatively low level of use by both 4-wheeled and 2-wheeled mechanically propelled vehicles (MPVs). Sections of the route are used for access for land management purposes.
11. The route appears on Staffordshire County Council's List of Streets as an unsurfaced Unclassified Road (UCR) and a Green Lane. The southern part is recorded as a publically maintainable highway with the upper section (the Green Lane) as having no maintenance. Officers are satisfied that Wetton Hills is a route over which a traffic regulation order may be made under section 22BB(1) of the Road Traffic Regulation Act 1984 (RTRA 1984).
12. Issues identified in the preparation of route management reports relate to the nature and condition of the route and its environmental sensitivity. Detailed route management information is available at www.peakdistrict.gov.uk/priorityroutes.

The Proposed Traffic Regulation Order

13. In September 2017, ARP resolved that a TRO should be considered on the following grounds of the Road Traffic Regulation Act 1984 (Appendix 4):
 - s1(1)(d) – for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property
 - s1(1)(f) – for preserving or improving the amenities of the area through which the road runs
 - s 22(2) – for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area
14. In the draft order (Appendix 5) the Authority proposed a permanent restriction on all mechanically propelled vehicles (MPVs) at all times save for the following exceptions:
 - Use by emergency services or by any local authority or statutory undertaker in pursuance of their statutory powers and duties
 - Use to enable work to be carried out in, on, under or adjacent to the road
 - Use for the purposes of agriculture or land management on any land or premises adjacent to that road
 - Use by a recognised invalid carriage
 - Use upon the direction of or with the permission of a Police Constable in uniform

- Use with the prior written permission of the Authority.

15. The statement of reasons (Appendix 6) identified the factors which contribute to natural beauty and the benefits afforded to people from that seen and experienced and the opportunities for recreation. Vehicle use and the effects of vehicular use on the special qualities of the area are also identified.

Section 122 of the Road Traffic Regulation Act 1984

16. In September 2017, Members considered the duty under section 122 of the RTRA 1984 (Appendix 7) to secure twin objectives, namely the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The duty takes effect 'so far as practicable' having regard to the matters specified in s122(2).
17. In considering the factors set out in relation to s122(2):
- Access to premises – any proposed restriction would only be for mechanically propelled vehicles using the route as a through-road or for recreational use. Vehicular access to land adjacent to the route for land management purposes would be unaffected.
 - Amenities of locality – the removal of MPVs from the route is likely to improve the amenities of the locality. To access this route it is necessary to use minor metalled roads. These offer an alternative for recreational vehicle users, albeit not of the same character as an unmetalled track. An unclassified UCR and Green Lane (as the route presently is) are not part of the road transport network. Heavy commercial vehicles do not use this route.
 - Air quality –recreational motorised vehicle use has a negligible impact.
 - Public Service Vehicles – as this is an unsealed route it is not used by such vehicles.
 - Disabled access – Recognised invalid carriages will not be affected by the TRO. There are few parking and limited turning opportunities along the route. Any TRO would not prevent the use by wheel chairs and trampers and would enhance the safety and enjoyment of such access, subject to the physical limitations of the route, in accordance with the exemption set out in paragraph 14 above. Access by other means by disabled users could also be obtained on application to the Authority.
 - Natural beauty/amenity – the restriction of MPVs would have a beneficial impact on the natural beauty of the area and amenity of other users.

Consultation

18. The consultation on the proposed TRO under Regulations 5-7 of the 2007 Regulations ran from 15 February 2018 to 6 April 2018. This followed the consultation under Regulation 4 referred to in paragraph 6 above. Statutory consultees and landowners were notified and it was advertised in the Leek Post and Times, on the Authority's website and on the route.
19. The consultation documents included: a draft order (Appendix 5), a statement of reasons and appendices covering use, interests and impacts (Appendix 6), a notice of proposal (Appendix 8) and a map.
20. The organisations listed in Appendix 9 (the statutory consultees) were consulted at the first and second stage of the process, as required by the Regulations. There were 3 consultees that responded to the first consultation but not this second specific consultation. The responses were split between those supporting a permanent order to prohibit MPVs on the route at all times as per the proposal, those believing a less restrictive option would be sufficient and those that considered restrictions were

unnecessary at this time with voluntary restraint being identified as an alternative. Those objecting to a permanent order to prohibit MPVs on the route at all times comprised:

- Green Lane Association
- Trail Riders Fellowship
- Peak and Derbyshire Vehicle User Group
- Association of Peak Trail Riders

Those in support of the proposal included:

- Wetton Parish Council
- Peak District Local Access Forum
- The Ramblers
- Friends of the Peak District
- British Horse Society
- Open Spaces Society
- Peak and Northern Footpaths Society
- Peak Horsepower
- Peak District Green Lanes Alliance

Natural England did not consider that there was an impact on the notifiable features of the SSSI and further commented on grounds, restraint, and monitoring for any approach adopted.

21. A summary of the representations received within the above consultation period from the statutory consultees is set out in Appendix 10. Consultee responses at the Regulation 4 stage are dealt with in the report and appendices at Appendix 2. In addition to the statutory consultees, there were objections to the proposal from 161 individuals and organisations, support for the proposal from 279 individuals and organisations and 3 individuals neither objecting nor supporting. A petition in support was also provided.
22. Objections – Other than the statutory consultees, 2 organisations objected to the proposal. Their representations are set out in Appendix 10. There were also 153 individual representations and 6 objections with no grounds provided. The representations are summarised in Appendix 11.
23. The objections to the proposed order are summarised in Appendix 11 with comments provided relating to consideration of these objections. The main issues raised by objectors are:
 - The route can accommodate the existing levels of vehicle use
 - The proposal is unnecessarily restrictive for the level of use
 - Repairs should be undertaken using the assistance offered
 - The proposal prevents enjoyment by a section of the public and is discriminatory
 - Trail riding forms part of the culture heritage of the area
 - It would result in an impact on motorcycle tourism and local businesses
24. Many of those objecting acknowledged that motor vehicular use of the route needed to be managed in some way but considered that there were alternative management options to that proposed, including with the involvement of vehicle users. Motorcycle users pointed to the fact that their disturbance is less than four-wheeled vehicles due to weight/width differences. The most commonly mentioned alternatives included:
 - A width/weight restriction relating to four-wheeled motorised vehicles
 - A seasonal or wet weather restriction
 - A permit/authorisation system for motorcycle users organised by the Trail Riders Fellowship
 - A one-way system

The continuation of voluntary restraint was also offered as an alternative. An exemption for electrically powered motorcycles and mopeds was also sought.

25. A number of the consultation responses referred to the status of the route and whether there were public rights for mechanically propelled vehicles. Consideration of whether a National Park Authority would have the power to make traffic regulation orders on routes where the status was uncertain was also raised. The powers granted to NPAs allow the making of TROs on routes recorded as public rights of way on the Definitive Map and Statement or which are unsurfaced carriageways (ways over which the public have the right of passage in vehicles). The determination of the legal status of the public's rights over the route is a matter for the relevant Highway Authorities. The route appears in Staffordshire County Council's list of highways where part is recorded to be maintainable at public expense. Vehicle logging data shows use of the route by vehicles from 2014. On the balance of probabilities, the evidence available to the PDNPA at this time leads to the conclusion that there are public vehicular rights over the route and, as the route is unsurfaced, the view of officers is that the Authority has power to make a traffic regulation order over the whole route.
26. A number of the consultation responses referred to the condition of the route. Whilst the Authority has similar powers to the Highway Authorities (HA) in relation to TROs, only the HA have the duty to maintain routes. Maintenance and condition of the route will only be relevant to a TRO proposed by a NPA in so far as changes to the condition of the route influence the effect that vehicles are having on other users and the environment of the area and the NPA's assessment of the impact on natural beauty and amenity.
27. The importance of access for disabled users was also raised by many respondents. An exemption for invalid carriages and access on application is provided within the draft order (Appendix 5) and the NPA will investigate other means to ensure reasonable access for registered disabled users.
28. In relation to the suggested exemption for electrically powered motorcycles and mopeds, there is scant evidence at present of these being used on unmetalled roads within the Peak District National Park. In any event, although electrically powered MPVs are likely to be much quieter than petrol/diesel MPVs, the physical and visual impacts and potential for user conflict are likely to be the same. If a TRO were to be made in the same terms as that proposed, it would be open to an individual to seek the Authority's written permission to use an electric motorcycle or moped on the route, and the Authority could then consider the acceptability of this on a case by case basis, having regard to conditions that might be imposed to limit impacts arising from frequency, levels and nature of use including the speed of vehicles and ground conditions.
29. Support - Other than the statutory consultees, 9 organisations supported the proposal. Their representations are set out in Appendix 10. There were also 270 individual representations and a petition with 85 signatories. The comments are summarised in Appendix 11.
30. The reasons for supporting the proposal are summarised in Appendix 11. The main issues raised by supporters of the proposal are:
 - Motor vehicle use impacts on this particularly tranquil part of the National Park
 - It is important to protect the naturalness and beauty of the landscape
 - Further deterioration of the route should not take place
 - This area is important for access and recreation
 - There are safety concerns

Partial TRO Options

31. In deciding to pursue a consultation on a permanent restriction at Wetton Hills, Members had regard to the extent to which it is necessary to restrict mechanically propelled vehicles. S122 of the RTRA does not require the Authority to proceed in stages starting with a least restrictive option. However, if a less restrictive option might achieve the desired outcome then it is a factor for consideration. Paragraph 24 summarises the principal alternatives which have been identified from the representations received. These are considered below:

32. **Width/weight restriction**

<u>Pros</u> Removes impacts and conflict from 4x4s Reduction in overall numbers of vehicles Lessens conflict with other user types and deviations Weight-bearing impacts removed	<u>Cons</u> 2-wheeled use impacts remain Some user conflict remains Some visual, physical and auditory impacts remain
--	--

A seasonal or wet weather restriction

<u>Pros</u> Reduction in damage to the route and surroundings Lessens conflict with other user types and deviations	<u>Cons</u> Impacts arising from rainfall during unrestricted periods Displacement to unrestricted times User conflict over busy summer period Some visual, physical and auditory impacts remain
---	--

Permit System

<u>Pros</u> Manage type of use to appropriate times and levels Manage conduct of users Flexibility	<u>Cons</u> Some user conflict remains Some visual, physical and auditory impacts remain Administration Element of enforceability
---	---

One-way restriction

<u>Pros</u> Removes conflict between 4x4s Lessens conflict with other user types and deviations	<u>Cons</u> Some user conflict remains Some visual, physical and auditory impacts remain
---	--

TRO with Combined Elements

<u>Pros</u> Manage type of use to appropriate times and levels Flexibility	<u>Cons</u> Some user conflict remains Some visual, physical and auditory impacts remain Element of enforceability
--	---

Summary

33. The route is in a National Park designated for its exceptional natural beauty and within areas of Natural Zone where it is particularly important to conserve that natural beauty.

- The route passes through habitat and features of national and international importance and there are cultural heritage features of national, regional and local importance nearby.
34. Wetton Hills is an important route for all recreational users and is used as a means of access to the wider area and to pass through the area on part of a longer journey. The route also gives the opportunity for quiet enjoyment and to experience tranquillity and there is a an impression of seclusion created by the valley and absence of development.
 35. The route is for much of its length grassy and trackless and is susceptible to damage as shown by the passage of vehicles which has resulted in rutting over an increasing length.
 36. It is considered that unrestricted motorised vehicle use on this route has an adverse impact on the ecological, archaeological and landscape interests, the natural beauty, amenity and recreational value of the area and the special characteristics of the route. Although it is said by objectors that trail-riding by motorcycles is an important component of the cultural heritage of the National Park, having taken place since before the First World War, it is not a feature of the physical fabric of the National Park, nor does it contribute towards the natural beauty or wildlife of the Park or this particular route. In the view of officers, trail-riding is more appropriately seen as one of the opportunities for the understanding and enjoyment of the special qualities of the National Park, to which lesser weight is given in the event of conflict with the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the Park.
 37. It is therefore considered that some form of order is required to manage mechanically propelled vehicle use on this route. The extent of that restriction revolves around whether it may reduce to an acceptable level the impacts on the interests and amenity of the route and area and other users and conserve the natural beauty of the area in accordance with the Authority's obligations in respect of its statutory purposes.
 38. The proposed order imposes a permanent restriction on all MPVs at all times (subject to specified exceptions) and seeks to address impacts on the landscape, ecology and cultural heritage of the area and the nature of the route through reducing the use by MPVs. This would meet the desired outcome of conservation and enhancement in accordance with National Park purposes and the preservation of the amenity of the route and area and of other users. Any partial TRO or other scheme of restraint should also address these matters and requires consideration of the type, the timing and the level of use.
 39. In their consideration of the extent to which the desired outcome could be met by means other than the proposed order, Members may consider a partial TRO containing, for example, the following elements: a prohibition on 4-wheeled motorised vehicles at all times and for 2-wheeled motorised vehicles to be permitted at such a level, by such a means and/or at such times when impacts on the interests and tranquillity of the area, the route and other users may be lessened. It is important that there is a reasonable level of confidence that a less restrictive option will be such as to achieve the protection of the character of the route and the natural beauty and amenity of the route and area.
 40. In relation to an exemption for electric motorcycles and mopeds, as indicated above, any specific written requests received could be dealt with under an exception (f) within the order. As it is currently drafted however this exemption makes no mention of compliance with conditions and to avoid uncertainty about whether a breach of condition brought to an end a permit granted under exemption (f) it would be prudent to modify the wording to make sure that the exemption applies only for so long as the conditions imposed on any grant of permission are complied with. Exemption (f) could therefore be modified to say "and subject to compliance with any conditions imposed on such permission".

41. In relation to enforcement of any TRO, this would be undertaken in consultation with the Highway Authority and the police having regard to signage, barriers and the character of the route. Monitoring should identify if there are any problems.

Option Analysis

42. The following main courses of action are available:
- To proceed to make a permanent order to prohibit MPVs at all times as proposed
 - To make an order incorporating one or more measures for management of the route as suggested in paragraph 32 above (a partial TRO)
 - To hold a public inquiry and appoint an inspector
 - To delay the making of the order
 - To resolve not to make a TRO

43. **Permanent TRO (permanent prohibition of all MPVs at all times)**

<u>For</u> Impacts on natural beauty and amenity reduced Increased use and enjoyment of the route	<u>Against</u> Enjoyment of recreational motorised vehicle users removed Enforcement issues including selection and replacement of barriers Displacement issues
---	--

Partial TRO (partial restriction)

<u>For</u> Impacts on natural beauty and amenity reduced Increased use and enjoyment of the route at times when no vehicle users present Vehicle user groups part of the solution	<u>Against</u> Some impacts on natural beauty and amenity remain Enforceability/non-compliance/selection of barriers Displacement issues Management of level of use Delay if re-consultation/notification required
--	---

Public Inquiry

<u>For</u> Independent analysis of options having regard to evidence	<u>Against</u> Cost and time Impacts on natural beauty and amenity remain during the inquiry process
---	--

Deferment

<u>For</u> Potential for clarification of legal use and/or trialling, monitoring and surveys to determine action	<u>Against</u> Impacts on natural beauty and amenity remain
---	--

Abandonment

<u>For</u> Potential for clarification of legal use and repairs by the Highway Authority and	<u>Against</u> Impacts on natural beauty and amenity remain
---	--

further monitoring and surveys to determine action	
--	--

44. In further consideration of the options:
- Partial TRO - if an order is made in substantially different terms to the proposed order, the 2007 Regulations require the Authority to take such steps as appear to it to be appropriate for informing people likely to be affected by the modification. This includes providing the opportunity to make written representations and to consider those representations before making the order. A re-consultation period of 21 days would be adopted. A partial TRO could be perceived to be a substantive change from the published proposed order and consequently require further consultation.
 - Public inquiry – It has been suggested by an objector that a public inquiry would improve public confidence in the Authority. In the view of officers, however, a public inquiry should not be held purely for reputational reasons, and there is nothing unusual about the circumstances of this case that calls for a public inquiry. Nonetheless, it is entirely within Members’ discretion to decide to hold a public inquiry. The cost of a public inquiry would be borne by the Authority and the Inspector would provide a report and recommendations which the Authority would not be bound to follow but would have to provide good reasons for not doing so.
 - Deferment – an order cannot be made more than 2 years after the proposal has been publicised in accordance with Regulation 5. This period expires in February 2020.
 - Abandonment – this would be appropriate if, forexample, Members considered that the evidence did not show an unacceptable impact on the route and area by MPVs.

Proposal

45. In their consideration of the most appropriate course of action, it is necessary for Members to have regard to the following:
- the representations received in accordance with Regulations 4 and 7 (Appendices 2, 10 & 11)
 - whether it is expedient to make a traffic regulation order on this route on the grounds specified in the draft order (Appendix 5)
 - alternative courses of action as set out in the option analysis
 - the statutory purposes of the National Park, in accordance with ss 5 and 11A of the NPACA 1949
 - the balancing exercise set out in s122 of the RTRA (Appendix 7)
46. In relation to s122, if some form of restriction is to be adopted Members will need to be satisfied that the preservation and enjoyment of the amenity and conservation of the natural beauty of the area justifies cutting down the unrestricted vehicular use of the route notwithstanding that such a restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles.
47. Depending on which of the options Members wish to adopt for this route, the following possible resolutions are relevant:

(i) Permanent TRO (permanent prohibition of all mpvs at all times)

Resolution: the Authority proceeds to make a Permanent Traffic Regulation Order under Section 22 BB(2)(a) Road Traffic Regulation Act 1984 that will have the effect of prohibiting use by mechanically propelled vehicles at all times at Wetton Hills

(subject to specified exceptions).

(ii) Partial TRO (partial restriction)

Resolution: (i) the Authority proceeds to make a Permanent Traffic Regulation Order under Section 22 BB(2)(a) Road Traffic Regulation Act 1984 that will have the effect of prohibiting use by mechanically propelled vehicles at Wetton Hills in the manner identified by Members (ii) that if a substantive change is made to the TRO as previously proposed, an opportunity for further comments to be made is given in accordance with Regulation 12 of the 2007 Regulations and representations arising from this consultation reported thereafter to this Committee.

(iii) Public Inquiry

Resolution: the Authority appoints an inspector to hold a public inquiry and publishes notice of the public inquiry in accordance with Regulation 9 of the 2007 Regulations.

(iv) Deferment

Resolution: the Authority defers a decision on making a TRO at Wetton Hills, such deferment being subject to review .

(v) Abandonment

Resolution: the Authority abandons pursuing a TRO at Wetton Hills at this present time.

48. If the order is made as proposed, subject to any minor modifications as may be required (to be finalised by officers), a notice of proposals, order and map will be prepared and publicised. A decision notice giving reasons for not acceding to the grounds for objecting will also be provided within 14 days of making the order. To this end, Members are asked to consider the comments on representations at Appendix 11, which will form the basis of reasons for not accepting objections.
49. If Members decide to make an order in substantially different terms to those in the proposed order, affected persons will be notified of this and an opportunity of 21 days will be provided for further comments to be made and considered.

Are there any corporate implications members should be concerned about?

50. **Financial:**
In May 2016, Members supported an investment proposal framework which included adding £26k to the baseline budget to deliver the green lanes action plan.
Supplementary costs relate to:
- advertising and site works for any order that is made
 - public inquiry, where the decision is taken to hold one
 - defending potential High Court challenges, including Counsel's fees and an award of costs if unsuccessful.
51. **Risk Management:**
There is an element of reputational risk to the Authority for deployment of a TRO or for not using this power. This issue is likely to be of considerable public interest. The Authority must be confident that the grounds for action are clear, objective and defensible.
52. **Sustainability:**
This report addresses sustainability issues in the context of both the National Park Management Plan and the Authority's statutory purposes, duty and legal powers.

53. **Equality**

The requirements of the Equality Act 2010 and in particular the public sector equality duty have been met in the consideration of proposals on this route and the ongoing requirements to have regard to the duty. The protected characteristics of most relevance to the proposed TRO are those of age and disability. By restricting use of the route by mechanically propelled vehicles (but not recognised invalid carriages) a TRO would help to promote equality in the opportunity to enjoy the natural beauty and amenity of the area through which the route passes by the young, the elderly and people with disabilities.

54. **Background papers:**

None

55. **Appendices**

The following documents are appended to this report:

1. Site Inspection notes
2. Regulation 4 responses – statutory consultees
3. Map of the route
4. Grounds for making a TRO
5. Draft order
6. Statement of reasons
7. S122
8. Notice of proposal
9. List of consultees
10. Regulation 7 responses - organisations
11. Representations and comment
12. TRO checklist

55. **Report Author, Job Title and Publication Date**

Sue Smith, Rights of Way Officer, 30 August 2018

This page is intentionally left blank

Wetton Site Visit – 14 September 2017

Purpose

A site visit took place on 14 September 2017 to enable the Members of the Audit, Resources and Performance Committee to be better informed of the relevant issues and facts about the proposal.

Attendance

Members of the Audit, Resources and Performance Committee attended the site visit. The Highway Authority was not present.

Procedure

Members did not make a decision or recommendation on the proposal during the site visit.

The Site Visit

Members walked the full length of the route and travelled possible alternative routes for vehicles using minor metalled roads.

The Authority Officers explained the proposal and summarised the background. This included the reasons for the proposal, the management history of the site, the process for the determination of the legal status, and discussion of management options.

Officers answered questions from Members which included:

- The location and extent of nationally and internationally designated areas
- The expansiveness of the area of open country and public rights of way joining or near to the route
- The tranquility of the area and the naturalness of the landscape
- The change in character along the route
- The effect of past and current levels of use
- The effectiveness of voluntary restraint
- The network of other unsurfaced routes in the area
- The lack of signage

Officers were asked to provide the latest information on the number of motorised vehicle users:

Apr 2014 to May 2014: 4-wheeled - average of 0.15 per day; 2-wheeled - average of 0.13 per day

Aug 2015 to Nov 2015: 4-wheeled - average of 0.3 per day; 2-wheeled - average of 0.8 per day

*Jan 2016 to Mar 2016: 4-wheeled - average of 0.05 per day; 2-wheeled - average of 0.7 per day

*Mar 2016 to Apr 2016: 4-wheeled - average of 0.02 per day; 2-wheeled - average of 0.35 per day

Oct 2016 to Mar 2017: 4-wheeled - average of 0.05 per day; 2-wheeled - average of 1.17 per day

Mar 2017 to Jul 2017: 4-wheeled - average of 0.5 per day; 2-wheeled - average of 0.7 per day

Jul 2017 to Set 2017: 4-wheeled - average of 0.1 per day; 2-wheeled - average of 0.77 per day

* During period of voluntary restraint

Members did not ask Officers to undertake further work prior to the consideration of the item at the formal Committee meeting.

This page is intentionally left blank

Wetton Hills – Summary of Regulation 4 Consultation Responses

Wetton Parish Council –

- Recognise that there are arguments for closing this green lane to any recreational motorised vehicle – or at least to 4x4's. But also concerned that – the more that access to green lanes is restricted – the more that undoubted problems become concentrated on the remaining locations.
- Restriction should be for the purpose of minimising impact on ground conditions, and the associated environmental damage.
- A traffic regulation order should be made which closes this green lane to all recreational motorised vehicles other than during those months of the year where least damage would be likely to be done to the ground.
- Do not feel able to be specific as to the months in which this green lane would be closed to all recreational motorised vehicles, do not think this should be confined to winter months – but should be sufficient to allow time for the ground to recover and to allow for spring growth. A closed period from the start of October to the end of May is one such possibility.

Addendum – 15 November 2017

Earlier in the year, our Parish had expressed a support for a seasonal TRO. This conclusion was made on the basis that we as councillors were generally unaware of the extent of concern from the residents near the Green Lane. Since that input, we have received more detailed feedback from the local community, which has made us, as a Parish Council decide that we now would support a full TRO.

Peak District Local Access Forum –

- The route in Wetton Parish is 1,420 metres long. It runs along the north-western and western edges of Wetton Hill, from Manor House to a point on the minor road through the Manifold Valley a short way below Wettonmill. Its legal status is a Non-Classified Highway. It links directly to Non Classified Highway cul-de-sac route to Top of Ecton northwards, the southern end links to Manifold Way NCH which is subject to an all vehicle TRO. It follows a shallow dip between Wetton Hill and the slope below the Sugar Loaf on the other side.
- The whole route lies within Access land (being the largest area in the White Peak), and the Hamps and Manifold Valleys SSSI. Continued use by vehicles can be expected to deepen and extend the existing rutting and damage to the track surface as well as encourage spread to the adjacent strip, causing further damage to the grassland in the SSSI.
- The Green Lanes Sub-group first surveyed the route and met in November 2014. The Sub-group expressed then concern about the state of the route, and that opportunity exists to take action before the route further deteriorates, but that action needs to be taken urgently. It concluded then that:
 - The National Park Authority should approach the National Trust and Peak Park Conservation Volunteers (PPCV), with a view to carrying out minor repair works on rutted sections, infilling with appropriate stone materials. (We heard on the site visit that a meeting had taken place between Peak District NPA and National Trust staff, but no work had been carried out).
 - Escalate the monitoring of this route to ensure it does not deteriorate further and that if deterioration continues, actions should be escalated. (We heard on site that monitoring of usage had continued, but was low overall in the case of both 4WD's and Motor Cycles. Nevertheless, the effects on the ground were clear with an increased amount and depth of ruts since the visit in 2014, and some members have mentioned it is worse still in winter).
- Key findings and conclusions were:
 - The damage and rutting has deteriorated significantly since our 2014 visit with deeper and more extensive ruts - we suggested this could be demonstrated by photos taken then and since. There is a metalled surface at either end, but the substantial length of the route is grass and unrestricted vehicular use is not considered sustainable.

- It was noted that Voluntary Constraint had been tried but had not been effective given low usage numbers and that this would not be appropriate in future given low numbers and that not all users respect these initiatives. A TRO would not affect recreational vehicle activity significantly in the wider Peak.
- There is no likelihood of Staffordshire County Council as Highway Authority doing a review of status so use by vehicles is likely to continue to be a problem.
- We considered that the solution to the current issues needed to be considered in relation to the wider National Park issues to safeguard the landscape, the SSSI and the tranquility of the Access land - the largest area in the White Peak area.
- One member thought a downwards one-way TRO restriction might be the answer but colleagues thought this would not be sufficient.
- Recommendation: We share the National Park Authority's concern about the impacts recreational motor vehicles are having on this route in a tranquil area enjoyed for walking, horse riding and cycling. Our agreed approach was to recommend a TRO for all vehicles with the exception of land management and farm usage, and use by emergency services or by any local authority or statutory undertakers in pursuance of their statutory powers and duties.
- This response now follows the 14th July findings and recommendation above and subsequent consultation with all Peak District LAF members on a Draft response, and 8 of 19 current members who responded supported the recommendation.
- A minority response from Richard Entwistle and Clare Griffin is attached.
 - Referring to the 2nd and 3rd paragraph would like to use the following Staffordshire CC's official description of the lane; The route in question falls within the remit of Staffordshire County Council. An extract of their description is NSG Class 0.5-100K: Back of Ecton, Maintenance Responsibility SCC (Highways) Maintenance Category No maintenance; Class Description Green Lane
 - The route is in a fairly narrow steep sided valley, where the sides are mainly covered in soft vegetation, not bare rock. The noise footprint of any motorised vehicle is contained within this small area, with any noise being dampened by the natural soft vegetation. These natural characteristics of the route mean that vehicular noise cannot be considered as harmful to the quality of the area.
 - No other RoW shares the valley, the only intercepting RoW is Wetton 20, a bridleway coming from Wetton Mill and Farm. The land contours are such that this bridleway comes through a valley or pass of its own, which effectively shields most of the bridleway from any noise on the Wetton route under consideration. Close by is Wetton 40, a footpath, but this joins the tarmac road in front on Manor Farm (D1133), so is not on the route in question (G1133).
 - The Wetton route is without width limiting walls, hedges, or fences, so there is plenty of space for users to pass by without constraint.
 - The Wetton route is generally straight, with easy curves; there are no sharp bends around which travellers can suddenly appear.
 - The Wetton route is gated at both ends, so there is no risk of vehicles inadvertently carrying excessive speed from a sealed surface road onto the Green Road.
 - Referring to JT's paragraph 3 I propose these comments. A road or byway can go through or over a SSSI, but it is not a part of the SSSI itself, and wear and tear to the road isn't damaging the SSSI. Concern about the continued use by vehicles deepening and extending the rutting is exaggerated. There's no evidence of any off-piste driving on the Wetton NCH, which is noted in PDNPA's report and any increase in the depth of existing ruts can be attributed mainly to water run-off. In fact comparing the 2014 and 2017 photographs a notable difference is the vegetation growing in the ruts.
 - Referring to JT's bullet points. 1st point - One rut in particular has become deeper since the 2014 visit, but passes close to a ponding area where the adjacent stream goes underground and is easily avoided by users.
 - 2nd point - Voluntary Restraint did reduce vehicles usage, but volumes are so low as to make any attempt at statistical analysis meaningless. Actual levels of vehicular use are recorded by PDNPA as follows:-
Apr/May 2014: Average 0.05 cars per day, average 0.01 motor cycles per day;

Aug/Nov 2015: Average 0.3 cars per day, average 0.8 motor cycles per day;
Jan/Mar 2016: Average 0.05 cars per day, average 0.7 motor cycles per day VR in place.
Mar/Apr 2016: Average 0.02 cars per day, average 0.3 motor cycles per day VR in place
Oct/Mar 2017: Average 0.05 cars per day, average 1.17 motor cycles per day.

- 4th point - Staffordshire CC's description of the lane says there is not a problem of safeguarding the landscape, the SSSI or the tranquillity
- 5th point - PDNPA members are unlikely to be deflected from their intention to apply TRO and any suggestion that involves management or is seasonal or temporal will fall on deaf ears. Over the years GLASS has advised using this lane downhill (southwards). Nevertheless, for the sake of applying a permanent TRO to minimise any potential damage by vehicles this could be
- one-way restriction, downhill (southwards) or closed to motorised or horse drawn vehicles between 1st October and 30th April annually.
- 6th point - Recommendation - see point 5 above. Also obtain an expert's assessment about following up the 2014 proposal to effect repairs to the route using volunteer labour.

Open Spaces Society - support the proposed traffic regulation order.

Ramblers' Association – support the proposed traffic regulation order.

Friends of the Peak District - a permanent Traffic Regulation Order (TRO) restricting all recreational motor vehicle use on the lane is the most expedient method of protecting the environment and public amenity, and as a preventative measure to future damage.

- Wetton is a delightful grassy unclassified unsurfaced lane joining Leek Road in the south with the tarmacked cul-de-sac at Manor House. This narrow dry limestone valley lies within the Natural zone, is tranquil, has an exuberance of wild flowers in the grassland and offers a link with many other walks that circumnavigate Wetton Hill, including the Manifold Way. It is a key route within and for exploring the Hamps and Manifold Valleys SSSI and Peak District Dales SAC, designated for its ecology and geology. This area of the SSSI is in favourable condition at present.
- The route is a priority route within the PDNPA's Priority Routes Action Plan (2017-18); the impacts of use by the predominant traffic (motorcycles) are well-worn earth ruts evident particularly in the middle section of the lane and even during dry weather use (site visit 27th June 2017). In order to address the issues on the lane voluntary restraint by motor vehicle users (MVUs) has been tried through the winter months between January and April 2016 but during this period the condition of the route deteriorated. As damage is evident throughout the year the PDNPA should make a pre-emptive permanent TRO banning all MVUs to prevent any further damage as it did on Derby Lane, another grass lane. The damage that can be seen on Minninglow Lane/Gallowlow Lane provides convincing evidence of the deterioration that can quickly occur if MVUs continue to use a vulnerable green lane.
- DEFRA Guidance for National Park Authorities making TROs accompanies the 2007 regulations¹. It identifies the eight grounds for making a TRO on a route, these include:
 - a) avoiding danger or the likelihood of danger;
 - b) preventing damage to a road;
 - c) facilitating the passage on the road (including pedestrian),
 - d) preventing use which is unsuitable having regard to the existing character of the road;
 - e) preserving the character of the road where it is specially suitable for use by persons on
 - f) horseback or on foot;
 - g) preserving or improving amenities of the area;
 - h) for air quality (section 87 of the Environment Act 1995),
 - i) conserving and enhancing the natural beauty of the area or of affording better opportunities
 - j) for public to enjoy the amenity of the area.
- Examining these grounds, a permanent TRO on all recreational vehicles would deliver grounds b, c, d, e, f and h.

- A major concern on Wetton is the potential for damage to the route and surrounding species-rich grassland. A permanent TRO would prevent further and future damage to Wetton (thus meeting grounds (b) and (f)), and facilitate the use of the route by horses, pedestrians and invalid carriages which would be hindered if the surface was to deteriorate (ground (c)). Allowing limited use of the route by MVUs would, given the topography and the grass surface of Wetton, continue to inflict damage.
- Wetton demonstrates several of the eight special qualities that underpin the National Park's designation including 'beautiful views created by contrasting landscapes and dramatic geology; internationally important and locally distinctive habitats and species; undeveloped places of tranquillity and dark night skies within reach of millions; landscapes that tell a story of people and industry since prehistoric times; an inspiring space for escape, adventure, exploring and quiet reflection'. The presence of recreational motorised vehicles within the valley are detrimental to all these special qualities. A permanent restriction should remove vehicles that are unsuitable given the character of the route (ground (d)), which would deliver enhancement to the natural beauty of the National Park and afford better public enjoyment of the amenity of the area (ground (h)).
- Given its compliance with six of the eight grounds for serving a permanent TRO banning all MVUs on Wetton throughout the year, believe the Authority should progress this option as a preventative measure.

Peak and Derbyshire Vehicles User Group

- The route is a non-classified highway, which from a cursory examination of the ground at a number of points along its length appears to be a stone surfaced or bed rock route, which has become covered by earth to a depth of about 9 to 12 inches or so, through low levels of usage and the effects of weather and terrain.
- Your Conservation Report states that "most of the route has a soft surface that is muddy in many places and has been rutted by the passage of vehicles" but this is because, lying along the bottom of a steep sided grassy valley, the route is typical of one situated within this kind of topology where earth and soil have been washed down over decades to become overgrown with grass coupled with the obvious fact that the line of the route provides natural drainage for the valley.
- From the Authority's own assessment of the route and its inclusion in the list of priority routes, the stated objectives are to: Promote responsible use; Encourage voluntary action; Improve amenity and safety for route users; Improve condition of route; Maintain character of the route; Protect the environment of the area; Prevent deviation from the route.
- Agree that responsible use is essential and the minimal observed levels of deviation onto surrounding land suggests this is currently the case. Furthermore, in the Sustainability Analysis, it was shown that there have been few or no complaints by other users or the land owner about recreational vehicle users.
- Your aim to encourage voluntary action and to improve amenity and safety is commendable. Agree that restraint by all users is desirable during the winter period to protect the route at its most vulnerable, when all users except walkers should avoid the route. Given its 'soft surface' the route is likely to suffer from any form of usage beyond light footfall, and therefore, it is appropriate to restrict horse drawn carriages, horse riding and cycling during the same period. Limited use by the 'heavier' users would go a long way to meeting your objectives of improving the condition of the route and maintaining its character.
- The route passes through a SSSI but being a public highway, by definition, the line of the route lies outside the SSSI. Although the line of route is now lost under the action of soil accretion, there is no evidence of damage to the SSSI from any substantial deviation.
- The land owner for this route is the National Trust and the organisation locally is not noted for its care of SSSIs adjacent to rights of way. By way of example, a bridleway between Hayfield and the top of Jacob's Ladder into Edale runs through the Dark Peak SSSI but that did not stop the National Trust venturing off that route.
- Fortunately, the Wetton route has escaped this mistreatment both from the land owner and from recreational vehicle users. However, your Conservation Report states that "Continued

use by vehicles can be expected to deepen and extend the existing rutting and damage to the track surface as well as encourage spread to the adjacent strip, causing further damage to the grassland in the SSSI".

- In fact, there is no recorded 'damage' to the grassland in the SSSI other than your observation in that the rutting "has encouraged walkers, cyclists and motor cyclists to pass this section to the side thus widening the effective width of the track by about 1 m on each side. A short way to the south is a 30m section passing over bedrock that is exposed, showing 4 rock steps and a deep hole in one rut."
- Happily, your recent Conservation Report states that "No vehicle or motor cycle tracks were visible away from the line of the route, except at the northern end where a side-track curls round the N side of Wetton Hill. Vehicle tracks here may have been made by farm vehicles."
- The fact is that the route has no defined width and hence, without removing the top soil to expose the original stony surface of the route, it is impossible to state whether any widening has occurred. The 'bedrock' referred to appears to be the original surface of the highway from the time before vehicle users were attracted to the other local roads after they became surfaced with tarmac from about the mid-1950s.
- It is suggested in the Sustainability Analysis that "a small amount of traffic could have a major impact upon the route" but this only conjecture and your own evidence shows that this has not been found to be the case. Over two periods totalling 20 weeks, your logging data indicates the recorded usage levels as being less than two 4x4s per week and around 4 motorcycles per week during the summer and autumn periods without any form of restriction.
- The submission to this consultation from the Green Lane Association (GLASS) makes detailed reference to the Special Qualities of the Peak District and explains how continued use by the occasional recreation vehicle would have little or no impact on these qualities. Wish to endorse those comments and ask that the conclusions drawn by GLASS be read together with this submission.
- Recognise that the action of weather and time has changed the visual appearance of this route to one which now is barely indistinguishable from the surrounding grass covered valley sides. As a result, it would be in the interests of the ambience of the locality for there to be user restrictions during periods of prolonged inclement weather.
- However, it is not necessary to implement a Traffic Regulation Order, with the incumbent administrative overhead and cost. Instead, recommend periods of voluntary restraint to be implemented in conjunction with the Peak Park Authority to protect the route when weather conditions may leave the current surface vulnerable to user damage. These periods could be brought into play at any time of year and their existence notified to the user community of each recreational activity through social media and the Authority's own website.
- Your logging data over a 10 weeks during a previous period of voluntary restraint indicates a clear observance of the restriction by vehicle users and commend to you this method of route protection to be employed on a long term basis.

Trail Riders Fellowship - a national organisation which operates to conserve green roads and the heritage of trail motorcycling. Membership of c.4700 members comprises approximately a quarter of all trail motorcyclists in England and Wales. Consider the number of trail motorcyclists to be approximately 18k – 20k, an estimate which is based on DVLA data as to the numbers of trail type motorcycles in common use that are taxed. Organisation and membership have a strong conservation ethos. Regularly undertake projects to conserve and enhance green roads for the benefit of all sustainable users. Our work in educating riders has achieved considerable success in encouraging least impact riding and consideration for other road users.

- Value the green roads in Peak District National Park (PDNP) as a public asset with many benefits which includes a unique motorcycling heritage of international importance. Trail motorcycling was established in PDNP prior to WW1 and comprises an element of the heritage benefit. TRF considers the cultural heritage of trail motorcycling to be a Special Quality of PDNP.
- The character of the PDNP's green roads have long comprised physical features associated with responsible trail motorcycling. Those physical features maintain PDNP green roads

character and are thus essential to maintain their long established Natural Beauty as carriageways.

- Responsible motorcycle activity has been shown to have a beneficial effect on Wildlife. The maintenance of light rutting, that is sometimes associated with motorcycle use, is consistent with rutting associated with historic horse drawn vehicle use of carriageways. The presence of rutting provides a localised environment which contributes to biodiversity. Motorcycle traffic is also an important vector of seeds. For example, *Chirocephalus Diaphanous* and *Cicendia Filiformis* benefit from the disturbance ecology associated with responsible trail motorcycling.
- Access to green roads is also an asset which can be used to address irresponsible motorcycling. By regulating the access and confining its availability to reputable organisations such as TRF and ACU, riders are required to engage with their peers to enjoy TRF/ACU supervised access which is subject to conditions.
- Regulation 4 proposals - The consultation letter does not set out a TRO proposal. Are left to speculate as to what the Authority is proposing and why it is being proposed. Note that the TRO process has been commenced in consequence of the Authority approving a Green Lane Action Plan. TRF was not consulted with regard to the action plans and is disappointed that the Authority has departed from its policy commitments.
- The consultation letter provides links to documents on the Authorities' website. The route action plan presents alleged issues and identifies route objectives. Assume that these comprise the Authorities reasoning for the consultation and directs a response to the headings:
- Issues - People: user conflict – recreational value for all users - with respect to responsible motorcycle use by TRF members, not aware of any meaningful conflict associated with such use on this route. Acknowledge that a relatively small proportion of persons (not necessarily actual users of this road or area) dislike the fact that motorcycles have long exercised their entitlement to use this road. However, that ideological conflict does not of itself present a real-world detriment to others ability to enjoy their entitlement to use the road or benefit from amenities.
- Accept that irresponsible motorcycle use would be detrimental to other users. The reported level of motorcycle use presents a very low likelihood of other users encountering motorcyclists on the road. Recently reviewed on-board video footage taken from one of members trail motorcycling of 114 miles of PDNP green road. 214 other users were encountered of which some 57 (26.6%) were cordial encounters and 157 (73.4%) were neutral. No encounters were disapproving or confrontational. Whilst this is a small sample, it does demonstrate that a proportion of other users derive some benefit of encountering responsible motorcyclists. Urge the PDNPA to exercise caution with respect to the anti-public access industries' exaggerated assertions in respect of user conflict.
- The Route: Route condition – rutted - TRF members amenity is suffering detriment as a result of four wheeled vehicle rutting to this road. The rutting is considered to be the product of four wheeled vehicle use in wet conditions. This may be a result of private (agricultural/access) use, or recreational 4x4. The presence of deep four wheeled vehicle ruts has the effect of exacerbating the relatively low impact of motorcycle use. This is because the motorcyclist becomes confined to the area between four wheeled vehicle ruts or has to deviate to avoid them. This exacerbation of motorcycle impact can result in a third rut between four wheeled vehicle ruts – caused by the motorcyclist being confined to taking one line, which concentrates impact. Deviation ruts are caused by similar confinement of the line available to motorcyclists – the rider will tend to endeavour to limit deviation and stay close to the defined way. By minimising deviation, use is concentrated on the established line of least diversion. The more skilled and competent trail motorcyclist will impart less impact on the road than a novice rider. Knowledge as to correct set-up for the bike will also have a significant bearing on impact. Motorcycle impact in the wetter months can be reduced by measures to provide peer supervision of novice riders. Bike set up includes tyre choice and pressures, suspension settings, power settings and gearing. Modern machines offer much more adjustability than older models, and therefore have greater scope to reduce impact.

- The Area: SSSI and Natural Zone - note that Natural England rate the SSSI condition as “favourable” (the best possible rating) with “no identified threat” in respect of the parcels of land through which the road passes. Natural England assessment and survey of the SSSI records no concerns with respect to condition of the road or vehicle impacts.
- Sustainability Analysis (2013) - consider that the model used for sustainability analysis is fundamentally flawed and prone to fettering the discretion of decision makers by way of exaggeration/fabrication of negative impacts within the context of policy that infers a duty to impose TRO’s. The sustainability score is based on a framework of five headings where the scores are 1 – 3 with 1 being the lowest possible. The lowest possible overall score is therefore 5. The overall scores are not presented to committee with the full context of the framework. The sustainability score for the road is 7/15. In the absence of a framework to explain the score, the inference is one of the road being unsustainable. This contrasts with the findings that only 2 headings secured a positive score for a degree of sustainability concern.
- The first score is for “conservation”, on the basis that the road crosses an SSSI. This of itself is not a “sustainability” issue in the sense that it is inherently negative to MPV use of the road being unsustainable. The impact of a class of traffic is not amplified by its travelling on a road that is within a SSSI. The mass of a 4x4/tractor is not proportional to the number of layers of protective land designations. Given that the SSSI is considered to be in “favourable” condition with “no identified threat”, the “conservation” score of 2 does little to advance the case for regulating MPV.
- The second score is for “Character”, which is posed with the leading question of “is the character of the road being damaged by vehicular use”. The approach used is one that operates to fetter the exercise to produce a result that is prone to being negative in respect of MPV, whilst failing to comprehend duties to have regard to National Park Purposes. The “Character” of a green road may well be dependent on physical evidence of the passing of vehicles. Indeed, this is what one would expect to find on a carriageway – just as one would expect to find hoofprints on a bridlepath or footprints on a footpath. The score is 2 and a note recorded that the highway may be affected. The score does little to aid in answering questions of sustainability and completely fails to address the question of whether the presence of physical evidence of vehicle passage is beneficial to maintaining the roads historic “Character” as a carriageway. Indeed, it may be the case that an unintelligent TRO which prohibits responsible motorcycle use would have a detrimental effect on the character of the road, together with National Park Purposes.
- Priority Route - have concerns as to the mechanisms by which this road became a Priority Route and is presented as such. Notwithstanding those concerns, this is a road which would benefit, and would have benefitted, from timely intervention to improve its management. Disappointed that this road is belatedly being dealt with as a priority in circumstances where the Authority could have readily secured TRF support for intelligent intervention some years ago.
- Voluntary Restraint - note that a Voluntary Restraint is recorded as being imposed from December 2015 to May 2016. TRF was not consulted with respect to this VR and is unaware of whether it was extended to include an unnecessary restraint of motorcycle traffic - the issue at hand is essentially a matter of road surface impact arising from four wheeled vehicle traffic.
- Objectives - contend that PDNPA’s objectives can be readily met in the presence of responsible motorcycle use. Aware that GLASS have offered a solution to address the issues of 4x4 use, and is supportive of the GLASS approach in respect of 4x4.
- The consultation proposal, such as it is, is confined to the possibility of a TRO affecting recreational MPV. With respect, this demonstrates a narrow approach that excludes consideration of the possibility that non-recreational MPV may be responsible for detriment associated with four wheeled vehicular use of the road. The route objectives may not be achieved in the absence of the Authority having regard to such relevant matters.

- Improving management of the road - concerned by evidence that the current management of the road is exacerbating burdens associated with MPV use whilst failing to realise the benefits which advance National Park Purposes.
- The flawed sustainability analysis is symptomatic of an approach that first sees all MPV use as a problem requiring prohibition as a solution and then works backwards from there to provide a process to deliver the desired outcome.
- This approach has needlessly exacerbated avoidable conflict between users, whilst also failing to promote all parties understanding and enjoyment of the special qualities of green roads and the especially rich cultural heritage of motorcycling on the same.
- The main, tangible, issue at hand is one of ruts cause by four wheeled vehicle use. This issue could have been readily dealt with some years ago by accepting offers of GLASS assistance to repair the road. Note that GLASS support seasonal/wet weather restriction of 4x4. The Authority is being gifted with support for a solution to achieve its stated objective.
- With respect to maintaining responsible motorcycle use, this will continue to facilitate the advancement of National Park Purposes, maintenance of Cultural Heritage, and scope for pulling riders under the TRF/ACU umbrella.
- TRF is not persuaded that the case has been made to restrict motorcycle use of this road. TRF accepts that irresponsible motorcycle use would be detrimental to the road. However, there is little recorded motorcycle use overall. Should the Authority desire to address irresponsible use, TRF suggest that a motorcycle prohibition be made which provides an exemption for use which is subject of prior written permission by the Authority, TRF, or ACU. In the event that any of those three parties consider the road conditions have become too fragile to sustain responsible motorcycle use, they can liaise with each other to agree a withholding of authorisations. The Authority would ultimately retain the option of being able to impose a temporary TRO on top of any existing Order. Those that contravene a supported TRO can be subjected to ACU/TRF sanctions in respect of access to TRF/ACU events and/or revocation of ACU/TRF membership.
- The option of pushing motorcycle access under the umbrella of regulation by TRF/ACU would have the benefit of a network effect of encouraging more riders to join TRF/ACU and so be exposed to improved education and self-regulation.
- TRF considers that a process which confines considerations to “recreational MPV” is inherently deficient. A TRO that did not provide for barriers to control 4x4 access would also be flawed. The consultation should consider all forms of vehicle, including horse drawn vehicles. Taking account of all relevant considerations would allow for a decision on whether to use barriers to enforce a prospective TRO. Barriers can be used which are in keeping with the countryside. For example, the appearance of metal barriers can be improved with wooden cladding.
- A width based TRO would work well when combined with an exemption that allowed for horse drawn vehicles to use the road with prior written permission of the Authority. Barriers could then be used which are secured by combination locks. The codes can be issued to those with access privileges.
- There is opportunity to secure some repairs to the road before Autumn, utilising practical and financial support from GLASS and TRF, whilst this TRO process is underway. Should the Authority be successful in advancing National Park Purposes by effecting such repairs in conjunction with TRF/GLASS, would be supportive of the use of a temporary TRO to prohibit use by all vehicles to allow the repairs to settle and vegetation to establish. The temporary TRO should be lifted in late Spring 2018.

Peak and Northern Footpaths Society – support the proposed traffic regulation order.

Peak Horsepower – a Bridleway Group affiliated to the British Horse Society with over 300 individual members and all bridleway groups and riding clubs in the Peak District are affiliated to us (Dark Peak Bridleway Group, Hope Valley Riding Club, Hallam Riding Club, Ashover Riders, MADBAG, SPEED and the recently formed Tameside Riders). We work for safe riding routes in the Peak District National Park.

- All motor vehicle traffic (other than for farm and emergency vehicle access) should be permanently prohibited from using the Wetton route at all times. Do not believe that there are any alternative, effective or enforceable means of preventing either the inevitable surface damage or the danger to horse riders which will arise with the increase in motor vehicle traffic which will occur if the route does not have a TRO.
- Believe that a number of the legal grounds on which PDNPA can make a TRO apply to Wetton:
- **TRO on safety grounds** 'for avoiding danger to persons or other traffic using the road or any other road, or for preventing the likelihood of such danger arising'. - There is already danger to horses caused by three sections of deep motor vehicle ruts on the route. Ruts put riders and their horses at risk as horses can easily trip and fall in them, particularly if they are frightened by trail bikes and try to whip round. Most horses are frightened by the sound of revving trail bike engines. Increased and regular use of Wetton by recreational motor vehicles will produce parallel sets of deep ruts right across the width of the route, as has happened elsewhere on riding routes in the National Park. This will present a risk to riders and eventually make the route impassable for horses. For the above reasons there is clear likelihood of danger to horse riders from motor vehicle use. The grounds for making a TRO to prevent the likelihood of danger therefore apply.
- TRO on grounds of 'preventing damage to the road' - For its whole length, the surface of this route used to be undamaged grassland prior to motor vehicle use. It is abundantly clear from what has happened to similar routes in the National Park that should there be any growth in recreational motor vehicles use of Wetton, the grass surface of the route will be even further damaged. We are referring here to the damage to Beeston Tor, Minninglow and Moscar Cross Road and the route which is now a footpath which links Jacob's Ladder in Stoney Middleton to Riley lane in Eyam. The surface of all these routes has been severely damaged by recreational vehicles. Strongly advise PDNPA to proceed with a TRO on Wetton on the grounds of 'preventing damage to the road' in order to protect the grass surface from further motor vehicle damage.
- **For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the character of the road** - This applies to Wetton. Until mpv use started, the route was pristine, no ruts, grassy all the way. The soft surface makes it inherently unsuitable for mpvs. The character of the Wetton valley is open, undamaged, limestone grassland. Use of the route by 4x4s and motor bikes is wholly unsuitable for such a route. As mentioned, the evidence from what has happened to similar routes is clear: the character of the Wetton route will be destroyed if motor vehicles are free to use it. Urge PDNPA to cite 'preventing use by vehicular traffic of a kind which is unsuitable for the character of the road' as one of the grounds for a TRO on the route.
- For preserving the character of the road where it is specially suitable for the use of persons on horseback or on foot. - This also applies. Derbyshire County Council's Rights of Way Improvement Plan confirms that Derbyshire has a much smaller network of bridleways than other parts of the country. Only 10% of the rights of way network in Derbyshire are bridleways compared with 17% nationally (<http://www.derbyshire.gov.uk/leisure/countryside/access/improvements/default.asp?VD=RO> WIP). As a result of the shortage of bridleways, local riders everywhere in Derbyshire, including in the Peak Park, rely heavily for safe off-road riding on the category of ways which DCC calls Non Classified Highways. Wetton is one of the few non-classified highways in the Peak Park which until recently still had a decent surface for horses. It is therefore particularly valuable to riders, whose horses need to exercise and work at all paces. Only a good grassy surface allows a horse to be ridden beyond walk or trot. Nowadays, even most bridleways in the Peak District do not have such a surface. For this reason we believe there is a strong case for a TRO on Wetton on the grounds that it is particularly suitable for persons on horseback.
- For preserving or improving the amenities of the area - Have explained why Wetton is a valuable amenity for horse riders. Know from what has happened to very many other riding

routes in the National Park that if the route is frequently used by recreational motor vehicles, rider access will be seriously compromised and the amenity afforded by the route, not just to riders but to residents, walkers and cyclists as well, will be degraded or removed. Believe PDNPA should include 'preserving the amenities of the area' among the grounds it cites for a TRO.

- **For the purposes of conserving or enhancing the natural beauty of the area, or affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area** - This is one of the most 'special' places, a tranquil and beautiful valley. Its flora, fauna and geological and physiographical features need to be protected and preserved. Overriding concern is safety and access for horse riders and these concerns form the basis of our response to this consultation, but also value highly the privilege of being able to live and ride amidst the beauties of the National Park. Therefore support the making of a TRO on Wetton on the grounds of conserving and enhancing the natural beauty of the area. The whole route is within the Hamps and Manifold Valley SSSI, a designation which gives the whole area a degree of special importance. Only a TRO will be able to conserve the natural beauty and tranquillity of this part of the National Park and prevent the noise, intrusion, disturbance and damage which comes with use of green lanes by recreational motor vehicles. The route and the quiet grassy limestone valley it goes through are part of the fabric of the National Park and its landscape heritage. It is part of PDNPA's statutory duty to protect it. Evidence from other routes with a similar character which are or have been used by recreational motor vehicles is that the natural beauty of the area which the route passes through will be increasingly compromised if motor vehicles are allowed to continue to use it. PDNPA should use 'conserving the natural beauty of the area' as one of the grounds for TRO on the route .

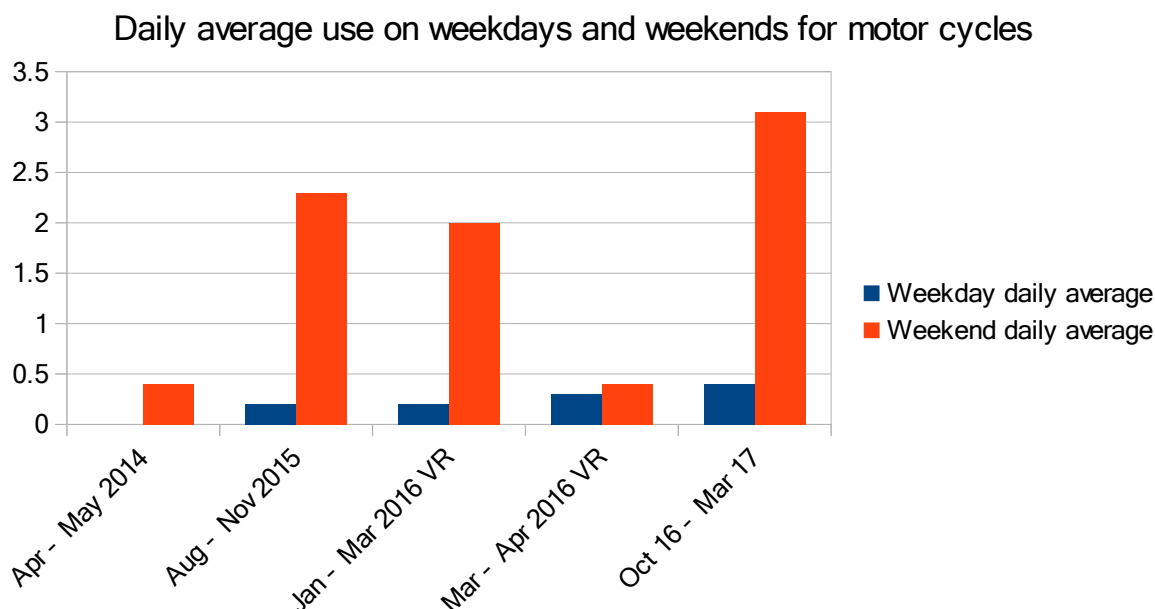
Peak District Green Lanes Alliance – Recommend that PDNPA impose a full permanent Traffic Regulation Order (TRO) on the whole route known as Wetton banning all recreational motor vehicle users from the route at all times. Exemptions for the emergency services, land management and invalid carriages should be included in the TRO. Do not believe that alternative approaches should be adopted.

- Have given reasons in our submission why believe a pre-emptive TRO is needed. Wetton is a particularly fine example of a genuinely green lane in a beautiful limestone dale. It is tranquil and an asset to all non vehicle users. However the surface is being damaged by vehicle use and its condition has deteriorated over recent years. A pre-emptive TRO is needed to allow it to return and remain in its former pristine condition. Although PDNPA needs to consider the management of each route individually, believe that the problems and potential problems on Wetton are very similar to those on Derby Lane, Monyash where PDNPA decided that a pre-emptive TRO was needed and justified.
- Status of the route - The route is currently shown as an ORPA on OS Maps and is on Staffordshire County Council's List of Streets.
- Hamps and Manifold Valleys SSSI - The route track is within the Hamps and Manifold Valley SSSI. The citation can be seen at <https://necmsi.esdm.co.uk/PDFsForWeb/Citation/1002911.pdf> The SSSI has both geological and biological interest. The units in the vicinity of the Wetton route are 004, 012, 015 and 016 which are a mixture of earth heritage (limestone scenery) and calcareous grassland. All were in a favourable condition when they were assessed by Natural England in 2008-2012. See <https://designatedsites.naturalengland.org.uk/SiteUnitList.aspx?SiteCode=S1002911&SiteName=hamps%20and%20manifold%20valleys&countyCode=&responsiblePerson=&unitId=&SeaArea=&IFCAAArea=>. SSSI sites have been identified as areas of national importance. PDNPA needs to ensure that this "favourable condition" continues and needs to protect this route from deterioration. Have noticed a deterioration in the surface condition of the track since started monitoring it in November 2011 when it was pristine with no signs of vehicle use. The rutting and widening of the track in the vulnerable middle section (particularly noticed at a visit in January 2013) if allowed to continue could be detrimental to the quality of the calcareous grassland. Each winter the ruts get deeper.
- The route is also part of the Natural Zone and is on National Trust land.

- Special qualities of the National Park - PDNPA has identified the special qualities of the National Park. These may be modified following a separate ongoing consultation, but the relevant current ones appear to be:
 - Natural beauty, natural heritage, landscape character and landscapes - The dry, limestone valley (although the OS map shows a stream down the valley, the writer has never seen a stream there) is a fine example of the many Peak District limestone valleys in the White Peak which no longer contain running water. The valley gives continually unfolding views of the valley bottom and the enclosing hillsides when travelling along it. The character changes from grassland in a relatively open valley to woodland in an enclosed valley when travelling from Manor House towards the Manifold Way. The inclusion in the Natural Zone and classification as a SSSI reflects the importance of this “seemingly untouched landscape.”
 - Importance of wildlife and the area’s unique biodiversity - The area surrounding the route is part of the SSSI because of the flora associated with calcareous limestone. PDNPA’s conservation report of 2015 (Appendix 1 in its Route Summary Report) indicates that a section of the track has been widened, by about a metre on each side, by non-motorised users and motor cyclists avoiding the wet ruts in that section. Share PDNPA’s concern that continued use by motor vehicles is likely to lead to further widening and consequent damage to the protected grassland flora.
 - Thousands of years of human influence which can be traced through the landscape - Nowhere in the Peak District National Park is free from human influence, even though the landscape may appear entirely natural. Around the route itself, sheep grazing will have cleared much of the shrub from the hill sides and will have influenced the plants that grow in the area. The Back of Ecton area (which the lane leads to at the Manor House end) is now a quiet backwater of the National Park. The Ecton area was once part of an active copper mining area. The Wetton route joins the Manifold Way which was the Leek and Manifold Light Railway line built in the early part of the twentieth century to carry milk from the farms and transport passengers to the small villages and beauty spots in the Manifold Valley. Much of the old railway line in the Manifold Valley is now itself protected by a TRO and is a traffic free route for walkers, cyclists and horse riders for much of its length. Therefore the route and its adjoining connections gives an opportunity to explore and experience part of the history of the area.
 - Opportunities to experience tranquillity and quiet enjoyment - The track is far from busy main roads and traffic noise. The valley is not one where you might expect to hear and see recreational motor vehicles. The route therefore provides opportunities for quiet enjoyment and the appreciation of natural beauty.
 - Opportunities for outdoor recreation and adventure - The route is used by walkers, cyclists and horse riders as well as recreational motor vehicle users. At the Manor House end it links to two footpaths going to Wetton village and towards Alstonefield parish. The quiet minor road going north from Manor House is suitable for horse riders and cyclists and there are a number of footpaths going off that road for walkers to use. At the southern end, the route joins the Manifold Way which southwards provides traffic free progress down the valley alongside the River Hamps to the A523 (in Waterhouses Parish) Northwards, the Manifold Way follows a minor “yellow road” for a couple of miles before becoming traffic free to Hulme End. A bridleway goes off the route in a westerly direction to join a minor road. So the Wetton track provides an important link for walkers, cyclists and horse riders. A small amount of unofficial free parking at the southern end which can be accessed by motorists from Wetton village or Butterson, means that the route can be used by those with limited walking ability as it is relatively flat and stiles can be avoided. If protected by a TRO it could be promoted as a traffic free route as part of PDNPA’s “Miles without Stiles” initiative.
 - Opportunities to improve physical and emotional well-being - Overall the other special qualities considered above also contribute to improving physical and emotional well-being.
- Use of the route - Besides use by walkers, cyclists, horse riders, and recreational motor vehicle users, there is also probably some farm use. How the route links into the network of

other rights of way, the Manifold Way and minor roads has already been described when considering the special qualities of the National Park.

- PDNPA logging data shows that the majority of vehicle use is by motor cycles (except during 2014 when motor cyclists were in the minority during the logging period.) In the most recent logging period (October 2016 to March 2017) 96% of the vehicle use was by motor cycles. As might be expected, the majority of vehicle use is at weekends.



- Note: VR is short for voluntary restraint which started on 1 January 2016 and lasted until the end of April 2016. Have analysed the PDNPA logging data. Use of the route by motor cycles is increasing. It is difficult to draw conclusions about large vehicle use (4 x4s) as the numbers involved are low and are unable to distinguish between land management and recreational vehicle use. However, it is likely that all the motor cycle use is associated with recreational use.
- Are concerned that the damage seen every year since January 2013 on this grassy, unsurfaced route is associated with a relatively low level of vehicle use – mainly motor cycles. The fact that use by motor vehicles is low but the degree of damage is already high indicates the extreme vulnerability of the surface. If motor cycle use continues then damage will increase on the vulnerable, middle, grassy section. The worst case scenario would be that the route deteriorates as badly as Minninglow Lane and Moscar Cross Road have done. (Both these PDNPA Priority Routes have similar soft, grassy surfaces making them vulnerable to damage.). Believe that a case can be made for a pre-emptive TRO to protect the route from further damage and to preserve the natural beauty.
- Reasons why we believe regulation of recreational motor vehicle use by a Traffic Regulation Order can be justified.
 - Road Traffic Regulation Act 1984 Section 1 (a) - for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising” - The noise made by revving motorcycle engines frightens some horses. Vehicle ruts create a trip hazard for horses in the summer particularly when the ruts are hard and maybe concealed by long grass. In winter they can lead to tendon injuries.
 - Road Traffic Regulation Act 1984 Section 1 (b) - for preventing damage to the road or to any building on or near the road - We have seen rutting and water logging on the vulnerable, middle, grassy section of the route every winter from January 2013 onwards. The DEFRA publication “Guidance for National Park Authorities making Traffic Regulation Orders under section 22BB Road Traffic Regulation Act 1984”, page 4 states “Traffic Regulation Orders can be made to prevent problems happening, not just stop damage

once it has occurred. A National Park Authority would need to demonstrate a reasonable risk that the situation it was intended to prevent would arise.”

Believe that an argument to support a pre-emptive TRO could and should be made by PDNPA on this and other similar routes. There are few “green lanes” within the National Park which are still wholly or largely unsurfaced and where the lane is grass-covered. In this case the surface was grassy throughout in November 2011 when we started monitoring its condition. Believe that it is important to protect these grassed routes before they become damaged.

Similar examples we have personally seen damaged by recreational motor vehicle use are: Minninglow Lane / Gallowlow Lane which remains damaged all the year and is impassable to many users in the winter because of the water filled ruts; Morton's field (the part of Riley Lane, Eyam which crosses a field – this section is now a footpath following a public inquiry but the damage was caused when it was classified as an ORPA); the ORPA from Beeston Tor Farm southwards towards Throwley Cottage in Waterhouses parish; and Moscar Cross Road in the winter months every year. On Minninglow Lane and Moscar Cross Road, in places the ruts extend across the whole available width of the route making it difficult for non vehicle users to use the route. Believe that the problems on these routes are sufficient to justify pre-emptive TROs on the grounds of preventing damage on the road.

Although damage is most visible during the winter months, unless the route is repaired during the summer, the ruts remain and can be just as dangerous to walkers, cyclists and horse riders as they are during the winter. (see photograph 8 Appendix 1)

- Road Traffic Regulation Act 1984 Section 1 (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property - the previous section sets out other reasons why part of the route known as Wetton is unsuitable for use by vehicular traffic.

Increased use is likely to change the character of the route especially over the middle section.

Historic routes are part of the Peak District landscape and should wherever possible be preserved in their current condition (if good or reasonable) rather than allowed to deteriorate.

- Road Traffic Regulation Act 1984 Section 1 (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot - have already described how Wetton is part of a network of routes around Wetton Hill area, the Back of Ecton and the Manifold Way suitable for use by walkers and horse riders.

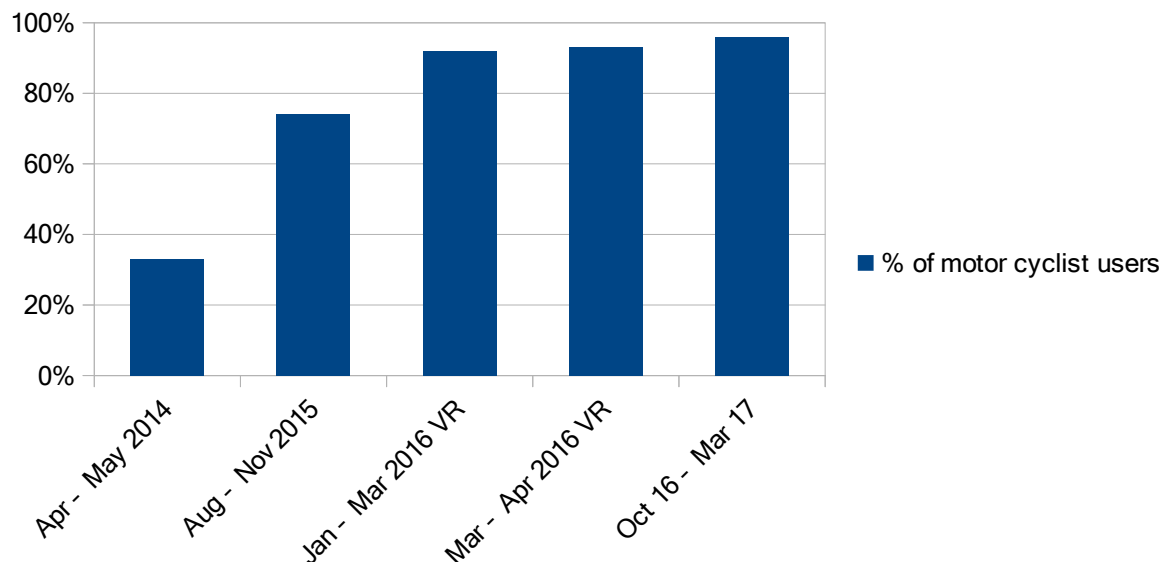
The Peak District has a smaller network of bridleways than many other parts of the country (10% of the rights of way network compared to 17% nationally.) Therefore, local riders are dependent on ORPAs and BOATs (i.e. routes like Wetton.) A grassy route is particularly valuable as it allows horses to be ridden beyond a walk or trot. Horses need to exercise at all paces.

- Road Traffic Regulation Act 1984 Section 1 (f) for preserving or improving the amenities of the area through which the road runs and Section 22 (2) for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area. - Because the reasons for supporting a TRO on these grounds are so similar we have dealt with these sections of legislation together in order to avoid excessive repetition. “Amenity and natural beauty” is a statutory term derived from Section 5(2) of the National Parks and Access to the Countryside Act 1949 (as amended and as informed by Sections 59 and 99 of the Natural Environment and Rural Communities Act 2006). These terms are discussed in detail in the DEFRA guidance “Public Rights of Way: Guidance for National Park Authorities making Traffic Regulation Orders under section 22BB Road Traffic Regulation Act 1984” pages 5, 6 and 7.

The qualities listed in the DEFRA guidance are so similar to the Special Qualities of the National Park described that we would refer the reader to that section rather than re-iterating the information given again.

- Other Options Other than a Full TRO - have considered other possible options for managing recreational motor vehicle use on Wetton and have briefly given reasons why believe they would be inadequate.
- Partial Traffic Regulation Orders by class of user or width
 - 4x4s, being heavier cause more damage on soft ground and thus encourage other users to deviate from the established track leading to braiding of the surface.
 - Motorcycles however generally drive much faster than 4x4s, and often in larger groups. Excessive revving of their engines can cause wheel spin and on unconsolidated surfaces can throw off large quantities of earth, so the erosive effect may be similar. The noise of motorcycles is more intrusive. Tranquillity is an important character of a National Park. Horses are frightened by the noise of motorcycles but not by the noise of 4x4s. Motorcycles are thus more likely to cause danger to horse riders.
 - The Trail Riders Fellowship (TRF) often argues that any damage to the surface of a route is caused by 4 x 4 users and/or land management rather than motor cyclists. So TRO's should not ban motor cyclists from a route. However, the graph below shows that the majority of vehicle use at Wetton is associated with motor cycles. Because of the way PDNPA publishes its data, it is impossible to distinguish between land management use by 4 x 4s and recreational motor vehicle use by 4 x 4s. A solution that banned only recreational 4 x 4s from the route would not prevent non vehicle users' enjoyment of the route being affected by encountering recreational motor vehicles. It would not protect the route from damage as only a small number of 4 x 4s would be banned and the majority of the recreational vehicle use would continue.

Graph to show the percentage of motor vehicle users that are motor cyclists



- Seasonal Restriction - Generally seasonal restrictions are in the winter when other use is lower anyway. Seasonal TROs have been used by Highway Authorities in other parts of the country to protect unsealed and unsurfaced routes on heavy clay soils which are vulnerable to damage during wet weather. Increasingly, these HAs are having to extend these TROs to cover other periods at their discretion as climate change leads to wetter summers. Moreover seasonal restrictions do nothing to counter danger, loss of amenity etc. to other users when they are not operative.
- Time Restriction - Banning night time use, would not deal with the loss of amenity to other users during the day time when recreational use is greatest. Nor would it necessarily

eliminate surface damage and the problems it causes to farmers and other users. We do not believe a TRO applying at weekends only would be sufficient because there is some recreational motor vehicle use during the week.

- One way system - Horse riders say that that one way systems increase the danger to them because vehicles, particularly motorcycles, may travel faster on a one way system.
- Voluntary Restraint –
 - Voluntary agreements suffer from the defect that many vehicle users are not members of recognised organisations; even members of these organisations may not abide by them; and the organisations themselves have no effective sanction over their members. There are no sanctions against users who deliberately ignore voluntary restraint. DEFRA recognises this in “Making the Best of Byways” December 2005 page 26 “Discussions with authorities when drafting this guide indicate that voluntary restraint is widely seen as ineffective in managing mechanically propelled vehicle use of byways.” However DEFRA goes on to conclude “Voluntary restraint can be a useful tool for management of byways where reductions in mechanically propelled vehicle traffic is desirable but not where the prohibition of mechanically propelled vehicles is agreed to be necessary.”
 - Our experience of voluntary restraint on The Roych, Minninglow Lane and Wetton itself in the winter of 2015/2016 (all in the Peak District National Park) shows the following defects with Voluntary restraint:
 - It is instigated by recreational motor vehicle users. This winter (2016/2017) the TRF declined to take part in the voluntary restraint on Minninglow Lane making it potentially less effective as all publicity is generated by motor vehicle user groups and not PDNPA.
 - There is no certainty that recreational motor vehicle users would offer voluntary restraint in the future as their understanding is that it is meant to deal with immediate surface conditions – not be a pre-emptive measure to prevent future damage.
 - Voluntary restraint does not consider amenity issues or whether the route remains suitable for use by non vehicular users.
 - There have never been any published criteria for judging the success of voluntary restraint in the PDNP. If the criteria for success is that other users can continue to use the route all the year round, then it has been a failure on Minninglow Lane for the past two winters. If the criteria for success is a reduction in vehicle use, then the logging carried out by PDNPA is insufficient to determine whether this is the case as there is no comparable data for the same season in previous years with no voluntary restraint to act as baseline data; logging is not continuous during the period of voluntary restraint or even for the whole of the period of voluntary restraint so it is impossible to evaluate it properly.
 - Past experience on both Wetton and Minninglow Lane suggests that the voluntary restraint starts too late. Our members walked Wetton in December 2015 before the voluntary restraint had started and damage and water logging in the ruts was apparent then. Past seasonal voluntary restraints have started in mid December or on 1 January when winter damage has already occurred. To be effective it should start on 1 October. However, even if the voluntary restraint started earlier, do not believe it is the best solution for Wetton for the other reasons outlined in this section.
 - The logging data available for Wetton in 2015/2016 showed that for the first 10 weeks of voluntary restraint, it had little impact on the average number of motor cyclists using the route each day at weekends compared with logging for August to November 2015. Vehicle use only fell towards the end of the period of voluntary restraint.
 - There was a deterioration in the condition of the Wetton route during the period of voluntary restraint.
 - Therefore we would not advocate a voluntary agreement on Wetton as its success has not been demonstrated on routes in the PDNP where it has been tried in the past.
- A Permit System - A permit system would cause additional administration for PDNPA. Evidence received from contacts in the Lake District where the Lake District National Park use a permit system on one route, suggests that more vehicles use the route than have been authorised and that the code for the combination lock is passed between vehicle users. Therefore do not believe that a permit system would be effective.

- Alternative Routes for a Recreational Motor Vehicle Users if a Full TRO were imposed - It is likely that the only vehicle users (other than the farmer and the National Trust landowner) are recreational motor vehicle users. Because of the relative isolation of Back of Ecton and Top of Ecton and the fact that there is only one tarmac road to Manor House one needs to consider an alternative route from SK 101587 to SK098557. This would be provided by the minor road going down the Manifold Valley. It would provide a different experience for the driver as the alternative route is a valley route along a narrow tarmac road rather than a narrow tarmac road gaining 100 metres of height before descending to Manor House and then down the route known as Wetton to SK098557. Both options have attractive scenery, but the alternative route offers no off tarmac driving experience. The loss of amenity to recreational motor vehicle users if a TRO were imposed is outweighed by the gain in safety, amenity and opportunities for outdoor recreation for other users; and by the preservation of this historic route.

Green Lanes Association – a national membership organisation and a company limited by guarantee, dedicated to protecting and preserving our national heritage of ancient green roads. Represents over 1500 individual members in England and Wales, as well as around 4700 members of affiliated clubs. Owns Trailwise, a national catalogue of green roads, and all members sign up to comply with a drivers' code of conduct. Promote sensible driving in the countryside on legal routes, and are opposed to illegal 'off-roading' in any form.

- Understand that the Authority has concerns about the impacts that recreational motorised vehicles may have on the special qualities of the National Park designated because of its natural beauty and the opportunities afforded for open-air recreation by the public as a whole. In relation to this particular route, we understand that the Authority believes there are issues relating to the nature and condition of the route and its environmental sensitivity.
- In response to the numbered questions 2-5 in your letter dated 12th June 2017, wish to offer the following commentary and response:-
- Questions (2) and (5) - Do we think the use of this route by recreational motor vehicles should be restricted in any way? Any evidence to support this view.
- In order to answer these questions, need to review the available evidence and consider how any concerns or problems may arise, and how they can be mitigated or eliminated by such a restriction. Action of this kind to limit users' rights must be evidence-based, not founded on prejudice or orchestrated campaigns against a particular set of users:
- The evidence in your Route Summary Report dated May 2017 clearly indicates:- there have been "few or no" complaints about vehicular use conflicting with other users; the route showed little or no physical damage as at 2013; the route crosses or abuts a SSSI, but is not itself a SSSI; a small amount of traffic could have a major impact on the route (assume this implies that excessive MPV use in wet conditions could cause rutting and visual wheel tracks which may be considered unsightly and affect the character and amenity of the route); the free passage of non-motorised users is not being affected, or only affected in a minor way.
- Your own 'Conservation Report' dated February and May 2015 indicates: the track itself and a strip on each side (the only parts used by traffic) comprise "semi-improved grassland"; it is away from the track on the slopes of Wetton Hill and opposite that items of ecological interest are found; the slopes (away from the track) contain high quality grassland and a number of botanical species; the whole route lies within a SSSI [though note that the highway is not a SSSI itself]; no vehicle tracks were visible away from the line of the route, except where farm vehicles would have been expected; the route was soft and muddy in places [the inspections were presumably in wet periods] and has been rutted by the passage of vehicles; walkers, cyclists and motor cycles have deviated up to 1 metre from the track itself onto the side strips to avoid the rutted sections; in one section the bedrock is exposed and a deep hole formed in one rut; the route is not a separate heritage asset in its own right, but there are features adjoining the route.
- The LAF report recommended that minor repairs should be done to prevent deterioration, by filling in of ruts with stone using volunteer labour. This has not been carried out, despite GLASS and PDVUG regularly offering to provide volunteers for such work.

- The LAF report also said under ‘long term management options’: “Seems some way off justifying TRO approach at this stage, but depends on further information, consultation, usage details and logging”.
- GLASS have visited the site in July 2017, and the track was dry along its whole length. Rutting was still present as described in the 2015 report, with no apparent degradation. Photographs are attached of the rutted sections. There is no evidence of ‘off-piste’ use by vehicles.
- Actual levels of vehicular use are recorded by PDNPA as follows:-
 Apr/May 2014: Average 0.05 cars per day, average 0.01 motor cycles per day;
 Aug/Nov 2015: Average 0.3 cars per day, average 0.8 motor cycles per day;
 Jan/Mar 2016: Average 0.05 cars per day, average 0.7 motor cycles per day VR in place
 Mar/Apr 2016: Average 0.02 cars per day, average 0.3 motor cycles per day VR in place
 Oct/Mar 2017: Average 0.05 cars per day, average 1.17 motor cycles per day.
- Clearly therefore, the actual use in a week (unrestricted) is typically less than one 4x4 and between one and eight motor cycles per week. In practice therefore walkers or other non-vehicle users will hardly ever see or hear a motor vehicle of any variety on the route.
- As there is clearly no impact on the SSSI, and the route is clearly sustainable for the expected level of traffic (at least in dry weather), and no complaints or conflict are recorded, there is little evidential justification for any form of legal usage restriction.
- Other aspects of the ‘special qualities’ of the Peak District National Park have also been considered, such as wildness, tranquillity, and natural beauty, as well as amenity of all users. For indicators of likely impacts on these note:
 - i). The route is in a steep sided ‘green’ valley, where the sides are mainly covered in soft vegetation, not bare rock. The noise footprint of any motorised vehicle is contained within this small area, with noise being dampened by the soft vegetation and scrub. These characteristics of the route mean that vehicular noise cannot be considered as harmful to the tranquillity or wildness of the area, bearing in mind that farm vehicles are also expected.
 - ii) No other RoW shares the valley, the only intercepting RoW is Wetton 20, a bridleway coming from Wetton Mill and Farm. The land contours are such that this bridleway comes through a valley or pass of its own, which effectively shields most of the bridleway from any noise or visual impact from MPVs using the Wetton route under consideration. Close by is Wetton 40, a footpath, but this joins the tarmac road in front on Manor Farm (D1133), so is not on the route in question (G1133).
 - iii) The Wetton route is without width limiting walls, hedges, or fences, so there is plenty of space for users to pass by without constraint or danger.
 - iv) The Wetton route is generally straight, with easy curves; there are no sharp bends around which vehicles can suddenly appear in an unsafe way.
 - v) The Wetton route is gated at both ends, so there is no risk of vehicles inadvertently carrying excessive speed from a sealed surface road onto the Green Road.
 - vi) The recently launched “South Peak Loop” for horses (and now also used by mountain bikers) bypasses this Wetton route, and uses a completely different route e.g. alongside the Manifold on the UCR/NCH between Wettonmill and Hulme End, so few (if any) equestrians are likely to use the Wetton route. Indeed our members tell us they have never seen horses on this route, so little or no disturbance of horses and riders is likely to occur in practice.
 - vii) Land Rover type vehicles, quad bikes and trail bikes are used by many farmers and land owners in this and other similar areas, so ‘sensible’ use of such vehicles can hardly be detrimental to ‘wildness’ or any other special qualities. GLASS and TRF members and affiliated clubs have codes of conduct which require low speeds and courtesy to other users, avoidance of use in bad weather, and shutting of gates etc.
- The Authority’s Route Action Plan states their objectives to be: Promote responsible use; Encourage voluntary action; Improve amenity and safety for route users. Therefore propose:
- The evidence on this route does not justify a full Traffic Regulation Order (TRO) to exclude MPVs, as that would be disproportionate and illogical. GLASS and our associates would very strongly challenge any such TRO if proposed by PDNPA.

- From the facts discussed above (most of which are from PDNPA documents), only the physical and visual condition of the route is of any significant concern to other users and the LAF, and maintenance is largely the domain of the Highway Authority.
- It may be arguable therefore, that the rutting of the track (that occurs in wet weather due to the lack of natural drainage) may be perceived to detract from the natural beauty of the area and could, if it deteriorates further, adversely affect the amenity and enjoyment of other users.
- GLASS would – in view of the specific circumstances of this case - be prepared to support a proportionate seasonal TRO along the lines of that set out below.
- Questions (3) and (4) - If believe that use should be restricted by a traffic regulation order: the type of use, the extent in terms of length width and direction, the duration or period of any restriction, any alternative means of management if not a TRO.
- Over the last 20 years there has been a steady trend away from 'all motors' permanent prohibition of driving orders on green roads, towards limited and problem-specific orders, which aim not to restrict lawful traffic more than is essential. Examples of these are in Kent (various), Northamptonshire (various) and Cumbria (e.g. Rusland Pool).
- In this case, a proportionate order might include provision for a seasonal restriction, prohibiting all, or heavier, vehicles in winter months (on the basis that these are wettest). This could be enforced by locking the gates at each end of the route (gates already exist) and appropriate statutory signs. If no exception is made for motor cycles, this restriction should also apply to horses and horse drawn vehicles. A 'horse gap' or gate could be added if horses and/or motorcycles are to be excepted, and local residents or farmers could be given a key for access.
- Would suggest a period of restriction from 1st October to 30th April annually, as practised in other areas of the country.
- As a further option, would support a "wet weather restriction" as recently agreed for a green road in Kent, similar to the following: Closed to motor vehicles and horse drawn vehicles between 1st October and 30th April annually, and at additional times in the event of heavy rainfall, in response to a Meteorological Office 'amber weather warning' for rain, but for no longer than 5 working days after expiry of any particular amber warning.
- In each case the gate at each end of the route could be locked/unlocked at the appropriate times by PDNPA's area ranger or ROW officer. Would be pleased to make arrangements with the Authority for a Representative of GLASS to implement the wet weather closures in the event that PDNPA resource isn't available.
- Other innovative and proportionate TROs are used in (for example) Kent, Isle of Man, and the Lake District, which involve permit schemes. Would be prepared to discuss such a scheme with the Authority in the event that you consider this appropriate. Would be happy to discuss providing a suitable resource for managing permits on a 'members only' basis if that would be of assistance.
- Attached case study has come to light which highlights the useful role that vehicle disturbance plays in encouraging biodiversity, and the need to prevent overgrowth.
- Please treat this as an appendix to GLASS's response, which itself recommends a continuation of vehicle use (i.e. normal sporadic use by 4x4s and motorcycles as monitored in previous years) but only at dry times of the year.
- Pleased to note that TRF's recent response also supports GLASS's proposals. Would suggest that a solution which suits all MPV user groups and can therefore be supported by LARA, GLASS and TRF at a national level would be a win-win situation for the achievement of the Authority's stated objectives.

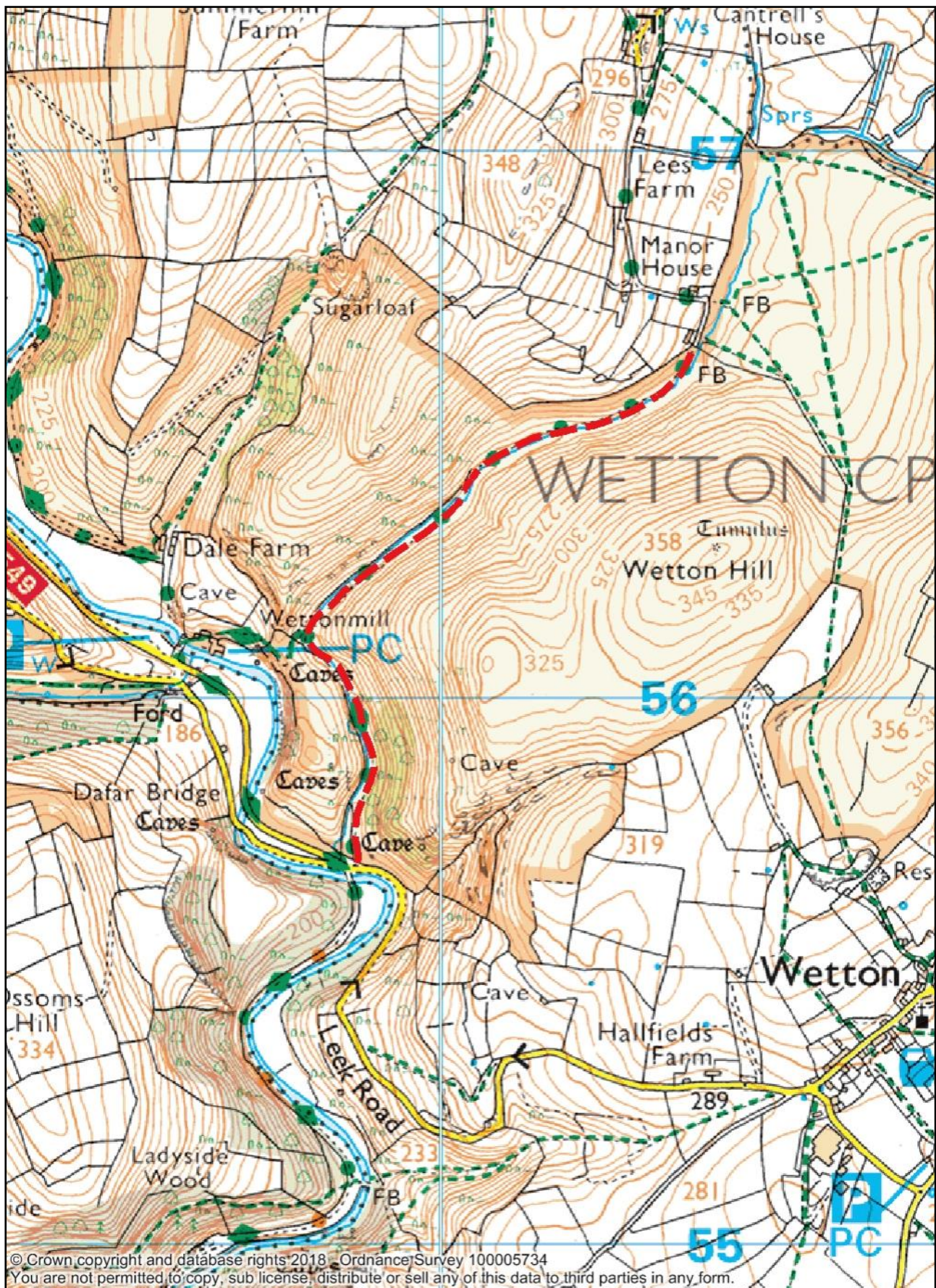
Natural England

- Can only comment on the impacts to notified features of the site, not to impacts of landscape aesthetics or surface condition of the byway.
- The botanical features capable of being damaged by motorised vehicles are on the steep slopes either side of the byway and no damage is being sustained to these areas at present.

Deviation from the route across the notified features is possible but unlikely due to the steepness of the terrain on either side of the byway.

- There is a localised problem with creeping thistle on deep fertile soils on either side of the byway and this is exacerbated by use of the route by motorised vehicles, through increased exposure of bare earth available for seed germination but it is not having a direct impact on the notified features because the soils are too impoverished and shallow to sustain creeping thistle to colonise the species-rich areas. Excessive creeping thistle cover can cause welfare problems for the sheep grazing that is necessary to maintain the notified features, e.g., through increased propensity for infection, but in this case the risk is relatively low because creeping thistle infestation is localised and covers a small proportion of the total grazing unit.
- Do not envisage that a TRO would have any impact, positive or negative on the SAC features.

This page is intentionally left blank



N
 1:10000

PEAK DISTRICT NATIONAL PARK AUTHORITY (WETTON HILLS)
 PROPOSED PROHIBITION OF MECHANICALLY PROPELLED VEHICLES
 TRAFFIC REGULATION ORDER 2018

— — — — — Extent of the proposed prohibition

The existing road network provides a number of potential alternative routes for diverted traffic.

This page is intentionally left blank

Grounds for making a Traffic Regulation Order

Under the Road Traffic Regulation Act 1984 (RTRA) as amended by the Natural Environment and Rural Communities Act 2006, a National Park Authority is able to make a TRO for any relevant road or part of a road where it appears to the Authority making the order expedient to make it:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising (s1(1)(a) RTRA 1984)
- (b) for preventing damage to the road or to any building on or near the road (s1(1)(b) RTRA 1984)
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) (s1(1)(c) RTRA 1984)
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property (s1(1)(d) RTRA 1984)
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot (s1(1)(e) RTRA 1984)
- (f) for preserving or improving the amenities of the area through which the road runs (s1(1)(f) RTRA 1984)
- (g) for any of the purposes specified in paragraphs (a) to (c) of sub-section (1) of section 87 of the Environment Act 1995 (air quality) (s1(1)(g) RTRA 1984)
- (h) for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area. This includes conserving its flora, fauna and geological and physiographical features (s22(2) RTRA 1984).

A “relevant road” is any road which is within the National Park which is shown on a definitive map and statement as a byway open to all traffic (BOAT), a restricted byway, a bridleway or a footpath, or a carriageway whose surface, or most of whose surface, does not consist of concrete, tarmacadam, coated roadstone or other prescribed material.

This page is intentionally left blank

DRAFT ORDER

**PEAK DISTRICT NATIONAL PARK AUTHORITY
(WETTON HILLS PROHIBITION OF MECHANICALLY PROPELLED VEHICLES)
TRAFFIC REGULATION ORDER 2018**

ROAD TRAFFIC REGULATION ACT 1984 (as amended)

The Peak District National Park Authority ("the Authority") in exercise of its powers under section 22BB(2)(a) of the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers and after consultation with the Highway Authority for the road specified below hereby makes the following Order:

1. In this Order "road" means any length of highway or any other road to which the public has access and includes footpaths, bridleways, restricted byways, byways open to all traffic, carriageways whose surface, or most of whose surface, does not consist of concrete, tarmacadam or coated roadstone and bridges over which a road passes.
2. Save as provided in article 4 of this Order no person shall cause or permit any mechanically propelled vehicle to proceed along the road specified in article 3 of this Order or any part thereof at any time after the date on which this Order comes into force.

3. WETTON HILLS

The route at Wetton Hills is an unclassified road and green lane which commences from the Leek Road in the Manifold Valley, in the County of Staffordshire (grid reference SK 098 557), proceeds in a northerly direction for a distance of 400 metres or thereabouts and then north-easterly for 1000 metres to end where it meets the tarmacadamed road from Back of Ecton at Manor House Farm, in the County of Staffordshire (grid reference SK 105 566).

4. Nothing in article 2 of this Order shall render it unlawful to cause or permit any mechanically propelled vehicle to proceed along the road specified in article 3 of this Order if the vehicle is being used:
 - a) by emergency services or by any local authority or statutory undertaker in pursuance of their statutory powers and duties
 - b) to enable work to be carried out in, on, under or adjacent to the road
 - c) for the purposes of agriculture or land management on any land or premises adjacent to that road
 - d) as a recognised invalid carriage as defined in the Use of Invalid Carriages on Highways Regulations 1988
 - e) upon the direction of or with the permission of a Police Constable in uniform
 - f) with the prior written permission of the Authority

5. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.

6. This Order comes into force on [] and may be cited as the Peak District National Park Authority (Wetton Hills Prohibition of Mechanically Propelled Vehicles) Traffic Regulation Order 2018.

THE COMMON SEAL OF THE
PEAK DISTRICT NATIONAL PARK
AUTHORITY was hereby affixed
On the..... day of.....2018

.....
Authorised signatory

WETTON HILLS
Statement of Reasons for Proposed Traffic Regulation Order
February 2018

	Background
1.	The proposal is to make a traffic regulation order that will have the effect of prohibiting use by mechanically propelled vehicles at any time along the route at Wetton Hills in the County of Staffordshire, subject to the exceptions listed below.
2.	The proposed order would be for the purposes of: <ul style="list-style-type: none"> preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property preserving or improving the amenities of the area through which the road runs conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area.
3.	The proposal conforms to the Authority's Strategy for the Management of Recreational Motorised Vehicles in their Use of Unsealed Highways and Off-road and the Procedure for Making Traffic Regulation Orders.
4.	The proposal follows consideration of consultation responses under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007. These responses identified various management options and were reported to the September 2017 Audit Resources Performance Committee www.peakdistrict.gov.uk/committees .
	The Route and Area
5.	The route at Wetton Hills is an unclassified road and green lane which commences from the Leek Road in the Manifold Valley, in the County of Staffordshire (grid reference SK 098 557), proceeds in a northerly direction for a distance of 400 metres or thereabouts and then northeasterly for 1000 metres to end where it meets the tarmacadamed road from Back of Ecton at Manor House Farm, in the County of Staffordshire (grid reference SK 105 566).
6.	The route is in a National Park designated for its exceptional natural beauty and within the Natural Zone where it is particularly important to conserve that natural beauty. The landscape, ecological and geological interest in this area is of national and international importance and there are nearby cultural heritage features of national and local importance. These designated and undesignated assets all make a significant contribution to the character of the area.
7.	The route follows the valley bottom below Wetton Hill within an extensive area of open country and links with the Manifold Trail and Wetton Mill. For much of the route there is no surfaced track and an impression of remoteness is created by the seclusion of the valley.
8.	The historic nature of the route and its setting in the landscape in addition to the variety of natural and cultural heritage features adds to the experience of using the route. The route also gives the opportunity for quiet enjoyment and to experience

	tranquillity, one of the special qualities that people value most about the Peak District National Park.
9.	Appendix 1 sets out the use of the route. Appendix 2 sets out the conservation interests of the site. Appendix 3 sets out the factors which contribute to natural beauty and the opportunities for open-air recreation.
	Impacts
10.	Management problems associated with this route relate to the character of the route and the environmental sensitivity of the route and area. Actions have included logging vehicle use and a period of voluntary restraint over the Winter of 2016. Detailed route management information is available at www.peakdistrict.gov.uk/priorityroutes .
11.	The presence of mechanically propelled vehicles using the route, and the effect and evidence of their passing have an impact on the natural beauty in this area. This impact and the anticipation of the presence of motorised users can detract from the experience and enjoyment by other users. The reference in section 5 of the National Parks and Access to the Countryside Act 1949 to the purpose of understanding and enjoyment of the special qualities of National Parks suggests a focus on quiet outdoor countryside recreation associated with the wide open spaces, wildness and tranquility to be found within the National Park. (Defra 2007). The use of the route by mechanically propelled vehicles detracts from this focus.
12.	Whilst it is recognised that motorised vehicle users, in undertaking their chosen form of recreation, also appreciate the special qualities of the area, their use of the route by this mode of transport is adversely affecting those special qualities to a more significant extent than other users.
13.	The nature of the route and its location away from major roads is such that mechanically propelled vehicles are visually and aurally intrusive. Vehicle use is defining a route along the grassy trackless sections of the valley bottom and is impacting on the special qualities of the area. Government guidance suggests that 'a level of recreational vehicular use that may be acceptable in other areas will be inappropriate in National Parks and incompatible with their purposes.' (Defra 2007).
14.	Appendices 4 and 5 identify the effects of recreational vehicular use on the special qualities of the area.
	Alternatives
15.	A width restriction reduces the overall numbers and impacts from mechanically propelled vehicle users (MPVs) but 2-wheeled use is still significant in its extent and intrusive with the potential for conflict with other users. A one-way system would reduce the impact on the un-delineated grassy route by limiting passing between vehicles but conflicts with other users and visual, physical and auditory impacts would still remain.
16.	A seasonal restriction could help in reducing the impact to times when ground conditions are anticipated to be more suitable but would not prevent impacts occasioned by periods of high rainfall and when the grassy sections are more susceptible to damage.

17.	In view of the nature of the route and the sensitivity of the area, it is not considered that the impacts could be identified and adequately managed by a more selective TRO, a permit system, or other measures such as a scheme of voluntary restraint to a level which is acceptable. Such measures would also need to provide confidence in protecting interests of acknowledged importance which may not occur through recovery periods or measures to make the route more sustainable. A less restrictive option is therefore unlikely to achieve the outcome of sufficiently protecting the character of the route, and the natural beauty and amenity of the route and area.
	Public Interest
18.	In balancing the duty in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the factors set out in section 122(2) of the 1984 Act, the Authority believes the need to preserve the amenity and conserve the natural beauty of the route and the area through which it runs outweighs the needs of mechanically propelled vehicular users of the route notwithstanding that such a restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles. For vehicles seeking to use the affected route as a through-road, there are alternative routes on metalled roads in the area.
19.	Exceptions to the prohibition are proposed for: <ul style="list-style-type: none"> a) use by emergency services or by any local authority or statutory undertakers in pursuance of their statutory powers and duties b) use to enable work to be carried out in, on, under or adjacent to the road c) use for the purposes of agriculture or land management on any land or premises adjacent to that road d) use by a recognised invalid carriage e) use upon the direction of or with the permission of a Police Constable in uniform f) use with the prior written permission of the Authority
20.	On balance, it is considered that continued use by mechanically propelled vehicles on this route would have an adverse impact on the archaeological and landscape interests, the natural beauty, amenity and recreational value of the area, and the special characteristics of the route.
	Consultation Comments
21.	This statement accompanies the proposed order, notice of proposals and map showing the extent of the proposed restrictions. These may be viewed at www.peakdistrict.gov.uk/consultations and at Aldern House, Baslow Road, Bakewell, Derbyshire, DE45 1AE from 8.45am to 5pm Monday to Friday (closed Bank and Public Holidays and closed at 3pm on Christmas Eve).
22.	If any person wishes to make any representations relating to the proposed order, they must do so by 5pm on 6 th April 2018 via the consultation webpage referred to above or by writing to Rights of Way at the above address. Any objections must specify the grounds on which they are made.

23.	The following documents are appended: Appendix 1 – Vehicle Use Appendix 2 – Conservation Interest Appendix 3 – Natural Beauty and Recreation Appendix 4 – Impacts of Mechanically Propelled Vehicles Appendix 5 – Special Qualities
-----	--

Ref: Guidance for National Park Authorities making Traffic Regulation Orders under section 22BB Road Traffic Regulation Act 1984, Defra, 2007

Appendix 1 – Wetton Hills – Vehicle Use

Status

The route is an unsurfaced Unclassified Road (UCR) and a Green Lane.

Highway Authority Records

The route appears on Staffordshire County Council's List of Streets as a publically maintainable highway (D1133) and a section with no maintenance (G1133).

Private Use

Sections of the route are used for access for land management purposes.

Vehicle Logging Data

2014: 4-wheeled – average of 0.2 per day
2-wheeled – average of 0.1 per day
2015: 4-wheeled – average of 0.3 per day
2-wheeled – average of 0.8 per day
2016*: 4-wheeled – average of 0.05 per day
2-wheeled – average of 0.9 per day
2017: 4-wheeled – average of 0.3 per day
2-wheeled – average of 0.9 per day

*Includes a period of voluntary restraint

Access

The gates at either end of the route do not prevent its use as a through-route.

Appendix 2 – Wetton Hills – Conservation Interest

Ecological/Geological Interest

The whole route runs through the Hamps and Manifold Valleys SSSI with the southern end also being within the Peak District Dales Special Area of Conservation (approximately 200m in total). The north-eastern part of the route also forms Section 3 Limestone Hill and Heath/Natural Zone and the south-western part Limestone Dale/Natural Zone.

The Peak District Dales Special Area of Conservation was designated primarily for the presence of two internationally important habitats listed in Annex 1 of the European Habitats Directive 1992, one of which – semi-natural dry grasslands and scrubland on calcareous substrates – occur along the course of the route.

The SSSI was designated for its ancient semi-natural woodland, scrub communities, grassland, and invertebrates and for the limestone geology and geomorphology and cave fossil deposits.

The Natural Zone designation comprises habitats falling within the Section 3 map defined by the Wildlife and Countryside Amendment Act 1985 as areas whose natural beauty it is particularly important to conserve.

Archaeological Interest

The route passes through a range of Historic Landscape Character areas including Post-1650 Enclosure - Regular: Piecemeal/Award and Enclosed Moorland.

A Scheduled Monument - a prehistoric bowl barrow - lies at the summit of Wetton Hill. This is a rare survival in the Peak District of an unexcavated example of this type of monument. The route lies 300m downslope of the barrow, at its nearest point. The route lies within the setting of the monument.

A number of features lie adjacent to the route. These are noted on the Historic Environment Record and have been identified as assets of local or regional importance whose conservation contributes to the overall cultural heritage of the National Park. These include a building platform, which is the possible site of an early mill (110m from the route), numerous caves and fissures of cultural heritage interest around the southern end of the route, a stone slab footbridge at the bottom of Wetton Hill (20m away from the route) and the former Leek and Manifold Light Railway (which joins the track at its southern end).

The Manor House at the northern end of the route is grade II listed.

Landscape Interest

The route lies within the White Peak Landscape Character Area (LCA) and within Natural Zone.

The National Park is designated for its internationally and nationally important landscape.

The Natural Zone designation comprises areas whose natural beauty it is particularly important to conserve. Within the National Park it comprises the wilderness areas in which the influence of man and of development is less marked.

The overall strategy for the White Peak LCA is to protect and manage the distinctive and valued historic character of the settled, agricultural landscapes, whilst seeking opportunities to enhance the wild character and diversity of remoter areas. The route is within the Limestone and Limestone Dales and Limestone Hills and Slopes Landscape Character Types within the White Peak LCA.

Appendix 3 – Wetton Hills – Natural Beauty and Recreation

The following identifies how the special characteristics of the area meets the tests for designation as a National Park and the evaluation of opportunities for open-air recreation.

Natural beauty

Landscape quality i.e. condition, that is the intactness of the landscape, the condition of its features, its state of repair, and the absence of incongruous elements:

- Landscape elements and features in good condition; some erosion to rights of way
- Landscape unspoilt with no notable incongruous features

Scenic quality i.e. appeal to the visual senses, for example due to important views, visual interest and variety, contrasting landscape patterns, and dramatic topography or scale:

- Limestone dale and dry valley
- Far reaching views along the route and to the skyline
- Open nature of the upper sections contrasting with a sense of seclusion along the tree fringed lower parts of the dale

Relative wildness i.e. the presence of wild (or relatively wild) character in the landscape due to remoteness, and appearance of returning to nature:

- Extensive area of open country
- Sense of remoteness
- The Manor House is situated at the northern end of the route

Intrusiveness/tranquillity i.e. freedom from undue disturbance. Presence in the landscape of factors such as openness, and perceived naturalness:

- Within open country
- Within Natural Zone/section 3 Limestone Dale and Limestone Hill and Heath

Natural heritage features i.e. habitats, wildlife and features of geological or geomorphological interest that may contribute strongly to the naturalness of a landscape:

- Dry valley
- Semi-natural limestone dale grasslands and scrub
- Caves and fossil deposits

Cultural heritage features i.e. archaeological, historical and architectural characteristics or features that may contribute to the perceived beauty of the landscape:

- Wetton Hill prehistoric bowl barrow
- Stone slab footbridge
- Possible site of an early Mill
- Caves and fissures
- Link to the former Leek and Manifold Railway
- Listed building at the northern end of the route

Associations i.e. connections with particular people, artists, writers, or events in history that may contribute to perceptions of beauty in a landscape or facilitate understanding and enjoyment:

- Route used to transport copper to Red Hurst Holt on the Manifold and Leek Railway

Recreation

Access to high quality landscapes, memorable places and special experiences i.e. opportunities to enjoy scenic quality, relative wildness, and peacefulness etc:

- Outstanding views
- Access to an extensive area of open country and its hills and dales.
- Links to the Manifold Trail and the South Peak Loop for horse riding and cycling
- Links to the National Trust's Wetton Mill café and holiday accommodation

Presence of a wide range of natural or cultural heritage features, landmarks and designations that cumulatively enrich the landscape experience:

- Important cave fossil deposits
- Historic track, scheduled monument, listed building
- Wetton Hill and the Sugar Loaf are distinctive
- Diverse range of opportunities for access

Range of outdoor recreational experiences which enable people to enjoy the special qualities of the area and do not detract from the enjoyment of the area by others i.e. quiet outdoor recreation:

- Easily accessible from surrounding settlements and holiday accommodation
- Scope for a variety of walks
- Scope to link in with longer trails
- A means of access for activities in the area, including caving
- Opportunities for nature study

Scope for management of recreation to enhance recreational opportunities or protect the conservation interest of the Park:

- Retention of grassland and repairs to the route in sympathy with the area
- Restrictions to recreational motorised vehicle users

Appendix 4 – Wetton Hills – Impacts of Mechanically Propelled Vehicles

Ecological/Geological Impacts	Possible Mitigation
<p>Loss of vegetation on and adjacent to the route The route runs through grassland, with a large section of the route undefined on the ground. Vehicle use, agricultural and recreational, has the potential to take a number of routes along the bottom of the dale-side resulting in a net loss of vegetation.</p>	<ul style="list-style-type: none"> • Surfacing of the route to accommodate motorised vehicle use would change the character of the route and further reduce the amount of vegetation and could also result in further impact on the ecology and geology of the area. • Waymarking could delineate the line of the route but deviation may still occur. • Liaison with PDNPA Ecologist and Natural England over vulnerability, sensitivity and capacity issues.
<p>Damage to the drainage and surfacing of the route The use over time by vehicles damages the grass surface of the route and affects drainage and surface run-off.</p>	<ul style="list-style-type: none"> • Limit the use of the route to maintain its trackless nature. Consider appropriateness of surfacing with respect to designations and character of the area. • Surfacing of the route to accommodate motorised vehicle use would change the character of the route and result in changes to run-off which could also further impact on the ecology and geology of the area. • Liaison with Highway Authority, PDNPA Ecologist and Natural England over maintenance and impacts. • Voluntary code of conduct (do not use roads which may be seriously damaged by wheel pressure, do not travel on green roads where they risk being damaged beyond a point of natural recovery, do not use roads that are too narrow for your vehicle.) has been unsuccessful in preventing damage.
<p>Noise and disturbance impact on wildlife Disturbance to nesting birds where susceptible.</p>	<ul style="list-style-type: none"> • Liaison with Natural England and PDNPA Ecologist over vulnerability, sensitivity and capacity issues. • Voluntary code of conduct (effective silencing, ride quietly) will assist in preventing disturbance.

Archaeological Impacts	Possible Mitigation
<p>Impact on heritage assets and their settings and therefore the significance of nationally designated and currently undesignated heritage assets</p> <p>Intrusiveness of vehicles has an impact on the setting of features. Evidence of passage, and works and signage to deal with that, have an impact on the heritage asset and the character of the route and area and the setting of features.</p>	<ul style="list-style-type: none"> • Level and timing of use being monitored. Liaise with PDNPA's Cultural Heritage Team and Historic England over vulnerability, sensitivity and capacity issues.
Landscape and Visual Impacts	Possible Mitigation
<p>Visual impact of vehicle movement in the landscape over a wide area</p> <p>The impact from the passage of vehicles during the day or night is affected by the open nature of the landscape and the level of use of the route.</p>	<ul style="list-style-type: none"> • Level and timing of use being monitored.
<p>Wheel ruts and damage to character of the route</p> <p>Evidence of the passage of vehicles is seen by the development of wheel ruts and on and adjacent to the route.</p>	<ul style="list-style-type: none"> • Maintain the route. Consider appropriateness of repairs with respect to designations and character of the area. Liaison with Highway Authority, Natural England and PDNPA Ecologist. • Existing voluntary code of conduct (do not use roads which may be seriously damaged by wheel pressure, do not travel on green roads where they risk being damaged beyond a point of natural recovery) has been unsuccessful in preventing disturbance.

Social Impacts	Possible Mitigation
<p>Deterrence of use by non-MPV users from presence or anticipation of vehicles Disturbance from vehicles</p>	<ul style="list-style-type: none"> • Signage indicating the range of classes of users • Voluntary code of conduct (limit to group sizes and maximum speed limits) can be unsuccessful in preventing disturbance
<p>Noise impact on people Disturbance from vehicles on users of the route and the properties to access the route.</p>	<ul style="list-style-type: none"> • Voluntary code of conduct (travel at a quiet and unobtrusive pace in small groups) not always applied

Appendix 5 – Wetton Hills – Special Qualities

Beautiful views created by contrasting landscapes and dramatic geology

Special Quality	Value	Impact by Mechanically Propelled Vehicles
The natural beauty, natural heritage, landscape character and diversity of landscapes	Protected habitats and features; limestone dale with extensive views	Ecological – damage and disturbance and risk of disturbance Archeological – impact on setting of features Visual - presence and evidence of use
Trees, woodlands, hedgerows, stone walls, field barns and other landscape features	Range of landscape features	
Significant geological features	Caves	

Internationally important and locally distinctive wildlife and habitats

Special Quality	Value	Impact by Mechanically Propelled Vehicles
The importance of wildlife and the area's unique biodiversity	Protected habitats; accessible areas for the study of nature	Damage and disturbance and risk of disturbance
Trees, woodlands, hedgerows, stone walls, field barns and other landscape features	Range of landscape features	

Undeveloped places of tranquility and dark night skies within reach of millions

Special Quality	Value	Impact by Mechanically Propelled Vehicles
A sense of wildness and remoteness	Away from major settlements and roads	Visual – presence and evidence of use Noise transient but over a wide area
Opportunities to experience tranquility and quiet enjoyment	Freedom to explore away from sources of noise	Noise transient but over a wide area. Conflict with other users

Undeveloped places of tranquility and dark night skies within reach of millions (cont.)

Special Quality	Value	Impact by Mechanically Propelled Vehicles
Easy accessibility for visitors from surrounding urban areas	Links to towns on the perimeter of the Park boundary.	
Opportunities to experience dark skies	No significant light sources	Night driving
Opportunities to improve physical and emotional well-being	Variety of access and recreation	Conflict with other users; damage to the route
The special value attached to the National Park by surrounding urban communities	Nearby communities and links to towns on the perimeter of the Park boundary.	Deterrence of other users

Landscapes that tell a story of thousands of years of people, farming and industry

Special Quality	Value	Impact by Mechanically Propelled Vehicles
The natural beauty, natural heritage, landscape character and diversity of landscapes	Protected habitats and features; limestone dale with extensive views	Ecological – damage and disturbance and risk of disturbance Archeological – impact on setting of features Visual - presence and evidence of use
Thousands of years of human influence which can be traced through the landscape	Range of historic features apparent in the landscape	Impact on the settings of features
Trees, woodlands, hedgerows, stone walls, field barns and other landscape features	Range of landscape features	
The cultural heritage of history, archaeology, customs, traditions, legends, arts and literary associations	An important area for access to the landscape that contains these elements	Impact on features and their setting
Environmentally friendly methods of farming	Protected areas	Impact on land management.

and working the land		
----------------------	--	--

An inspiring place for escape, adventure, discovery and quiet reflection

Special Quality	Value	Impact by Mechanically Propelled Vehicles
Opportunities to experience tranquility and quiet enjoyment	Freedom to explore away from sources of noise	Noise transient but over a wide area. Conflict with other users
Easy accessibility for visitors from surrounding urban areas	Nearby communities and links to towns on the perimeter of the Park boundary.	
Opportunities for outdoor recreation and adventure	Recreational pursuits of quality and challenge	Conflict with other users
The cultural heritage of history, archaeology, customs, traditions, legends, arts and literary associations	An important area for access to the landscape that contains these elements	Impact on features and their setting
Opportunities to improve physical and emotional well-being	Variety of access and recreation	Conflict with other users; damage to the route

Vital benefits for millions of people that flow beyond the landscape boundary

Special Quality	Value	Impact by Mechanically Propelled Vehicles
Clean air, earth and water	Protected areas, away from sources of pollution	Pollution
Opportunities to improve physical and emotional well being	Variety of access and recreation	Conflict with other users; damage to the route
The cultural heritage of history, archaeology, customs, traditions, legends, arts and literary associations	An important area for access to the landscape that contains these elements	Impact on features and their setting
The special value attached to the National Park by surrounding urban communities	Nearby communities and links to towns on the perimeter of the Park boundary.	Deterrence of other users

--	--	--

Vital benefits for millions of people that flow beyond the landscape boundary (cont.)

Special Quality	Value	Impact by Mechanically Propelled Vehicles
The flow of landscape character across and beyond the National Park boundary providing a continuity of landscape and valued setting for the National Park	Interconnecting limestone dale	
Sense of place	Naturalness of the landscape	Visual – presence and evidence of use Noise transient but over a wide area

This page is intentionally left blank

S 122 of the Road Traffic Regulation Act 1984

(1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road].

(2) The matters referred to in subsection (1) above as being specified in this subsection are

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to . . . the local authority . . . to be relevant.

This page is intentionally left blank

NOTICE OF PROPOSAL

PEAK DISTRICT NATIONAL PARK AUTHORITY (WETTON HILLS PROHIBITION OF MECHANICALLY PROPELLED VEHICLES) TRAFFIC REGULATION ORDER 2018

ROAD TRAFFIC REGULATION ACT 1984 (as amended)

1. **NOTICE** is hereby given that the Peak District National Park Authority ("the Authority") in exercise of its powers under s.22BB (2)(a) of the Road Traffic Regulation Act 1984 ("the Act") for the purposes of:

- i) preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property (s.1(1)(d))
- ii) preserving or improving the amenities of the area through which the road runs (s.1(1)(f))
- iii) conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area (s.22(2))

is proposing to make a Traffic Regulation Order the effect of which will be to prohibit access at any time by mechanically propelled vehicles to the road more particularly described in paragraph 2.

2. WETTON HILLS

The route at Wetton Hills is an unclassified road and green lane which commences from the Leek Road in the Manifold Valley, in the County of Staffordshire (grid reference SK 098 557), proceeds in a northerly direction for a distance of 400 metres or thereabouts and then north-easterly for 1000 metres to end where it meets the tarmacadamed road from Back of Ecton at Manor House Farm, in the County of Staffordshire (grid reference SK 105 566).

3. Exemptions will be provided in the Order in relation to:

- a) use by emergency services or by any local authority or statutory undertaker in pursuance of their statutory powers and duties
- b) use to enable work to be carried out in, on, under or adjacent to the road
- c) use for the purposes of agriculture or land management on any land or premises adjacent to that road
- d) use as a recognised invalid carriage as defined in the Use of Invalid Carriages on Highways Regulations 1988
- e) use upon the direction of or with the permission of a Police Constable in uniform
- f) use with the prior written permission of the Authority

4. A copy of this Notice together with a copy of the proposed Order, statement explaining the reasons for the Order and a map showing the extent of the proposed restrictions may be viewed at www.peakdistrict.gov.uk/consultations and at the Authority's Office at Aldern House, Baslow Road, Bakewell, Derbyshire DE45 1AE from 8.45am to 5pm Monday to Friday (closed Bank and Public Holidays and closed at 3pm on Christmas Eve).

5. If any person wishes to make any objections or other comments relating to the proposed Order they must do so in writing via www.peakdistrict.gov.uk/consultations, or to The Rights of Way Team at the Authority's address in paragraph 4, specifying the grounds of any objection, by no later than 5pm on 6 April 2018.

Dated: 15 February 2018
(Signed) R.S.J.Cooper, Assistant Solicitor,
Peak District National Park Authority,
Aldern House, Baslow Rd,
Bakewell, Derbyshire DE451AE

Wetton Hills - List of Organisations and Bodies Consulted – June 2017 & February 2018

Person		Cases in which consultation is required	Reg 4 Response	Reg 7 Response
1	The highway authority for the area in which the road is situated. • Staffordshire County Council	In all cases	No reply	No reply
2	The appropriate Crown authority	Where the proposed order relates to or appears to the National Park authority to be likely to affect traffic on a Crown road.	Not consulted	Not consulted
3	The fire and rescue authority for the area in which the road is situated. • Staffordshire Fire & Rescue	Where it appears to the National Park authority that the order is likely to affect the passage on any road of fire fighting vehicles.	No reply	No reply
4	The NHS trust or NHS foundation trust providing an emergency ambulance service for the area in which the road is situated. • Stafford & Stoke on Trent NHS	Where it appears to the National Park authority that the order is likely to affect the passage on any road of ambulances.	No reply	No reply
5	The chief officer of police for the area in which the road is situated. • Staffordshire Constabulary	In all cases	No reply	No reply
6	The parish or town council for the area in which the road is situated. • Wetton Parish Council	In all cases	Received	No reply
7	Any local access forum for the area in which the road is situated. • Peak District Local Access Forum	In all cases	Received	Received
8	Auto Cycle Union	In all cases	No reply	No reply
9	British Driving Society	In all cases	No reply	No reply
10	British Horse Society	In all cases	No reply	Received
11	Byways and Bridleways Trust	In all cases	No reply	No reply
12	Open Spaces Society	In all cases	Received	No reply
13	Ramblers' Association	In all cases	Received	Received
14	Cycling UK	In all cases	No reply	No reply
15	Land Access and Recreation Association	In all cases	No reply	No reply
16	Natural England	Where the order relates to a road which is within or partly within an SSSI.	Received	No reply
17	Campaign to Protect Rural England (Friends of the Peak District)	In all cases	Received	Received
18	National Farmers Union	In all cases	No reply	No reply
19	Country Land and Business Association	In all cases	No reply	No reply
20	Council (Campaign) for National Parks	In all cases	No reply	No reply

	Person	Cases in which consultation is required	Reg 4 Response	Reg 7 Response
21	<p>Such other body representing persons that the National Park authority considers are likely to be affected by any provision in the order</p> <ul style="list-style-type: none"> • Peak and Derbyshire Vehicles User Group • Peak Rights of Way Initiative • Trail Riders Fellowship • Peak and Northern Footpaths Society • Peak Horsepower • Peak District Green Lanes Alliance • Green Lane Association • Disabled Off Road Association • Association of Peak Trail Riders • Historic England 	In all cases which the National Park authority considers appropriate	<p>Received</p> <p>No reply</p> <p>Received</p> <p>Received</p> <p>Received</p> <p>Received</p> <p>Received</p> <p>No reply</p> <p>No reply</p> <p>No reply</p> <p>-</p>	<p>Received</p> <p>No reply</p> <p>Received</p> <p>No reply</p> <p>Received</p> <p>Received</p> <p>Received</p> <p>No reply</p> <p>Received</p> <p>No reply</p>

Consultations addressed to a local representative for the area where notified to the NPA for this purpose.

Wetton Hills – Summary of Regulation 7 Consultation Responses – Organisations

Statutory Consultees

Peak District Local Access Forum – This was considered by the meeting of the Local Access Forum on 15th March. Members had the benefit of the previous Green Lanes Sub Group visit on 14th July, 2017 and further discussion. This led to agreement to confirm our support for a TRO as set out below, with 2 members asking that their previous minority response being included again as below.

- The route in Wetton Parish is 1,420 metres long. It runs along the north-western and western edges of Wetton Hill, from Manor House to a point on the minor road through the Manifold Valley a short way below Wettonmill. Its legal status is a Non-Classified Highway. It links directly to Non Classified Highway cul-de-sac route to Top of Ecton northwards, the southern end links to Manifold Way NCH which is subject to an all vehicle TRO. It follows a shallow dip between Wetton Hill and the slope below the Sugar Loaf on the other side.
- The whole route lies within Access land (being the largest area in the White Peak), and the Hamps and Manifold Valleys SSSI. Continued use by vehicles can be expected to deepen and extend the existing rutting and damage to the track surface as well as encourage spread to the adjacent strip, causing further damage to the grassland in the SSSI.
- The Green Lanes Sub-group first surveyed the route and met in November 2014. The Sub-group expressed then concern about the state of the route, and that opportunity exists to take action before the route further deteriorates, but that action needs to be taken urgently. It concluded then that:
 - The National Park Authority should approach the National Trust and Peak Park Conservation Volunteers (PPCV), with a view to carrying out minor repair works on rutted sections, infilling with appropriate stone materials. (We heard on the site visit that a meeting had taken place between Peak District NPA and National Trust staff, but no work had been carried out).
 - Escalate the monitoring of this route to ensure it does not deteriorate further and that if deterioration continues, actions should be escalated. (We heard on site that monitoring of usage had continued, but was low overall in the case of both 4WD's and Motor Cycles. Nevertheless, the effects on the ground were clear with an increased amount and depth of ruts since the visit in 2014, and some members have mentioned it is worse still in winter).
- Our key findings and conclusions were:
 - The damage and rutting has deteriorated significantly since our 2014 visit with deeper and more extensive ruts - suggested this could be demonstrated by photos taken then and since. There is a metalled surface at either end, but the substantial length of the route is grass and unrestricted vehicular use is not considered sustainable.
 - There is no likelihood of Staffordshire County Council as Highway Authority doing a review of status so use by vehicles is likely to continue to be a problem.
 - Considered that the solution to the current issues needed to be considered in relation to the wider National Park issues to safeguard the landscape, the SSSI and the tranquillity of the Access land - the largest area in the White Peak area.
 - One member thought a downwards one-way TRO restriction might be the answer but colleagues thought this would not be sufficient.
- Recommendation: Share the National Park Authority's concern about the impacts recreational motor vehicles are having on this route in a tranquil area enjoyed for walking, horse riding and cycling. Our agreed approach was to recommend a TRO for all vehicles with the exception of land management and farm usage, and use by emergency services or by any local authority or statutory undertakers in pursuance of their statutory powers and duties.
- Wish to repeat minority response which is attached from Richard Entwistle and Clare Griffin from July last which they reaffirmed at the Forum meeting on 15th March.
- Referring to the 3rd and 4th paragraphs of John Thompson's (JT's) letter would like to use the following Staffordshire CC's official description of the lane; The route in question falls within the remit of Staffordshire County Council. An extract of their description is: NSG Class 0.5-100K:

BACK OF ECTON Maintenance Responsibility SCC (Highways) Maintenance Category NO
MAINTENANCE Class Description Green Lane

- The route is in a fairly narrow steep sided valley, where the sides are mainly covered in soft vegetation, not bare rock. The noise footprint of any motorised vehicle is contained within this small area, with any noise being dampened by the natural soft vegetation. These natural characteristics of the route mean that vehicular noise cannot be considered as harmful to the quality of the area.
- No other RoW shares the valley, the only intercepting RoW is Wetton 20, a bridleway coming from Wetton Mill and Farm. The land contours are such that this bridleway comes through a valley or pass of its own, which effectively shields most of the bridleway from any noise on the Wetton route under consideration. Close by is Wetton 40, a footpath, but this joins the tarmac road in front on Manor Farm (D1133), so is not on the route in question (G1133).
- The Wetton route is without width limiting walls, hedges, or fences, so there is plenty of space for users to pass by without constraint.
- The Wetton route is generally straight, with easy curves; there are no sharp bends around which travellers can suddenly appear.
- The Wetton route is gated at both ends, so there is no risk of vehicles inadvertently carrying excessive speed from a sealed surface road onto the Green Road.
- Referring to JT's paragraph 3 propose these comments
 - A road or byway can go through or over a SSSI, but it is not a part of the SSSI itself, and wear and tear to the road isn't damaging the SSSI.
 - Concern about the continued use by vehicles deepening and extending the rutting is exaggerated. There's no evidence of any off-piste driving on the Wetton NCH, which is noted in PDNPA's report and any increase in the depth of existing ruts can be attributed mainly to water run-off. In fact comparing the 2014 and 2017 photographs a notable difference is the vegetation growing in the ruts
- Referring to JT's bullet points
- 1st point - One rut in particular has become deeper since the 2014 visit, but passes close to a ponding area where the adjacent stream goes underground and is easily avoided by users.
- 2nd point - Voluntary Restraint did reduce vehicles usage, but volumes are so low as to make any attempt at statistical analysis meaningless. Actual levels of vehicular use are recorded by PDNPA as follows:-
 - Apr/May 2014: Average 0.05 cars per day, average 0.01 motor cycles per day;
 - Aug/Nov 2015: Average 0.3 cars per day, average 0.8 motor cycles per day;
 - Jan/Mar 2016: Average 0.05 cars per day, average 0.7 motor cycles per day*; *denotes VR in place.
 - Mar/Apr 2016: Average 0.02 cars per day, average 0.3 motor cycles per day*;
 - Oct/Mar 2017: Average 0.05 cars per day, average 1.17 motor cycles per day.
- 4th point - Staffordshire CC's description of the lane says there is not a problem of safeguarding the landscape, the SSSI or the tranquillity
- 5th point - PDNPA members are unlikely to be deflected from their intention to apply TRO and any suggestion that involves management or is seasonal or temporal will fall on deaf ears. Over the years GLASS has advised using this lane downhill (southwards). Nevertheless, for the sake of applying a permanent TRO to minimise any potential damage by vehicles this could be one-way restriction, downhill (southwards) or closed to motorised or horse drawn vehicles between 1st October and 30th April annually.
- 6th point - Recommendation - see point 5 above. Also obtain an expert's assessment about following up the 2014 proposal to effect repairs to the route using volunteer labour.

British Horse Society (Staffordshire) – endorse the view of the Peak Park Authority

Natural England - Access/Recreation view:

- the National Park needs to ensure sufficient/robust evidence that any identified problems constitute sufficient grounds for a TRO
- Would a re-emphasis on voluntary restraint be a viable/preferable option?

- Subsequent monitoring will be useful whatever approach is taken

Friends of the Peak District - welcome the National Park Authority's consultation on the future of recreational motorised vehicular use (RMVU) of Wetton Hills. Strongly supports a permanent Traffic Regulation Order (TRO) restricting all RMVU on the lane.

- Wetton is a delightful grassy unclassified unsurfaced lane joining Leek Road in the south with the tarmacked cul-de-sac at Manor House. This narrow dry limestone valley lies within the Natural zone, is tranquil, has an exuberance of wild flowers in the grassland and offers a link with many other walks that circumnavigate Wetton Hill, including the Manifold Way. It is a key route within and for exploring the Hamps and Manifold Valleys SSSI and Peak District Dales SAC, designated for its ecology and geology. This area of the SSSI is in favourable condition at present. The lane also passes through a range of Historic Landscape Character Areas and lies in the Natural Zone which is designated for its natural beauty, sense of remoteness and seclusion, and its freedom from disturbance.
- The route is a priority route within the PDNPA's Priority Routes Action Plan (2018-19); the impacts of use by the predominant traffic (motorcycles) are well-worn earth ruts evident particularly in the middle section of the lane and even during dry weather use. To address the issues on the lane voluntary restraint by motor vehicle users has been tried through the winter months between January and April 2016 but even though vehicle use is low the code of conduct has been unsuccessful in preventing disturbance and damage. As damage is evident throughout the year the PDNPA should make a pre-emptive permanent TRO banning all RMVU to prevent any further damage as it did on Derby Lane, another grass lane. The condition of Minninglow Lane/Gallowlow Lane provides convincing evidence of the deterioration that can quickly occur if RMVU continues on a vulnerable green lane.
- Reasons for applying a permanent TRO - DEFRA Guidance for National Park Authorities making TROs accompanies the 2007 regulations. The eight grounds for making a TRO on a route include: a) avoiding danger or the likelihood of danger; b) preventing damage to a road; c) facilitating the passage on the road (including pedestrian), d) preventing use which is unsuitable having regard to the existing character of the road; e) preserving the character of the road where it is specially suitable for use by persons on horseback or on foot; f) preserving or improving amenities of the area; g) for air quality (section 87 of the Environment Act 1995), h) conserving and enhancing the natural beauty of the area or of affording better opportunities for public to enjoy the amenity of the area.
- Believe a permanent TRO banning all RMVU would meet b, c, d, e, f and h above. Therefore strongly support the three purposes (d, f, and h) of the proposed order.
- A major concern on Wetton is the potential for damage to the route and surrounding species-rich grassland. A permanent TRO would prevent further and future damage to Wetton (thus meeting grounds (b) and (f)), and facilitate the use of the route by horses, pedestrians and invalid carriages which would be hindered if the surface was to deteriorate (ground (c)). Allowing restricted use of the route by recreational motor vehicles would, given the topography and the grass surface of Wetton, continue to inflict damage and disturbance.
- Wetton demonstrates several of the eight special qualities that underpin the National Park's designation including 'beautiful views created by contrasting landscapes and dramatic geology; internationally important and locally distinctive habitats and species; undeveloped places of tranquillity and dark night skies within reach of millions; landscapes that tell a story of people and industry since prehistoric times; an inspiring space for escape, adventure, exploring and quiet reflection'. The presence of recreational motorised vehicles within the valley are detrimental to all these special qualities. A permanent restriction should remove vehicles that are unsuitable given the character of the route (ground (d)), which would deliver enhancement to the natural beauty of the National Park and afford better public enjoyment of the amenity of the area (ground (h)).
- Given its compliance with six of the eight grounds for serving a permanent TRO banning all RMVU on Wetton Hills throughout the year, support the making of this TRO as a preventative measure.

Peak & Derbyshire Vehicle User Group - a group which acts as a single point of contact to reflect the views, needs and concerns of responsible recreational vehicle users in the Peak District and elsewhere in Derbyshire whether they be members of national organisations or local clubs.

- Object to the imposition of a Permanent Traffic Regulation Order and support fully the rebuttals, observations and comments made by the Green Lane Association (GLASS) in its comprehensive response to this consultation, particularly its detailed comments against each element of the Authority's Statement of Reasons. In addition, wish to make several points by way of emphasis to the GLASS comments.
- The Authority has struggled to make a case of any sort for this TRO and has demonstrated no need whatever for such a draconian restriction. The evidence in the Authority's Route Summary Report dated May 2017 delineates the complete lack of an identifiable problem. Verbatim in the Authority's own words, it was stated that:
 - there have been few or no complaints about vehicular use conflicting with other users;
 - the route showed little or no physical damage
 - the route crosses or abuts a SSSI, but is not itself a SSSI; and
 - the free passage of non-motorised users is not being affected, or only affected in a minor way
- Additionally, it was stated that "a small amount of traffic could have a major impact on the route" but this pure conjecture, which is not borne out by the evidence over 4 years.
- The volume of that 'small amount of traffic' has been captured by the Authority's route loggers and is given in Appendix 1 to the Statement of Reasons. On average there has been only around one 4-wheeled vehicle per 5 day week and there is no evidence to indicate whether this was a farm or landowner vehicle or a recreational vehicle. In 2014, there was less than one 2-wheeled vehicle per 7 day week but this did rise to less than one vehicle per day after the threat of a TRO became public and so raised the awareness of the route amongst those who may not have ridden it previously. Such levels of usage have been consistent across the last 3 years.
- This 'small amount of traffic', clearly, has had very little impact on the route year by year, and it is noticeable that the period of voluntary restraint in 2016 had the effect of reducing significantly even the very low level of 4-wheeled traffic.
- The learned paper, submitted by GLASS in its submission to this consultation, by Dr Dover of the University of Staffordshire entitled 'Evaluation of the status and ecological value of green lanes in Cheshire' is an interesting and independent view of greenlanes in the locality. Dr Dover states that recreational vehicle use "does not appear to be a significant factor in green lane condition in the Cheshire lanes surveyed, with farming activities more likely to cause churning of the track."
- His observation correlates with research carried out by a private consultancy, FaberMaunsell Ltd, and commissioned several years ago by Defra, into the impact of motor vehicles on vehicular rights of way across the whole of England and Wales. The report (Defra reference PB 10323) concluded that "there was no evidence of widespread damage to the byway network by recreational network from motor vehicles, whether they were recreational vehicles or using byways for land management or access to dwellings."
- The submission from GLASS makes detailed references to the Special Qualities of the Peak District and explains how continued use by the occasional recreation vehicle would have little or no impact on these qualities. Wish to endorse those comments and ask that the conclusions drawn by GLASS be read together with this submission.
- Recognise that the action of weather and time has changed the visual appearance of this route to one which, now, is barely distinguishable from the surrounding grass covered valley sides. As a result, we concede that it would be in the interests of the ambience of the locality for there to be user restrictions during periods of prolonged inclement weather.
- However, it is not necessary to implement a Traffic Regulation Order, with the incumbent administrative overhead and cost. Instead, recommend periods of voluntary restraint to be implemented in conjunction with the Peak Park Authority to protect the route when weather conditions may leave the current surface vulnerable to user damage. These periods could be brought into play at any time of year and their existence notified to the user community of each recreational activity through social media and the Authority's own website.

- The Authority's vehicle logging data collected during a previous period of voluntary restraint indicates a clear observance of the restriction by vehicle users and hence commend to you this method of route protection to be employed on a long term basis.

Trail Riders Fellowship –strongly objects to such a proposal as not being in any way expedient for the statutory purposes mentioned in the notice of proposals.

- Further expresses serious concerns that the Peak District National Park Authority is not exercising its statutory powers on an even-handed basis. Successive chairs of the ARP Committee are associated with a pressure group 'Friends of the Peak District' which campaigns against the lawful use of byways in the park by mechanically-propelled vehicles.
- Refer to our representations dated 14 July 2017 as a statutory consultee, which representations we repeat and should be regarded as incorporated in the present representation
- Statutory framework - National Parks and Access to Countryside Act 1949 - highlight the dual purposes under section 5 NPACA 1949: of conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified in the next following subsection; and of promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public.
- As indicated in earlier representation, trail-riding — which has regularly taken place in the Peak District National Park area since before the First World War (and since before the area was designated as a National Park) — is an important component of the cultural heritage, one which PDNPA is obliged to conserve pursuant to section 5(1)(a) NPACA 1949.
- To prohibit all MPVs from using this route for all time would be highly inimical to the purpose set out in section 5(1)(b). It would prevent the enjoyment of the area for a whole section of the general public, namely those who enjoy accessing the countryside using MPVs.
- Highways Act 1980 - Section 41 HA 1980 provides: '(1) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (4) below, to maintain the highway. ...'.
- Section 130(1) HA 1980 provides: It is the duty of the highway authority to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority, including any roadside waste which forms part of it.'
- In the present case, Staffordshire CC is the relevant highway authority. It has an absolute duty to maintain Wetton Lane. Do not understand Staffordshire CC to have undertaken any recent maintenance or repair to the route. As read the statement of reasons, see no evidence that the condition of the route has not prompted PDNPA to raise any concerns as to its state of repair with Staffordshire CC.
- Road Traffic Regulation Act 1984 - set out the relevant sections of RTRA 1984 1 and 22:
 - 1(1) The traffic authority for a road outside Greater London may make an order under this section (referred to in this Act as a "traffic regulation order") in respect of the road where it appears to the authority making the order that it is expedient to make it—
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (f) for preserving or improving the amenities of the area through which the road runs..
 - 20(2) This Act shall have effect as respects roads to which this section applies as if the list of purposes for which a traffic regulation order may be made under section 1 of this Act, as set out in paragraphs (a) to (g) of subsection (1) of that section and referred to in section 6(1)(b) of this Act, included the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area.
- Further set out relevant parts of section 122 RTRA 1984:
 - (1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other

traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or in Scotland the road.

- (2) The matters referred to in subsection (1) above as being specified in this subsection are
- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to the strategic highways company or the local authority to be relevant.
- Emphasise that a traffic authority or national park authority may not exercise its powers to make a TRO unless it considers it expedient to do so.
- Further emphasise that a traffic authority or national park authority must exercise its powers inter alia to secure the expeditious and convenient movement of vehicular traffic. Naturally, the exercise of powers restricting vehicular traffic is inimical to that purpose. A complete prohibition of mechanically-propelled vehicular traffic of all types for all time an extreme measure which is as inimical to the purpose mentioned as can be imagined.
- In view of the above, if there are less restrictive measures available to the authority to achieve the purposes under section 1 and/or section 22, an authority will be acting outside its powers or irrationally, if it nevertheless proceeds to make a complete prohibition on mechanically-propelled vehicles.
- Natural Environment and Rural Communities Act 2006 - refer to the provisions of NERCA 2006 to make the observation that the number of 'green lanes' and such routes which are available to trail riders (and other such users) has been substantially reduced by the extinction provisions of NERCA 2006. The present route, however; is one which falls into one of the specific exceptions in section 67(2). That is to say Parliament when enacting NERCA 2006 intended that routes such as the present route remain available for use by MPVs.
- Statement of reasons - refer to the statement of reasons and its accompanying appendices. The thrust of the reasoning for making a permanent TRO appears to be based on two propositions: (i) Use by MPVs has caused some damage to the route; and (ii) use by MPVs generally is incompatible with other users' enjoyment of the qualities of the countryside and national park.
- Bias - consider that the reasoning in the statement of reasons does not represent an open-minded approach by PDNPA to the exercise of its powers. Rather the reasoning is formulaic and reads as being intended to defend a particular desired outcome. This is clear from the face of the statement of reasons but is made abundantly clear from the fact that a very substantial part of the reasoning and appendices is word-for-word identical to a statement of reasons in support of another TRO recently made by PDNPA (Derby Lane).
- Concerned that two successive chairs of the ARP committee have working relationships with Friends of the Peak District, which campaigns to cause detriment to the Special Qualities of the PDNP that are associated with responsible motorcycling, together with the associated economic and social benefits enjoyed by the wider public.
- It is evident that discretion was exercised to allow those supporting a TRO to have statements read out during committee proceedings. In exercising that discretion, supporters of the TRO are elevated to a special position by a decision of the chair, who has a working relationship with Friends of the Peak District.
- Regardless of the motivation for such an exercise of discretion, the task of recovering public confidence is not aided by such events. Further, meeting documents which include written submissions in support of the TRO, have not been published on the PDNPA's website.
- The PDNPA's institutional culture of anti-motorcycling bias is further evident in its reports and policy, which primarily resolve to draw up perfunctory tick lists of negatives relating to motorcycling, as a means to justify the Authorities' chosen programme of imposing total prohibitions on non-competitive motorcycling.

- The former Chief Executive of PDNPA has set out the PDNPA's aim to "reduce off-roading by reducing the scope for off-roading.". Perceive the continued use of TRO's to cause avoidable detriment to aspects of motorcycling that benefit National Park purposes, as a manifestation of PDNPA's bias.
- Are of the view that PDNPA would more likely recover public confidence by choosing to refer this matter to public inquiry. Making such a referral is not an admission of being unfit for purpose due to bias, but a demonstration of being fit for purpose by identifying and acknowledging the scope for bias, and then taking positive steps to secure public confidence by seeking input from an independent inspector
- Damage to the route - The statement of reasons does not point to any particular damage to the route, save for the mention of wheel ruts on and adjacent to the route. It is clear that the route has been regularly used by both 4-wheeled and 2-wheeled MPVs. There is no evidence that responsible use by 2-wheeled vehicles has had or would have any detrimental effect on the route, especially given that the route has been used by both 4-wheeled and 2-wheeled MPVs for many decades. There is a complete absence of any analysis of the respective impacts of 4-wheeled and 2-wheeled MPVs in the statement of reasons. In the absence of such analysis and evidence, PDNPA cannot rationally conclude that it is expedient to wholly ban 2-wheeled MPVs from the route on the basis of damage or potential damage to the route.
- Moreover; unaware of any repairs or maintenance undertaken to the route. If the route were out of repair; it is the responsibility of the highway authority to carry out maintenance or repair. Do not understand PDNPA to have made any approach to the highway authority in respect of possible repairs. Note, in particular; there are many maintenance options to support sustainable use of unsurfaced roads, short of surfacing the road. Accordingly, consider that PDNPA cannot possibly conclude that it is expedient to ban vehicular traffic on the basis of damage or possible damage to the route. Still less can it be rationally concluded that the route is not capable of sustaining responsible use by 2-wheeled MPVs (whose weight and impact on a route is comparable to equestrian use).
- Use by MPVs is incompatible with other users' enjoyment of the qualities of the countryside and national park - consider that PDNPAs' approach to this aspect is fundamentally flawed. The way is a vehicular route. Moreover; the fact that it is not recorded on the definitive map but is recorded on Staffordshire's list of streets firmly implies that the route has historically not been considered as having been used mainly for the purposes of a footpath or a bridleway. Foot and equestrian users who use a vehicular route in the countryside must be taken to expect to encounter vehicles from time to time. Such users have available many other routes such as footpaths and bridleways.
- The vehicle logging data at Appendix I to the statement of reasons evidences relatively light use by MPVs. There is nothing in the statement of reasons which begins to suggest that such use by MPVs is not sustainable. Moreover; the draft order and statement of reasons contemplates continued private use by MPVs for the purpose of land management.
- The available evidence within the TRO process as to "conflict" appears to be confined to vigorous lobbying and unsubstantiated claims made by pressure groups and a minority of local residents. There is no objective evidence of conflict made available within the process, yet a substantial degree of weight is placed by PDNPA on the reasons of conflict to justify its proposals. Assuming that there is a degree of conflict, this cannot be rationally argued to apply to all users of the road and area. Further; there is objective evidence available to the Authority that a considerable number of local businesses, residents, and visitors to the park derive considerable benefit from motorcycling and encountering motorcyclists on green roads.
- The TRF's proposal - proposed in letter 14 July 2017 a form of TRO which would provide an exemption for use for trail riding that is organised by reputable national motorcycling organisations such as the TRF
- The TRF has a code of conduct to which its members are expected to adhere and which it is in the TRF's interests to enforce. Would welcome the opportunity to address any particular concerns of the PDNPA and/or other users.
- Providing for such an exemption is well within PDNPA's powers. It would also be possible to impose conditions for motorcycle use within such an exemption that limit group sizes, tyre choice, and confine use to a minority of days in the year. The majority of the days in the year

would be free of motorcycles using the road. We would anticipate that the administrative burden of having such a scheme in place would be minimal and would largely fall on the TRF (or other such organisations),

- Such a scheme would more than adequately address any concerns which underlie the proposal to restrict MPVs from this route, while addressing PDNPA's obligations to conserve this element of the park's cultural heritage, promoting (rather than restricting) opportunities for the understanding and enjoyment of the special qualities of those areas by the public and securing the expeditious and convenient movement of traffic. Consider that it would be irrational and improper for PDNPA to proceed to a total ban on all forms of MPVs for all time in the face of such a proposal.
- Restriction of electric motorcycles/mopeds - The PDNPA's claimed reasons for conflict will vary considerably depending on the type of motorcycle/moped that is being used. An electric moped is only readily distinguishable from an electric bicycle by the presence of a registration plate. They are virtually silent in use and have no significantly greater impact than an electric bicycle.
- Electrically powered motorcycles and mopeds should be exempt from the TRO.

Peak Horse Power – represent riders throughout the National Park. Have over 300 individual members. Most riding clubs and bridleway groups in the National Park are affiliated to us. Support 100% the proposal to use a TRO to permanently exclude recreational motor vehicles from the Wetton route at all times. Reasons are below.

- The character of the route: Note that one of the grounds for the proposed TRO is to prevent use of the route by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road. Until recreational motor bikes, 4x4s and quad bikes started to use it, this route was pristine, had no ruts, and was grassy all the way. The soft surface makes it inherently unsuitable for motor vehicles. The character of the Wetton valley is open, undamaged, limestone grassland. Use of the route by 4x4s and motor bikes is wholly unsuitable for such a route. It is clear from what has happened to similar routes in the National Park that the character of the Wetton route will be destroyed if recreational motor vehicles continue to be free to use it. We point to the severe damage which has been done by recreational motor vehicles to Beeston Tor, Minninglow, Moscar Cross Road and the route which is now a footpath which links Jacob's Ladder in Stoney Middleton to Riley lane in Eyam. A full TRO is essential to prevent similar damage being done to the Wetton route.
- Preserving the amenities of the area: The Staffordshire Rights of Way Improvement Plan reports that only 4% of rights of way in the Northern part of the county are bridleways. As a result of the shortage of bridleways, riders have to rely heavily for safe off-road riding on unsealed unclassified roads (UUCRs). As one of the few remaining UUCRs in the National Park which still has a good soft surface for horses, the Wetton route is a highly prized amenity for all horse riders in that area. It is particularly valuable because horses need to exercise and work at all paces and only a good surface allows a horse to be ridden beyond walk. Nowadays, even most bridleways in the National Park do not have such good soft surfaces for horses. The Wetton route was 'discovered' by the drivers of off-road motor vehicles relatively recently, but it is already being badly rutted and its value as an amenity to riders is rapidly degrading. If motor vehicles are allowed to continue to use it, the route it is likely to become so badly rutted that it will become impassable on horseback, as has happened with other routes in the National Park which have soft grassy surfaces. It will become impassable because horses cannot be ridden safely in ruts. Therefore strongly support 'preserving the amenities of the area' as one of the grounds for the proposed TRO.
- Conserving or enhancing the natural beauty of the area / affording better opportunities for the public to enjoy the amenities of the area: The Wetton routes passes through one of the most 'special' places, a tranquil and beautiful valley. Its flora, fauna and geological and physiographical features need to be protected and preserved. Overriding concern is safety and access for horse riders and these concerns form the basis of response to this consultation, but our members also value highly the privilege of being able to live and ride amidst the beauties of the National Park. Therefore support the making of a TRO on Wetton on the grounds of conserving and enhancing the natural beauty of the area. The whole route is within the Hamps and Manifold Valley SSSI, a designation which gives the entire area a degree of special

importance. Only a TRO will be able to conserve the natural beauty and tranquillity of this part of the National Park and prevent the noise, intrusion, disturbance and damage which comes with use of green lanes by recreational motor vehicles. The route and the quiet grassy limestone valley it goes through are part of the fabric of the National Park and its landscape heritage. It is part of PDNPA's statutory duty to protect it. Evidence from other routes with a similar character which are or have been used by recreational motor vehicles is that the natural beauty of the area which the route passes through will be increasingly compromised if motor vehicles are allowed to continue to use it. Fully support the conservation of the natural beauty of the area' as one of the grounds for TRO on the route.

Peak District Green Lanes Alliance – have read all the papers accompanying the consultation for a Traffic Regulation Order on the route that PDNPA calls Wetton Hills. PDGLA fully support the proposed Traffic Regulation Order and agree that the supporting papers demonstrate the need for the TRO and that the grounds for a TRO are satisfied. Listened to the comments of PDNPA Members at the September 2017 ARP meeting who were impressed with the natural beauty and tranquillity of the valley. Share those views. Believe that even although Natural England does not think that the use of recreational motor vehicles impacts on the SSSI, the route still deserves protection from vehicle damage for all the reasons given in your accompanying papers. Have nothing to add to our response to the earlier Regulation 4 response.

Green Lane Association - a national membership organisation and company limited by guarantee, dedicated to protecting and preserving our national heritage of ancient green roads. Represent over 1800 individual members in England and Wales, as well as around 4700 members of affiliated clubs. Owns Trailwise, a national catalogue of green roads, and all members sign up to comply with a drivers' code of conduct. Promote sensible driving in the countryside on legal routes and are opposed to illegal 'off-roading' in any form.

- Wish to confirm objection to the proposed Traffic Regulation Order (TRO). Original letter in response to the Regulation 4 consultation also remains applicable, as summarised herein.
- Action of this kind to limit users' rights must be evidence-based, not founded on prejudice or orchestrated campaigns against a particular set of users.
- The evidence in the Authority's Route Summary Report dated May 2017 indicated:-
 - there have been "few or no" complaints about vehicular use conflicting with other users,
 - the route showed little or no physical damage,
 - The route crosses or abuts a SSSI, but is not itself a SSSI
 - A small amount of traffic could have a major impact on the route in wet weather - your more recent Impact Statement is addressed in our attached response to your Statement of Reasons.
 - The free passage of non-motorised users is not being affected, or only affected in a minor way.
- The Authority's 'Conservation Report' dated February and May 2015 indicated:
 - The track itself and a strip on each side (the only parts used by traffic) comprise "semi-improved grassland".
 - The items of ecological interest are found away from the track, on both of the bordering steep hillsides.
 - The slopes (away from the track) contain high quality grassland and a number of botanical species.
 - The whole route lies within a SSSI [though the highway cannot be a SSSI itself].
 - No vehicle tracks were visible away from the line of the route, except where farm vehicles would have been expected.
 - The route was soft and muddy in places [the inspections were presumably in wet periods] and has been rutted by the passage of vehicles.
 - Walkers, cyclists and motor cycles have deviated up to 1 metre from the track itself onto the side strips to avoid the rutted sections.
 - In one section the bedrock is exposed and a deep hole formed in one rut.
 - The route is not a separate heritage asset in its own right, but there are features adjoining the route.

- A Local Access Forum (LAF) report recommended that minor repairs should be done to prevent deterioration, by filling in of ruts with stone using volunteer labour. This has not been carried out, despite GLASS and PDVUG regularly offering to provide volunteers and/or funding for such work.
- Visited the site in July 2017, and the track was dry along its whole length. Minor rutting was still present as described in the 2015 report, with no apparent degradation. There was no evidence of 'off-piste' use by vehicles.
- Actual levels of vehicular use monitored by the Authority are recorded in Appendix 1 to the current consultation. There is no doubt that MPV usage levels are very low, consistently less than one vehicle per day on average. In practice therefore, non-vehicle users will hardly ever see or hear a motor vehicle of any variety on the route.
- The route is clearly sustainable for the expected level of traffic (at least in dry weather), and as no formal complaints or evidence of conflict are recorded there is no evidential justification for a full-time TRO.
- The Authority's Route Action Plan states their objectives to be: Promote responsible use, Encourage voluntary action, Improve amenity and safety for route users.
- Propose as follows:- the evidence provided by PDNPA for this route does not justify a full-time Traffic Regulation Order (TRO) – that option is disproportionate and illogical
- From the evidence available only the physical condition of the route is of significant concern, as confirmed by the LAF. Rutting of the track that can occur in wet weather due to the lack of natural drainage may be perceived to detract from the natural beauty of the area and could, if it deteriorates further, adversely affect the amenity and enjoyment of all users.
- Are, in view of the specific circumstances of this case, prepared to support a seasonal TRO for wheeled vehicles.
- Over the last 20 years there has been a steady trend away from 'all motors' permanent prohibition of driving orders on green roads, towards limited and problem-specific orders, which aim not to restrict lawful traffic more than is essential. In this case, a proportionate TRO would include provision for a seasonal restriction, prohibiting MPVs and carriages in winter months (on the basis that these are wettest). This could be enforced by locking the gates at each end of the route (gates already exist) and appropriate statutory signs. Local residents or farmers could be given a key for access. Would suggest a period of restriction from 1st October to 30th April annually, as practised in other areas of the country.
- More people who want to go green laning are realising the benefits of joining an organisation which supports sensible and legal driving in the countryside. The vehicle counter figures from Wetton and other lanes over the last few years demonstrate that there is not an increasing number of MPVs using the lanes from year to year, the usage numbers remain fairly stable each year overall and the conclusion is that a greater proportion of users are joining GLASS (and TRF in the case of trail riders).
- Detailed response to your Statement of Reasons is enclosed, along with associated evidence.
- "The proposal is to make a traffic regulation order that will have the effect of prohibiting use by mechanically propelled vehicles at any time along the route at Wetton Hills in the County of Staffordshire, subject to the exceptions listed below." - Proposal only - Not a reason
- "The proposed order would be for the purposes of preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; preserving or improving the amenities of the area through which the road runs; conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area." - As an adopted road which has been used by wheeled vehicles over centuries, submit that the character of the route is suitable for use by recreational motor vehicles in the same way as other remote unsurfaced unclassified roads and Byways Open to All Traffic in the Peak District are generally deemed suitable for such traffic. The "Character" of a green lane may be considered as dependent on physical evidence of the passing of vehicles. Indeed, this is what one would expect to find on a grassy road – just as one would expect to find hoofprints on a bridlepath or footprints on a footpath. The occasional use of the route by MPVs (less than 1 vehicle per day on average) cannot adversely affect the

amenities of the area through which the road runs. The Authority does not provide any evidence of such loss of amenity other than subjective speculation. Where are the facts to back up these statements? The road is itself an important amenity for all recreational road users, and MPV users would suffer loss of amenity if the route is closed to them. A road is a man-made entity, not capable of being part of the 'natural beauty' of the area, whichever types of traffic use it. Legal MPV users on a road cannot logically be said to detract from enjoyment of the amenities or the natural beauty of the area any more than a horse drawn carriage, a bicycle, a family with children, or a barking dog. None of these legal users enhance or conserve the natural beauty of an area. All of these potential users cause an element of wear and tear to the surface, and some form of noise. It is not logical to accuse one particular form of user of being 'unsuitable' when they have been using the route for longer than the national park has existed. To further illustrate the illogicality of your statements, your Appendix 3 makes reference to cultural heritage links to the Leek and Manifold Railway. This link is said in your document to 'contribute to the perceived beauty of the landscape'. The railway in fact utilised noisy steam engine-driven locomotives, and industrial trucks, which would have caused soot, noise and visual disturbance, but there is no suggestion they were unsuitable having regard to the character of the area. It is therefore illogical to suggest a modern motor vehicle (if road legal) is unsuitable for the existing character of the area.

- "The proposal conforms to the Authority's Strategy for the Management of Recreational Motorised Vehicles in their Use of Unsealed Highways and Off-road and the Procedure for Making Traffic Regulation Orders." - Statement only – not a reason.
- "The proposal follows consideration of consultation responses under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007. These responses identified various management options and were reported to the September 2017 Audit Resources Performance Committee www.peakdistrict.gov.uk/committees." - Statement only. GLASS response was contained in our letter dated 10th July 2017, which remains extant.
- "The route at Wetton Hills is an unclassified road and green lane which commences from the Leek Road in the Manifold Valley, in the County of Staffordshire (grid reference SK 098 557), proceeds in a northerly direction for a distance of 400 metres or thereabouts and then north-easterly for 1000 metres to end where it meets the tarmacadamed road from Back of Ecton at Manor House Farm, in the County of Staffordshire (grid reference SK 105 566)." - Statement only – not a reason.
- "The route is in a National Park designated for its exceptional natural beauty and within the Natural Zone where it is particularly important to conserve that natural beauty. The landscape, ecological and geological interest in this area is of national and international importance and there are nearby cultural heritage features of national and local importance. These designated and undesignated assets all make a significant contribution to the character of the area." - See our response to (2) above.
- "The route follows the valley bottom below Wetton Hill within an extensive area of open country and links with the Manifold Trail and Wetton Mill. For much of the route there is no surfaced track and an impression of remoteness is created by the seclusion of the valley." - Statement only – not a reason.
- "The historic nature of the route and its setting in the landscape in addition to the variety of natural and cultural heritage features adds to the experience of using the route. The route also gives the opportunity for quiet enjoyment and to experience tranquillity, one of the special qualities that people value most about the Peak District National Park." - Your first statement applies equally to MPV passengers/riders, who enjoy the experience of using the historic road. The second statement regarding quietness and tranquillity of the area is true for much of the day, but will inevitably be affected by occasional local noise sources such as aircraft flying overhead, barking dogs, walkers and children, and local agricultural vehicles, as well as HGVs and other occasional traffic on the nearby tarmac roads. The occasional recreational MPV travelling slowly along the Wetton Hills route (less than one vehicle per day on average as demonstrated by your Appendix 1) is unlikely to meet anyone in the few minutes of its presence, and in any case any perceived 'disturbance' would be fleeting, only while the vehicle passes. Have heard apocryphal stories of long convoys of vehicles using the route by day and night, but

your counter statistics in Appendix 1 demonstrate that these reports are merely lies spread by locals and pressure groups opposed to use of MPVs.

- “Appendix 1 sets out the use of the route. Appendix 2 sets out the conservation interests of the site. Appendix 3 sets out the factors which contribute to natural beauty and the opportunities for open-air recreation.” - Statements only – not reasons. Appendix 1 shows that use of the route by MPVs is consistently low, at less than one vehicle per day on average, for each vehicle type.
- “Management problems associated with this route relate to the character of the route and the environmental sensitivity of the route and area. Actions have included logging vehicle use and a period of voluntary restraint over the Winter of 2016. Detailed route management information is available at www.peakdistrict.gov.uk/priorityroutes” - The ‘character of the route’ is not a management problem as suggested here. In any case permanent closure is not a proportionate form of management to deal with the perceived issues described. The Authority has given no evidence that the *road itself* is environmentally sensitive (although we accept that the surrounding grassland is), and there is no evidence of any off-piste damage to environmentally sensitive areas in the surrounding areas of natural beauty. Vehicle logging doesn’t reflect your impact statements and, conversely, demonstrate there is very light use by 4x4s and motor cycles. The light wear and tear which has occurred on the road over many years is in the form of minor rutting in the wet sections, which would be easily repaired and maintained if the Authority took up the user groups’ offers of assistance and suggestion of seasonal closures. No maintenance has been carried out by the Highway Authority, even though the road is an adopted highway on the List of Streets maintainable at public expense. A TRO should not be used to avoid the duty to maintain.
- “The presence of mechanically propelled vehicles using the route, and the effect and evidence of their passing have an impact on the natural beauty in this area. This impact and the anticipation of the presence of motorised users can detract from the experience and enjoyment by other users. The reference in section 5 of the National Parks and Access to the Countryside Act 1949 to the purpose of understanding and enjoyment of the special qualities of National Parks suggests a focus on quiet outdoor countryside recreation associated with the wide open spaces, wildness and tranquillity to be found within the National Park. (Defra 2007). The use of the route by mechanically propelled vehicles detracts from this focus.” - Examination of Section 5 of the National Parks and Access to the Countryside Act 1949 reveals that it does not mandate “a focus on quiet outdoor countryside recreation...”. That concept appears to be a later DEFRA interpretation. In fact section 5 (1) gives the purpose for national parks as (a) conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified; and (b) promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public. Submit that reference in (a) to conserving “cultural heritage” should include conservation of the Park’s rich heritage of ancient roads and their rightful users. The road at Wetton Hills has been used by MPVs over a great many years and the route had become an adopted unclassified highway on the List of Streets as a result. Submit that (b) requires the Authority to promote opportunities for enjoyment by the public irrespective of the method of access to the area that they choose, motorised or otherwise. The subjective interpretations of the meaning of the Act employed in your Statement of Reasons are not evidence-based and are therefore liable to legal challenge regarding the original meaning of the Act. For the avoidance of doubt, object to your statement that the use of the route by mechanically propelled vehicles detracts from the focus on quiet outdoor countryside recreation associated with wide open spaces, wildness and tranquillity. “Anticipation of the presence of motorised users” is a concept which does not require management actions, when the reality is that very little traffic exists. The fact is that a country road is expected to be used by various types of traffic, and the Authority’s own admittance that less than one MPV normally uses the road per day demonstrates that this usage will have negligible effect on quiet enjoyment by the public. In addition the Authority’s suggestion that agricultural vehicles would retain the right to use the route all year round is proof that motor vehicles such as tractors and Land Rovers do not materially impact “quiet outdoor countryside recreation” in the way your statement suggests. Above all, the “Character” of a green lane may well be dependent on physical evidence of the passing of vehicles. Indeed, this is what one would expect to find on a road – just as one would expect to find hoofprints on a bridleway or footprints on a footpath.

- “Whilst it is recognised that motorised vehicle users, in undertaking their chosen form of recreation, also appreciate the special qualities of the area, their use of the route by this mode of transport is adversely affecting those special qualities to a more significant extent than other users.” - Are pleased to note that the Authority accepts that MPV users appreciate the special qualities of the area. It follows that, to deprive such users of their existing rights, would be unfair and not in accordance with the Act Section 5 (1) (b) mentioned above. The second part of this statement is wholly subjective and does not reference any evidence or statistics to back up its assertions. What evidence is there that “this mode of transport is adversely affecting those special qualities to a more significant extent than other users”? We submit that a road legal 4x4 or motor cycle is likely to generate less noise than a barking dog or a family of noisy children. The visual intrusion and noise generation of (for example) an agricultural tractor and trailer can be greater than a road legal 4x4 or motor cycle, and agricultural tyres and horses’ hooves create more wear and tear than road legal 4x4 or motor cycle tyres. Your figures show that very few recreational MPVs use the route on any particular day, and are therefore unlikely to affect the area any more than other typical users such as horse riders, dog walkers, picnickers etc.
- “The nature of the route and its location away from major roads is such that mechanically propelled vehicles are visually and aurally intrusive. Vehicle use is defining a route along the grassy trackless sections of the valley bottom and is impacting on the special qualities of the area. Government guidance suggests that ‘a level of recreational vehicular use that may be acceptable in other areas will be inappropriate in National Parks and incompatible with their purposes.’ (Defra 2007).” - As mentioned above, each end of the route is close to unclassified tarmac roads which carry local MPVs and freight traffic, and as noted by the Authority there used to be a nearby railway. Nearby industrial and recreational traffic has therefore been a feature of the surrounding area for many years. The “Character” of a green lane may well be dependent on physical evidence of the passing of vehicles. Indeed, this is what one would expect to find on a road – just as one would expect to find hoofprints on a bridleway or footprints on a footpath. Accept that the enclosed nature of sections of the route gives a feeling of seclusion and tranquillity (subject to comments regarding noise in Section 8 above), but the very low level of use by MPVs experienced consistently on this road is hardly likely to meet or exceed the Government’s intended meaning for a level of recreational vehicular use which is “unacceptable” or “inappropriate” in a national park. For the Authority to suggest an average level of MPV use of less than one vehicle or motor cycle per day is inappropriate to this area would risk legal challenge by the vehicle user groups.
- “Appendices 4 and 5 identify the effects of recreational vehicular use on the special qualities of the area.” - Appendix 4 and 5 appear to be a poor attempt to brainstorm all possible or potential “impacts” of high levels of vehicle usage at Wetton Hills and try to make them fit the route in question. A number of line items in Appendix 5 have no impact by MPVs stated at all, and we fail to understand why these are included unless it is to give the impression that the “impact” is worse than it really is. Where an impact is stated in Appendix 5 it tends to be negated by the actual recorded usage of the route, e.g. “Night driving” occurs extremely rarely and will therefore have no appreciable effect on the public’s opportunities to experience dark skies at Wetton Hills. The potential for conflict with other users is suggested throughout your documents, but there is no evidence presented that such conflict has ever occurred, nor is it likely to. The route is generally wide enough for different users to pass if necessary without conflict, and there are no police reports of collisions of any type on the route. Appendix 1 shows that MPVs are so few and far between that it is highly unlikely that any other users will meet an MPV anyway. Signs could be employed at each end of the route reminding users that the route is a multi-user route, so there should be no surprise to any user if wheeled vehicles (including horse drawn carriages) are occasionally encountered. Other so-called “impacts” in Appendix 5 are less than credible, e.g. “damage to the route” (ruts?) will not significantly affect “opportunities to improve physical and emotional well-being”. A number of the “Possible Mitigation” activities quoted in Appendix 4 have not been tried by the Authority or discussed with user groups, and many of your statements are vague with no evidence provided of likely effectiveness (e.g. what is the effect of “Liaison with [various parties] over maintenance and impacts”? What maintenance has been carried out as a result?) There is no account taken of damage to the surface caused by other users such as horses’ hooves and horse drawn carriage wheels, and no attempt has apparently

been made to maintain or repair the route where minor ruts have occurred, despite previous recommendations by the Local Access Forum and offers of assistance by GLASS and other user groups. There is no evidence to show that surface damage is caused by recreational vehicles rather than agricultural vehicles which are known to use the route. It could be inferred that the Authority has left the existing ruts in place in order to try to blame recreational MPV users for damage. Your report accepts that agricultural vehicles use the route – you state that “Vehicle use, *agricultural and recreational*, has the potential to take a number of routes along the bottom of the dale-side”. It is a fact that ancient highways were often planned such that they were wide enough for wheeled vehicles to avoid using one fixed route, thus allowing carts etc to use slightly differing routes and avoiding excess rutting of a single track. Ruts in unsealed roads were a fact of life, and the road designers mitigated this by allowing extra width where possible, but it was accepted that a level of local maintenance (e.g. “a stitch in time”) was always required. Failure by the HA to carry out its duty to maintain the route is not considered in your impact assessment, and we suggest that this invalidates its use in assessing the need for a TRO. It is a matter of record (not mentioned in your Appendices 4 and 5) that Natural England rate the SSSI condition at Wetton as “favourable” (the best possible rating) with “no identified threat” in respect of the parcels of land through which the road passes. We also note that Natural England’s assessment and survey of the SSSI records no concerns with respect to condition of the road or vehicle impacts. With regard to the practical impact of recreational vehicles on the surface of the route, a study by J W Dover of the Department of Biological Sciences, University of Staffordshire, which was commissioned by the British Ecological Society (Title: Evaluation of the status and ecological value of green lanes in Cheshire - Ref A attached) stated that “*Moderate disturbance of the track is likely to be beneficial for overall botanical species richness and may provide micro-habitats for invertebrates using bare-earth habitats.*” Interestingly, the study also showed that some of the green lanes studied appeared to be threatened by neglect, the conclusion being that if these remain unmanaged they may well become linear woods rather than green lanes. A preliminary inspection of the botanical data from such unused lanes indicated a different, and impoverished, mid-line flora compared with the banks. The importance of this and other similar studies, is that they confirm that moderate usage by vehicles is likely to be beneficial to flora and fauna rather than being some sort of a problem as implied in your report and its Appendices 4 and 5.

- “A width restriction reduces the overall numbers and impacts from mechanically propelled vehicle users (MPVs) but 2-wheeled use is still significant in its extent and intrusive with the potential for conflict with other users. A one-way system would reduce the impact on the un-delineated grassy route by limiting passing between vehicles but conflicts with other users and visual, physical and auditory impacts would still remain.” - have demonstrated above that the impact of the current level of MPV use is not significantly affecting the special qualities of the national park. There is no reason to believe that the MPV usage statistics in Appendix 1 will be exceeded if there isn’t a TRO in place in future years. There is therefore no need for a width restriction or a one-way system as there is no significant intrusiveness or “potential for conflict with other users”, nor is there a need to limit vehicles to a single part of the un-delineated grassy part of the route – this variance in track usage is a benefit as explained above.
- “A seasonal restriction could help in reducing the impact to times when ground conditions are anticipated to be more suitable but would not prevent impacts occasioned by periods of high rainfall and when the grassy sections are more susceptible to damage.” - Here the Authority appears to accept that a seasonal restriction for MPVs and carriages would have a beneficial effect. The benefit of a formal seasonal TRO would be its enforceability (e.g. locked gates or barriers at each end, and ability for the police to prosecute transgressors) which would alleviate the difficulty in achieving 100% enforcement of Voluntary Restraint as tried in 2016. The summer months are usually dry enough to give a sustainable surface, given the proven level of use. Furthermore, if the Authority was to work with GLASS and the other user groups to arrange minor repairs if/when rutting occurs (e.g. after any unusually wet periods) then the route will be in pristine condition all year round. Needless to say, such volunteer labour and potential funding offered by the user groups wouldn’t be available if the route is given a full time TRO. This therefore is the preferred option offered which would recognise the route’s vulnerability in wet periods and allow all types of legal user to retain at least some level of access to the special

qualities of this part of the national park. This will satisfy S.5 (1) (b) of the Act – “promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public” – for all users, not just a select few pedestrians and equestrians. The cost of gates/barriers and signs would be similar to those for a full-time TRO, and fixed dates for opening/closing of barriers would be simple to arrange.

- “In view of the nature of the route and the sensitivity of the area, it is not considered that the impacts could be identified and adequately managed by a more selective TRO, a permit system, or other measures such as a scheme of voluntary restraint to a level which is acceptable. Such measures would also need to provide confidence in protecting interests of acknowledged importance which may not occur through recovery periods or measures to make the route more sustainable. A less restrictive option is therefore unlikely to achieve the outcome of sufficiently protecting the character of the route, and the natural beauty and amenity of the route and area.” – whilst do not agree with the subjective views expressed in this section, accept that voluntary restraint is an uncertain method of restriction, and a permit scheme would be more complicated and potentially expensive to arrange. The terms and time restrictions of access would need discussion bearing in mind the susceptibility to wet weather of the route at Wetton. Other national parks do however employ permit schemes, and GLASS would be willing to participate in providing wardens for such a scheme (as we do successfully in the Lake District) if the Authority was willing to emulate such a scheme.
- “In balancing the duty in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the factors set out in section 122(2) of the 1984 Act, the Authority believes the need to preserve the amenity and conserve the natural beauty of the route and the area through which it runs outweighs the needs of mechanically propelled vehicular users of the route notwithstanding that such a restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles. For vehicles seeking to use the affected route as a through-road, there are alternative routes on metalled roads in the area.” - strongly object to this one-sided assessment of the balance of needs for each type of user, and the above responses detail reasoning. Any move by the Authority to impose an illogical and unreasonably restrictive TRO will be strongly opposed. Conversely, a proportionate TRO properly justified on a part-time, seasonal or wet weather only basis, covering MPVs and carriages, will be supported for the reasons given above.
- “Exceptions to the prohibition are proposed for: a) use by emergency services or by any local authority or statutory undertakers in pursuance of their statutory powers and duties b) use to enable work to be carried out in, on, under or adjacent to the road c) use for the purposes of agriculture or land management on any land or premises adjacent to that road d) use by a recognised invalid carriage e) use upon the direction of or with the permission of a Police Constable in uniform f) use with the prior written permission of the Authority” - Agreed (for a seasonal TRO), but note with reference to comments above that this allows unlimited year-round use by vehicles for agriculture and other ‘official’ purposes. Your acceptance of the “visual intrusion” and wear and tear arising from these land management and other large vehicles demonstrates the illogicality of your statement of reasons, given the low level of recreational vehicle use.
- “On balance, it is considered that continued use by mechanically propelled vehicles on this route would have an adverse impact on the archaeological and landscape interests, the natural beauty, amenity and recreational value of the area, and the special characteristics of the route” - Not agreed, given the evidence detailed and explained in our responses above.

Association of Peak Trail Riders - objection to the proposed TRO.

- Concerns remain to be with the reduction of legal routes available to recreational motorcycles. This ongoing butchery of available facilities goes against the wishes of our 59 local businesses who rely in part or in whole to motorcycle trail riding business. In addition our local rider membership currently stands at almost 2200. These people require legal places to ride.
- Illegal riding is on the increase in cities and towns. The APTR have been in consultation with local MPs and the Police and have offered assistance to Sheffield council. Are in no way associated with illegal and irresponsible riding, however are not surprised by it. These illegal

riders have little or no chance of ever having the option of legal places to ride should they choose to do so in the future. The option to ride a motorcycle on unsurfaced areas is therefore only likely to be illegal if the current reduction continues. The reduction of legal provision cannot possibly reduce illegal riding. Closures such as this are not helping the problem and has caused public concern. MP's and Government have recently become aware of the situation.

- With this particular lane, would propose an alternative method of management other than a full TRO to all vehicles. invite these to be considered by further consultation with ourselves and any other interested party. Recognise some people don't like motor vehicle use where they are going about their chosen pursuit, certainly don't mind sharing with other users. Are aware of the approximate 98% of rights of way in the Peak District already vehicle free.

National Trust - in support of the proposed Traffic Regulation Order on the unclassified road at Wetton Hills, in the Manifold Valley. The route crosses land owned and managed by the National Trust and which forms part of the Hamps and Manifold Valleys Site of Special Scientific Interest (SSSI) and the Peak District Dales Special Area of Conservation (SAC). Part of the Trust's charitable purpose is 'the permanent preservation for the benefit of the nation...of lands of beauty...[and for] the preservation (so far as reasonably practicable) of their natural aspect features and animal and plant life.' It is considered view that the continued use by recreational motor vehicles of the Wetton Hills unclassified road is in conflict with this charitable purpose and the National Park's first purpose in the following ways:

- The Wetton Hills is a particularly tranquil area of the White Peak and the continued use by recreational motor vehicles is detrimental to the appreciation of the area by other users, who are far more numerous.
- The damage caused to this pre-dominantly unsurfaced route is progressive and increasingly damages the beauty and nature conservation interest of the valley. The damage has and is expected to spread further from the track and this will further impact the beauty of the valley, along with the nature conservation interest of the SSSI and SAC.
- For these reasons, support the proposed Traffic Regulation Order.

Other Organisations

Allterrainuk.com - after having driven this route in the past firmly believe that a seasonal Tro for the winter months would be the best all round solution for it. clearly it's sustainable and serves a useful purpose in terms of access to all including disabled people who can use motor vehicles to reach places that they could never reach otherwise. Also you need to consider that if closed permanently that the remaining row networks are liable to be put under greater pressure. There isn't any issues concerning anti-social behaviour or "off piste" activities so can't see what justification there is for permanently closing it to vehicles. Please note that willing to contribute funding and volunteers to help maintain routes throughout Great Britain.

Manchester 17 Motorcycle Club – objection to the proposed vehicular TRO on the route at Wetton. Work closely with GLASS and PDVUG, of which we were a founding Member.

- Appendix 1 - The accumulative use of vehicles, identity and purposes unknown, on the recorded highway highlights that there is less than two vehicles per day, quite simply this limited volume does not justify a Permanent Traffic Regulation Order (TRO). Are very concerned that if the PDNPA continues to close such routes then it will be inevitable that vehicles will be diverted onto those few that do remain open thereby increasing traffic flow on that network. Similarly, we would suggest that illegal usage throughout the network could increase. Only responsible users observe the current TROs, whilst others simply ignore them.
- Appendix 2 - Ecological/Geological Interest - The valley is sufficiently wide so that farm stock may safely graze on the semi-natural dry grasslands and scrubland without interference from vehicles. However, in contrast we do see ramblers walking wide range across the valley through the flora, areas where motorists do not travel.
- There are no straight lines of defined view and no visible evidence of the industrial heritage in the immediate areas of the highway. The route lies solely and almost centrally through the wide meandering valley bottom, along the grass covered bedrock. It does not pass through any semi-

natural woodland, scrub communities, grassland, nor over invertebrates, limestone geology and geomorphology, cave fossil deposits as claimed in the report.

- Understand that there is an SSSI on the area, with the Ecton Mining area having SSSI status underground. Whilst the route under question does pass adjacent to the area of the SSSI, a SSSI cannot be applied to the actual traffic route itself.
- The statement of “close” is subjective and we would argue that the vehicular route does not pass “close” to any scheduled monument, the remains of which are up on the elevated limestone plateau, an area not traversed by vehicles. The “building platform”, of heritage unproven, is not directly on the route, neither are any such claimed caves, fissures nor the slab footbridge.
- The former L&MLR is located across the opposite side of the tarmac covered Leek Road and has no direct bearing to the route under consideration.
- Fail to see the relevance as made to the “Manor House”. It is recorded on the list of Historic England; <https://historicengland.org.uk/listing/the-list/list-entry/1227200> Historic England also states; “Listing marks and celebrates a building's special architectural and historic interest, and also brings it under the consideration of the planning system, so that it can be protected for future generations, covered by the lowest category of graded listed building”. There is no mention of relevance to the buildings regarding local highways. Roads of all descriptions pass by many listed buildings throughout England but such has no effect upon the status of the road nor the building. Such buildings are listed for their construction type and private amenities only.
- The location of this highway is currently predominately agricultural with a history of motorised use. It is not of “wild character” per se nor is it “remote,” it is encompassed by a car park, village, cafe, holiday accommodation and a tarmac highway, Leek Road.
- Appendix 3 - Natural beauty - this is not adversely affected by the highway which is sinuous in nature and forms part of the natural way to pass along the valley bottom.
- Scenic quality - the route passes sinuously along the lowest level, it has an appearance more typical of any farm track type of route. The open nature of the upper sections remains “contrasting” as it is not influenced by vehicles, walkers nor equestrians passing along the ground level route.
- Relative wildness - there is no “extensive open country”, it is a sinuous route along a ‘V’ shaped valley with a high sided valley wall, closed in on the other by scrub and trees.
- Intrusiveness/tranquillity - suggest that the limited number of motorised vehicles is so low and transient that such does not nor would have any adverse effect upon the area. Far more intrusive is the noise of ramblers, who incidentally as a whole do not follow the logical route but walk wide ranging across the valley floor. Any claimed noise from motorised vehicles will more likely come from the Leek Road and its car park, which at weekends often has numerous day trippers purchasing refreshments from a visiting ice cream seller’s vehicle.
- Natural heritage - these aspects have already covered.
- Cultural heritage - again such items are not adversely affected by the few vehicles using the highway.
- Association - the route was partially of industrial dependence, the remains of which are not on the highway. The history contains many years of motorised usage.
- Recreation - the first two items have been dealt with, the use for horse riding and cycling are not hampered by vehicular use and the point regarding the cafe and holiday accommodation implies greater disturbance from those aspects than that of the limited use by recreational motorists.
- Range of outdoor experiences - again these aspects are not impeded upon by the few vehicles that use the highway. It is possible that the recorded vehicle use is actually skewed by those who transport their caving equipment along the route plus agricultural and NT vehicles.
- Fail to comprehend why the PDNPA does not recognise recreational motoring as a positive outdoor experience for the health and wellbeing of those who take part. Various practical and mental skills must be attained to become proficient, all undertaken with genuine respect to the countryside, residents and other users.
- Scope for management - simply preventing use by a PTRO is not “management”, it is purely a Dickensian punitive exercise against one user group. Management requires working with all user groups, inspiring collective acceptance of shared goals through honest leadership, observed by

respect. Offer the following alternative points, but not limited to them, for consideration in the overall management of recreational vehicles in the PDNP;

- introduction of a ‘route warden scheme’ whereby some of our members (and others) are given training, followed by authority, with an official PDNPA identification card, to travel selective routes in order to check the condition of those routes and to report any problems to the PDNPA and/or to undertake direct maintenance actions as might be. This is undertaken in Surrey and a particular example is Buckland Lane
 - that the PDNPA meets with such organisations as LARA and PDVUG to discuss in greater detail all of the routes within the PDPA which are used by recreational motorists
 - to conduct a joint mapping exercise to review of all of the networks of routes as used by all user groups in the Peak District National Park plus reference to adjoining feeder routes
 - to produce a PDNPA booklet and/or website link which would list all of those routes which are currently subject to TROs, recording start and end point locations plus the details of the Regulation
 - review and revise a PDNPA Code Of Practice similar to that, as an example, of Surrey CC <https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=363&MId=5767&Ver=4&Info=1>
 - to produce an online document which lists the current BOATs and their status within the PDNP; https://www.surreycc.gov.uk/_data/assets/pdf_file/0012/110811/List-of-BOATs-and-TROs-2017.pdf
 - to produce an online document which lists seasonal route closures similar to that of Northamptonshire CC <http://www3.northamptonshire.gov.uk/councilservices/northamptonshire-highways/rights-of-way/Pages/seasonal-byway-restrictions.aspx>
 - to organise a meeting open to all interested parties e.g.; PDVUG; GLASS; LARA; LAF; TRF; BHS; Ramblers Association; Cycling UK; British Cycling to try and identify a consensus modus operandi for Rights Of Way access in the PDNP
 - imposing no legislative restrictions for a period of three years but within that time frame we would assist with voluntary working parties to the repair and maintain the routes, at the end of the time period jointly then reappraise the situation
 - introduction of an annual Voluntary Restraint, 1st October to 30th April, on selected routes that would exempt ramblers, cyclists and two wheeled motorcyclists
 - introduction of a Voluntary Restraint, 1st October to 30th April, that would address restrictions to cyclists; equestrians plus all recreational motorists
 - introduction of a weather related TRO, e.g. closed to all users under a Met Office issued Amber weather warning
 - introduction of a weather related TRO, e.g. closed to equestrians and to vehicles having more than 2 wheels
 - introduction of a weather related TRO, e.g. closed to equestrians and all recreational motorists
 - introduction of a Seasonal TRO which could be controlled by combination lock gated access, to be monitored or administrated to permissive use by licence, to registered vehicles; named equestrians; to a named event; or to Members of specified recognised Organisations who would be bound by their Code of Conduct, e.g. PDVUG, GLASS, LARA, BHS, TRF
 - uni directional vehicle flow from high to lower ground on selected agreed routes
 - night time curfew of motor vehicles on selected agreed routes
- Appendix 4 - Resurfacing of the route is required in the short term to improve drainage and surface repair to the very limited sections of current wear. The route travelled by motor vehicles is typically limited in width unlike the spreading of footways as evidenced throughout all of the National Parks. Similarly, deviation by all users is possible over any area not restrained by high walls or other physical barriers. Surfacing and maintenance of the route will not automatically change the character, it will retain its current appearance which is typical of a non-tarmac country lane or farm track, however improvements should limit the overall width.
 - Find the claim “Voluntary code has been unsuccessful” offensive and a total distortion of fact. We refer you to the recently requested PDNPA VR over this current winter period which was supported by the vast majority of recreational motorists and which was praised by PDGLA

Newsletter November 2017 plus the Authority itself, ARoW January 2018
http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0015/1147101/1801-ARoW_News.pdf

- Appendix 5 - the wording of this appendix we regard as being a selection of exaggerated emotions;
- Beautiful views - the claimed aspects of these “special qualities” have already been covered
- Internationally important and locally distinctive wildlife and habitats - already covered
- Undeveloped places of tranquillity and dark skies - increased tourism will have far more impact on dark night skies than the few vehicles which mostly travel during daylight hours. Please also refer back to Appendix 3, scope for management section.
- Landscape that tells of thousands of years of people, farming and industry - the highway in its current condition has the appearance of a typical farm track
- An inspiring place for escape - we have already disputed the claimed impacts as being exaggerated
- Vital benefits - the few vehicles that have and potentially could use the route will have no recordable negative impact upon any of the points raised. Not aware of any recorded conflict nor deterrence to other users.
- It needs to be acknowledged that the use of any route by any form of user group will cause some deterioration, however need to bear in mind that collectively the recreational motorists have and do continue to offer assistance with maintenance, monitoring and management of this and the other similar non tarmac covered routes within the PDNP.
- In conclusion, respectfully repeat our OBJECTION to the currently proposed TRO at Wetton. However, we would be prepared to continue our support to a Voluntary Restraint request or a seasonal TRO which would exempt motorcycles.

North York Moors Green Lanes Alliance - fully supports the proposed traffic regulation order to control the unsustainable and inappropriate use of this route by recreational motor vehicles.

North Yorkshire Moors Association – a registered Charity. Details can be found at www.north-yorkshire-moors.org.uk. Main purpose is that of protecting and enhancing the characteristic beauty of the North Yorkshire Moors for present and future generations. Share the concerns outlined in the reasons for wanting to impose a TRO in the area described because we have experienced similar harmful effects from irresponsible off-road vehicular activity in our own National Park. National Parks should have the highest level of protection from activity which harms the special quality of tranquillity which is found in National Parks. Activity which has a harmful effect on the enjoyment of other people should in our view be prohibited. Damage caused by irresponsible off-road vehicular activities carries with it a cost for the other users of green lanes and this is clearly unfair. Support the restriction which is being proposed.

Doncaster Ramblers - fully support the proposal to establish a Traffic Regulation Order at WettonHills. Are totally opposed to the use of trail bikes and four by four vehicles doing any off-roading within the PDNP. When they do this they totally destroy the concept of the establishment of our national parks

Gedling Ramblers - Many walks are blighted by lanes being churned up by off road vehicles. In muddy conditions it can render a pathway impassable. When the ground dries up the deep ruts introduce the danger of turning an ankle or worse.

New Mills and District RA Group - Motor-driven vehicles are now, with advances in technology, able to go along almost any path, track or bridleway except ones with very severe gradients or very uneven surfaces. As they do so they gradually destroy the path itself and severely hinder the use of the path by other users. It is not the motor drivers who have to get out of the way so as to avoid collisions. This situation was never envisaged when National parks were first thought of as places of quiet amenity where people from towns and cities could go to find release from the stresses of crowded urban life. It is to the credit of DCC that in recent years, perhaps a little belatedly, it has come to recognise the utterly destructive effects of unfettered access for motor- driven vehicles on the use and enjoyment of the countryside by other users and has started to use its powers of traffic

control to create a more orderly situation in which the needs of all, not just the wealthy, the thoughtless and the ruthless are taken into account. Support the introduction of this Traffic Regulation Order.

Rotherham Metro Ramblers - support the proposal to restrict traffic in the Wetton Hills without reservation on the grounds of damage to the environment and the loss of amenity to other users. Use of this Green Lane by a very few people who wish to pursue their hobby causes untold damage to the surface, huge ruts become filled with water and mud. The damage is not restricted just to the defined line of the lane, it extends laterally over a much wider area where vehicles pass one another and users take more challenging routes - for fun. This causes loss of amenity for far greater numbers of ramblers, walkers and cyclists as the route becomes progressively more churned up. The damage to a sensitive environment of significant importance is incalculable. Birds are disturbed over a wide area, plants of special interest are destroyed and peace of the area is shattered. The alternatives are few, costly and cannot prevent damage to the environment and loss of amenity to other users. In these times of austerity it would not be good use for tax payers to spend money to upgrade the surface to facilitate a hobby pursued by very few people. If the present use is allowed to continue the surface will inevitably be damaged and will require repairs at great expense. This also would be a waste of tax payers money.

South Yorkshire and North East Derbyshire area of the Ramblers - Represent 2263 Ramblers' members. Strongly support the proposal to establish a permanent TRO on the 1.4km route in the Wetton Hills area. Believe that there is no place for mechanised off-road vehicles (other than farm vehicles, etc) in any National Park. By definition a National Park is designated as such because of its outstanding natural beauty. The off-road use of trail bikes and four-by-four vehicles for the purposes of a leisure activity are a historical anachronism, totally inappropriate in any of our National Parks. The government guidance stating that "..... in many cases a level of recreational vehicular use that may be acceptable in other areas will be inappropriate within National Parks and incompatible with their purposes' (Defra 2007) is totally appropriate in this case. This particular route is one of the most secluded areas in the Peak District National Park, rare because there is no surfaced track. All or part of this route run through an SSSI, the Peak District Dales Special Area of Conservation and Natural Zone areas. Regular use by mechanised vehicles will undoubtedly destroy this beauty and feeling of seclusion and therefore we totally support the proposal.

Workshop Ramblers - This site of special importance is deserving of a TRO to protect its unique characteristics from the damage caused by off-road vehicles of the type that have already caused damage to the existing bridleway. There are sufficient other designated routes within the Peak Park that these users are free to use, where the impact is not as acute as at this venue. Below are reasons for the special nature of this site and why object to the use of off road vehicles. The following identifies how the special characteristics of the area meets the tests for designation as a National Park and the evaluation of opportunities for open-air recreation. Natural beauty Landscape quality i.e. condition, that is the intactness of the landscape, the condition of its features, its state of repair, and the absence of incongruous elements: • Landscape elements and features in good condition; some erosion to rights of way • Landscape unspoilt with no notable incongruous features Scenic quality i.e. appeal to the visual senses, for example due to important views, visual interest and variety, contrasting landscape patterns, and dramatic topography or scale: • Limestone dale and dry valley • Far reaching views along the route and to the skyline • Open nature of the upper sections contrasting with a sense of seclusion along the tree fringed lower parts of the dale Relative wildness i.e. the presence of wild (or relatively wild) character in the landscape due to remoteness, and appearance of returning to nature: • Extensive area of open country • Sense of remoteness • The Manor House is situated at the northern end of the route. Intrusiveness/tranquillity i.e. freedom from undue disturbance. Presence in the landscape of factors such as openness, and perceived naturalness: • Within open country • Within Natural Zone/section 3 Limestone Dale and Limestone Hill and Heath 'Natural heritage features i.e. habitats, wildlife and features of geological or geomorphological interest that may contribute strongly to the naturalness of a landscape: • Dry valley • Semi-natural limestone dale grasslands and scrub • Caves and fossil deposits. Cultural heritage features i.e. archaeological, historical and architectural characteristics or features that may

contribute to the perceived beauty of the landscape: • Wetton Hill prehistoric bowl barrow • Stone slab footbridge • Possible site of an early Mill • Caves and fissures • Link to the former Leek and Manifold Railway • Listed building at the northern end of the route. Associations i.e. connections with particular people, artists, writers, or events in history that may contribute to perceptions of beauty in a landscape or facilitate understanding and enjoyment: • Route used to transport copper to Red Hurst Holt on the Manifold and Leek Railway. Recreation Access to high quality landscapes, memorable places and special experiences i.e. opportunities to enjoy scenic quality, relative wildness, and peacefulness etc: • Outstanding views • Access to an extensive area of open country and its hills and dales. • Links to the Manifold Trail and the South Peak Loop for horse riding and cycling • Links to the National Trust's Wetton Mill café and holiday accommodation. Presence of a wide range of natural or cultural heritage features, landmarks and designations that cumulatively enrich the landscape experience: • Important cave fossil deposits • Historic track, scheduled monument, listed building • Wetton Hill and the Sugar Loaf are distinctive • Diverse range of opportunities for access. Range of outdoor recreational experiences which enable people to enjoy the special qualities of the area and do not detract from the enjoyment of the area by others i.e. quiet outdoor recreation: • Easily accessible from surrounding settlements and holiday accommodation • Scope for a variety of walks • Scope to link in with longer trails • A means of access for activities in the area, including caving • Opportunities for nature study. Scope for management of recreation to enhance recreational opportunities or protect the conservation interest of the Park: • Retention of grassland and repairs to the route in sympathy with the area • Restrictions to recreational motorised vehicle users

Staffordshire Wildlife Trust (Leek Group) - Destruction of habitat for both flora and fauna. Have done wildlife surveys on behalf of Staffordshire Wildlife Trust which show that rare plants and invertebrates are often found in such areas which need to be protected. Spoils the enjoyment of the countryside for others. Green lanes were never built for such pursuits and consequently, in places, the foundations are ruined. They are part of our national heritage and should be so for future generations and thereby not solely for the enjoyment of the few who wreck them.

Yorkshire Dales Green Lanes Alliance - The statement of reasons is entirely cogent, and covers all the points that need to be made. There is nothing that can add. Wish you well with this proposal for the restoration of peace and tranquillity to this fine green lane. 4x4s and trailbikes are entirely unsuitable and out of keeping.

This page is intentionally left blank

Wetton Hills – Summary of Regulation 7 Representations and Comment

These representations are a summary of the objections to and support for the proposal received. Most respondents made several comments as part of their representation. Individual items of correspondence may be viewed at the National Park offices.

Objections

<u>Representation</u>	<u>Comment</u>
Amenity <ul style="list-style-type: none"> • Can't understand why you propose a TRO in light of your own findings, specifically that you only recorded an average of less than one MPV per day and that includes the amount of private or land maintenance use which won't be affected by the TRO. It appears that most of the vehicular traffic is either land management or two wheeled, a complete ban would harm those of us who abide by the rules, and who drive sensibly and responsibly with a view to maintaining the viability of lanes for our future use. • Other users have ample opportunity in the local area to experience the special qualities of the Peak District as identified in Appendix 5 without the impact of the traditional use of Wetton by mechanically propelled vehicles, should they wish that. The use of the Lane by mechanically propelled vehicles is a tradition that originates in the areas historical development and therefore such use is an important part of maintaining the Cultural heritage and people's experience of that particular part of the Peak District. • This route does not require a full-time TRO, this would be a disproportionate response for this route. Doing so would exclude many people from enjoying the peaks, which should be an activity that everyone can partake in • As a regular user of this route its closure will impact upon my legal past time and my right to use this route and upon the closure of this route I will take the money I spend within the local area elsewhere. • This needs to be kept open to traffic as there's so few places to go in this location. • Have never encountered anyone in this lane, It's not used very much at all. This is yet more cynical lane closing...please leave us alone to enjoy our pass-time • Unfair. Use this lane regularly on my motorcycle and also walk it .I have used this lane for 40 years • Have personally used this right of way many times in the last ten years, whilst riding a 	<p>The route at Wetton Hills is an important recreational asset for all users.</p> <p>The Authority is conscious of the limited number of routes available for recreational motor vehicles in the National Park. The historic nature of the route and its setting in the landscape as well as the variety of natural and cultural heritage features and the physical characteristics of this route means that it is valued by many different users yet there is evidence of conflict and damage occurring on this area of conservation and amenity interest.</p> <p>Whilst it is recognised that motorised vehicle users, in undertaking their chosen form of recreation, also appreciate the special qualities of the area, their continued use of this area by this mode of transport is adversely affecting those special qualities to a more significant extent than other users.</p> <p>In cases where there is a conflict between the NPA's two statutory purposes, greater weight shall be attached to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage.</p>

<p>motorcycle.</p> <ul style="list-style-type: none"> • The older generation of motorcyclist such as myself can still go out with their friends and enjoy the countryside. • Have used this route on my motorcycle occasionally over the last 19years and have seen very little use by other motor vehicles. At the end where the tarmac restarts, have witnessed the derelict ruin get renovated into the lovely property it is today (pepper inn) Always have respect and regard all aspects of the countryside and enjoy the peacefulness and the nature which my very quiet motorcycle allows me to visit and the reason you put down in section 6,7, 8 are the reasons like to visit the these areas. • Trail riding relieves stress, is healthy and fun for the rider. It can lift the rider from a state of depression to exhilaration. We do no harm. • As with less then 1 vehicle a day being viewed. Can't see how this affects the natural beauty of the views of the open landscape. Assume agricultural vehicles would be viewed more. • It would be one more unavailable lane to carry out my pastime and hobby on. • Have missed out on many opportunities to drives lanes and see stunning scenery and the countryside from another angle. At the rate it's happening will be missing out on so much more. • Should be expanding not restricting access to remote and areas where we have all enjoyed access. There are many people who, because of disability etc, who simply can't get out and access the hills. There are others who make it their passion who get a lot of pleasure and respect the environment for which they have access to use and enjoy. 4x4 is a way of life for many people today, and it creates communities and friendship as in many other sports. • It's limiting access to the country side for people. The countryside is for everyone. Not everyone can walk, cycle or horse ride so by further restricting access for vehicles to ancient rights of way you are taking the country side away from people. • Other personal hobby is hot air balloon flight, these lane closures are affecting this sport also as our retrieval vehicles are no longer able to access landing sites effectively often for legal access reasons such as the closure of such lanes as this. Please see the bigger picture over what these little used lanes mean to the people who actually do use them • Drive these green lanes so I can get to beautiful parts of the countryside as my knees do not allow me to walk as far as used to as find it difficult to enjoy the long walks once 	<p>All recreational users are important to the local economy.</p> <p>The route will still be available for non-motorised use. The proposed TRO will not prevent those with limited mobility using tramper style vehicles or similar and alternative means of access can also be permitted for such users.</p>
--	---

<p>frequented this particular lane is one on my list to visit next year as love the area and wish to explore the routes it had to offer, it's so enjoyable driving along at a walkers pace taking in the wonderful views we have in our fantastic countryside getting away from all the hustle and bustle of everyday life watching the birds and Forgetting life's woes. Also help out with local response team making use of my 4x4 for the community abide by all temp closers and always contact the local green lane representatives before I travel as to be totally sure of where I can and can't go</p> <ul style="list-style-type: none"> • This is a lane which is not too far from me. Am a sensible 4x4 driver and also an occasional walker • The special qualities of the area are also an important attraction for recreational use by 2-wheeled users such as 'social', 'escape', 'adventure' and 'discovery' among others; for which the road/National Park has also had a rich heritage of club organised trail-rides for over 100 years. • Drove this lane a number of times in the last few year in the summer season which find a nice steady lane with great views. • It has been an absolute privilege to ride this route over the years. This route has been available to motorists since the invention of the petrol engine. • Have been a life-long user of the Peak District National Park and it has been great fun for me and my family to enjoy this route over the years on motorised vehicles, bicycles and on foot. To hear of yet another proposed ban to all motors is upsetting to say the least. • Have walked all over this area of Staffordshire and Derbyshire and also enjoy riding my motorcycle along green lanes. • It is important to keep vehicular access to the countryside as there are very few places left to enjoy green laneing on a motorbike as it is • Diverse range of opportunities for access. Presumably a TRO could restrict access for people with disabilities from 4x4 access? • This an historic route, legitimately used by 2, 3 and 4 wheeled motor vehicles for generations. It should not be made the subject of a TRO. Have ridden it as my father did before me. Would hope that my sons will also be able to legitimately travel this route in their turn. • This has been a byway for over 100 years and should be available for all users of the countryside. • This has been a legal public road used by mechanically propelled vehicles for more than 	
--	--

100 years. As such, it is now of historic and cultural importance, hence its use should be preserved.

- This route is in an exceptionally beautiful area enjoyed by the public. The public includes those who enjoy the beauty of the route on mechanically propelled vehicles.
- Am a regular user of the lane on my motorbike
- Enjoy using the outdoors, both as a walker and occasional motorcyclist. In this and other countries, motorcyclists enjoy touring via difficult routes and green roads are one such route.
- Have used this area over the years as a walker, cyclist & motorcycle rider.
- It has been a well-established and used route over many years and has given enjoyment to the many vehicles traveled as well as generating tourism revenue in the local area.
- By closing this route that has been available for use for over 100 years, you will be doing a massive disservice to those who would like to enjoy the beauty this route has to offer. You are basically making the beauty of this stretch inaccessible to the elderly and the disabled. The peak district is an area of outstanding natural beauty that is to be enjoyed by all in its entirety not just the select few. As well as making it in accessible to emergency vehicles and farmer should there be need for them.
- Am a local resident of this beautiful lane, I have been using this lane for around 10 years now, I have walked it, cycled it, ridden it many times on my motorcycle and driven it many times in my 4wd vehicles.
- This is one of my favourite lanes still open now in the peaks, they are being closed on a far to frequent manor.
- Have been riding the Wetton hills road since 1990 as part of my recreational activities within the Peak Park. Do this as part of a route around numerous Byways, UCR and previously RUPPs. My usage has been fairly consistent across the years, however with increasing age/differing employment it has reduced slightly since 2010. Have used the road approximately 6 to 10 times per year, and during that time have not been challenged as my right to use the road.
- Am a keen Rambler and green lane motorcyclist for over 25 years and believe that the country side should be shared by all. Have often walked and rode this route many times over many years
- Agree with much of the sentiment regarding the area and the route. Would like to point out that the route has been a right of way for decades and forms part of an ever

<p>shrinking proportion of routes open to motorised vehicles. Have been a regular visitor to The Peak District National Park over the last 30+ years. Originally as a participant of the Duke of Edinburgh's award scheme, then supervising the next generation of young people carrying out their expeditions. Enjoying walking in the area, but more recently trail riding on a motorcycle. As a member of Trail Riders Fellowship, abiding by and promoting considerate use of public byways.</p> <ul style="list-style-type: none"> • Are not 'hooligans' in reality, sadly aging, professionals wanting to enjoy the countryside just like other groups like the Ramblers. Courteous, on the whole, stopping and switching off engines when in close proximity of horses. • Wetton hills byway forms part of a longer route which we have been trail riding for many years. • By introducing a TRO, there is a restriction on who can enjoy/experience this area. When was younger, enjoyed climbing and walking in the whole area. Now older and unable to walk far, trail riding gives me the opportunity to get out and about in the countryside. • This route is used regularly by me and some of my friends and we use it responsibly and with great care. • Am 48 year old ex walker, used to love getting out there with my back on, however, due to injuries to my knees am no longer able to enjoy the countryside as once did. The use of my Land Rover allows me to enjoy the countryside again bringing vital revenue to the areas visit, both in my visit and my social media for the area. These Lane have been a part of the British culture and heritage for hundreds it not thousands of years in some cases and hate to think of a day in the future when my children or theirs, are no longer permitted to enjoy it in way we can today. We have already lost so many lanes, we need the preserve and cherish the use of the ones we still have. • This is a route that can be safely used by all users, and one of a very small selection still open to motorists in the area. 	
<p>Impact on the Environment</p> <ul style="list-style-type: none"> • It was noted in your proposal that there were no recorded tracks off the route by 4x4's and that as the route isn't an sssi itself, does a small rut matter? • Don't believe that motorized vehicles are causing a problem here, therefore a permanent tro will be of no benefit. • The Statement of Reasons item 11 suggests that vehicles using the route detracts from 	<p>National Parks were designated on grounds of their scenic value and recreational opportunities.</p> <p>The route is not only a means to access special qualities but also a valued part of those special</p>

the 'focus on quiet outdoor countryside recreation' and states subjectively that the use of the route detracts from this focus. In your recorded survey you have recorded usage rates of approx 1 vehicle per day and in some years less. It would appear to be stretching credulity to state that this usage detracts from 'quiet outdoor countryside recreation'. The chances of actually meeting a vehicle on this route is according to your stated records highly unlikely. I would therefore suggest that item 11 is unreasonable and should not be taken into account for the purpose of imposing a Traffic Regulation Order. Item 12 states that vehicle use is 'adversely affecting the special qualities' - there is no statement of the adverse effects or any justification. Nothing has been quantified so in effect this is a totally subjective statement made with no justification. believe it is unreasonable to have made this statement and unjust to use an unmeasurable and unsubstantiated item to impose a Traffic Regulation Order. item 13 states that vehicles are visually and aurally intrusive - based on your stated survey figures at maybe 1 vehicle per day visual and sound impact is very minimal and again the chance of other users actually coinciding with the tiny number of vehicle users is unlikely, and therefore not really a justifiable reason to impose a Traffic Regulation Order.

- The use of this lane has little impact on the beauty of the surrounding area. Cars parked at the Wetton end of the lane have more visual impact on the surroundings and also cause more damage to the ground. These cars parked there by walkers who rarely use the lane but generally walk to Wetton Mill or Thor's Cave. There are only a handful of properties at Back of Ecton and only one actually on the unsurfaced lane, Manor House Farm, so there is little in the way of disturbance. The terrain of this lane is not difficult to traverse so no damage is usually caused by vehicles in this area. The natural beauty of the Peak District National Park should be available to all respectful users regardless of which way they desire to use it. Fifty ramblers in a group could cause more damage to the surface of this lane than a handful of vehicles so they should not get sole use.
- As with less than 1 vehicle a day being viewed. can't see how this effects the natural beauty of the views of the open landscape. Assume agricultural vehicles would be viewed more.
- This road is a beautiful road, it passes through a beautiful area, in the southern section, it is adjacent to a busy and messy car park, where the last time was there saw around 50 cars parked along the verges, in the puddles and partially blocking the surfaced road. Litter was strewn all over the place and families, with kids were running about.
- Appendices 3 has several parts to it that are more open to question as to their validity. Tests for natural beauty: Relative Wildness - The PDNPA has no wilderness

qualities. The historic nature of the route and its setting in the landscape as well as the variety of natural and cultural heritage features adds to the experience of using the route. The route also gives the opportunity for quiet enjoyment and to experience tranquillity, one of the special qualities that people value most about the Peak District National Park. Noise from motorbikes in particular can carry over large distances.

Evidence is available to show that environmental damage is occurring as a result of motor vehicle recreation, both directly and indirectly. The impacts on the natural beauty of the National Park, and on its special qualities, are not just confined to the linear routes, but also affect the wider environment. This impact and the anticipation of the presence of motorised users can detract from the experience and enjoyment by other users. The reference in section 5 of the National Parks and Access to the Countryside Act 1949 to the purpose of understanding and enjoyment of the special qualities of National Parks suggests a focus on quiet outdoor countryside recreation associated with the wide open spaces, wildness and tranquility to be found within the National Park. (Defra 2007)

Natural beauty should not be confused with wilderness. The definition of natural beauty recognises that England has a landscape that is formed through the interaction of man-made and natural processes. It includes the wildlife and cultural heritage of an area as well as its natural features.

Tranquillity is more than simply noise; it includes the

<p>areas. On this lane in particular, it is surrounded by working farms, the land is managed on a daily basis, how is that wild? Intrusiveness/Tranquility - See earlier comments</p> <p>Natural Heritage features - none of these features pertain to the road, they rest higher up the hillsides, with the exclusion of the dry valley comment and this only in summer.</p> <p>Cultural Heritage Features - None of these are impacted by the road itself. The nearest one is the listed building, which if my memory serves me correct is part of a farm.</p> <p>Access to high quality landscapes, memorable places and special experiences - These are not allowed for motor vehicle users on unsurfaced roads? Range of outdoor recreational experiences which enable people to enjoy the special qualities of the area and do not detract from the enjoyment of the area by others i.e. quiet outdoor recreation:</p> <ul style="list-style-type: none"> • Easily accessible from surrounding settlements and holiday accommodation • Scope for a variety of walks • Scope to link in with longer trails • A means of access for activities in the area, including caving • Opportunities for nature study <p>All of these apply to the vehicle user too, but apparently that doesn't matter here and the discrimination is acceptable?</p> <ul style="list-style-type: none"> • A TRO on this road which includes a restriction on the use of motorcycles seems disproportionate. There is a tiny proportion of users quoted (<1 2-wheeled user per day average) whose presence would also be transient. • The observation that the route is not clearly defined seems to assume that it is just motorised users that stray from the path • Appendix 4 - Wetton Hills. Impacts of Mechanically Propelled Vehicles - my comments: Loss of vegetation? Has anyone considered how sheep in the area will affect the vegetation? Damage to the drainage and surfacing of the route? SCC have this route in their "no maintenance" category. Any road will degrade without maintenance. Noise and Disturbance impact on wildlife? By your own vehicle count, there is just over one vehicle per day. This hardly seems intrusive. How does this compare to impact from other users? Farm vehicles, dog walkers, horse riders, walkers, cyclists and sheep? How well do sheep and nesting birds mix? Visual impact of vehicle movement in the landscape over a wide area? 1.2 vehicles per day will take approximately 11 minutes to drive the entire length of this lane. That leaves 1429 vehicle free minutes per day. Wheel ruts and damage to character of the route? I do not condone the use of heavy vehicles after periods of bad weather. That said, it is a road and light rutting is expected. Deterrence of use by non-MPV users from presence or anticipation of vehicles? Find most other users are happy to share roads with vehicles. Noise impact on people? By your vehicle count, 	<p>landscape setting, natural sounds and visual intrusion.</p> <p>The vehicle logging undertaken by the Authority allows identification of patterns of use and trends. The figures provided have been averaged over the periods undertaken.</p> <p>Some impacts may only be temporary but when taken cumulatively are of more significance.</p>
--	---

there are 1429 vehicle free minutes per day. There is also legislation in place against the use of loud exhausts.

- The noise and impact on people on this route is minimal as 1.2 vehicles per day use this route and there is legislation in place against loud exhausts. The fact that only 1.2 motorised vehicles use this route per day leads to an interesting question of how many walkers, cyclists, horse riders etc use this route per day and who is causing the most erosion?
- Your survey has clearly shown minimal vehicle use, and fail to see how one legally silenced and ridden motorcycle per day can cause any harm, inconvenience or disturbance.
- It is easy to argue that the whole of the park is an area of beauty and tranquillity however we still allow tractors and cars on the roads.
- Do not believe that this relatively insignificant vehicle use will detract from the historic features listed. See your appendix 2.
- Your appendix 3 states • Landscape elements and features in good condition; some erosion to rights of way • Landscape unspoilt with no notable incongruous features. Note "some" not significant erosion and "unspoilt".
- Existing voluntary code of conduct ... has been unsuccessful in preventing disturbance. Argue that there has been no significant additional "disturbance" over the last few years.
- Excessive restriction of motorcycles has a detrimental effect on the Natural Beauty and character of the carriageway. It is a road, not a path, and is meant to have vehicular traffic on it.
- The majority of users encounter show respect for the environment & shouldn't be penalised because a minority do not have any respect.
- There is very little evidence of disruption to wild life, noise disturbance is extremely limited and erosion is very minimal when used appropriately, which the majority of users do.
- Interested to see the figures showing use of the route and surprised that they were so low. I believe the actual number of 'motorised' use is much higher. If it were as stated in your figures, many of your reasons for closure would be irrelevant. Less than one motorcycle per day? Pollution from the vehicle? Far less than that created by that of the cars coming into the area for walkers to enjoy the peace. Noise? From that 1 motorcycle, covering a distance of 400m calculate that a motorcycle travelling at 20mph would cover the route in 45 seconds. Even adding 30 seconds either side, the 'peace' would not be

<p>disturbed for very long. Surely there is space for all to enjoy the area without prejudice.</p> <ul style="list-style-type: none"> Point 1- Preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property. The very nature of the road lends itself to specific off road vehicles such as trail bikes, which have been using the road for many years before walking became fashionable. Point 2- preserving or improving the amenities of the area through which the road runs/ Preserving could be restricting access to two wheeled vehicles, and utilising the TRF who actively help with funding to repair to damaged roads. Point 3- Conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area. With an estimated 140,000 miles of footpaths and bridleways in England and Wales, there are already enough places for the public to enjoy an afternoon walk. Damage to the cultural heritage of the area which motorcycle trail riding forms part of and has done for over 100 years. 	
<p>Damage</p> <ul style="list-style-type: none"> As for the environmental impact- it is now well proven that a responsibly ridden trail bike or other light vehicles has less ground impact than a horse ridden across the same terrain. The byway is easily sustainable and it is illogical to apply a TRO It is too restrictive, it does get wet in the winter months and can get damaged whilst wet by any form of traffic not just motorised, however when not wet this lane is quite able to sustain motorised and all other traffic without problem. There is a high level of farm traffic on this lane, believe higher than 4x4 use, as you are not proposing to restrict the farm traffic then fail to see how the order can be effective as farm traffic is more damaging than motorcycles / 4x4 While the route is prone to waterlogging in the winter, it is easily sustainable in dry conditions. Water damage to the area is to be expected, and is unlikely to be improved by closing the byway aspect of the route. Object to the proposal based on the requirements for the authority to undertake reasonable repairs/maintenance to the rights of way within its area. Utilising the method of a TRO does not meet that requirement. Have been using this green lane for 30 years 	<p>The order is not being made on the grounds of preventing damage to the route but instead relating to amenity and conservation of the route and area. The NPA is not the Highway Authority with its attendant responsibilities for maintenance.</p> <p>The state of disrepair of the route is a factor for the NPA to take into account when considering the impact on natural beauty and amenity. The natural beauty and amenity of the area and of other users is affected by motorised vehicle use on this route. Vehicle use contributes to the route deterioration and the state of disrepair can detract from the amenity of the route and area.</p> <p>In the event of damage to a highway and which may or may not be caused by a lack of maintenance, TROs will be made if it is necessary to protect the natural</p>

<p>and have never seen any evidence of repairs/maintenance being carried out, therefore how does the authority know that the TRO is the most effective manner in which to undertake its duties. a proportionate seasonal TRO would have been the first step to take to understand the nature of the damage and the manner in which this occurs.</p> <ul style="list-style-type: none"> • Removal of the right to drive on unclassified roads is unreasonable as the number of MPV using the road is very low. The fact that the road needs maintenance to allow for motor vehicle is not sufficient reason to not carry out the work. • Just on looking at the picture of the area, it looks like the damage has been caused by a tractor or similar. The tracks look wide, and the clearance over the middle is high enough to leave the grass intact. Looking at the depth of those ruts, wouldn't a 4x4 be too low to leave the centre grass in tact? • Item 13 also states the vehicle use is defining a route - as vehicles are required to follow the defined legal route and not deviate it beggars belief that this could cited as a reason to impose a Traffic Regulation Order. This 'justification' is totally unreasonable and should not be considered. • The deterioration has always seemed to me to have been made by 4 wheel drive vehicles and tractors. • The proposed closure of this ROAD seems to be a way of the authority to not have to meet its responsibility in the maintenance of routes. This road has been in use many years by mechanised vehicles - and should remain in use, and is in a condition to be used without any immediate maintenance. • These historical byways require very little by way of true maintenance on behalf of authority care coupled with the associations working hard with the support of responsible 4x4 drivers to curtail the damages done by the few irresponsible ones. • Appears that wet weather conditions with lack of maintenance are the major faults with this route. I have previously followed advice from GLASS and friends from TRF and have kept away on dates when there could be bad ground conditions. On one occasion, a dry day and very good ground conditions, would have drove the route but found the gate at the bottom blocked by a parked car • The lane is perfectly sustainable for use by motorcycles. The main damage to any lane is by tractors and four by fours. I have used the lane since 1982 and the lane has changed very little during that time. Most of the track is hard packed limestone so damage if minimal. • Been a member of glass for around the last 12 month an registered with trailwise. And if 	<p>beauty or amenities of the area</p> <p>Evidence is available to show that environmental damage is occurring as a result of motor vehicle recreation, both directly and indirectly. 4-wheeled vehicles have an impact on the route surface and adjacent land by virtue of their width and weight. At certain times there may be less impact by motorcycles used in a responsible manner. Agricultural use and for land management purposes may also contribute to some deterioration.</p>
---	---

out with a group always advise about not doing this lane through the winter months and know others won't drive it either.

- The report also comments on farm traffic being part of the problem, will you ban them?
- A lot of the erosion is water related
- It has been used by all users for years and as such may suffer from wear and tear with the main factor been nature.
- As for wheel ruts and damage, do not encourage the use of heavy vehicles after bad weather.
- Am a reasonably regular user on my motorcycle however avoid the route in or after wet weather as the surface is soft in places and easy to damage. Did ride it very recently, as based on all the other consultations you have carried out, believe that you fully intend to remove all vehicular access regardless of objections and are simply following the legal process to enable this to happen, so wanted to use it while still could. The only damage visible was some light 4 wheel vehicle ruts, and wear from foot traffic. No motorcycle evidence of damage at all.
- For the majority of the route there is little evidence of vehicular damage. Some ruts made by 4 wheel vehicles are in evidence for short distances. Have walked the lane for a number of years and it is my opinion that there has been no significant additional damage during that time. There is certainly some damage caused by water erosion. Imagine that once in place vehicle tracks can exacerbate this. However, complete "repair" and a total ban on all vehicles would probably be needed to stop this completely. This is not realistic.
- Yes, there is evidence of a small amount of vehicle use off the route. However, this appears to be to get around one section which is deeply rutted. This could easily be from agricultural vehicles. A sympathetic repair of this section could stop this from continuing.
- The main impact on the route is damage from 4x4/tractors. The TRO process does not comprehend this or concern itself with non-recreational tractor/4x4 traffic.
- As a layman, member of the public & broad group user aware that roads such as these can show occasional or seasonal signs of distress & wear, surely as a 'road', this is to be expected, especially as a no maintenance policy has been adopted for this area.
- This order makes no sense to me. It is both unnecessary badly thought out and illogical. Yes it can suffer during winter months, is easily sustainable and thus traversable by all during the dry months.

<ul style="list-style-type: none"> • The lane on the whole is in good condition, with one 20/30m section in the centre that could probably use some minor repairs, this is mainly due to the small water course crossing the track. This could be very simply remedied by some local limestone being layed in the tracks by volunteer groups, and maybe a voluntary one way for 4wd vehicles, especially during the winter. • Over the years have not noticed any damage due to motorcyclists as by 4x4,s on other lanes. Am a member of the trail riders fellowship and often have lane maintenance days where groups of our club choose a lane to maintain. • The condition of the lane is the same as it was in 2010 when took photos of the lane, which had ruts in the soft section even then. Can provide copies of these old photographs on request. • There is no need for this route to be closed. It is not damaged and should remain open for all users of the countryside in this area. • Have regularly walked the said route over a period of 30 years and can assure you that during this time have not witnessed any deterioration or degradation other than that which nature inflicts. 	
<p>Discrimination</p> <ul style="list-style-type: none"> • As a responsibility user of all forms of public right of way am appalled by the sustained and unjustified attack on certain user groups within the park. Live, work and play within the park, contribute significantly to it in every way. • Want to know how is it possible that an unelected bunch of people, with their own agendas, can dictate who does what and where within a National Park, that supposedly gives access to all yet continually closes lanes with vehicular rights of way Furthermore, how can the same unelected few possibly justify the vast amounts of money spent on closing lanes? and equally vast amounts of money repairing foot paths instead of stopping access to walkers because of the damage they have caused • It is another example of the Peak District National Park Authority discriminating against vehicle users and failing in their duty to protect the legal rights of all. Your own data confirms that the route is used by on average less than one 4x4 or motorcycle per day which includes non-leisure use and so I fail to see how the route could be excessively damaged by use especially as you still intend to effectively make this a private road allowing continued use by everyone else but leisure users. There are many miles of routes and access land where people can enjoy the "quiet" natural beauty of the 	<p>The National Park is for everyone and the Authority recognises use of recreational motor vehicles on routes with proven rights as a legitimate activity. The Authority does not have a policy of banning use of these green lanes as a matter of principle, and there are opportunities for recreational motor vehicle users to enjoy the area on other routes by their chosen mode of transport if this route becomes subject to a TRO.</p> <p>The Authority will promote opportunities for everyone to understand and enjoy the National Parks' special qualities appropriately but where there is a conflict with the conservation of these special qualities then action will be considered including the use of TROs where appropriate.</p>

National Park and yet the authority continue to close down the already minimal amount of routes accessible to vehicle users. The reasons for the proposal within the consultation documents are in the main very generic and are much the same as used to close other routes, there is nothing specific about this route which should lead to closure other than the persistence of the Park authority to try to exclude vehicle users.

- Agree with protecting all our areas of natural beauty but by restricting mechanically propelled vehicles, there are a small but growing number of disabled people who will not be able to access these areas, my wife was born with no left foot and cannot walk very far aided let alone unaided, but due to constant cut backs as soon as a route in the countryside needs work local councils want to put permanent traffic regulation orders on so only the fit normal people can use it, be fair please consider the less mobile before closing routes as the way things are going my wife and others will only get to access the countryside via tarmac road and laybys and not be able to get into the heart of the country, and isn't access for all a requirement.
- Would prevent disabled users, and their carer, who wish to drive this road in a motor vehicle.
- The current trend is for someone to be horrified at anything and that some people in authority are actually afraid to be seen offending anyone. Well closing the route would offend my ideas, and would offend my senses which say that your own data does not support full closure of this route.
- All byways should be kept open
- Any restriction on a roads use by one group or other is the thin end of the wedge, what will be next, dogs, Walker's, disabled, horses. Too many of our ancient roads have been lost, if not maintained ancient roads will be lost for future generations and further restrict access to many arrears of our countryside.
- From the data with this proposal it is clear that the level of vehicle usage is minimal when impacting on the area. There is no reason for this TRO to be imposed based on the data. This is just another example of restriction as a matter of policy.
- Item 18 states that alternative metalled routes can be used for through traffic - clearly vehicle use is to enjoy the route and its surroundings in the same way as other user groups use the route so to state is rather offhand and suggests that the National Park have a pre-ordained outcome in mind {The imposition of a Traffic Regulation Order}, and this consultation process is purely a box ticking exercise.
- Your own figures for the vehicular use of this route completely undermine the alleged

It is the Authority's view that recreational motor vehicle use needs to be managed on some 'green lanes', and that this may include restrictions on use using the NPA's powers. This is assessed on a route by route basis. Where there is a need to preserve the amenity and conserve the natural beauty of the route this may outweigh the needs of mechanically propelled vehicular users of the route notwithstanding that any such restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles.

The route would still be available for non-motorised use and the proposed TRO would not prevent those with limited mobility using tramper style vehicles. Alternative means of access can also be provided for such users.

There are also users with other kinds of disability such as hearing or visual impairment, or learning difficulties who might be affected by motorised users on the route. The damage and associated loss of amenity also affects these users of this route.

The Authority operates a democratic process through consultation and consideration at committee. Decisions are made in an open and transparent way and Members consider all relevant arguments and evidence put before them before making a final decision.

The register of members interests are recorded at www.peakdistrict.gov.uk/register-of-members-interests. Members may have personal interests (for

<p>damage and loss of amenity for non mpv users. The authority's approach to vehicular use in the Peak District is clearly a prejudiced one and shows that it is not fit for purpose, removal of rights based on fanciful and exaggerated reasoning is not in their remit.</p> <ul style="list-style-type: none"> • Object in the name of trail riding, why are we the only group that have our rights taken away • Do not agree with the authority 'strategy on tro's on green lanes in the peak district, while considering your next action on closing many cherished green lanes used by law abiding road users on lightweight and quiet motorcycles over many years ,please consider your own statement about access for all • This is just another closure for no reason other than to keep one group of people the ramblers happy and not taking in to consideration of other user groups • Closing yet another historic trail used by vehicles for decades. As a TRF trail rider I have ridden this green road for over thirty years without issue. Motorcyclists have been systematically targeted and victimised by closing so many important trails during the last few years. Washgate, Chapelgate, The Roych, the list goes on. • What a way to take liberties from people, some of whom need a vehicle to get away from their city life occasionally and can't easily do it any other way • The country side should be open to everyone. Motoring groups do more in preservation and maintenance of these routes than any walking, cycling or horse riding groups who cause just as much damage plus it keeps these lanes open for emergency vehicles who serve all groups • None of the rubbish, nor the noise pollution came from our bikes, it came from the people in the vehicles on surfaced roads, it came from the families visiting the area, yet will they be excluded by this order? There is a blatant form of discrimination and bias on show with this proposal. Again the PDNPA are exercising their very biased judgement to achieve their long term plan to eradicate all mechanical vehicles from the unsurfaced roads, regardless of the reality of the situation. • On the whole, your arguments lack any form of real meat, they are a regurgitation of multiple other attempts to close unsurfaced roads to achieve some goal your team see as the holy grail. It's unfortunate your team cannot put as much effort into a positive management process as you do to this ongoing negative process. It is also soul destroying to see a team of people who do not have the best interests of visitors to the PDNP interests at heart, only their own personal agenda. 	<p>example membership of other associations) which may not be 'prejudicial' so as to exclude them from participating in the decision-making processes.</p>
--	--

- Far too often lanes are getting closed down either due to incompetent fools (said politely) or due to complaints.
- Every activity has its bad eggs but don't judge everyone the same.
- We know that we are seen as 'The baddies', though Heaven knows why, we have a right to enjoy it the same as others, and indeed we even organise repairs etc to maintain these rights of way. How many other user groups do you see doing that? My guess would be none. Please consider carefully what you are about undertake because as we all know once an act like this is taken, it will never be undone. Whilst this is a short stretch of track in the great scheme of things. It is a huge inroads to a movement that could jeopardise a lot of recreational enjoyment a large number of people who genuinely enjoy and respect our countryside.
- My access to the countryside is already restricted as a result of my lower limb disability. Therefore the proposed TRO on Wetton Hill will only restrict this further and that is simply discriminatory.
- Know you're not bothered at what you get back during this consultation and will tro this lane anyway. It is your agenda to shut all un surfaced vehicle rights of way and you are just doing it as a paper exercise so no one can say you didn't do it but we can all live in hope that one day someone less narrow minded may read our views and they will actually make a difference.
- Given the last few years have seen a dramatic increase once again in countryside pursuits, right to roam now offering more Walking and rambling pathways than ever before, feel that a significant sect of outdoor pursuits are being persecuted as we choose to explore historical hog of the UK by wheel over foot.
- Just for once, concentrate on persecuting someone other than those who drive 4x4s.
- Strongly object to the way in which the statement has been written, and clearly demonstrates that a decision has already been made to prevent usage of a road by perfectly legal, law abiding users that pay road taxes and contribute income into the area. Am a rider of a small, quiet off road motorcycle and visiting the Peak District is becoming less and less appealing to me every year. The Peak District was meant to be for use and enjoyment for all, why are users of Byways / Greenlanes being forced off the very small percentage of routes still open for usage? I quote the opening sentence from you own website, "Welcome to the Peak District. Our National Park offers breath-taking views and fantastic opportunities for pastimes such as cycling, walking and wildlife watching." I would question is this in line with your Government Mandate, as it

excludes Vehicle Usage as a opportunity or pastime

- Main reasons for objecting is the lack of any real intent to try to find a middle ground that would maintain access to this green lane for responsible motorcycle access. Most responsible motorcyclists would be more than happy to abide by a sensible level of restriction rather than have yet another blanket ban on access. As it stands the road is suitable for use by motorcycles and is meant to have vehicular traffic on it. Given the past history of TROs the PDNPA have placed, and recent publications by FOTPD, one could view there is a significant level of bias being exhibited against the continued access to green lanes. Surely a more collaborative approach by PDNPA with local uses groups perhaps even looking in to voluntary help to maintain the green lanes would be more beneficial to all, including non-motorised access users
- It's a nice lane which as a green lane community we don't want to lose. We've already lost a lot of the boats already which in all fairness wasn't needed to be closed to mechanical propelled vehicles. A seasonal tro would suffice on many lanes but seems all that's wanted to do is close them all.
- Few rights of way we have access to in relation to other groups
- It seems that certain users are an easy target to blame when if in fact maybe input from the council or ask for volunteers to provide labour to maintain the lane then it would still be suitable for all. Is it also the fact that a member of the team supporting the TRO is also a member of many other groups that's are targeting vehicle users and using the power to push them out, it seems that the view of the committee will always be impartial and favour the side of the argument. Would imagine that the male involved should be excluded from any decision and possible any other committee that he is on, also if there are any other people involved in multiple groups
- It's the countryside and it should be there for all to enjoy. There's no reason to change it and it should be open to all users.
- It shouldn't come as any surprise, as that is the result of every "so-called" consultation. Long Causeway - Full and permanent ban on motors.Chapelgate - Full and permanent ban on motors.Roych Clough - Full and permanent ban on motors.Derby Lane - Full and permanent ban on motors.Washgates - Full and permanent ban on recreational motors. May I take this opportunity to predict the PDNPA ARP committee will do the same for all the 26 lanes on the list of Priority Routes.
- It is disproportionate
- The reasons for this closure seem a bit light weight, and appear to be part of a

systematic, organised plan to eliminate motor vehicles from all green lanes. There are plenty of bridleways and footpaths, but a reducing number of green lanes where people can go to enjoy their hobbies.

- Would be disproportionate and prevent enjoyment of these areas of the countryside by people less able to walk the routes.
- Can the panel please contact me to explain how the panel is selected as there is member on the panel who have a significant conflict of interests with regards to restricting other user groups. The chairman of the panel himself is a long standing member of the Ramblers association who have publicly called for their members to restrict motorised users where possible. This is not acceptable for a public organisation that is supposed to have the best interests of all users at its core.
- The Wetton Hills route has always been permissible to mechanically propelled vehicles and for as long as able to remember has been used for such purpose. Do not believe that there are grounds to permanently stop access to this road simply to satisfy the needs of the rambling community. This is a public road and should be kept that way.
- There seems to be no point to spending so much money and creating such poor relations between the various user groups based on such small numbers of vehicle usage. If such small numbers are deemed unacceptable then it would appear that from your point of view the only acceptable usage is nil, making this too a foregone conclusion and distinctly prejudicial. Assume that the chairman of the PDNP, as a lifelong member of an interested group ie The Ramblers Association, excused himself from all deliberations
- National Parks are for the enjoyment of all. Any personal views on how folks may take this enjoyment are just opinions. While these opinions may be based on sound argument the rights of others should not be ignored.
- Have no objection to any individuals (including horse riders and dog owners) or vehicles using permitted lanes if they are within the law and do so with due care and consideration. Believe that no action such as this will stop the small number of unreasonable users that exist from continuing. We do not ban dogs because some dog owners seem unable to keep them on a lead, especially when they are unruly. We do not ban families because a few are loud and disrespectful to others and the countryside.
- This proposal goes against the original purpose of the PDNP
- The trail rider fellowship work up and down the country with councils and other environmental organisations and police, helping to maintain and keep the routes open

for all and helping police in clamping down on illegal riders. It is unfair that a lane should be closed to motorcyclists who are helping to maintain and police them as well as adding a lot of money to local economies.

- The chairman of the panel in my view shows bias as a life time member of the Ramblers association. As a Councillor and member of the Trail riders fellowship this looks like another attempt to unjustifiably close a legal and public road. The countryside is for all to enjoy and look after. This closure takes the freedom away from many who enjoy it.
- This is a public road and should remain so.
- Stop closing historic trails to law abiding motorcyclists object to the closure due to the fact it will prevent law abiding people enjoying a pursuit which causes no harm and has been a right for longer than anyone here has been alive. We all have rights to enjoy the countryside and I for one am a law abiding, respectful individual. There is no reason why ramblers, riders (bikes, motorbikes and horses) cannot enjoy these trails in harmony. Do not close this right of way to motorcycles
- The impact of responsible motorcycling on the route has both positives and negatives – PDNPA have chosen only to focus on the negatives this is a common theme on the Parks TRO's
- There is evident bias in the committee and the present chair.
- The road is a carriageway. It is not unsuitable for use by carriages – such as motorcycles. In short the Peak Park yet again has shown itself not open to reason or considered thought with regards to abusing its powers to issue TRO's.
- It is wrong to discriminate between user groups by simply placing a TRO on it. The decisions for amending the classification should surely be unbiased & based on the fair & continued use for all members of the public whilst keeping in mind the conservation of the area & a blanket TRO is neither just or a reflection of the figures provided.
- The biggest problem is that there is not enough bridle ways, the pdnp should be more focused on uprating some of the thousands of footpaths to bridle ways to encourage more mountain biking. 'Green Laning' is slowly dying back, there has been a surge of cheap 4wd vehicles hitting the market, making it a more available hobby. In recent time though the vehicles are not quite as available, and are quite quickly disappearing as they rust away and get scrapped. The more modern and available 4wd's are not as cheap, robust and modifiable, making them less desirable and available to the more reckless, younger drivers which 90% of the time are the main problem with damage. In the next 5 years there will be a significant drop in 4wd use which will have a positive

effect on this lane. Motorcycles should not even be considered in the tro of this lane they constitute almost zero damage to the structure of the road. PDNP really needs to be focusing it's time and effort into more positive ways than shutting 'green lanes'. There's parking issue at almost every beauty spot in the peaks, waterlogged footpaths getting wider and more damaged as people try to avoid them, hill sides and footpaths getting eroded by the thousands more people visiting the country side each year. Bowing down to pressure groups is not the a sustainable way to run a national park

- Believe that the Peak Park is there to be used and enjoyed by all sectors of the population. With this TRO the sector that has the least Rights of Way have been again targeted without any real basis of evidence - Have never seen a Peak Park official recording data on usage or seen any reports that detail damage/degradation caused by motorcycle usage.
- The countryside should be for all and to prevent access to responsible motor vehicle users and carriage drivers goes against this.
- Responsible vehicular users can also contribute to many business within the area through purchasing food, fuel and accommodation along with all willing to help with reporting bad behavior, fly tipping and assisting with any repairs.
- This is another selfish use of the TRO system. This road has existed for quite some time and to close it because of less than 1 vehicle per day on average over the last 4 years is just a little bit over the top to appease the minority. It's a public road for the public to use with or without a vehicle.
- Most legal users I know are mature working people who respect the lanes and environment and other users, it is wrong that they are always portrayed as hooligans, destructive or rude, this simply isn't the case of the majority of legal users.
- Am saddened to learn of the PDNPA proposal for a total ban on motors and it doesn't come as any surprise to me because it has happened in the same way as all these other routes listed below after what you call a "consultation".
 - o Roych Clough - Full and permanent ban on motors.
 - o Chapelgate - Full and permanent ban on motors.
 - o Derby Lane - Full and permanent ban on motors.
 - o Long Causeway - Full and permanent ban on motors.
 - o Washgates - Full and permanent ban on recreational motors.
 I expect that the PDNPA ARP committee will do the same for all the 26 lanes on the list of Priority Routes.
- Read your Report, Wetton, March 2015 and it strikes me that the scoring is heavily weighted against motorised use. Total score = 7/15. 5/15 is the minimum. 7/15 makes it

sound a lot worse than 2/10. This is another example of how all the negative effects of motorised use is manipulated to exaggerate the figure to gain a total ban. Having read this report the language used sounds like it is very biased and Staffordshire County Council clearly didn't agree with this point of view and neither do many others.

- There are 10 times more footpaths than BOATs and the such like and it is significantly important to me that this diversity of access is maintained. I see little benefit in restricting access to an already 'over asseted' community such as walkers and instead would support the further extension and protection of existing green lanes.
- Have provided vehicular transport in the past to the elderly and less mobile and feel that the outright closure of such routes as this deny them the pleasure of access to countryside enjoyed by the more able members of society.
- The Countryside is meant for all to use and to say that motor bikes are causing more damage than people walking and biking is total rubbish if damage was never allowed even Stonehenge would never have been built.
- The Peak Park is far too ready to ban motorists on the basis of pressure from anti-motorist groups and the ramblers - my father and mother are blue badge holders and love to be driven by me along country lanes like this, as they can't hope to walk there. Your proposed ban will badly affect their ability to see the natural beauty your reports keep talking about. In your own language this will be "adversely affecting our amenity". As a resident of the Derbyshire Dales I object strongly to our amenities being eroded in this way.
- Implore you to consider the action taken carefully; and consider the long term effects ruthless route closures have upon the freedom and mobility of future generations. The route network already been has significantly culled from when my father and grandfather used to travel, much to our dismay.
- Would also like to register my deep dissatisfaction in the narration of your authorities "consultation literature", drawing your attention to the "Statement of Reason". On first reflection, I was encouraged by the apparent open and transparent manner in which your officers state the case, the impact and then propose a number of alternatives, reading on, however, paragraph 17, closes by rendering these alternatives as unsatisfactory i.e. "unlikely to achieve the outcome". I strongly urge you to consider such wording within a public consultation document, a cynical reader, for example, may conclude that the consultation has been postured.
- There's no reason for you to close or modify the classification of the lane. It seems

<p>recreational motorcyclists are being victimised by an authority intent on closing lane after lane for reasons which are unclear and biased.</p> <ul style="list-style-type: none"> • Unfairness. Due to Peak Park prejudice who have proven to be ideologically against motorcycle trail riding and who continue to aggressively role out their TRO programme. Trail riding supports a multi-million pound arm of the motorcycle industry and as such it should be supported by the PDNPA. Trail riding should not be regarded as a negative pastime but respected as equal to other activities. 	
<p>Displacement</p> <ul style="list-style-type: none"> • The problem with closing these lanes to vehicles is that this will force the vehicles to other areas, making fewer routes being used by more vehicles which will cause more traffic to those lanes. Closing all the lanes will ultimately, mean that vehicles will use these areas illegally. We will never stop people buying bikes and 4x4's, and due to the locations it would be really difficult to police the use. We need to find a way to find a compromise. • Closing this road will do two things only. 1. Encourage more illegal usage of the countryside 2. Appease a loud and opinionated group of people who operate with a myopic point of view of the world at large. • The more you restrict it, the more crowded the roads that are available become and this in turn leads to overcrowding and rivalries between groups - I.e. walkers, cyclists, and motorbike and 4x4 users. • The action you are taking is only going to put more and more strain on the lanes that are left and also this is not going to tackle the problem of illegal off roaders, they do not care if a lane is open or not. This action only affects the vast majority of responsible green laners. Many of which help to maintain these legal rights of way with their own time and money and also help to report illegal activity that gives us green laners a bad name. • The pressing need to seemingly put permeant lane closures on seems counter-productive as the use of other lanes will raise and become more and more congested • The network of lanes that bikes can use is getting smaller so more closures put pressure on the rest of the network, we should be expanding the network, not shrinking it. • Whilst fully understanding the reasons behind the proposal to impose a TRO on this route, wish to object to the proposal on the basis that continued closure of routes such as this one increases usage on the few remaining routes open to mechanically propelled 	<p>The Authority recognises that the closure to vehicles may place additional pressure on other routes. However the issues on this route required a specific response within the context of the work on recreational motorised vehicles on unsurfaced routes. Monitoring to determine the amount of displacement onto other routes will be undertaken.</p> <p>It is accepted that a TRO will affect legitimate recreational motor vehicle users. Monitoring will be undertaken and any illegal use would be addressed with the Highway Authority with regards to the appropriate selection of barriers and the police in relation to enforcement.</p>

<p>vehicles and in some cases may encourage illegal use of closed routes.</p> <ul style="list-style-type: none"> • With closure of lanes the use of remaining open lanes will increase with volume of traffic, surely the best option is to keep the existing lanes open, and or possible open more lanes to spread the volumes of use out • Losing any more of the local green lane network without proposing alternatives leads to increased traffic on the remaining network which will clearly become unsustainable, and an increase in illegal use. • The particular lane is not grossly impacted by vehicular access and its closure will just make traffic heavier on other green lanes which of course is what some people want to give more strength to the argument of closing more lanes. • If you close the routes to legal motor users you will probably find that illegal use with unregistered bikes/cars takes place as there is no longer a presence of legal users to deter Them. You will probably also find that fly tipping increases due to there being less people around. • Trail riding is a growing hobby/sport. By placing more restrictions on where you can ride will cause further overloading on the places you can ride. This will lead to a negative spiral of deterioration of routes and further closures. 	
<p>User conflict</p> <ul style="list-style-type: none"> • Looking at the map the route passes up a steep sided valley with ample room in the base to support pedestrian, cycle, equine and vehicle usage. • Walk as well, member of the Ramblers, and have had no problems negotiating the route. • Item 15 makes reference to 'potential conflict with other users'. This potential for conflict has not been quantified or justified and seems to imply that vehicles are maybe travelling at high speed and in a dangerous or threatening manner. I do not believe there are any recorded instances of threat or actual harm to any user, regardless of their chosen method of transit, and in the unlikely event of such an event this is something for the appropriate body (Police) to deal with. To impose a Traffic Regulation Order on route on the basis that someday somebody might be in conflict is, in my view, bordering on the ridiculous and is completely unreasonable. • The lanes not a busy one for motorised traffic or pedestrians. After walking the lane and riding it numerous times there is no signs of damaged caused by motorised vehicles and no conflict between user groups either. 	<p>The route at Wetton Hills is an important recreational asset for all users. All users need to act responsibly in order to reduce the potential for conflict</p> <p>Mechanically propelled vehicles are visually and aurally intrusive and there can be difficulties in passing and avoiding other users. Government guidance suggests that 'a level of recreational vehicular use that may be acceptable in other areas will be inappropriate in National Parks and incompatible with their purposes.' (Ref: Guidance for National Park Authorities making Traffic Regulation Orders under section 22BB Road Traffic Regulation Act 1984, Defra, 2007).</p> <p>The Authority does not accept that it is reasonable to</p>

<ul style="list-style-type: none"> • Three of us stopped our bikes and chatted to two families who all saw us and welcomed us with waves, chats and offers of cups of tea. This is the kind of reception bikers get when they are responsible and sensitive to their chosen past time. Yet to read this report, and the objections raised we are single handedly destroying the landscape. • Most 4x4 users stop for horses, cyclists and walkers etc. • Have used this lane for many years and have had no issues with anyone be it walkers cyclists / horse riders or motorised users • Whenever have ridden this route have rarely encountered other users as there is a very good route for walkers and cyclists in the manifold valley closure of this byway would push the user groups closer together. • Deterrence of use by non MPV users from presence or anticipation of vehicles - The vast majority of other users that have come across seem very happy to share roads with vehicles. • Conflict with other users. A small number of folks can make themselves very vocal and may even be prone to exaggeration. All groups have members who seem to revel in conflict. The majority of us are happy for folks to take whatever pleasure they can from the countryside. Live in a small rural community. Have been a regular walker all my adult life. Encounters with inconsiderate vehicle users on RoW such as Wetton Hills has been hugely outnumbered by inconsiderate dog walkers. Struggling to remember any inconsiderate vehicles apart from bicycles. Wish to ban nobody. If vehicle users are using illegal vehicles or on illegal trails then the full force of the law should be applied. However, don't think that this TRO is the solution in this location. Inconsiderate types will continue anyway, they are small in number and just don't care. Perhaps we just don't notice the considerate ones? • Have used wetton hill lane for a good few years. Ride it in a steady respectful manner and always give way to other users. • Ride legally a motorcycle on legal routes throughout the peak district as well as this route, as a member of the Trail riders fellowship, care and consideration is given continuously for other users, whether walkers, horse riders, cyclist, have found all horse rider and cyclists to be really friendly and joint use has never been an issue. Most walkers have been great as well, unfortunately there at some who appear to think that these routes should be for their sole use. • Ride this lane regularly and rarely do I see any walkers on it. Only take up to 3 bikes at a time with me and if it wasn't for trail riders using these lanes they would get overgrown 	<p>expect non-motorised users to go elsewhere to avoid conflict. There are also alternatives for motorised vehicle users where they do not come into conflict with others to the same extent and, for those seeking to use the affected route as a through-road, there are alternative routes on sealed metalled roads in the area.</p>
--	---

<p>and lost to the general public</p> <ul style="list-style-type: none"> • Walkers have plenty of footpaths and bridleways that they can enjoy without motorised traffic. • Are not 'hooligans' in reality, sadly aging, professionals wanting to enjoy the countryside just like other groups like the Ramblers. Courteous, on the whole, stopping and switching off engines when in close proximity of horses. • Regularly visit the Manifold Valley area and often walk the route in question either with groups of friends or simply myself and my dog. In doing so, over a period of 30 years, have enjoyed numerous conversations with "off road" motorcyclists. Without exception, all of which have found to be extremely courteous, polite and respectful of other countryside users. • Object to the notion that the presence of motorcycles has any negative impact to other users of the park. Legal trail motorcycles have to be lightweight to control thereby leaving minimal surface impact and they must be properly silenced. (presume your next move will be to ban tractors and farm quads because they make noise as well?) 	
<p>Economic Impact</p> <ul style="list-style-type: none"> • The users of the green road network in the Peak District contribute significantly to the local economy. The average weekend visit can easily be easily worth over £300 per head when 2 nights of hotel accommodation, 2x lunch, 2x diner, 2x nights entertainment/drinks etc. So there is a significant financial benefit to the national park area. • Motorcyclists contribute to the economy buying fuel and food at local Peak District villages. • The local economy is being drastically affected by rights of way being tro'd. Live local to the park and use to visit for weekends on a regular basis to explore the country side. Now maybe visit once a year. If you add up the loss of income for camp sites, pubs, petrol stations and supermarkets because the peak park are stopping people like myself from visiting think you would be shocked. • Visit the peaks most weekends, whether it be on foot or on a motorcycle and always greeted by residents and other visitors with a friendly smile. The visiting community brings much welcomed revenue to shops, pubs and cafes which would be detrimental to inhibit. If we all respect the country side we can all enjoy it together. • Many motorcyclists who use green lanes support the local economy, staying locally, 	<p>All recreational users are important to the local economy. Closing routes to motor vehicles can have beneficial as well as negative effects on the local economy.</p>

<p>using shops, restaurants, hotels, pubs and b&b's. By closing further lanes you are reducing the income to local businesses from this source.</p> <ul style="list-style-type: none"> • By banning vehicles from green roads, the National Park limits income from a demographic which generally will spend time and money in the area. • The further damage and loss of the legal green lane network is damaging my business as a motorcycle touring and training organisation. Also thereby diminishing motorcycle tourism in with all the other economic benefits that it brings i.e. hotels B&Bs cafes pubs and restaurants. Multiple other businesses are also being affected. 	
<p>Alternatives</p> <ul style="list-style-type: none"> • A full TRO is unnecessary as this route is sustainable for the majority of the year. A seasonal TRO would be more appropriate • Would support a tempory TRO during the wettest months of the year. • It would be more sensible to make it a seasonal order during the Winter wet months, to stop the lane degrading in those months. • Have travelled this lane for years on two and four wheels,also walk in this area and understand the need to share this stunning area of nature, am however obviously not naive and realise that it will benefit from some form of management, surely a coalition between yourselves and glass/trf could agree to seasonal sensitive access and the allowance of volunteer work party's to help maintain the lane (of which I would gladly help). • The byway is safe to drive in 4x4 most of the year. A seasonal TRO would be more appropriate in the winter months • A seasonal restriction should be in place and enforced where practicable. The total closure of this RoW simply because it gets too wet in the winter months is illogical. Why not restrict access during the wet season and offer a paid access to those responsible users for this and other, defined routes throughout the Peak District..? At least then you know who should have access and be able to better Police those who choose to ignore the traffic restrictions... • The evidence on this route does not justify a full Traffic Regulation Order, as that would be a little excessive and unfair. In view of the specific circumstances of this route, am prepared to support a proportionate seasonal TRO during the wettest months of each year and following any severe heavy downpour, where Met Office have issued an official weather warning, for a period of predetermined days to allow drying out. Believe that the 	<p>The management of recreational motorised vehicles within the National Park is a high priority work area for the Authority. Members of vehicle user groups are on the Peak District Local Access Forum and inform and advise the NPA.</p> <p>Members are aware that a variety of measures can be used to resolve issues around recreational vehicular use. The consultations undertaken offer the opportunity to suggest alternatives and for them to be considered by Members. All consultation responses have been given due regard. The decision to pursue a different course of action after having regard to all relevant considerations doesn't negate this.</p> <p>Where a less restrictive option achieves the desired outcome then it is a factor for consideration.</p> <p>Priority routes remain priority routes even where a restriction may be in place. The monitoring, management and review of measures adopted will continue to take place.</p> <p>4-wheeled vehicles have an impact on the route surface and adjacent land by virtue of their width and</p>

gates at either end are still in place and for such stated periods could be locked, to preserve false use and deter the 'enthused'.

- This route has been and can be sustainable when it is not waterlogged. Believe groups have offered to do maintenance on the route, this opportunity should not be lost. Please do not impose a total TRO
- Restricting it in the winter months would be worth looking at
- Considering the low level of motor vehicle traffic do not believe that a Traffic Regulation Order is the correct solution. Maintenance of the surface would be a resolution for both vehicle and pedestrian traffic. If the above cannot be considered then a seasonal closure would allow this road to recover and would be a realistic solution for all parties.
- Where seasonal conditions means that use by mechanically propelled vehicles has a permanent impact on the condition of the Lane it may be appropriate to make a temporary TRO or make use of voluntary restraint supported by user organisations such as GLASS & TRF. Also, maintenance of the Lane by voluntary groups has been very effective elsewhere in the region and would be beneficial in reducing the impact of use.
- The specific circumstances of this route – a proportionate seasonal TRO during the wettest months of each year would be the best option to still allow it to be enjoyed by the maximum number of people for the least cost.
- Wetton Hill is easily sustainable in dry weather conditions and does not warrant a permanent TRO simply because it is prone to waterlogging during the wetter months. A far better solution would be to impose some kind of temporary seasonal restriction during the wet winter months of the year so that the route can remain open to all during the drier summer months.
- Wetton Hill byway is a popular green lane route, and despite that, during the summer months is perfectly sustainable. Only during the very wettest months is it unwise to travel it, and for this reason I must object to a permanent TRO. I would however support a part time, seasonal TRO if the committee really deems action necessary.
- Seasonal TRO is sufficient.
- Support the idea of a seasonal TRO on this lane and believe this will be a far better outcome for everyone. This will enable everyone to continue to enjoy the area.
- This is a nice lane which have driven many times without causing any land damage. Would support a seasonal TRO on this lane to protect the land when it is wet.
- My daughter loves to take her pony out off the roads. My husband loves to go green lane motorbiking. It's important to remember that this picture isn't a bridle way, but is a

weight. At certain times there may be less impact by motorcycles used in a responsible manner.

The NPA is not the Highway Authority and does not have responsibility for maintenance. The NPA adopts a range of measures in reducing the impact of motorised use. This includes the use of volunteers where the works are of a nature suitable for volunteering.

The Authority is not aware of any evidence of any users using electric motorcycles within the Peak District National Park on unmetalled roads. At certain times there may be less impact by electric motorcycles used in a responsible manner.

- legal road. Instead of the two groups fighting against each other, we should be working to ensure everyone can enjoy using these areas. This could be achieved by actively repairing the roads. Lots of off road groups volunteer to help with this. The Peak District National Park have even said that this damage could be repaired with minimal expense
- The legitimate concerns regarding the area can be properly and appropriately met by a winter-only restriction Would like to draw your attention to the regulation of use of The Ridgeway, in my local area, where believe that similar concerns have been addressed in a similar way.
 - Support a motion for a voluntary restraint or TRO during the wet winter months and voluntary restraint during other periods of wet weather when the passage of said vehicles could cause further damage. This an historic route with heritage implications and should be maintained. Various groups have offered support in this which should be born in mind when making decisions that affect all user groups.
 - Clear signage to manage right expectations of all users will make conflict less likely, as well as adding a width restriction to allow only 2 wheel traffic.
 - Objecting to a full time TRO, but would support a winter motor vehicle restriction. As a keen mountain biker, and occasional 4x4 user it's important to share the countryside and its byways in a responsible manner.
 - Fully accept that the damage is unsightly but having said that, after 30 plus years of riding motorcycles I have seen the same problem in many places elsewhere, and traffic regulation orders throughout the winter months or limiting the use to vehicles with 3 wheels or less has always been sufficient to stop further deterioration. Closures are not necessarily always the best option, have personally seen evidence where rights of way have been closed and within eighteen months the track is totally unpassable even by walkers. There must be a local branch of the Trail Riders Fellowship or other group who would willingly help to maintain this track and also willingly accept winter closures so as to be able to enjoy the use in the summer months.
 - Restrict the weight of vehicles allowed to say half a tonne.
 - The closure of this green lane is unnecessary and it could be managed by having a seasonal restriction put on it. It could be argued that it would also be damaged if there was a high rainfall count in the area of the lane but this is only one view as I personally would not go on a lane if it was too soft as I realise the impact this will have. A lot of people I talk to, go laning with and even socialise with think this way too.
 - A far better option would be to have a system where anyone driving the lane would need

to apply for a license/pass to allow access to it. Then during spells where the heavy rainfall is expected, no permits would be issued to anyone, so preserving the lane for all to use. Do hope you have a rethink as to how to manage the situation as a blanket ban is not the way forward.

- Would support a seasonal winter closure to allow the surface to recover naturally
- A much more positive management plan would be to implement the seasonal TRO for weather conditions but that would require the PDNPA to a) develop a positive attitude towards this kind of recreational use, b) put some time and effort in to that management plan, c) work with the responsible user groups who can then work in partnership with the YDNPA to manage the TRO as happens in other NP's.
- Maybe a little maintenance to this lane would help
- Surely a better way would be to restrict usage by making it access and local clubs only that way preserving the environment but retaining as a local amenity.
- Prevent damage from heavy 4x4's, impose restrictions, open new alternatives, carry out repairs, but do not ban everything.. That is unfair and unnecessary.
- Problems with damage to surface etc as per the reports, disturbance to others due to mudlarkers etc are all the result of poor or no maintenance over many years. Well maintained surfaces suitable for the class of vehicle and other users result in all difficulties being overcome. Easy to use routes are no challenge to mudlarkers and they do not use it. Disabled people accessing the countryside in a vehicle can however. Closing down rights of vehicle access, when demand is if anything increasing, simply means a greater burden is put on other routes. It is not a sustainable solution to access management. The resources spent on this consultation and whole exercise would be better spent on maintenance.
- A management scheme, comprising seasonal closures, one way restrictions and width restrictions would be a potentially more effective means of reducing the impact of mechanically propelled vehicles on the route, whilst at the same time being seen to be providing continued access to the Park for all types of users.
- A seasonal tro would suffice in this example so that can continue to enjoy driving the lanes with in the peak district and other areas but also save them from further damage.
- Education and awareness is a more sustainable option. Have seen lanes damaged by large off road vehicles and it is depressing. It may be that access should be limited in some areas to 2 wheeled vehicles only.
- Would support a more refined TRO banning all motors with an exemption for solo

<p>motorcycles during the summer months.</p> <ul style="list-style-type: none"> • Maybe the solution does not lie in a complete ban to all motor vehicles, but with restrictions to heavy vehicles such as 4x4s and seasonal closures to ensure no further erosion is caused. • In areas of Nottinghamshire and Lincolnshire, the relevant authorities have applied closures or seasonal closures to 4 wheel drive vehicles only. • Close this lane to motor vehicles between October and April when the worst of the erosion would take place • Suggest that farm and access traffic and possibly recreational 4x4 use have caused the minor damage, and that legal motorcycle use should be allowed even if other users access is restricted. It would perhaps be sensible to operate seasonal restrictions based on rainfall and the expected sensitiveness of the unmaintained terrain. That said, my recent use caused no damage and left no evidence of passage despite the snow melt and large amount of rain we have had this winter. • Prepared to support a proportionate seasonal TRO during the wettest months of each year to reduce damage that vehicles can cause during wetter times of the year. • As a historical byway I believe it should remain open and if damage to the land could be proven at most voluntary restraint should be applied before such draconian measures as closure are inflicted. • Surely there must be responsible vehicle user organisations who promote good practice? Can they not be involved in a positive manner. Perhaps seasonal or weekend restrictions could be considered or maybe "licensed" users? The key factor here is that on this lane the vehicle usage is low. Is it really worth the effort? It probably won't stop illegal users anyway. • In favour of further investigating ways of restrictions to preserve the said route and include the various organisations, whose members use this route. • The only signs of wear & damage to the road I have encountered has been from larger 4wd vehicles & due to their weight & size it goes without saying that the impact from these vehicles will be greater. Perhaps prohibiting or seasonally restricting only the larger motorised vehicles would reduce the environmental impact enough • It would make more sense to restrict use during the wettest months, thus allowing all to enjoy the route during the best part of the year when it is dry. • The images have seen of the route suggests that the route can be sustainable with perhaps a compromise seasonal TRO considered. A TRO over the wettest months 	
--	--

<p>would offer protection from the small amounts of traffic that does actually use the route.</p> <ul style="list-style-type: none"> • Erosion of the route. If this is such an issue, perhaps suggested measures could be adopted. Restricted access could be considered, seasonal, particularly for 4 wheel vehicles, which cause more damage to unsurfaced roads. More favorable would be to enlist these user groups in helping to repair damage, improve drainage or laying a more durable surface, in the same way routes have been 'improved' on Kinder scout of on Mam tor. • If an enforced restriction was put in place in winter when the road is impossible to use should be able to use in better months. • As a responsible countryside use have driven this route on a number of occasions and am acutely aware of how soft the ground conditions might be in periods of sustained wet weather. Also aware that during the summer months the ground dries out and drains rapidly following short and even heavy downpours and to this end propose that this route be subject to a one way system and either seasonal or voluntary restraint • It would be much more sensible to have a properly organised voluntary restraint or seasonal legal restriction during wet periods, which bans horses and cyclists as well as 4x4s and motor bikes so there is no wear and tear during times when the ground is waterlogged. • A seasonal restriction to traffic will be more than capable of achieving the route management objectives set out by the PDNP. • Signage for routes of this nature is extremely poor in the PDNP, and the education of users would I believe make a huge impact upon the sustainability of such routes. Signs about littering, fly tipping, dog waste are prominent nationally - things that would seem to most to be absolutely common sense. Signs educating users, all users, as to the proper and sustainable way in which to use these routes would do well to solve this knowledge gap. • Believe that trail riders would consider a more proportional TRO system if it included horses and walkers during the winter months, and or a one way system but only following an independent assessment of the condition of the trail suggested it was needed. 	
<p>Information</p> <ul style="list-style-type: none"> • the evidence on this route does not justify a permanent TRO to be implemented it seems to be disproportionate and illogical 	<p>The statement of reasons and the route management reports set out the different components of natural</p>

- Item 17 states no option is likely to sufficiently protect the route and area - there is no justification or quantified measure on what could be done, and it must be borne in mind that as this route has vehicle rights (one of approximately 2% of the green lanes in the Peak District area that does) and the unquantified impact of vehicles (maybe 1 per day as per your figures) on the route should not be a surprise nor seen as an onerous chore for the National Park.
- Item 20 states 'that on balance... continued use by vehicles.. adverse effects' However there appears to no balance to the statements made, no level of common sense applied (1 vehicle per day or if a group travel together then the average might more realistically be two uses per week or maybe 10-15 mins a time), no measured effects or impacts (apart from your vehicle use survey which confirms the minimal vehicle). I see no 'balance' as nothing to weigh up has been provided and therefore it would appear totally unreasonable to impose a Traffic Regulation Order based on the one measured fact (your traffic survey) that clearly shows vehicle use is very minimal.
- What a ridiculous assumption, that vehicular use, specifically 4x4's are found to be a problem ... "The presence of mechanically propelled vehicles using the route, and the effect and evidence of their passing have an impact on the natural beauty in this area" When your own data says there is an average use of about 0.3 per day, and when there was a voluntary code of conduct applied that dropped to 0.5 vehicles a day!!! 0.3 vehicles a day is conservatively 2 per week. Maybe these were farmers or landowners using the lane for access? Do you know what the vehicular activity was used for? Are you certain it is all private use?
- In your Appendix 5 - you list all of the features that are present in the valley - yet these are present with MPV usage currently, how will this actually change any of that?
- Your report suggests little traffic use, some of which could be farm traffic.
- Believe the report doesn't support your proposal and alienates sensible users.
- The impacts cited within the consultation paper appear to be biased to justify the closure of the road to mechanically propelled vehicles; regularly citing 'conflict with other users' as a reason to withdraw use of the road. Conflict is not an inevitable consequence and is in my view a highly prejudice statement. The discussions for 'possible mitigation' for the use of mechanically propelled vehicles on this road also generally conclude negatively and would appear to have been drafted from a closed perspective, rather than balanced viewpoint. Indeed the mitigation measures outlined may have positive outcomes should the perceived impacts be deemed significant. Many of the impacts

beauty and impacts and are there to provide relevant factual information; they do not seek to make a judgment on the final decision to be made.

The legislation allows for TROs to be made on grounds of natural beauty and amenity and the NPA is the appropriate authority to make the decision on whether this outcome would be met by a restriction.

TROs will be considered where appropriate having regard to all relevant considerations at the time including comments provided in response to the consultation undertaken and by undertaking the balancing exercise provided by s122 of the RTRA 1984. If a TRO is made on a route it does not change the status of the route.

Members of vehicle user groups are on the Peak District Local Access Forum and together with the Green Lanes Forum contributed to the code of conduct at www.peakdistrict.gov.uk/greenlanecode.

cited are not a significant consequence of the road being used by 2-wheeled traffic and the main impacts on the route is likely to be damage from 4x4/tractors. Notwithstanding this, the use for agriculture and land management are proposed to be exempt from this prohibition. The effect of the continued use of this road by 2-wheeled vehicles is negligible and therefore not significant, while the outcome of a TRO prohibiting the use by 2-wheeled vehicles will also not give rise to any overall beneficial outcome, and on balance would in fact have moderate adverse effects which are significant. The proposal in respect of prohibiting the continued use by motorcycles is therefore unnecessary, disproportionate and skewed.

- Your Route Summary Report, Wetton, March 2015. It strikes me that the scoring on this report is heavily weighted against motorised use. Total score = 7/15. 5/15 is the minimum. 7/15 makes it sound a lot worse than 2/10. It is another example of how all the negative effects of motorised use is exaggerated in order to support a total ban. The language used in this "report" doesn't sound at all like it is written by someone without bias "One has, I suppose, to respect the law even where it is self evidently an ass. To pretend that a quiet grassy dale like this has MPV rights is both a logical nonsense and, for many, an affront." Staffordshire County Council clearly didn't agree with this point of view and neither do many others.
- There is very little evidence of disruption to wild life, noise disturbance is extremely limited and erosion is very minimal when used appropriately, which the majority of users do. I refer you to the founding principles of the national park. "The Environment Act 1995 revised the original legislation and set out two statutory purposes for national parks in England and Wales :Conserve and enhance the natural beauty, wildlife and cultural heritage Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public When national parks carry out these purposes they also have the duty to: Seek to foster the economic and social well-being of local communities within the national parks" Point 1- "Conserve and enhance the natural beauty, wildlife and cultural heritage" This lane has been a public road since before most on the panel were born. As such what authority does the panel hold to decide that the motoring, public way heritage of this route is not to be upheld and protected? This also contradicts the protection of a culture as there is a history of multiple generations enjoying this route which forms an integral part of the culture of the area. Point 2." Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public"- This restriction un-questionable means an entire user group is excluded from enjoying this route and therefore can not enjoy the "special

qualities of the national park". Point 3- "Seek to foster the economic and social well-being of local communities within the national parks"- there are thousands of people who live in the national park who benefit significantly from substantial investment within the national park. Not to mention people such as myself who live in, work in and recreationally spend time within the national park. -This closure/restriction has very little environmental justification. It flies directly against the founding principles of the national park. As someone that has grown up on a farm and as part of a rural community, it makes me sad and angry that certain factions on countryside users have hijacked the countryside for their own ends becoming increasingly selfish and short sighted.

- A key point. Vehicle use is very low. 4-wheeled – average of 0.3 per day 2-wheeled – average of 0.9 per day. Do these low figures include access by farmers or Park Rangers. For example when a tree fell across the path/road last winter? I presume such usage will not stop if this TRO is put in place.
- Voluntary code of conduct (limit to group sizes and maximum speed limits) can be unsuccessful in preventing disturbance. "can be" does not seem conclusive. Finally, Voluntary code of conduct (travel at a quiet and unobtrusive pace in small groups) not always applied. So is this sometimes or often or don't we really know. IE. Just anecdotal? Your appendix 5. This does largely seem to rely on opinion and lacks hard evidence. Phrases such as risk of disturbance. What is the risk? How much disturbance? The comment Noise transient but over a wide area. How transient? How wide? Barking dogs and squealing children are equally loud, if not more so, and far less transient.
- Using your own evidence there is very little justification for the restriction of this public right of way which has been in existence for over 100 years. There is • little evidence of disruption to wild life, • noise disturbance is extremely limited and • erosion is very minimal especially when used appropriately, which the majority of users do.
- Agricultural vehicles are proposed to be permitted to use this road and there is no evidence that agricultural vehicles are less damaging or impacting than recreational vehicles. b) In the evidence of the vehicle logging there is no distinction between agricultural vehicles and other vehicles.c) there is also no evidence given of how agricultural vehicles impact this road.d) the proposal is biased and gives no consideration as to the benefits and pleasure that recreational vehicle use gives to users of this road.e) specifically there is no distinction between how the use of agricultural vehicles which are proposed to be allowed to use this road are less damaging than for

instance two wheel mechanically propelled vehicles.f) there is no distinction between the impact of use of two wheeled mechanically propelled vehicles and two wheeled electrically propelled vehicles.on this road. The latter being an increasingly popular means of recreational transport and proposed to be allowed to use the road.	
---	--

Support

<u>Representation</u>	<u>Comment</u>
<p>Importance & Character of the Route and Area</p> <ul style="list-style-type: none"> • Know this route well. It is in my favourite part of the National Park. Until 10 or so years ago it was one of a few genuinely unspoilt green lanes in a tranquil dale away from the traffic & bustle of the Manifold Valley. • This is a pleasant quiet lane and represents the kind of beautiful scenery and tranquility that attracts tourists to the area, providing employment to local people. Allowing motor vehicles to chew up the tracks, polluting the air and destroying the tranquility will put tourists off. • This is a beautiful area which have walked many times. Activity and use by motorised vehicles is destroying the beauty and making it difficult, if not impossible to walk in the area. • It runs through a particularly precious part of England's heritage and must be preserved. • Have been familiar with the rights of way in and around the Manifold Valley for the past 47 years since I joined the Barnsley Mountaineering Club, the Club having regular meets in this part of the White Peak including Wetton Mill campsite. • Living in the West Midlands conurbation this is in the closest national park landscape to me and is an area I visit regularly. The whole purpose of national parks is for quiet enjoyment. Numerous off road vehicles are noisy and unpleasant for walkers and detract from quiet enjoyment. • Please implement this order and allow us to have quiet enjoyment of this beautiful and peaceful corner of the national park. • Have been a walker all my life. Being able to get outdoors into nature keeps me sane. Living in one of the cities adjacent to the Peak Park (Sheffield) am so thankful for the park. Having walked along this route a couple of years ago feel very strongly that motor vehicles should be banned. Find it staggering that anyone should think it not a good idea to do so. There were no vehicles there when walked it and it is a wonderful, quite magical place where it is easy to feel in touch with those who have gone before. We live in a part of the world where it feels increasingly hard to find peace and quiet of any kind so please let's keep this small bit. 	<p>National Park designation offers opportunities for understanding and enjoyment of the special qualities of the area for all users. National Park designation does not preclude use of such routes by recreational motor vehicles as a matter of principle. The natural beauty of this area and its amenity value is recognised.</p> <p>There is no duty on NPA's to promote quiet enjoyment. The NPA will however promote activities in keeping with the special qualities of the Peak District. The NPA will also have regard to whether there is a conflict between recreational use and the conservation of the area in order to meet its statutory purposes.</p>

- As a walk leader make considerable use of the Manifold Valley and the surrounding area. All our walks are circular and make use of the route in question.
- Seeing and hearing such wildlife in what is generally a quiet area is part of the allure of Wetton Hill for many visitors.
- This area is away from some of the more popular areas of the Peak District, and it is rather quiet area. It is very peaceful to walk along the wide grass track
- Am a keen walker, reasons for walking are mental as well as physical and seek out places where can escape the relentless noise and pace of my everyday existence. It is important for all of us to have access to tranquil, green spaces and that these places should be protected from vehicles. We have no choice but to have our everyday lives dominated by vehicles because of the way we live and so these areas where vehicles are absent are precious.
- This is area of outstanding natural beauty and tranquility. Here there is an opportunity to completely isolate oneself away from the noise and traffic that is now present even in rural communities.
- Walk in this area fairly regularly
- Often go walking in the Peak District and value the peace and quiet of the grassy lanes. This one near Wetton is in a lovely valley
- The Manifold valley is supposed to be famous for its beauty and its peace, offroaders would ruin the place
- Protect the fragile ecosystem of the Manifold Valley, and any other parts of the Peak Park
- Support the proposal to put a Traffic Order on Wetton Hills owing to the quiet beauty of the area, and the delicate grass of the lane.
- As a keen walker have used this route often since moved to the Peak District National Park in 2008 find it quite pastoral as it is open ground where ground nesting birds are often seen ie: Larks, Curlew, Pipits etc. Disturbance by motor vehicles is unnecessary and unwanted. The fact is I lead walks all over the Peak District but my preferred area is Dovedale, and the Manifold and Hamps Valleys as it can be fairly remote and peaceful away from the Manifold Trail.
- Motor vehicles have no place in this environment.
- Am familiar with this part of Staffordshire within the National Park and believe that like me many people go there to enjoy the peace and tranquillity. This area of the Peak District National Park is a quiet area - one where it is possible to gain a relative sense of wildness and tranquility in this much visited park. The damage caused by motorised vehicles

<p>makes it more difficult for other users and the noise of vehicles has a significant effect upon other users, disturbing the peaceful enjoyment of the Park (one of the main aims of National Parks). These 'roads' were never intended for mechanised transport and it is only a quirk of law that labels them as such. It is time that this one was closed to return the area to its natural setting. It is not a through route and the restriction would not cause difficulties to current users but it would enable the Park to achieve its lawful aims, particularly of promoting peaceful enjoyment.</p> <ul style="list-style-type: none"> • This is a relatively unspoilt part of the Peak District that is used and visited every year by a number of families on holiday and regular walkers. The area between Wetton mill and the village of Wetton is regularly accessed by these people who wish to enjoy the unspoilt environment of this area of the Peak District without the noise of motor vehicles and muddy disruption and deeply rutted tracks that result from them using these tracks. • The route is along a beautiful, peaceful grass lane and it is patently obvious that it is not suitable for motorised vehicles. • Lies within one of the most sensitive, untouched and remote areas of the Park, in the heart of the Ecton and Wetton Hills. If ever a pristine Staffordshire dale required protection from the noise, noxious fumes and ground destruction which is now being caused by unrestricted motorbike and SUV use, then this is surely it. Throughout this enchanted valley, from the Manor House to the Manifold river, there is no building to be seen, and scarcely even a drystone wall. Have lived not far from this dale for some 25 years, and walk it most weeks. The lane which leads to the dale, currently much used for access to it by off roaders, which is known as Back of Ecton, and the dale itself, are used by walkers of all ages, including many Duke of Edinburgh award students. • The only sounds of life to be heard there, under natural conditions, were the call of raven, peregrine, and buzzard, against a background of conversing sheep. Now the pensive walker may be assaulted by the stench and screaming of petrol and diesel engines, and the hazards of extremely rutted ground and of dangerous vehicles, whose drivers are testing their skill in conditions obviously unsuited to them. This is not what was intended by the term "wider access" when the Park was established • In 2017, more even than in 1951, those who seek peace and nature in a national park are assaulted outside them by ever rising noise and air pollution. It is because the Parks provide a peaceful, clean and restorative haven from the general urban environment that Park environments are protected by statutory bodies. This Wetton green lane is classic evidence of the need for such protection, and I, and all those to whom I have spoken in 	
--	--

this unique area, are in full agreement.

- Look forward to enjoying again the quiet area that this once was.
- At present the landscape concerned is unspoilt and gives a sense of wilderness. Any attempt to mitigate the damage these mechanical vehicles cause eg by surfacing the route will change the landscape completely and spoil it for the many who appreciate the beauty and quietness
- This area is of outstanding beauty and should be peacefully enjoyed by walkers as a route from Wetton Mill to Wetton and Ecton
- In an increasingly motorised world, our nation parks should be havens of peace and tranquillity, with specific areas designated as vehicle-free. Not all pathways should be open to motorised vehicles and this route is certainly one where the last thing we should be faced with is vehicles - the noise, and pollution are simply not in keeping with the nature and intention of our national parks
- The route in question is a well-established and popular route for walkers who enjoy the peace and quiet of nature and whose presence does not disturb that peace and quiet. Acknowledge that the people who drive vehicles on the route may enjoy nature but their presence, physical impact and noise destroys the peace and quiet and their vehicles do permanent damage to the route.
- Write as a Londoner who visits the Peak District on average three times a year and know the Wetton area well.
- Live close to the National Park and it is my main area to visit for recreational walking.
- This area is widely used by walkers and cyclists enjoying the natural beauty, peace, and wildlife.
- The site is ecologically important and would be subject to physical damage if used regularly by motor vehicles. 2. The site is quiet and secluded and would be spoilt by the noise of motor vehicles, for other users seeking tranquillity.
- Getting away from traffic is the prime reason to walk in the countryside.
- Have walked in the Peak District for most of my life and feel to be very lucky to have such a beautiful amenity so close to my home in Dronfield. Have walked on the green lane that is the subject of this proposal several times, although it is at the far end of the Peak district from my home. The pleasure of walking in such a beautiful area is enhanced by the quiet and lack of vehicle noise.
- Wetton Hills is my favourite route in the Peak District. It provides a lovely safe riding loop from the Manifold Track back to Hulme End. Ride it regularly with friends. When first

<p>discovered the route several years ago, was moved by the sense of remoteness due to there being no visual or audible intrusion by humans. It has a unique, almost prehistoric, mystical quality (we even nicknamed it 'land of the dinosaurs'). In summer when it's dry, it's also one of the very few routes where the horses can canter on grass</p> <ul style="list-style-type: none"> • This is a remarkable dale where many go to seek peace and watch birds. To have motorised vehicles through it would be a tragedy. • Have walked, camped and explored caves in this beautiful area for the past 60 years. A series of 'swallow holes' along the river bed often means that the River Manifold is in full flow as it passes Wetton Mill Farm but has disappeared underground completely within a 1/4 mile (to flow into the Dove about 5 miles away at Ilam). Being a limestone area there are fossils to be discovered in many locations. All of these things have meant that my family and I never tire of visiting this area. One other point of over-riding importance is the peace and tranquillity in which one can enjoy the scenery and wildlife, free from the hustle and bustle of every day activities. Relaxation and re-charging of the batteries is consequently achieved. However all of this is threatened by the use of powered vehicles. • The green lane at Wetton Hills is a beautiful route through an amazing landscape. Have ridden and walked the route for many years. It has become badly damaged by motorized vehicles which has spoilt the nature of the route in particular its intrinsic beauty and its sense of remoteness. • Have been riding through Wetton Hills for the last 30 years and have noticed a tremendous decline in the state of the valley since the 4 wheel off road vehicles and bikes have been using this route. • No mechanical traffic apart from agricultural vehicles has any place in such a beautiful and remote spot. Must protect and preserve such places for our own enjoyment and that of future generations. • As a regular walker in the Peak District, it is heartbreaking to witness the destruction of this once lovely area. Look forward to enjoying the peaceful surroundings and clean air, having to avoid noisy, smelly 4x4 vehicles and motorbikes is not what is needed. • The lane is in an especially recognised 'Nature Zone' and absolutely warrants such protection. • The passing of this order would help to ensure the conservation of this important area of natural beauty of the British landscape. It will help to ensure this area can be more happily and safely enjoyed now and for it to be lasting legacy for the wider public of future generations to enjoy in the moment and as part of their investment for their health and 	
--	--

well being.

- Am a horse rider and value the local bridleways. This is one of the few remaining soft grassy riding routes in the Peak Park.
- This is an area of rich natural fauna and flora, an area of local heritage and nationally important historical landscape.
- The Wetton Hills are a rare quiet area in the National Park, and as such mechanised vehicles should be excluded so that its wonderful tranquillity can be retained. There are plenty of other areas where these vehicles can be used and not spoil the peace and tranquillity, which are such important but increasingly rare and threatened qualities, of the National Park.
- Have walked in this area many times in the last 20 years, alone or with groups of Ramblers and am keen that it should be preserved unspoilt and safe for future generations for the reasons clearly summarised in point 20 of the Statement of Reasons
- My family recently visited the Peak District on a walking holiday; staying in a holiday cottage, walking during the day and eating in pubs in the evening. It was a great holiday, although we were surprised and dismayed at how muddy some of the paths were - especially where motorised vehicles had abused green lanes.
- The peace & tranquility of the site should be protected to preserve the wildlife & geology.
- Enjoy riding my horse in this valley from time to time - monthly approximately. Last time I went it was getting quite dangerous due to the huge ruts made by vehicles -such a shame as this is the only place get to hack on grass in a fairly safe environment. Shame that the gates are also almost impossible from horseback but am sure this could be rectified - wouldnt dream of taking my own 4 wheel drive up here -there is no need at all.
- It is an area that walk in regularly. The green lane in question is in an area of quiet and unspoilt beauty. Unregulated use by mechanically propelled vehicles disturbs the peace and quiet and is contrary to the whole purpose of a national park as enshrined in the Sandford principle.
- Support the Peak District National Park Authority in their proposal to prohibit motor vehicles from what we call Thunder Valley. Have lived within a couple of miles of this delightful valley for 29 years and have ridden along it probably more than anybody, my daughter grew up riding her pony in complete safety along this route. I am very concerned for the loss of habitat for our vulnerable wildlife, Off road vehicle use along this and other green lanes shows a shocking disregard for other species sharing our environment.
- As a walker and horse rider it is becoming more and more difficult to find peaceful or safe

<p>places to walk or ride.</p> <ul style="list-style-type: none"> • The wild part of the Peak district needs to be preserved as pasture not boggy impassable routes. • Know the Wetton Hills route as a horse rider and walker. It has started to get badly rutted by motor bikes, 4x4s and quad bikes. If these vehicles are allowed to continue to use it, the track will be ruined. Far too many horse riding routes in the National Park have been allowed to go this way and have become either a morass of mud and ruts or bald rocky slopes. Damage such as this makes tracks impossible on horseback. Horses pull tendons in deep mud, they fall in hard ruts and they fall on slippery rocky slopes. There are too few good riding routes remaining in the National Park. This one is a precious amenity for riders and it needs the urgent protection of a full, permanent Traffic Regulation Order excluding recreational motor vehicles. If this is not done the track will be lost as an amenity to riders. It will go the way of other riding routes in the Park with soft, vulnerable surfaces and end up as a series of deep parallel ruts impassable on horseback. • The Wetton track goes through a SSSI limestone valley in a remote, tranquil part of the Park away from busy roads and noise. Noisy, damaging, polluting motor vehicles are compromising and degrading the natural beauty of the area. • Use walking in the peak district and countryside generally as a way of relaxing from the stress of life and feel close to nature which helps maintain good Mental Health. The sound and sight of motor vehicles destroy the tranquility and cause rather than relieve stress • We walk into these beautiful places to absorb the tranquillity and beauty which lifts the spirit out of the hurly burly of our home lives; to take us away from hours spent in traffic, shopping, and generally moving at a fast pace through modern, noisy, over-crowded lives. We go into the countryside to find peace and quiet, to hear nothing but the sounds of wildlife: to see flowers, greenery and to listen to birdsong. To come home feeling soothed. • My wife and I have been walkers for over 50 years and now with arthritis in our ankles have to limit our walking to relatively smooth grassy swards. This particular track, which walked last year should be ideal walking terrain for us. However as parts of it are susceptible to damp due to spring water it is vulnerable and to the impact of recreational 4x4 and motor bikes, which are totally unsuitable for this route. • It is a totally unsuitable place for any motorised vehicle, however small it may be. • This dale forms part of a walking route that links the Manifold Valley near Wetton Mill with 	
--	--

Back of Ecton, Ecton Hill and the village of Wetton. It is quiet and unspoiled with a good, relatively mud-free surface, that is good for walkers in all seasons and all weathers.

- I run and walk on these paths in the area and love the joy of birdsong and peace. It is a pleasure to have decent ground underfoot.
- The Peak District National Park is a precious resource for humans and wildlife alike.
- As a member of East Cheshire Ramblers both lead and participate in group walks in the area of Wetton.
- This area is a beautiful secluded valley ideal for quiet enjoyment of nature which is being spoilt by the intrusion of motorised vehicles.
- The Manifold valley has always been a quiet and peaceful backwater, even in mining days. The presence of the National Trust and the enlightened purchase of the nearby former rail line by the County Council many years ago has created a very special area loved by tourists and has helped to support the local economy
- The tranquility of this area has given pleasure to four generations of my family and feel motorised vehicles disturb the enjoyment of the many walkers and visitors who have come to enjoy a special place of peace and beauty.
- The quiet enjoyment of this path is not compatible with the passage of motorised vehicles
- Wetton Hill is a beautiful, tranquil place and should not be spoilt by this very intrusive and ant-social activity.
- Have long appreciated the hidden nature of this quiet, secluded valley, arguably one of the most remote and exceptionally beautiful corners of the White Peak landscape. It is located in a National Park, a Site of Special Scientific Interest, the Peak District Dales Special Area of Conservation, and within the Natural Zone, meriting the highest level of protection from activities which conflict with the values associated with those designations. The route may have had historic commercial value as a link to and from the Ecton Hill Mines but pre-dates the era of mechanically-propelled vehicles by many decades. The route's surface and scenic location is unsuited to use by such vehicles.
- Have both walked and ridden this route which was, until motor vehicles started using it, a lovely grassy valley. It has now become badly rutted. Last time I rode it, it was both unpleasant and ,in places, becoming unrideable. This is a beautiful valley which we should be able to quietly enjoy. It is unsuitable for use by motor vehicles and it should be protected from such use in order to allow quiet enjoyment and to prevent further damage.
- Maintain the tranquillity
- The special landscapes which characterise both the Peak District National Park and other

<p>Parks throughout the country also need to be protected to allow the vast majority of visitors to enjoy these landscapes in peace and quiet - to be able to hear buzzards call rather than traffic noise, escape from which is one of the huge benefits of such special places.</p> <ul style="list-style-type: none"> • As a local and keen and regular walker, cyclist and horse rider this area is becoming increasingly difficult to use because of the motorised vehicles in regular use. Not only can it be dangerous but also completely ruins the environment and reasons we enjoy the countryside, to enjoy the natural surroundings without noise pollution. This is a good connecting route and keeps cyclists and horses off the roads, which is better for everyone, including motorists. The danger of using the shared route has increased significantly, making also unusable for safe and easy use for all. • Have walked in the Wetton Hills area over many years. Until a few years ago it was a pleasant walk through unspoilt grassland. The topography meant that the track was sheltered from any visual or noise intrusion. It was one of the most peaceful areas of the Peak Park. Over the last few years the area has been discovered by motor-cycle and other vehicle users. This has resulted in the grassland being churned up in various places so that walking is much less pleasant than it should be. The use by vehicles causes noise and fumes which disturb the tranquillity which so many people come to the countryside to enjoy. The enjoyment of a few motor users destroys the enjoyment of many more people who want to find peace and relaxation in the countryside • Wetton Hills is a place of outstanding beauty and complete peace. Tragically it's amenity value to walkers and horse riders is being destroyed by the incursion of mechanically propelled vehicles. Not only is the appearance and peacefulness of the area spoiled, such vehicles also pose a risk to the safety of walkers and horse riders. • Deplore the use for pleasure by motorised vehicles of what are often ancient trackways of both historic and scenic value to other members of the community. That is especially true of this trackway which used to provide a pleasant and interesting connecting link between other routes in the area. Use by off-roaders is making the route practically impassable for walkers and cyclists. • Have lived in Grindon, a neighbouring village for over 10 years. Often walk over Ossam's Hill, across the Bridge at Wetton Mill and down the bridal path back to the Manifold Trail and then back up Ladyside to Grindon. The bridal path is a particularly magic part of the walk, and I have been distressed to see how it has deteriorated over recent years, to the extent that I think twice about going there now. 	
--	--

- Live quite local to the area and its a beautiful conserved area to go walking and it should definitely remain this way.
- National Parks are places of beauty, peace and conservation.
- It's essential that we encourage as many people as possible to get out and enjoy the outdoors on foot in order to reduce mental and physical health problems.
- Have lived at the back of Ecton since 1995. Chose the area because of our love of the countryside, seclusion and tranquillity. Settled on the back of Ecton for its remoteness, being situated on a single track, no through road. There was no road noise at all save from those few passing vehicles belonging to our neighbours or their visitors. Also both keen walkers and cyclists. Whilst there are many places to walk, there is only one bridle way so when our children were learning to ride their bicycles this was an obvious place to learn. All three boys, now aged 21, 18 and 14 learned to ride there and all are keen mountain bikers. Sadly it is not now safe to allow the fourteen year old to cycle there or walk the dogs. It can be very alarming if one encounters motorbikes or 4x4 vehicles when walking the green lane. There really is no alternative but to wait whilst they try to get their vehicles over, round and through the many difficult sections of the route. All the while one is subject to the copious exhaust fumes which one has expressly chosen the route to avoid.
- Live nearby and have been walking this path for 30 years. It is a place of great beauty and tranquility. Have noticed particularly over the last few years the deterioration of the path, wondering what on earth could cause this, only to discover that it is used by off road vehicles. Cannot imagine a more unsuitable place for motorised vehicles. The noise, pollution, danger to walkers and stock and the churning up of the turf interfere with the peace, quiet and restorative qualities that people who live in and visit the Peak District value so much. Have encountered these vehicles on our single track, no through road, Back of Ecton Lane which causes great inconvenience to the walkers and residents alike.
- My family have lived on Back of Ecton lane for four generations. The 'green' lane leading to the Manifold Valley from Back of Ecton has been a green wide valley used by walkers and travellers throughout its history. It has been a privilege to live so near to a site of outstanding natural beauty. However, in the last 6-7 years the lane has been used by vehicles that the track was never intended to be used for. The original use of the track was for pedestrians, horses and horse-drawn carts. Since the age of motorised vehicles it has never been used as a thoroughway on a regular basis as other, more practical routes were available. Before the 4X4 vehicles and scrambler bikes started using it, the main

<p>motorised traffic using the track was agricultural vehicles. The number of off-road 4x4 vehicles and scramble bikes using the lane has increased substantially in the past several years. The once green lane is now a mud valley with ruts spanning much of the valley floor. It is no longer the tranquil valley it once was and its natural beauty is being destroyed.</p> <ul style="list-style-type: none"> • The natural beauty and character of the lane has significantly altered in the time since this increased volume of vehicular traffic; before their use you would never have known vehicles travelled on it as the landscape was that of grass, trees and stone, whereas now it is quite evident that motorised vehicles use it. • The noise and disruption from scramble bikes and other motorised vehicles down the valley destroys the tranquillity of the area and indeed, the use of the lane by these vehicles not only impacts on the character of the green lane, but it extends beyond it to the single-track lanes at either that lead to it, to Wetton Hills themselves and to the Manifold track. • There are many historical and geological features to the lane and it is this character that draws people to explore the area. The Manifold Valley is a popular walking area and walking parties regularly walk along the Back of Ecton lane past our house to the green lane and beyond. Having to dodge a convoy of 4X4s and scrambler bikes does not afford better opportunities for the public to enjoy the amenities of the area and imagine it rather spoils the whole experience for them. In addition, the green lane is used by school parties on walking trips to help them engage with the countryside; the perspective of a field of mud is not going to help engender an affinity with the countryside. The damage and disruption that motorised vehicles cause to the green lane is destroying rather than preserving the amenities of the area and their use of this land is totally unsuitable and unnecessary. • It is an ideal open area for people to walk with children and dogs - the very last thing we want is vehicles of any sort meaning that children and dogs are put at risk • This particular stretch of path is often used by my Silver DofE groups and my experience of offroaders is that they care little for the safety of other users of green lanes. The TRO would remove the hazard that offroaders pose to walkers and to teenagers who may a little less savvy about their rights - if it is does not proceed, this will be another area of the Peak District that will have to tell DofE teams that they must not use. • This has been a favourite area of mine since my teenage years when lived in Staffordshire, and still explore the area from time to time (I had a holiday nearby in 2016). 	
--	--

- There are far too few routes in and around the Churnet Valley that can safely be used by bicycles and horses.
- Live in the nearby village of Alton and regular use this route to ride my horse and also often walk this route with my family. Have been doing this for about 30 years. This is a beautiful valley, tranquil and unspoilt.
- Only a few weeks ago walked down the valley with my family and we were lucky enough to see several small vole like animals scurrying around the watercourse at the top of the valley. I fear that such opportunities would be lost if the valley continues to be used by vehicles, as a slight deviation by the vehicles to avoid ruts would damage their habitat. Also there would have been no chance of seeing such a site if vehicles had been using the valley and in my experience as a horse rider such vehicles often travel in a convoy. This also means anyone else using the valley would be subject to noise and pollution if they happened to be walking or riding through at the same time and I don't think this is acceptable. This is an area of outstanding beauty and a National Park and people visit this area to enjoy the fresh air, the peace and unspoilt historical byways and footpaths. Also I don't believe any informal agreement for vehicles to stay off the route during wet weather will be sufficient to protect it.
- Often walk this valley with my family. Love the fact that there is so much wildlife to be seen however have noticed an increase in the number of motor vehicles using this valley. Understand the attraction of off roading however feel that this valley's wildlife is in danger of being destroyed by the damage caused by the vehicles. Have recently noticed the strong colony of voles living around the stream at the top end of the valley and should the rutting caused by the vehicles deviate from the centre of the valley much more then their habitat will be destroyed. Like most other visitors to this area I come for its peace, purity, history and unspoiled natural habitat. Please stop motor vehicles using this valley so that future generations can experience the beauty that we see today.
- The route is in the Hamps and Manifold Valley SSSI one of the most sensitive untouched and remote areas of the National Park. It is a tranquil and valued amenity for residents local horse riders and visiting walkers. Until recently was pristine grassland now it is rotted and damaged. As the surface is soft turf it will continue to deteriorate rapidly unless motor vehicle use is stopped. The route used to be quiet, peaceful, and safe. Now it is regularly subject to loud engine noise and exhaust fumes. Deep ruts and dangerous driving are making it hazardous for walkers and riders.
- Live in the house nearest the green lane. Have lived here since 1999. When arrived could

<p>walk passed the gate at the end of my road to a wide green valley and in spring and summer it was a laden with wild flowers including the wild orchids. The site merited the SSSI on the basis of the wild life there. It was a tranquil valley popular with walkers and horse riders including local walkers and riders from Wetton, Warslow and Alstonefield. On an evening could return home put my boots on and rejuvenate myself by walking down the valley, meeting my neighbours on route. Could continue this evening activity even in late autumn and early spring not worrying about the terrain underfoot. At dusk the air would be full of bats, and owls whilst on the ground you could spot badgers and foxes. If this sounds an idyll, it was. The valley truly warranted its status of an area of outstanding beauty. The valley was used by walkers and day trippers sauntering up from Wetton Mill and even children learning to ride their bikes with stabilisers on. The valley is no longer that idyll; it is a churned up multi channel track frequently used by 4x4 vehicles and scramble bikes. There are less walkers and the local villages do not use the lane anymore as it is a muddy quagmire with ruts in the lane almost a metre deep, so deep in fact that even the 4x4 drivers are driving round the original track creating a multi lane bog. Today it is used infrequently by horse riders as it is unsafe for the horses.</p> <ul style="list-style-type: none"> • This TRO is very necessary to protect the historic nature of the route and its setting in the landscape in addition to the variety of natural and cultural heritage features which add to the experience of using the route. The route also provides opportunity for quiet enjoyment and to experience tranquility, one of the special qualities that people value most about the Peak District National Park. 	
<p>Route Condition</p> <ul style="list-style-type: none"> • The surface has become increasingly damaged by vehicles in recent years though. At present the damage is not severe, but it is an eyesore & it is getting worse. The soft surface is not suitable for vehicles, and their presence & the surface damage they cause detract from the quiet unspoilt character of the dale. • The proposed TRO is timely and necessary. Have walked this section of path several times at different times of the year. It is becoming increasingly rutted and as a consequence increasingly unpleasant to use for walkers and cyclists. • Having walked the route recently and seen the severe damage which can only have been caused by numerous vehicles taking no care to avoid cutting deep tracks producing large puddles and deep mud. • The evidence on the ground shows they are destroying the right of way for other 	<p>The legislation dealing with the clarification of status and vehicle use does not have regard to suitability for such use. Where use is considered inappropriate or excessive, powers to make TROs are available to Highway Authorities and also to NPAs for unsurfaced routes.</p> <p>The order is not being made on the grounds of preventing damage to the route but instead relating to amenity and conservation of the route and area.</p> <p>The NPA is not making the TRO to obviate the duty by</p>

<p>legitimate users.</p> <ul style="list-style-type: none"> • Use by motorised vehicles is destroying the surface of this lane and making it unsuitable for its peaceful enjoyment by walkers. • By damaging the road surface and turning it into a quagmire, these vehicles are making the route in question dangerous and unpleasant to use. What was a nice grassy route will soon become unusable for walkers if nothing is done • The photograph shows the unsightly damage caused by vehicular use. This lane would be very unpleasant to walk in any but the driest weather. Even if aTRO is made and enforced it will be many years before the damage is repaired by natural processes • The damage that is being caused to this area by motor vehicles is plain to see and the ruts are permanent. • This route is not suitable for motor vehicles as they damage the surface frequently causing deep ruts and churning up mud. This makes it much more difficult for walkers. • It would appear that the route through the Wetton Hills from Top of Ecton through to SK 098 - 557 is used more in Winter months when there is a bit of mud around. This when the route is at its most vulnerable and the deep ruts appear. • This is a favorite area of mine to walk and is being destroyed by inappropriate use of motor vehicles. Have come across another lane this week that was dangerous to walk on due to 450mm deep rutting. Vehicles should be restricted to suitable surfaces where rutting won't occur. It appears that the pleasure of a few is destroying the pleasure for many. • It is evident that given the damper conditions we are currently experiencing and likely to encounter in years to come that the lane cannot support the passage of motor vehicles without churning up the ground. This in turn detracts from the general ambience and enjoyment of this environmentally sensitive area. • Enjoy walking in the area with members of my family who live in Derbyshire and think that vehicular use is completely inappropriate and causes enormous damage to the ground. • This area is unsuitable for use by any motorised vehicle, because of the damage that can be caused, especially when the ground is wet. The use of motor vehicles also impedes the proper use, as an amenity for others. • The deterioration in the ground condition, in the last 5 years in particular, has been remarkable. In the past this dale was clearly not expected to provide motor vehicle access, other than for occasional agricultural need, and was always green underfoot. • The use by motorised vehicles has destroyed the surface of much of the route. Believe 	<p>the Highway Authority to maintain the route.</p>
--	---

<p>that the level of use prevents any return to the former pleasant grass surface in the summer. This renders the routes much less attractive for walkers. The ruts make the route difficult for those with reduced mobility</p> <ul style="list-style-type: none"> • Have frequently walked in the area and have noticed the adverse effect of motorised vehicles on the path in question. The condition of the path has deteriorated immensely because of the use by motorised vehicles. The path is severely rutted which makes it difficult for walkers to use. • Am aware of the damage recently inflicted on the lane, with the surface rutted and uneven. due to inappropriate use by vehicles. This green lane is too fragile for such usage, which should be banned. • Their wheels make the green lane in some areas almost impassable for walkers. In rainy times there are devastating ruts, destruction of green sward. • Use by motorised vehicles damages the surface making it very difficult for pedestrians and cyclists, especially when the ground is wet. • Over the last few years there has been an increase in tyre tracks, both 4x4 and motorbike. Then, a couple of years ago, rode it for the first time after the winter and was heartbroken by the damage caused by vehicles. There are now deep ruts and, in several places, erosion down to the bedrock. A magical, idyllic grassy dale had been reduced to a muddy, rutted, rocky mess. Ironically, I suspect the sudden increase in vehicle use was caused by a 'voluntary restraint'. A motor bike club had put up signs asking motors to keep off the route during wet weather - they didn't. The signs alerted other 4x4 and motorbikers that they could ride the route - they did. • Know this route very well and have seen it deteriorate in recent years due to increased use by recreational vehicles. This is a particularly sensitive area and needs to be protected • The physical damage done has made it difficult to ride and even walk on in places. A TRO would allow the route to repair and hopefully return it to its undisturbed state • Have been riding through Wetton Hills for the last 30 years and have noticed a tremendous decline in the state of the valley since the 4 wheel off road vehicles and bikes have been using this route. • It used to be a lovely track with the odd stream to cross but now it is so rutted with deep scars that make riding over quite difficult. A few years ago were walking the route when 4 wheel vehicles opened the gate at the entrance. We approached them to say it was too wet for them to continue but they ignored us and subsequently the land was all churned 	
--	--

up.

- The Wetton Hills lane is unsuitable for vehicles as is evidenced by the deep wheel ruts and mud now in evidence. This ruins it for other users. It also means that a natural landscape cannot be conserved.
- Am a Sheffield resident and regularly walk in Derbyshire and Staffordshire, including in the Manifold Valley. From my own observations, and from recent photographs available to the public, have seen how ruts and erosion are beginning to degrade this unusual and very vulnerable landscape. This level of damage comes from off-road vehicles, which should have no place on this route (or on others like it). Once deep ruts are established, it will become difficult or impossible to reverse the damage. There is likely to be a knock-on effect, as water runs off and intensifies erosion during periods of heavy rain or snowfall. It is obviously becoming urgent to take action to avoid that outcome.
- This is not a suitable route for motor vehicles and the deterioration caused by them on this path is excessive
- Your photos and those published by the Peak District Green Lanes Alliance in its newsletter show how the natural beauty of this route has been affected by the damage done by recreational 4x4s and motorbikes. The surface of this route was smooth greensward in 2011, when there were no traces of motor vehicle use. But now, according to your Route Summary report, the surface is muddy in many places and has motor vehicle ruts up to 25 cm deep. At one point the grass and soil surface has been eroded completely, exposing the bedrock. Users are widening the route (by about 1 metre on each side) in trying to avoid the ruts. Your vehicle logger figures show that the majority motor vehicle use since 2015 is by motorbikes. A TRO prohibiting use by recreational 4x4s and motorbikes would therefore prevent the damage to the natural beauty of the route which has occurred since 2011 from being made worse by further rutting and erosion and by possible damage to the SSSI grassland as the route becomes wider. Recreational vehicle use is also inappropriate and noisy on an otherwise peaceful route such as this.
- The continued use of this track by off-roaders in mechanically powered vehicles will lead to further erosion of the earth. The deep ruts that are created by mechanically powered vehicles freeze solid in icy weather, thus providing a potentially lethal hazard for riders and their horses. Experience tells me that the more these tracks are used by such vehicles, the wider and deeper, and therefore more hazardous, they become.
- This green lane is being totally ruined which is wrong and absurd.

- Have not walked this route for some years but was very familiar with it many years ago, when do not recall any damage to its surface from off-road motor vehicles. Have seen recent photographs and am distressed to see how the vehicles have destroyed a gorgeous green lane through their selfish activities
- This route originated as a green lane used particularly for passage on foot and less so by horse or horse and cart, it was never envisaged that motorised traffic would be using it and was not constructed for such use. The movement along the route by 2 and 4 wheeled vehicles has already gravely damaged the surface and made use by walkers difficult and unpleasant and in parts dangerous and impossible for many through the ruts and mud and the wear of the original fragile surface. It is obviously unsuitable and unsustainable for motorised traffic.
- The grassy surface has been deeply rutted by vehicular use spoiling its appearance and making the route difficult for other users to walk and ride on.
- Am a resident of the Back of Ecton and although have only been here a year, I have seen a significant change in the track that runs through Wetton Hills. The impact of vehicles, particularly as we had a wet summer and even wetter winter, has expanded rather quickly and across the whole length of the track. My husband and I use the track for walking, biking and for horse riding. Own a one large horse and a small sturdy Dales pony, both have found it more and more difficult to find their way without tripping or slipping down the tyre tracks. Fear that once it dries out, the rivets will become even more dangerous for my horses as they will not have as much give. Where possible I obviously try to avoid the tracks but then there are hidden rocks to contend with. Have been very cautious not to use the track after heavy rain or snow and it is a shame that other users cannot take this in to consideration. Am told by residents in the local villages (and shown pictures) of how the track used to look and am actually shocked to see the damage that has occurred.
- Walked the track this week in reasonable weather and found it in a very bad condition with deep ruts and disturbed rocks. Have attached a selection of photos to illustrate my observations. It is clear that the damage has been caused by both 4X4's and motor bikes.
- Use this route and have noticed its rapid deterioration. The enjoyment of walking along the route is fast disappearing as it is now a mass of ruts, rocks and puddles, and all too frequently vehicle after vehicle throwing their exhaust and debris over those who wish to enjoy the beauty and peace of a superb area of countryside.
- Am familiar with the site and have experienced the way the surface has deteriorated due to use by off road vehicles. In wet conditions the path has now become difficult to use by

<p>walkers. In the recent icy weather the frozen ruts were dangerous and could lead to somebody breaking their ankle.</p> <ul style="list-style-type: none"> • The Wetton Hills green lane is fragile. Vehicles have already caused damage, and continued use by vehicles will further degrade this route. A TRO will give opportunity for the ground to recover. • Have walked this route for a number of years and have been saddened to see its growing despoilation by recreational vehicles. When first saw it there were no signs of vehicle use and now the central section especially shows significant rutting and asociated widening. • The lane is now also deeply rutted and muddied with huge tracts of mud and standing water where there was grass. The walking surface is now unappealingand It is almost impossible to cycle. 	
<p>Conflict & Impacts</p> <ul style="list-style-type: none"> • Walk in the countryside to get away from the noise of motors and the smell of fuel. • Off road vehicles are using ancient tracks which were never intended for this type of abuse. The damage caused makes it difficult or impossible for non-motorised visitors to enjoy the area and the tracks in particular. • Belong to a local walking group and would be reluctant to take people there unless they are fit and well prepared for the poor condition of the route. This is a shame as it is very beautiful and has an interesting history. • It is a Green Lane, one of few that the public should be able to walk without hindrance. Allowing off-Road vehicles will cause potential danger to walkers and most likely create unwanted surface changes to the way. • Motor vehicles damage the ground making it difficult for those on foot because they have to look to the ground for each foot step. A flat grass surface allows easy safe walking and freedom to admire the surroundings. • The presence of mechanically propelled vehicles using the route, and the effect and evidence of their passing have an impact on the natural beauty in this area. This impact and the presence of motorised users can detract from the experience and enjoyment by other users. • Whilst would hope that as many people as possible visit this area, including 4x4 users, experience has shown that many of the green lanes and un-surfaced roads are damaged by motorised vehicles in such a way as to make use by other users difficult and sometimes impossible. Most importantly the damage to lane surfaces are visually 	<p>National Park designation does not preclude use of such routes by recreational motor vehicles as a matter of principle.</p> <p>Not all vehicle users are irresponsible, however, the type and level of use and nature of the route and the in parts limited opportunities to avoid vehicles can exacerbate conflict and safety concerns leading to deterrence of use by non-vehicle users.</p> <p>Where issues of safety exist, these will normally be dealt with by the Highway Authority acting in co-operation with the police, with the National Park Authority providing any support we reasonably can. However fears for safety may be a contributory factor impacting on the amenity of users. Where the NPA are considering making a TRO on amenity grounds, safety reasons may be an additional consideration in support of this ground.</p> <p>Minimising impact is a key concern. Some impacts may only be temporary but when taken cumulatively</p>

<p>detrimental and at the very least disturbing to local wildlife.</p> <ul style="list-style-type: none"> • It is terrible that green lanes particularly the Wetton one in the Manifold Valley are being ruined by offroaders. This is totally anti-social behaviour and spoils the countryside for everyone else. • Off road vehicles have no place in our countryside when it comes to leisure, the damage is ongoing to the extent of creating new deep water courses and permanent damage to the countryside. They are an infringement on other outdoor activities and need stricter control to dedicated off road vehicle tracks. • Our highway network developed long before the advent of motor vehicles. In those instances where the volume and nature of the traffic using the roads made it desirable that they be surfaced and sealed, this was done; but, in other cases, they were left in their unsealed state as 'green lanes'. Now we find that totally inappropriate use is being made of them by vehicles for which they were never designed. The effects of this inappropriate use may be summarised as follows:-a) Offroad vehicles cause damage to the lanes themselves, as well as adjacent verges, boundaries and properties b) The noise generated by, in particular, motor cycles is unacceptable, especially in an area such as a National Park where one of its main functions is to provide a place of beauty and tranquillity for the general public c) The very presence of such vehicles can be threatening to other users of these lanes; thereby adding to the deterioration of their amenity value. As a result, we have the situation in which the actions of a minority are ruining the enjoyment of the majority. • All the bridleways and even some footpaths throughout the national park, both dark and white peak are being destroyed by off road vehicles and motor bikes. It is absolutely disgusting that they are spoiling the pleasure of all law abiding walkers cyclists and horse riders. Can remember not long ago when this route was an absolute pleasure to either walk or cycle, it is now impossible. • People come here for tranquility and to appreciate the untouched landscape. The intrusion of cars and motorcycles into this environment completely destroys the peace and are visually "a blot on the landscape", not to mention the air pollution with exhaust gasses. • This is a remote and peaceful area and the noise of the vehicles destroy the tranquility and spoil the enjoyment of walkers on the route. • Off road vehicles clearly damage the surface of the greensward and create an unacceptably intrusive sound. 	<p>are of more significance.</p>
---	----------------------------------

- Having come across the trashing of footpaths and tracks in other parts of the countryside am definitely in favour of preserving our rights of way and beauty in the countryside
- Have numerous green lanes and bridleways that are now un-walkable and un-rideable due to off road 4 x 4 vehicles. Also issues with off road bikes not stopping for horses and walkers making these much valued lanes and paths dangerous
- As a former Board Member of the Peak District National Park and having examined many of the green lanes at risk from 4x4 and motor cycle vehicles in causing irreparable damage to the surface, but also archaeology and heritage, agree entirely that a traffic regulation order is required in an effort to stop the continuing damage and help keep the beauty and peace of the Peak District National Park
- Have enough problems with vehicles racing in the Swainsley tunnel.
- Am a county recorder for the BSO's British Breeding birds Survey, and have covered part of the Manifold Valley annually for the last 12 years. Any 'leisure' activity, especially a mechanical and polluting one, that damages the environment without offering any enhancement, should be banned from using this area.
- This type of road was never meant to be used by modern day motor vehicles; including motor bikes. The ruts that can arise from such use make it very difficult for other users and thus a few motor vehicles can spoil a route for many. This often affects horse riders more than any other group because they rely on being able to use these unsurfaced roads as the bridleway network is so limited in many parts of the country. The use of motor vehicles on these unsurfaced roads is a problem in many parts of England and Wales and the action taken by the Peak District National Park may encourage other Highway Authorities to be more pro-active in dealing with this issue.
- Please no more scarification in this area.
- The off road vehicles dig up the ground and make it unfit for pedestrians.
- Have seen the destruction of paths and green lanes caused by mechanically propelled vehicles on Chertpit Lane, Brushfield, Chapelgate, Hucklow, Eyam and many other precious old walking ways in the Peak District National Park. The sooner these ways are protected from mechanically propelled vehicles the less damage will be done. This damage takes many years to recover as seen on the hillside below Scratton in Wardlow where the motorbikes were given permission to ride in the 1970 s.
- Serious damage to the lane caused in particular by trail bikes which make ever deeper ruts, destroying the natural surface and making the lane difficult for other users.
- Mechanically propelled vehicles present a significant risk of injury to other users. Some

<p>are driven with no regard for the safety of walkers, horses and other animals. These narrow lanes are just not suitable for these vehicles.</p> <ul style="list-style-type: none"> • The noise generated by these vehicles and in particular the trail bikes is unacceptable and a major intrusion into the peace and tranquility of the Peak Park. • The damage to paths by off-road vehicles is significant and deters people using them for walking or cycling. • Still haunted by the memory of the Roych track (now part of the TransPennine Trail) as it was before motor vehicles were banned - a long, deep, impassable muddy trench. Responsible use of motor vehicles by farmers, rangers and mountain rescue services is fair enough, but the prevention of recreational use of same in National Parks, AoONBs, and similar appears to be the only way to prevent degradation of the landscape. • Need to protect these areas from the rapid erosion and destruction caused by all motorised vehicles. • The damage caused by a few motorised vehicles is out of all proportion to the damage caused and the fact that it inhibits other users such as walkers and cyclists from using the lane. Off road vehicles are polluting, noisy and cause damage to the surfaces of green lanes. • Not only do they churn up the surface, but they also have a significant effect on the noise pollution, in an area which is meant to be peaceful and enjoyable, for the majority of people. Need to conserve the natural beauty of the landscape, no more so than in our National Parks. • The noise of vehicles interferes with the quiet enjoyment of the route. • The quiet enjoyment of the area is destroyed by vehicle use which has an adverse effect on the natural beauty of the area. The charming character and natural heritage of the area is being destroyed. • Since this dale has started to be used by off road vehicles the character and physical attributes of it have been irrevocably changed in a very short time (certainly within the last 6/7 years). It is only going to get worse if this use continues. • The eco system within this dale has already been adversely affected ie .nesting sites, plants etc. There is one aspect of the eco system in this dale that possibly hasn't been taken into account ; at the top of the dale there (near pepper inn) is a natural underground watercourse. which if damaged will I'm sure, lead to further deterioration of the surface through flooding. • Recent use by 4 wheel drive cars and bikes has caused significant damage to the land 	
--	--

and noise pollution and this is of great annoyance to walkers and local residents. Therefore this measure is urgently needed

- Vehicles have a disproportionate effect because even travelling slowly they are much faster than a walker so they adversely affect many of the people with whom they are sharing the way. In wet times they turn what should be a pleasant path into a mud basin. Their presence is antithetical to everything which leads us to come to the area.
- Find whenever off roaders are close, the peace is shattered by their noisy engines. Note this also disturbs the wildlife.
- Even our foot steps do enough damage to many footpaths in the Peak District and create much hard work and expense to repair. These heavy vehicles do tremendous damage immediately and to what purpose? Do they look behind them and enjoy seeing what they have done? Once one area is trashed do they move to another? Do they have any kind of conscience about their activity? Will they come back and repair their 'handiwork'?
- Have been a walker in the Peak district since I was 13. I am now 74 and still enjoy the peace and tranquillity of this recreational activity. However over the years 4 x 4 vehicles and trail bikes have caused damage to the tracks and paths as well as the noise and danger they pose to walkers, hikers and runners. Have owned a 4 x 4 vehicle for the last 21 years and have never felt the need or desire to use green lanes since I am only too aware of the damage and nuisance they cause
- Have and regularly walk in the Peak district and see at first hand the damage done to lanes unsuited for the use of mechanically propelled vehicles and support wholeheartedly any actions to reduce their effect
- The recent use of green lanes by 4 X 4 vehicles and motorbikes has certainly detracted from the appearance, ease of walking and peace of the lanes.
- The area has SSSI status and is also part conservation area. There is potential for disturbance of habitat by noise and other pollution.
- This area of natural beauty should be for the sole use of farmers and walkers. Apart from the structural damage being caused these vehicles are very noisy and obviously impact on the environment.
- Support this proposal by the Authority, as a key way of helping to maintain the beauty, peace and tranquility of this area, so that it can be enjoyed in a less destructive and unobtrusive manner.
- Since continued use by mechanically propelled vehicles on this route would have an adverse impact on the archaeological and landscape interests, the natural beauty,

<p>amenity and recreational value of the area, and the special characteristics of the route, a traffic regulation order should be initiated as soon as possible. This track being of a grassy nature is particularly vulnerable to the impact of mechanically propelled vehicles.</p> <ul style="list-style-type: none"> • The peace is shattered, wildlife is frightened away, the air is filled with exhaust fumes and the ground can become worse than a ploughed field making it both difficult and dangerous for walking. • As a regular walker in all areas of the countryside and a resident of the Staffordshire Moorlands it is always a tragedy to see such areas of natural beauty scared by the activities of the few. Can see the appeal for 4x4 enthusiasts to fire mud into the air as they gouge huge holes in the soil but their 5 minutes of fun will linger for years. There are routes that are more appropriate for this type of activity. • Fully recognise and believe that we should all be accommodating of the interests and activities of others whether or not we share in those interests and activities. There should be an element of live and let live and respect for each other. However, feel the damaging impact of motorised use on the natural beauty, tranquility and peaceful, wild life setting of this stunning dale is disproportionate to the benefit gained by those who enjoy such motorised use. Their enjoyment is more than counterbalanced by the loss of benefit to the many who treasure the unspoilt preservation of this most characteristic corner of the Peak District. • Use of such vehicles causes unsustainable damage to the fabric of track, disturb and damage wildlife and plants and destroys the peace and quiet people go to that area for. • The use of motorised vehicles excessively damages the flora and fauna of the area. • This was a quiet track before the off-roaders came • These vehicles are not only polluting the atmosphere and disturbing wildlife, they are dangerous. More than once have been struck by a stone from a wheel of one of these vehicles and on another occasion have had to jump out of the way of a skidding vehicle. It is not safe for motorised vehicles, horse riders and pedestrians to share these traditional pathways. • The noise of these motorcycles destroys the peace and quiet of the countryside. Some people will also find them 'intimidating', should they encounter them whilst out and about, and this may deter some people from using that area. • The 'green' lane is currently being spoiled and the area threatened by the recreational use by people in/on motorised vehicles. The route is being undermined and from being an outstanding example of England's 'green' and pleasant land is becoming a noisy, brown 	
--	--

and at times unpleasant/detrimental place to be and for nature to thrive.

- With increasing amounts of land being made over in this country to housing development, the space, peace and beauty of our National Parks become ever more precious. How often do we read/hear of the benefits to health (mentally and physically) of walking and fresh air. Who wants to walk or feels safe/comfortable walking and slipping in and out of muddy ruts (caused by off roading vehicles)? Who wants or feel they can de-stress in area of revving engines? And who wants with any breathing condition to walk and/or take their children, their grandchildren, their pupils to walk in an area with passing vehicles belching fumes when we so often hear of fumes as asthmatic triggers and how far is it for ready access to medical attention and a nebuliser?
- Without a TRO excluding motor bikes, quads and 4x4s, the route will get increasingly rutted and damaged, and will end up like my local route at Minninglow, which is now completely impassable on horseback.
- Cannot see how mechanically propelled vehicles used for enjoyment of the National Park's natural features and beauty will ever do anything other than destroy the very goose that lays the golden egg. They are noisy, do damage to the surfaces and make sharing the space very difficult.
- Off-roading' by vehicles is harmful to the environment, a danger to children and their families.
- The noise made by these vehicles flies in the face of trying to create these precious areas of our historic and totally irreplaceable countryside and their access to such places should be stopped. Other users of such areas of special countryside can and do use and enjoy them together in a civilised way based on the respect of others' needs. This is not the case with off road vehicle users. It simply is not possible to stroll peacefully along such a track and pretend you cannot hear the aggressive noises emanating from these vehicles and their drivers.
- These vehicles produce deep ruts and skiddy surfaces. They can emit exhaust fumes and loud 'bangs' and noises. Furthermore, detrimental impacts on local natural habitats and wild life are another area of concern
- Off-road mechanical vehicles are likely to: destroy the surface of the path in the Manifold Valley disturb the peace and quiet for other users make the track more hazardous for other users adversely affect the natural environment and wildlife. In addition, there would be no easy means of controlling numbers and if significant numbers of vehicles were to make use of the path the damage would have increasingly adverse consequences.

- The proposal appears to satisfy all the relevant reasons in s1(1) and s22 Road Traffic Regulation Act 1984. The proposal is urgently needed, as the increased use of the route by mechanically propelled vehicles over the last 3-4 years is causing unacceptable damage to the surface of the route, to the landscape and to the environment
- The motorised traffic that has used it disrupts the calm and peace of the path and a much larger surrounding area, and unfortunately many of the vehicles and drivers attracted to it have little concern for or interest in the environment or the intrusiveness of their noise and activity.
- The damage is also a deterrent for walkers - which leads to non-use at best, confrontation at worst.
- If the activity of the vehicles did not interfere with other users of the route, would be less passionate about it but, as it is, motorised vehicles cause massive damage to the landscape and directly impacts other users' enjoyment of the route.
- Having previously lived for some years alongside an unsurfaced BOAT fully understand how off-road vehicles damage such highways and make them impassable to both pedestrians and horse drawn vehicles. This applies equally to the route subject to this proposed order.
- These lanes have survived, with moderate use, for centuries, but are quickly destroyed by inappropriate use.
- Rutted and ruined surfaces destroy the beauty of the route, and encourage water run-off, which in turn creates deeper ruts.
- Regrettably necessary to prevent such use along the route at Wetton Hills because of its negative impact on the beauty, tranquillity and accessibility of this area of outstanding natural beauty. The damage done by mechanically propelled vehicles to the route, which is largely unsurfaced, spoils the visual appeal of the area and makes access for other users difficult and, at times, dangerous. Restoring the route to a safe, attractive and easily usable condition would be expensive and, while the route remains open to mechanical vehicles, only temporary. The noise has an adverse impact on the peace of the whole area.
- It is unfortunate, but mechanically propelled vehicles cause significant damage when used along inappropriate routes, such as that at Wetton Hills, and seriously impact the enjoyment of such routes by others.
- Apart from the obvious damage being caused by these vehicles, as a horse owner, it is a nightmare when you are riding happily along a bridle path and suddenly become

confronted by off road vehicles racing towards you. This is especially difficult as they rarely travel as a lone vehicle - they are usually at least in pairs. The ruts that they cause are not only unsightly but form tripping hazards for horses and walkers alike.

- Off road vehicles do far more damage than all the other users put together, they ruin the flora and fauna, disturb wildlife and habitat and destroy tracks and fields making it dangerous for other users, leaving huge ruts and unstable ground. Their presence is highly dangerous to walkers and horses are often startled due to the noise they make and speed they go through the area, often without any consideration for other users. Owing to the damaged areas riders and walkers are forced out widening the tramped areas or they risk injury on the rough tracks both when wet and slippery and when the ground has dried out.
- It is most unpleasant and risky for walkers and riders to have to pass motorised vehicles at such close quarters on narrow sections of the track.
- Here the harm caused by vehicular access is significant and inflicts serious harm to both the landscape, and the majority of non-off road users of the Park.
- These little tracks were not meant to take motor vehicles and nor should they as it excludes other users purely due to the destruction and deviation of the surface and underlying sub soils. Try walking this track after it's been driven over.....impossible.
- Motorised vehicles of the kind that use these type of tracks are noisy and destructive, as their use in wet conditions churns up the ground and makes it difficult for other users. Also there is the environmental impact with diesel/petrol fumes and possible spillages and the noise affecting birds and wildlife.
- The nature of the area is that sounds carry over large distances and the noise pollution is likely to affect people and animals over a wide area
- Powered vehicles destroy the surface of the path and make walking difficult and a risk to life and limb.
- If vehicular access is not prohibited then it is likely that in future the track up the dale will become a muddy morass suitable only for vehicles and not for walkers, runners and mountain bikers.
- This quiet lane has been changed out of all recognition since the 4x4's and motorbikes took it over.
- The use of them in this area is clearly severely eroding the grassland, producing a negative visual impact and making it more difficult for other users, e.g. walkers, to safely travel through the area.

- It was interesting to hear the tales of trail bikers chasing sheep and night riders from a local resident clearly indicating the anti-social behaviour of the "off-roaders"
- The Manifold valley has always been a quiet and peaceful backwater, even in mining days. The presence of the National Trust and the enlightened purchase of the nearby former rail line by the County Council many years ago has created a very special area loved by tourists and has helped to support the local economy
- Seems to us 'beyond reasonable doubt' that the off-roading here has caused very serious damage and degradation which makes walking, riding and cycling difficult and even hazardous. Furthermore, the regular noise and disruption of tranquility makes any form of non-motorised travel an unpleasant and depressing experience. As the owners and managers of a local tourism business, we are concerned that if the issue of off-road motor traffic in the National Park is not tackled head-on, the image and status of the Peak District as a premier tourist destination will suffer. We want potential visitors to be absolutely confident that their perception of the National Park as a place for quiet enjoyment of this dramatic and unique landscape is reflected in their experience.
- Walked this route 2 weeks ago, and the valley has been damaged by the tyres of the vehicles, and peace of the walk was rocked by the noise of engines as vehicles came down the valley.
- The case here is so obviously strong I hope it goes ahead before it is too late to protect the valley for the enjoyment of many people now and in the future.
- The use of mechanically propelled vehicles creates noise and physical damage which far outweighs the benefits which may accrue to the tiny proportion of users who participate in this form of recreational activity, when compared to the quiet, relatively passive enjoyment engaged in by the great majority of people who visit this area.
- The route runs through sites of scientific interest (SSSI's) both bird and wild animal life would be disturbed by noise the area is used for sheep farming. Sheep would be disturbed by motorbike noise and to a lesser extent by other vehicle noise in their vicinity especially in the lambing season. Damage to the footpaths and the presence of vehicles on them would discourage walkers and thus the tourist industry in the area. Noise would also be a deterrent to those wishing to enjoy the quietness and solitude of the dales. The impact of petrol/diesel fumes on flora and bird life can only be detrimental .
- There are too many irresponsible 4x4 owners taking advantage of the speed and off-road abilities of their vehicles to abuse otherwise safe areas for all to enjoy. Organised clubs unfortunately are unable to control the activities of such people and therefore it is

necessary to use laws to prevent them.

- Live at Little Longstone and witnessed first hand the massive deterioration that occurred at both Brushfield and Cherpit Lane by persistent off roaders. This deterioration was not minor - both lanes were being systematically destroyed by ever deeper ruts and increasing loose foundations. Yet the off roaders blindly insisted that they were responsible users.
- Have regularly walked the Wetton Hills route for the past 6 years. I have seen the damage caused by a small number of recreational motor vehicles users and have seen and heard them using the route. I have also seen the effect of recreational motor vehicle use on other grassy routes such as Minninglow Lane in the PDNP. Important to protect the route by the proposed TRO because of its natural beauty and tranquillity, importance for walkers, cyclists and horse riders and the value of the route to local residents. Believe this pre-emptive TRO is fully justified
- Have experienced, as a walker the sudden eruption of aggressive drivers using these paths for racing across the countryside oblivious of how they are scaring walkers, horses. They themselves do not enjoy the countryside except as a free racecourse.
- At present motorised vehicles are having a deleterious impact on the lane and the beauty and character of the area. The lane itself is damaged with substantial ruts causing damage to vegetation, to surface drainage and being visually ugly. The noise caused by motor vehicles is also intrusive and inappropriate in this secluded area of quite exceptional beauty.
- It's important to preserve its natural peace and beauty, as well as the historical features. Should not have to dodge motor bikes or stumble through the mud and mess they cause.
- An unsurfaced route like this is completely unsuitable for vehicle traffic and if the latter is not banned, this route will soon degenerate to the level of another unsurfaced one at Minninglow Lane. Also feel natural beauty and tranquillity can only be conserved through removing the sight and sound of vehicles and evidence of their past presence. Appreciation of the cultural heritage of the area, in the form particularly of its habitation and use by early Man, would be greatly assisted by the absence of vehicles.
- The use of these vehicles prevents walkers from enjoying the beauty and quiet of the area, through pollution, noise and damage to paths. There is a high cost to the local authority/national park in repairing the damage caused by such vehicles.
- Cannot comment on the use of the green lane during weekdays but can certainly testify to the passage of very frequent motorcyclists and 4x4 vehicles heading for or coming from

the green lane all through the weekend. As previously mentioned, lane is only single track with very few passing places so when we meet upwards of half a dozen large vehicles coming in the opposite direction, this can present a substantial problem. Similarly with large numbers of motorcyclists. have regularly counted a dozen or more going at breakneck speed on the straight section above our house. It used to be safe for children to play but this is no longer the case. In summary, it does seem a crime that an area of such outstanding natural beauty and tranquillity, formed over thousands of years and available for all to enjoy should now be subject to such physical and aural abuse.

- Danger to farming stock and pedestrians
- The physical damage that motor vehicles bring to such an area is unacceptable, particularly for those walkers who have less mobility and struggle to navigate large ruts.
- Have also spent many years using 4 x 4 vehicles off road, in past years recreationally and currently in association with arranging events such as local fell races and endurance horse rides. My main reasons for support are to minimise surface damage to unsealed routes to preserve them in a suitable condition for non vehicular users. The size, weight and hugely increased numbers of 4 x 4 vehicles used off road is resulting in extensive damage to local unsurfaced routes. This creates environmental problems, conflict with other users and substantial economic damage when farmers and landowners have support payments reduced or curtailed as a result of damage by third parties. Voluntary restraint does not seem to work as use often increases when conditions are at their worst. Some form of access control will probably be needed as my experience with other local routes is that even members of responsible organisations such as the TRF are still using bridleways and downgraded routes illegally
- Makes ruts so no animal or walkers can enjoy it safely.
- Have noticed that since the increase in use by motor vehicles the track is no longer grassy in places but heavily rutted. Once the ruts become excessively deep the vehicles move to the side of the original track causing more ruts in time this means the whole base of this valley will become rutted and unusable by anything other than vehicles. This is a problem not only for horse riders and walkers but also the wildlife that inhabits this valley.
- 4x4 vehicles use the track at all times day and night not only singly but in convoy of up to 12 vehicles. Scramble bikes use the lane as a circuit round Back of Ecton to the Manifold tunnel to the Manifold Valley and back up the green lane. The circuit riders completing three to four circuits in an afternoon. Some bikers have now taken to riding the sheep

tracks up the hill and new tracks can be seen latticing Wetton Hill. The 4x4 s that run in convoy are not local to the area often from clubs far away who 'make a week-end of it'. Complained to the National Trust in 2013, since then the lane had got significantly worse and have been witness to the constant decline of the valley.

- The over use of the lane by motorised vehicles has removed the amenity of a green valley to walkers and horse riders who used to enjoy the lane every day.
- The SSSI status must be called into question as the valley is not a place for flora to grow.
- The lane is a single track lane with few passing points, most of which are in the homeowner's drive ways. The 4x4 and bikes do not travel slowly, there is no speed restriction on the road children and walkers have nowhere to 'jump' to avoid on-coming traffic. The route is a favourite route for Duke of Edinburgh award events the children carrying heavy rucksacks, tired and in the main, not country wise are at risk from being run over or squashed between a vehicle and a stone wall.
- Where there are 4x4 vehicles coming in opposite directions the drivers try to use peoples driveways as passing points. Where multiple vehicles are involved, they have to reverse up hills and bends for up to half a mile is required.
- The road itself is a mess of mud from the wide vehicles using the road verges. This makes the road slippery for normal vehicles. There has been one incident where the 4x4 came down a hill came off the road and into a field that had been planted with trees. There was no apology. There are no trees.
- The valley is a working valley, with sheep and cattle farmers on both sides of the valley. The noise normally of sheep, cows and the occasional tractor. The noise of scramble bikes throttling up the hill is far worse than a well- tuned motorbike. When they are in groups of 5 or more the noise is unbelievably high.
- During wet periods farmers cannot collect dead or injured animals from the valley as the ground is too churned up
- There is now extensive damage to an area designated as a site of outstanding natural beauty The Green lane is being damaged to the extent that it may not be eligible for its SSSI status if it were to be reassessed.
- The infrastructure and road access points are unsuitable for the volume and type of traffic currently using the site.
- There are safety issues for the lane being used for walkers, children, Duke of Edinburgh award events and vehicles travelling at speed.
- The disruption to residents living alongside the lane is unacceptable.

<ul style="list-style-type: none"> The impact of noise and light (both day and night) in a tranquil valley such as this is unacceptable. 	
<p>Alternatives</p> <ul style="list-style-type: none"> There is no need for vehicle users to go there to enjoy the beauty of the local countryside. There is a tarmac road along the Manifold Valley from Hulme End, connecting to Wetton & Butterton. Already have plenty of roads available for motor vehicles in this country. This is not a route for any kind of road vehicle, including push bikes, other than access for farm vehicles and emergency vehicles. The area has numerous alternative suitably surfaced minor roads where these vehicles can enjoy the countryside without inconvenience or detriment. There are alternative routes for drivers between the end points of the road in question that are at least as quick as convenient. So nobody going about their business will be inconvenienced by this order. Could allow battery driven mobility scooters, as support helping disabled people to enjoy the countryside. Perhaps some of the land "temporarily" taken over by the MoD back in 1939 and thereabouts could be allocated as a sacrifice to scramblers and off-roaders? If this would keep them off bridleways and green lanes everywhere else, might it be worth consideration at national level? There may be a case for making provision for them on some areas of wasteland but a national park is not the right place. Do not believe that any voluntary restraint by the users of motorised vehicles is likely to assist the path to recover its natural beauty. Voluntary restraint has not been of any benefit to other paths and green lanes in the National Park where it has been tried. Not all trail riders take note of such voluntary restraint anyway and it is difficult to monitor their use. Voluntary code of conducts have been tried out in other parts of the country and have been shown not to be adhered to and so do not prevent the damage these off road vehicles cause. Only enforcing TROs will prevent these selfish opportunists from damaging our precious countryside If soil was brought in to cover the rocks and fill the ruts in the 3 or 4 very worst places and 	<p>Any sites proposed for motor vehicle use would require planning permission.</p>

<p>a TRO imposed to prevent further destruction, the route could eventually recover for everyone to experience and enjoy.</p> <ul style="list-style-type: none"> • There are many places that are specifically designed for this activity so there is no need to damage the environment. • Please could the Park or the Borough provide a specialised quarry or such like for these people to enjoy themselves as they wish. • There are many locations with off road access that are significantly more robust • All motorised vehicles and motorcycles should be banned, as well as cycles • Voluntary restraint is not working. • Farm tractors might need access but there is no case for trashing rural beauty in pursuit of fun in a 4x4 or on a motorbike. • Vehicles can go over the little bridge to Wetton if they are not too heavy • There are already thousands of miles of roads in this country rendering the use of these green lanes irrelevant for transporting people from one place to another. I suggest that 'off-roaders' do not use these lanes for the purposes of enjoying the countryside, so I fail to see why they should be allowed to prevent others from being able to do so. They should be compelled to use ex - industrial brownfield sites on which suitable routes could be created, and their side effects as described in my first point would be created in a controlled area where 'industrial' activities are/were part of the environment • None of the mitigation options is likely to be effective in dealing with these problems. • The only way of improving the route so that the objectives of the National Park are achieved is to make a full Traffic Regulation Order banning the use of all mechanical propelled vehicles except as set out in the order 	
<p>Others</p> <ul style="list-style-type: none"> • Motorised transport on lanes designed for horse and cart is not appropriate and detrimental to the local environment • The off road bikers and 4x4 users who are doing the damage to the trackways and verges never consider themselves responsible. It's always 'not us' when they are challenged, well it isn't Fairies. Having been given the opportunity to police themselves and to restrict their damaging activities , it is now time to act. Stop them spoiling the enjoyment of walkers etc and ban vehicular use • Off-roaders using motorbikes do deserve consideration, but their sport affects the enjoyment of others, and for that reason they should be excluded from National Parks 	<p>The NPA has proposed this action at this time on the route at Wetton Hills after careful consideration of the evidence available and alternative options. This has included preparing route information in consultation with the Peak District Local Access Forum - an advisory body to the NPA and its constituent Highway Authorities.</p> <p>National Park designation offers opportunities for</p>

<p>wherever their noise is damaging to the enjoyment of others and wherever their use of tracks damages the tracks so that they cannot be used safely by others.</p> <ul style="list-style-type: none"> • Off-road vehicle drivers can get their thrills by using less pristine and more sustainable land - eg agricultural field/fields before crop sowing or in a specially created space. The landscape is everyone's to enjoy and off-roaders disturb and destroy leaving scars on the landscape that remain unrepaired for years. Removing access to off-roaders also allows local amenities to flourish and be protected. • It is essential that we protect this "green lane" for future generations to enjoy. • Cannot appreciate the special quality of this dale, its tranquillity, with a motor vehicle. • DDC and the National Park authority should be using their powers more widely to protect Green Lanes and footpaths. If I were to cause damage to the road outside my house would be prosecuted . Why are a small minority considered more important than the majority? • Do not know how you can enforce the Traffic regulations unless the route is gated with locked gates and stiles. This would stop horse riders who may be entitled to use the route and do not do as much damage to a grass route as road vehicles and also push bikes that, in time , produce narrow deep ruts on grass path ways. • The purpose and policy behind TROs were established in the 2nd National Park Plan after full consultation. Do please carry on • The Peak Park has been created to preserve the beauty and tranquility of the countryside • Drivers of motor vehicles on green lanes appear only to want the challenge of a muddy ride they should use designated courses to test their driving skills away from walkers. • Use of such tracks by 'off -roaders' must surely in such cases give way to the needs of other users, who are far far greater in number. The needs of the many outweigh the pleasures of the few • Having read the documents with this consultation I feel they make it very clear why this route is crying out for protection from motor vehicles. To not bring in a traffic regulation order would be against all that thought National parks are for. • Have walked for many years on most footpaths and bridlepaths in Derbyshire, Staffordshire, Cheshire and Yorkshire. Having developed a love of the countryside and so witnessed the beauty of it, makes me realise that every square metre of any walk is precious and should be absolutely protected from the damage caused by motorised vehicles. • It will prevent a minority of selfish vehicle users ruining the National Park environment 	<p>understanding and enjoyment of the special qualities of the area for all users. National Park designation does not preclude use of such routes by recreational motor vehicles as a matter of principle.</p> <p>The NPA will have regard to whether there is a conflict between recreational use and the conservation of the area in order to meet its statutory purposes.</p> <p>Determination of status of a route is based on fact not suitability and is undertaken by the Surveying (Highway) Authority.</p>
--	---

- Cannot understand how any individual or groups of individuals would wantonly take part in an activity in the pursuit of personal pleasure, or to get some sort of 'kick', that damages the countryside in such a horrific way.
- Not too sure if the constitution of the National Park allows this sort of wanton destruction, and if the arguments in favour of allowing it to continue are accepted, it makes a nonsense of the reason in the first place for the formation of National Parks in our country. Wonder if National Parks in other countries would allow it. The North American Parks are rigorously monitored and protected against this sort of vandalism as are certain European ones.
- The authority is very rigorous in protecting other unique aspects of the National Park in order to maintain the character of the area (buildings, trees etc.,) this comes within the remit
- Cannot imagine the basis for even holding this public relations exercise. The Authority needs no further support in making this order beyond the act of parliament which established it in the first place.
- Can see no reason why the interests of a small minority should be allowed to destroy a public good and override the interests of the majority. Present-day walkers and others want to preserve the dale and future generations would be astonished if a public authority decided the dale had no natural amenity value, and no public benefit, and could be wasted.
- Green lanes were never intended for recreational use by off road vehicles nor were the National Parks set up to cater for them
- Areas such as this should be protected for the benefit of the many like me who appreciate the peace the landscape offers and that should not be ruined by the few who are prepared to rip that landscape up in motorised vehicles.
- Off-roaders aims are incompatible with those of true country lovers -why ever would they wish to disturb the peace and destroy the landscape.
- Strongly object to the natural beauty of the Peak Park being used as a playground for those who have no consideration for the environment
- National Parks were set up to preserve for everyone the scenic beauty, natural habitats, cultural heritage and quiet places for all time. Such areas contain rare and endangered plants and invertebrates and must be preserved.
- The short-term interests of the off-roaders really need to be dismissed here, in favour of protecting the landscape for walkers and for wildlife in this generation and in future ones.

<p>There are many other places for motorcyclists and others to visit.</p> <ul style="list-style-type: none"> • The Peak Park Authority has a very equitable philosophy relative to the Park being open to all. The PPA remains so in this very responsible proposed order. This area is not being excluded from people who own off road vehicles but rightly to them actually going through such a special area actually on/in their vehicles, damaging it and making their use immediately and following detrimental to the use and pleasure of others. Whether by others they be walkers, farmers or people the farmers need to undertake work on their land/farm properties. People who may have wanted to drive the route recreationally can still readily drive near to this specific section in/on their vehicles but then park up and enjoy this specially recognised 'green' lane on foot. Note the authority have again with their equitable hand, made special provision in the proposed order for those with recognised disabilities who could not otherwise access this more remote area other than by vehicle, so the lane would remain open to all. • When so much work is being done in the Peaks to prevent path erosion it seems only right to stop this damaging destructive practice at wetton mill by enforcing prohibition of motorised vehicles on this route. • It is utterly absurd that people should be allowed to churn up our countryside for the sake of nihilistic and pointless pleasure. • The argument put forward by the drivers of 4 wheel vehicles is that they want to enjoy the countryside like everyone else, but what they mean is that they want the challenges that difficult terrain offers. So rather than looking at a rutted and rocky green lane and feeling depressed, they see a challenge and a day's entertainment. • The Peak District National Park Authority has an overwhelming duty to preserve and protect their landscape. Where "rights" clash; as with the rights of drivers and riders of motorised vehicles to carve into and pulverise green lanes to a muddy morass, then the National Park's duty is to prioritise preservation and conservation - and improvement - of the special landscape of the Park over the rights of access which inevitably damage and destroy. • have previously lived in the Peak District and seen the damage off road vehicles do to so-called 'green lanes'. I now live in the Yorkshire Dales and have seen the massive improvements to offroad lanes and tracks since the Yorkshire Dales National Park Authority began imposing TRO's. • The proposal will restrict the use of the route by mechanically propelled vehicles, which are a minority user, and will preserve it for the lawful and acceptable use by horse riders, 	
---	--

pedal cyclists, walkers and invalid carriages

- The National Park Authority have prepared a very thorough case for the proposed TRO.
- There is no need for mechanically propelled vehicles to be permitted access.
- A few ought not to feel they have the right to go where they like, this applies to some walkers and cyclists also. We ought to feel privileged that we have so much to see and be apart of and therefore leave little evidence of our passing through.
- Green lanes were used by drovers and carters before the advent of the internal combustion engine and were never intended to be used by heavy motorised vehicles. The damage done to the environment by 4 x 4s and off road motorcycles is indiscriminate and long lasting. This is a national problem and needs to be addressed wherever the threat is presented.
- Walkers and carriage drivers substantially outnumber off-roaders. More people would benefit from this TRO than would suffer.
- Permanently excluding them would benefit many more users, and of different categories, than would be prevented from using the lane.
- Would still wish to access and use this area on horse back so would not wish this to be allocated as a footpath
- Most off-readers are fit young men perfectly capable of using this route on foot and the non-motorised users need to be protected from the damage, noise and danger caused by recreational off-readers.
- By placing a TRO on the route on the grounds of conserving the natural beauty of the area PDNPA will be doing no more than fulfilling its primary statutory duty.
- Would hope the Peak Park would always help to keep any of our dales to remain beautiful, undamaged, and as 'natural' as possible in this day and age.
- Although lots of activities cause wear and rear in the peak district, this feels more like vandalism.
- It will be a significant help in maintaining the natural beauty and tranquility of the area. There is no essential need for motorised transport, or drones, in the area other than for emergency purposes.
- Rights of way are often based on legislation which pre-dates motorised vehicles, giving access to environments which cannot withstand the pressures of these vehicles.
- Hope that measures can be put in place swiftly in order to prevent further damage
- The Peak Park Authority has to stop this concept of "access for all". You are starting to re-think this concept so keep up the good work. You can't allow the countryside to be torn

<p>and disfigured and then pretend that this does not affect walkers who outnumber the off roaders by a massive percentage. It's one or the other - it can't be both. What ind really annoying as an ex Land Rover owner is that the off roaders we see pretend that traversing our countryside lanes is the height of off roading and requires great skill and courage. The real off roaders are those owners who participate in the Land Rover Trials which are usually held in old quarries or gravel pits. Here the terrain is extreme with near vertical up and down slopes. Such trials really do require skill and driving expertise.</p> <ul style="list-style-type: none"> • The National Park's special characteristics require protection from behaviour and phenomena - such as motorised vehicles - that are more associated with every day urban life than the natural amenity of a Park, . Without such protection, as in this necessary TRO proposal, the Park's characteristics and status will be eroded. Off road motor vehicle use in these areas is therefore a distinct threat to the special characteristics that underlie the very designation of the National Park. • Other motorists travelling to the peak district using roads actually designed for them are actively discouraged, with parking restricted or expensive. We are encouraged not to bring cars but to use public tranport. To then allow vehicles to ravage the places meant for walking makes absolutely no sense. • Surely organisations such as the peak park and national trust exist to protect such increasingly uncommon habitats from harm and destruction from modern inventions such as the combustion engine • Whether there is a genuine need for them to systematically destroy a proportionally short secluded section of green lane simply because it is there. 	
---	--

Other

<u>Representation</u>	<u>Comment</u>
<ul style="list-style-type: none"> • No objection to motorcyclist riding the legal roads as long as they ride sensibly. There is a big difference between law abiding trail riders and teenage hooligans. • As a driver of a 4x4 accompany an individual with a disability who can't access the countryside without a vehicle. Whereas agree with a seasonal TRO object to having this route completely closed to us both. His world is limited enough. Driving in a small group 	

and well supported is the highlight of his month, and mine. <ul style="list-style-type: none">• Use this route regularly	
--	--

TRO Procedure Checklist – Wetton Hills

Issue	Relevant Paragraph in the report
The desired outcome of any Order	13, 33-39 Appendix 6
Can this objective be achieved in any other viable way?	31, 32, 42-49
The amenity or conservation value of the route in respect of our statutory purposes and the special qualities of the National Park.	8-10, 12, 33-37 Appendix 6
The enforcement implications of any proposed Order.	41, 43
What are the private access needs and how can they be protected?	17 Appendix 5
The expeditious, convenient and safe movement of vehicular and other traffic including pedestrians.	16, 17, 45, 46 Appendix 7
Can appropriate public rights be maintained?	16, 17, 45, 46
What conservation or heritage issues are there?	9, 12, 33, 36 Appendix 6
Will the character of the route be affected by continued use?	36, 37 Appendix 6
Will the character of the route be adversely affected by the TRO and associated furniture?	41 Appendix 6
Are there concerns as to the displacement or knock-on effects of the closure of a route?	43
Are the necessary resources available?	50

This page is intentionally left blank

7. BROSTERFIELD SITE, FOLOW – PROPOSED SUBMISSION OF REVISED PLANNING APPLICATION (P4484/CBM)

Purpose of the report

To seek Members' approval for the submission of a revised (third) planning application for the Brosterfield site following refusal of the last planning application in March 2017.

Key issues

- The site was purchased by the Authority in 2012 due to great concern of the possible impact of the development of a 20 unit static caravan park. The prospect of a static site was as the result of a planning permission error by the Authority. The purchase was approved by then Members in order to rectify the error and return the site to a touring caravan and camping site.
- In order to do this, as landowner, the Authority has applied on two previous occasions for planning permission to develop a touring caravan and camping site. On the first occasion, the application was withdrawn and on the second occasion the application was refused.
- Since the refusal of the last planning application in March 2017, a 'back to basics' appraisal of development opportunities for the site has been carried out by experienced Authority staff. At the end of this appraisal, only two acceptable alternatives remained – 'agricultural (and/or woodland) use or touring caravan and camping use.
- Development Management Service advice is that an application for a touring caravan and camping site submitted on the basis set out in this report would be within planning policy.
- The Authority's decision to acquire the site was based on a commitment of resources of between £200,000 and £500,000. It was agreed that such a 'net cost of intervention' would need to demonstrate that the action was a significant National Park issue and required this much greater call on resources to achieve National Park purposes, with the decision making and supporting valuation process important in countering value for money criticism.
- The estimated 'net cost of intervention' of the two remaining alternatives are as follows:

Touring caravan and camping use – £363,000
Agricultural / woodland use - £538,000-£558,000

It is therefore clear that returning the site from its existing planning status as a permanent residential caravan site to agricultural use will not meet the 'net cost of intervention' limits approved by the Authority.

- The recommendation below reflects the Authority's original intentions in 1998 and also the recommendation of the Resource Management Team (Minute No 14/18)

- The Authority has heard the concerns of the Foolow community about the proposal through consultation and at both Audit Resource and Performance and Planning Committees. It is acknowledged that the opinion of some of the community that the site should remain in 'green field' agricultural use will not change. It is also acknowledged that there are likely to be objections again to any planning application submitted by the Authority for the site.
- It is clearly not the purpose of the Audit Resources and Performance Committee to debate the planning issues involved in this case. Audit and resource issues need to be carefully considered in deciding on the recommendation.
- The future of this site has remained 'unresolved' for some time and needs bringing to a conclusion.

1. **Recommendations**

1. **To submit a full planning application for a revised proposal described in paragraph 4 below, together with an amenity block based on the floor space of the 2003 amenity block approval (which expired) with any required minor modifications/finessing undertaken as part of the planning process.**
2. **Following the outcome of the planning application, an analysis for future options for the site is then presented to Members at a meeting of the full Authority.**

How does this contribute to our policies and legal obligations?

2. The site was purchased in order to protect the intrinsic landscape value of the National Park due to great concern of the possible impact of the development of a 20-unit static caravan park. Whilst the permission would have allowed the siting of static caravans, planning legislation defines these very broadly and would allow the siting of "park homes" on the land. The potential development was considered detrimental to the quality of the landscape and therefore the Authority sought to protect the landscape and the local community from such inappropriate development.

3. **Background**

In accordance with Resolution 1 of item 12 of the Authority Meeting on 30th March 2012, the Authority purchased land which included the Brosterfield site to remove the possibility of park homes being developed on the site by Tingdene Ltd (Arunworth Ltd). The intention of the Authority was to remove the possibility of the development of the park homes and for the site to be used as a touring caravan and camping site as was the intention in 1998 planning permission, which was intended to permit touring caravans, but was subsequently interpreted by Planning Inspectors as allowing static caravans throughout the year.

At Audit Resources and Performance Committee on 25th January 2013 Members were presented with an options analysis paper for the development and disposal of the site. The paper presented 6 options for the development of the site and 2 for the disposal of the site. The committee resolved that officers should report back on the development of the options before a planning application was made.

At the May 2013 Audit Resources and Performance Committee it was resolved that Option 5 put to the meeting was pursued with any finessing required as part of the planning process.

Community consultation took place in November 2014 and a planning application was submitted in December 2014 comprising: 20 all year pitches to include 5 camping pods, 14 touring pitches and 1 warden's pitch plus 30 seasonal grass pitches for use from Easter to 31st October, an amenity block, new site access and services. As a significant amount of objections were received to that proposal it was decided that the application should be "paused" and subsequently withdrawn whilst further community consultation was undertaken.

Further consultation took place throughout 2015 between the Authority and a group of representatives from the Foolow community. A group comprising neighbours and a representative of Foolow Parish Meeting had meetings with Authority staff including the Chief Executive to listen to and discuss the proposal, the different elements of it and also their concerns with regard to value of the site.

The main objections highlighted by the community representatives were the impact on the landscape, impact on community, access, and "planning creep".

Following this public consultation and with further valuation advice from the District Valuer at the March 2016 Audit Resources and Performance Committee it was resolved that another planning application should be made reflecting these concerns. This planning application was submitted in October 2016 but was refused by the Authority's Planning Committee in March 2017.

Further appraisal of the site has been undertaken and a wide range of potential options for the site have been considered. The current recommendation is to reapply for a less intensive camping and caravan site.

4. **Proposal**

Approval is sought to submit a further revised proposal as follows:

- 20 year round caravan/tent pitches.
- An additional 10 caravans/tents Easter to end of October
- An additional 20 caravans/tents on Bank Holidays between Easter and October.

The maximum number of pitches at any one time on site would remain at 50. This would be at Bank Holidays. The Warden would occupy one of the permanent pitches.

The only new element to the proposal would be a new access which would keep the caravan and camping site independent of Brosterfield Farm (which was in the same ownership as the caravan site in 1998, but is now in separate ownership) and meet current highway safety standards.

5. **Financial:**

The potential value of the site if planning permission is granted is £50-75,000 lower than the site value based on the 2016 planning proposal. The 'cost of intervention' to the Authority would be around £363,000 which is still within the approved parameters. Please see the advice from the Authority's Chief Finance Officer view on decision-making parameters, value for money interpretation and audit implications. (Appendix 1)

6. **Risk Management:**

It is highly likely that the Foolow community and other interested parties will maintain their objections to the proposal.

7. **Sustainability:**

There are no issues

8. **Equality:**

The requirements of the Equality Act 2010 and in particular the public sector equality duty have been met in the consideration of the proposals for the site and the ongoing requirements to have regard to the duty.

9. **Background papers** (not previously published)

None

Appendices –

Appendix 1- Chief Finance Officer view on decision-making parameters, value for money interpretation and audit implications

Report Author, Job Title and Publication Date

Chris Manby, Corporate Property Officer, 30 August 2018

Appendix 1 - Chief Finance Officer view on decision-making parameters, value for money interpretation and audit implications

The Authority resolved in March 2012 to purchase the site for £650,000 and to re-sell the site, with appropriate conditions, as a touring caravan facility. The District Valuer's initial estimate of sale price was £400,000, leaving a net cost to the Authority of the intervention of "£250,000 or thereabouts". Officers have used a net intervention of £300,000 as being an acceptable cost ceiling for the site in carrying out this resolution.

The Chief Finance Officer gave financial advice that the full cost of the site should be budgeted for in order to underwrite the full the risk of not achieving the required resale value, and this was achieved using revenue and capital resources.

He also gave value for money advice on the intervention in the Authority report, in respect of use of public funds for this purpose. His advice was that the cost of a solution must be reasonable in respect of the proportion of the Authority's resources being used, compared to the core National Park purposes being achieved. This judgement needed to be made by Members in respect of the landscape impact of the site should it be developed as a park home site and not a touring caravan site. He also advised that using the Authority's resources to reduce the current permission to a lesser permission or even no permission, would need to face a higher value for money threshold as it would be using resources to reverse its previous, comparatively recent, decision making (i.e. to grant planning consent for a caravan site in 1998 and further development in 2003). The Authority could be vulnerable to a complaint that the expenditure was not in the public interest and the external auditors may consider a public interest report under s.8 of the Audit Commission Act 1998, or qualify their opinion on value for money in the course of the annual audit, if they felt the Authority had not gone through a considered decision making process.

He advised that the cost of an intervention of under £200,000 had relatively little impact on the Authority's financial position. **A commitment of resources of between £200,000 and £500,000 would need to demonstrate that the action was a significant National Park issue and required this much greater call on resources to achieve National Park purposes, with the decision making and supporting valuation process important in countering value for money criticism.** Commitment of resources above £500,000 was not considered to be reasonable and no options supporting this were presented in the report.

This page is intentionally left blank

8. UNDERTAKING PROJECTS FOR MOORLIFE 2020 PARTNERS AUGUST 2018 UPDATE (MSC)

Purpose of the report

The purpose of this report is to ask this Committee to approve the continuation of the Authority's work with the MoorLIFE 2020 project partners to deliver projects outside the scope of that project for the duration of it; where this Authority, through the Moors for the Future staff teams, will provide a project management role to continue to improve SSSI conditions across the South and West Pennine Moors.

This report seeks to build on the previous authority granted by ARP Committee (January 2017, Minute Ref 05/17), seeking to raise the authority limit in response to current and future opportunities to fund SSSI recovery.

Key issues

1.
 - The large scale works being undertaken by the Authority through the Moors for the Future Partnership's MoorLIFE 2020 and Private Land projects offer significant opportunities to use existing tenders and contracting arrangements to deliver works in addition to these projects and make use of economies of scale.
 - This is in line with the Business Model, in the Moors for the Future Partnership Business Plan, approved by this Committee.
 - This applies to a specific group of partners highlighted in section 4 of this report, working in a genuine partnership on opportunities recognised by the staff team.
 - Appendix 1 sets out the possible (maximum) expenditure per financial year but also the anticipated expenditure profile. The works programme, permissions and resources will dictate the actual expenditure profile.

Recommendations

2.
 1. That ARP Committee approve in principle working with the MoorLIFE 2020 project partners to deliver additional projects until the end of the MoorLIFE project (or any extension to it).
 2. That ARP Committee delegates specific project approval (including signatures of related agreements with partners), to an increased maximum combined value of £2.5 million (raised from £1.5m) in any financial year, to the Director of Conservation and Planning, in consultation with the Head of Law and in agreement with the Chief Finance Officer (expenditure will not exceed £2.5m in any financial year).
 3. That the Authority may, subject to compliance with its procurement standing orders, enter into contracts for the delivery of an approved project.

How does this contribute to our policies and legal obligations?

3. This project will directly benefit the strategic outcomes of this Authority contributing to National Park Management Plan 2012-17 Objectives: DL1/ DL3.1 / DL 3.4 / DL 3.5 / DL 4.2.1 / WI 4.3 / WI 4.5 / ES1

These arrangements will also build upon the Authority's good engagement with several major partners (Severn Trent, United Utilities, Yorkshire Water, RSPB,

National Trust, Environment Agency and Natural England) who have significant influence over the management of the moorland landscape. Within this partnership, significant positive changes to the nature of the South Pennine Moors Special Area of Conservation have been delivered and will continue to be delivered.

Background

4. The MoorLIFE 2020 project, funded by the EU and water companies, has secured €15,996,416 to undertake capital works, science and communications actions across the South Pennine Moors Special Area of Conservation. This work is being co-funded by the three water companies within our area of work (Severn Trent, United Utilities and Yorkshire Water Services) and being delivered by the Authority, RSPB, National Trust and Pennine Prospects, with support and advice from the Environment Agency and Natural England.

Proposals

5. In line with our business plan MFFP seeks to attract additional funding from ML2020 partner organisation through our bidding activities to achieve outcomes for multiple benefit on restoration sites by dovetailing different sources of funding for tandem delivery. Additionally, the ML2020 project partners periodically ask whether the Authority, through the MFFP programme team, can manage and deliver complementary works on their behalf, using the economies of scale and efficiencies of landscape scale working that our work programme generates. Project partners are Severn Trent Water, United Utilities, Yorkshire Water, National Trust, Pennine Prospects, RSPB, Environment Agency, Natural England.

We ask that this Committee authorises the MFFP programme team to manage and undertake works on behalf of the MoorLIFE 2020 partners outside the current project funding. A maximum value of £2.5 million in any financial year is proposed (expenditure will not exceed £2.5m in any financial year), with approval for this to be delegated to the Director of Conservation and Planning, in consultation with the Head of Law and the Head of Finance and subject to a recognised purchase order from the relevant partner, and an agreed quarterly expenditure and invoicing profile, before works commence.

6. This approach would enable the Authority to retain the leadership role that it has with the Moors for the Future partners, which has been critical in maintaining the Partnership since work started in 2002, and has continued to deliver the successes that have occurred across the Dark Peak and South Pennines, as described in the Peak District State of Nature report.

Are there any corporate implications members should be concerned about?

7. **Financial:**

The recommendation of the original report specified that should further work be requested beyond the approved value in any given year, separate authorisation from Committee would be sought. Accordingly based on forecasts for 2019/20 and 2020/21 (see Appendix 1) further authority is now requested to raise the project authority ceiling to £2.5m in any given financial year.

This extension of the authority will affect the ceiling level only, and all new projects will be subject to recommendation and acceptance on an individual basis as per the delegated authority set out in the recommendations of this report.

8. **Risk Management:**

Delivery Capacity

The Director and Head of Programme Delivery (MFFP) will ensure that there is capacity within the Moors for the Future programme team to complete any new work that is proposed for acceptance under this authority. The MFFP team delivers projects as part of a programme, and the ability to approve complementary projects alongside other major projects means that they can be slotted into that programme in a way that reduces the amount of additional work to a minimum. For example tendering requirements across the programme rather than producing a number of individual tenders. We also have the ability to bring in casual workers to help with the supervision of works on the ground and this can be undertaken very quickly.

We do not anticipate any recruitment being required however, that will be evaluated as part of our on-going programme management, with any new posts being funded on an at-cost basis through agreed project management fees.

Furthermore, since the greater majority of our present and future bidding work to ML2020 partners is focused on attracting further investment into active sites for delivery in tandem with ongoing works, MFFP by design anticipate significant efficiencies in staff resource allocation in delivering any additional works elements.

All projects will be managed according to our Project Management toolkit, using the skills of our current project managers, ensuring that the synergies of delivering complementary projects can be realised.

Contracting Risk with Partners

The works envisaged are likely to be those which the MFFP programme team are taking the initiative on to build a more effective and efficient delivery arrangement within the existing portfolio of projects, rather than a partner wanting to avail themselves of a convenient contracting arrangement. As such the nature of contractual arrangements would be of partners working together in reasonable endeavour.

9. **Sustainability:**

Protection of the peatlands of our core work area is a key part of protecting land based carbon, which internationally has the potential to have a huge impact on climate change. In addition, the ecosystem service benefits of our blanket peat work is well known, reducing the risk of flooding, improving water quality and improving the landscape, so highly valued for recreation.

From a business sustainability perspective, this proposal fits within the context of the Moors for the Future Business Plan 2014-2020. Undertaking additional projects for our partners, building on work which is already being done, is a key part of our business model and has allowed massive improvements to the landscape and conservation of the Dark Peak and beyond. Creating synergies between projects is a key component of the sustainability of the Moors for the Future programme.

10. **Health and Safety**

All projects will be managed as currently, in discussion with the Authority's Health and Safety Officer. This includes use of Construction (Design and Management)

Regulations, where applicable.

11. **Background papers** (not previously published)

None

Appendices –

Appendix 1 – Summary spreadsheet ML2020 Partner Projects

Matt Scott-Campbell, MFFP Programme Manager (acting), Conservation and Land Management, 30 August 2018

Appendix 1 - Working with MoorLIFE 2020 partners

PP2020 Project No	Project code	Site	Partner	Current status	Nature of Works	Total Project Value	2018/19 anticipated	2018/19 maximum possible	2019/20 anticipated	2019/20 maximum possible	2020/21 anticipated	2020/21 maximum possible	Cost Centre
1	PP2020 02 2017	Dungonnell and Montiaghs, NI	RSPB	Confirmed/Active	Advising CABB project	8,435	8,435	8,435	0	0	0	0	WPG VM4
2	PP2020 03 2018	Radcliffe and Redvales	EA	Confirmed/Active	Assisting with development of NFM project	21,975	21,975	21,975	0	0	0	0	WPJ VM4
3	PP2020 04 2018	Breeding Bird Survey	NE, NT, RSPB, STW, YW, UU	Confirmed/Active	Breeding Bird Survey of the Peak District Moorlands	140,000	54,000	54,000	0	0	0	0	WPB VM4
4	tbc	GMMC Natural Flood Management Fund	EA	Not Active / Pending Award	Gully blocking on Mossy Lea in combination with PLP and the PROTECT project to reduce the risk of flooding for residents in Glossop	299,351	299,351	299,351	0	299,351	0	299,351	WPJ VM4
5	PP2020 02 2018	Building Blocks (Water Environment Grant)	NE	Not Active / Pending Award	Identifying location of all grips and gullies across the South Pennine Moors SAC, 8,000 of which will be blocked under this project.	1,965,996	78,753	78,753	895,932	895,932	991,311	991,311	WPB VM4
6	PP2020 01 2018	Leaves to Clean (Water Environment Grant)	EA	Not Active / Pending Award	Identify all areas within the target area where woodland creation would be beneficial for improving water quality (or preventing acknowledged deterioration). Work with existing local organisations to support land managers in applying for CS Woodland Creation Grants	351,413	90,677	90,677	128,426	128,426	132,310	132,310	WPJ VM4
7	tbc	Radcliffe and Redvales Natural Flood Management (capital delivery)	EA	Not Active / Pending Award	Delivery of NFM measures identified under the opportunity mapping study (PP2020 03 18)	620,000	220,000	220,000	200,000	300,000	200,000	300,000	WPJ VM4
8	tbc	NE Fire site Plans	NE	Not Active / Pending Award	Writing fire restoration plans for Stalybridge and Winter Hill	30,000	30,000	30,000	0	0	0	0	WPB VM4
9	tbc	Noe Stool delivery EMD Local Levy Funding	EA	Not Active / Pending Award	Funding from RFCC EMD Local Levy to support the delivery of the Moor Carbon project on Noe Stool.	40,000	20,000	20,000	20,000	20,000	0	0	WPJ VM4
					Totals	3,477,170	823,191	823,191	1,244,358	1,643,709	1,323,621	1,722,972	

Future works which meet the criteria of this Committee Approval will be added to this list through delegated authority as projects are developed up to the approved ceiling.

This page is intentionally left blank

9 ELEMENTS OF LIFE PROPOSAL (KM)

1. Purpose of the report

The purpose of this report is to ask this Committee to approve the continuation of the Authority's work on European Union funded projects, specifically to the development of a LIFE application for the continuation of Moors for the Future Partnership's work across the South Pennine Moors to be submitted in January 2019.

Key issues

- The previous legacy of atmospheric pollution from coal fired industries has weakened the blanket bog habitat's resilience and its situation (close proximity to large urban populations) has produced a high incidence of summer wildfires.
- The risk of future wildfires remains high (as we have seen on the Stalybridge and Winter Hill Moors) especially in the face of predicted climate change scenarios for the region, if the hydrology of the bog is not improved.
- The Moors for the Future partners have a good understanding of the ecological and ecosystem service baseline for the South Pennine Moors SAC and, through the MoorLIFE 2020 Project we are developing a good understanding of engagement with the habitats concerned. We know how big a threat wildfire is to the Natura 2000 site and that most of the wildfires which have occurred in the South Pennine Moors are started by people, either deliberately or accidentally.
- The project will work with communities across the SAC to protect the blanket bog near them, with activities including a programme of volunteer conservation work. The concept is developed from the US FireWise programme which works with communities affected by wildfire to reduce wildfire risk.
- The development of this proposal offers a significant opportunity to secure a viable means of continuing the build the resilience of the uplands in the face of climate change.
- If the application is successful it would make a significant contribution to the Government's 25 year Environment Plan.

This funding application is in line with the Business Model, in the Moors for the Future Partnership Business Plan, approved by this Committee.

2. Recommendation

- 1 That the Audit Resources and Performance Committee approves this request to develop a full proposal for the Elements of LIFE project.**

3. How does this contribute to our policies and legal obligations?

This project will support all 7 special qualities and will directly benefit the strategic outcomes of this Authority; contributing to National Park Management Plan 2018-2023 Intentions: 1.1, 2.2, 3.1, 3.3.

Intention 1.1: Reduce the effects of climate change on the special qualities. This project will aid climate change resilience and enhance carbon sequestration.

Intention 2.2: Ensure that the management of upland moors delivers environmental, social & economic benefits

1. Visitor engagement
2. Fire risk
3. Resilient sustainable moorland
4. Moorland birds

Actions to support these four areas of focus are to be developed through-out the life of the Management Plan and these proposals will support that intention.

Intention 3.3: Maintain existing landscape scale delivery. Develop a clear long term vision, plan and have funding in place for the Dark Peak and South Pennines to 2050.

To assess the delivery this intention the National Park Authority and its partners have committed to the following targets relating to the percentage of blanket bog in the Dark Peak and South Pennines in improved ecological condition;

- 30% of Blanket Bog across the Southern Pennines to be in state 6 by 2050
- 90% of Dark Peak Blanket Bog moved out of state 2 by 2023, (bare peat to be revegetated)
- 25% of the Southern Pennine Blanket bogs to be moved out of state 2 by 2023.

(measure used is the 6 states of peat from the Moorland Managers' Guidance)

This project will also build upon the Authority's good engagement with several major partners (Severn Trent, United Utilities, Yorkshire Water, RSPB, National Trust, Environment Agency and Natural England) who have significant influence over the management of the moorland landscape. Within this partnership, significant positive changes to the nature of the South Pennine Moors Special Area of Conservation have been achieved and will continue to be delivered.

4. Background

MFFP's principal activity is to deliver moorland restoration together with associated research and education across the South Pennine moorlands. It was set up in 2003 and has been delivering projects, such as the one being proposed, since then.

A principal aim of this project would be to safeguard this and previous restoration efforts undertaken by the Moors for the Future partners over the last 15 years. The key factors in protecting the Blanket Bog into the future are to prevent both desiccation of the peat body and reduce the risk of fire. This proposal aims to do this by:

1. Increasing water levels through grip, gully and peat pipe blocking;
2. Preventing loss of the peat body through erosion of bare peat;
3. Increasing the amount of Sphagnum mosses, which will ensure the surface of the peat remains wetter throughout the year;
4. Raising awareness amongst the wider public of the significance of Blanket Bog for ecosystem services and biodiversity by involving communities in concrete conservation actions. A key feature of this will be to raise awareness of the importance of reporting fires quickly and reducing the risk of accidental ignition.

One of the key features of this project will be in highlighting the socio-economic benefits of the Natura 2000 site, specifically blanket bog, to local communities in order to encourage them to protect it. The ecosystem services of peat are well understood, this project will help communities to develop shared ownership of these ecosystem services with land owners and managers, in order to further protect them (a key risk to the South Pennine Moors SAC is human-caused wildfires).

Community activities will also reduce the risk of wildfire, by establishing sphagnum moss, blocking gullies and an active acrotelm and developing community focussed monitoring of sites, looking at both the Natura 2000 features and ecosystem services provided. We will run a programme of events to raise awareness of the environmental problems within the SAC and working with the communities to deliver appropriate activities. It will inform and educate citizens to adopt a more environmentally friendly approach to reduce the threat of wildfires. This high level of engagement will also foster a sense of cooperative ownership with community peatland “guardians”.

Management of the application project

The funding application will be managed by Kate Morley, Conservation and Land Management Project Manager (Moors for the Future), within the current Moors for the Future programme. Overall supervision will be provided by the MFFP programme management team with the Head of Programme Delivery (MFFP) representing the co-ordinating beneficiary and as chair of the steering group – consisting of co-financers and associated beneficiaries and with advice from stakeholders and regulators.

Timescale

If successful at concept note stage, in October 2018 we will be invited to submit a full proposal to the European Commission. The deadline for submission of full proposals is January 2019.

5. Financial

The application work for the project will be undertaken by the Moors for the Future Programme Managers, supported by the Project Manager and Moors for the Future partners.

Co-financers and potential Associated Beneficiaries will be determined during this application phase, however for the previous LIFE funded applications three water companies have all made significant financial contributions.

Should the application be successful, as Coordinating Beneficiary, the Authority would be expected to make a financial contribution to the project (as with MoorLIFE and MoorLIFE 2020). A Committee Report, should the application be successful, will be brought to this Committee for approval.

An outline cash flow forecast for the delivery phase of the project is attached as Appendix 2.

6. Risk Management

Exit from the European Union

Moors for the Future Partnership is well placed to be invited to submit a full proposal and to secure another LIFE grant, following the success of MoorLIFE and MoorLIFE 2020. As the competent authority for the UK, Defra must endorse all proposals at application stage by signing the A8 form included within the proposal. Defra has already written to all current LIFE recipients stating that they will underwrite all live projects following the UK's exit from the EU.

The joint report from the negotiators of the European Union and the United Kingdom Government published on 8th December 2016 stated that UK entities' right to participate in EU MFF 2014-2020 programmes will be unaffected by the UK's withdrawal from the EU. This means that UK based organisations will be able to bid for funding, participate in and lead consortia, in 2018, 2019 and 2020, and will continue to receive funding for the lifetime of the projects. It remains the case that nothing is agreed until everything is agreed, which is why in 2016 the government committed to protect projects that were successful in securing EU funding before exit day¹.

On the 24th July 2018 the Government announced that any funding secured through EU programmes, from now until the end of 2020, will be guaranteed by the UK government even in a no deal scenario. This new guarantee means that successful bids for EU funding until the end of 2020 will receive their full financial allocation and will continue to receive funding over a project's lifetime².

Prior to acceptance of an offer of funding we would seek the same level of assurance as current live projects. This would entail a specific underwriting of the delivery costs of the project by Defra or another government department, should the funding for the project become unavailable part way through delivery due to the UK exit from the EU.

Sustainability

Placing this within the context of the NPMP (2018 - 2023) the ability of this project to deliver the environmental benefits highlighted, places this project directly in line with area of impact 1.1; Reduce the effects of climate change on the special qualities.

The external funding enhances long term financial stability in line with Intention 3.3: Maintain existing landscape scale delivery. Develop a clear long term vision, plan and have funding in place for the Dark Peak and South Pennines to 2050. The work also helps to consolidate past investment in landscape restoration improving the legacy impact.

Business Sustainability

If successful, this project will prevent a significant reduction in resources and provide a major spinal column project to build other work around. As such it forms important business support for this Partnership.

7. Background papers (not previously published) – None

Appendices –

1. Elements of LIFE Concept note (submitted June 2018)
2. Elements of LIFE project cash flow forecast (2020 – 2025)
3. Submission Schedule

Report Author

Kate Morley, Conservation and Land Management Project Manager, 30 August 2018
Moors for the Future Partnership

¹ UK LIFE National Contact Point: Joint Nature Conservation Committee (JNCC)
<http://jncc.defra.gov.uk/default.aspx?page=7121>

² HM Treasury 24th July 2018 <https://www.gov.uk/government/news/funding-from-eu-programmes-guaranteed-until-the-end-of-2020>



CONCEPT NOTE

LIFE Nature and Biodiversity

TECHNICAL APPLICATION FORMS



LIFE 2018

FOR ADMINISTRATION USE ONLY

LIFE18 NAT/

LIFE Nature and Biodiversity project application

Language of the proposal:

English (en)

Project title:

Elements of LIFE - Engaging with urban and rural communities to protect active blanket bog in the South Pennines SAC

Project acronym:

ElementaLIFE

The project will be implemented in the following Member State(s) and Region(s) or other countries:

United Kingdom Yorkshire and Humberside
 North West (UK)
 East Midlands

Expected start date: 01/04/2020

Expected end date: 31/03/2025

LIST OF BENEFICIARIES

Name of the **coordinating** beneficiary: Peak District National Park Authority

SECTOR

Nature

Coordinating Beneficiary Profile Information

Legal Name	Peak District National Park Authority		
Short Name	PDNPA	Legal Status	
VAT No	GB127248178	Public body	X
Legal Registration		Private commercial	
Registration Date		Private non- commercial	
Pic Number			
Legal entity is SME	<input type="checkbox"/>		
Employee number			

Legal address of the Coordinating Beneficiary

Street Name and No	Aldern House, Baslow Road		
Post Code	DE45 1AE	PO Box	
Town / City	Bakewell		
Member State	United Kingdom		

Coordinating Beneficiary contact person information

Title	Ms.	Function	Programme Office Manager
Surname	Davison		
First Name	Sharon		
E-mail address	moors@peakdistrict.gov.uk		
Department /	Moors for the Future Partnership		
Street Name and No	The Moorland Centre, Fieldhead		
Post Code	S33 7ZA	PO Box	
Town / City	Edale		
Member State	United Kingdom		
Telephone No	441629816578	Fax No	

Website of the Coordinating Beneficiary

Website	http://www.peakdistrict.gov.uk
----------------	---

Brief description of the Coordinating Beneficiary's activities and experience in the area of the

The Peak District National Park Authority (PDNPA) is the lead partner of the Moors for the Future Partnership (MFFP) and employs staff within the MFFP Team. PDNPA is the administrator of the Partnership, is legally and financially responsible for its actions and supports by cash flowing much of the work. Other partners are Natural England, National Trust, United Utilities, Severn Trent Water, Environment Agency, RSPB, Pennine Prospects and Yorkshire Water.

MFFP's principal activity is to deliver moorland restoration together with associated research and education across the South Pennine moorlands. It delivered the MoorLIFE project and is delivering the MoorLIFE 2020 project and the Community Science Project, involving communities in monitoring moorland indicators of climate change which has received a Park Protector Award and was commended in the Natura 2000 awards in 2016.

The PDNPA (est. 1951) has a duty to conserve and enhance the special quality of the landscape and environment and to provide opportunities for enjoyment and understanding. The primary function of the Authority is landscape conservation through management of moorland, farmland and woodland, both on land owned by the Authority and other landowners. It also works with Government departments to bring sites of SSSI designation into favourable or recovering condition.

The PDNPA's new Management Plan (2018 -23) will be the most important document for the National Park.

and sets the framework for all actions and activity. It is currently being prepared with all major stakeholders who have agreed special qualities, including the need to protect and conserve upland landscapes, which include Active Blanket Bog.

The PDNPA brings together the many strands of landscape conservation and sustainable land management to address issues on a landscape scale such as moorland restoration, water quality, sustainable farming, promoting climate change adaption, flood alleviation and species recovery.

SUMMARY DESCRIPTION OF THE PROJECT (To be completed in English)**Description Of Species / Habitats / Biodiversity Issues Targeted By The Project:**

The South Pennine Moors is critically important as one of the most southerly and significant areas of Active Blanket Bog (*7130) in Europe, protected by both Natura 2000 (SAC:UK0030280) and UK (Site of Special Scientific Interest (SSSI)) legislation. Its position also makes it one of the most susceptible Active Blanket Bog habitats in Europe to climate change. We need to increase the resilience of the SAC to climate change, by bringing the Active Blanket Bog habitat into good ecological condition, with a high cover of the key indicator species (notably sphagnum mosses) and a high, stable water table which will help to develop a functioning acrotelm. Currently, whilst 92% of the 73,000 hectares of the SSSI that makes up the SAC is classified as in Unfavourable Recovering condition, only 6% is in Favourable condition.

A previous legacy of atmospheric pollution from coal fired industries has weakened its resilience and its situation (close proximity to large urban populations) has produced a high incidence of summer wildfires. The risk of future wildfires remains high especially in the face of predicted climate change scenarios for the region, if the hydrology of the bog is not improved.

We have a good understanding of historical locations and reasons for wildfire, with the Peak District and South Pennines Fire Operations Groups recording accurately where fires have started. One of the first project actions will be to reassess priority areas at risk of wildfire due to pressure from visitors. Between 1976 and 2007, over 44,000 hectares of moorland, including a significant area of the SAC, was burnt in wildfires. Since 2007, this has declined significantly, and it is estimated that approximately 450 hectares has been seriously damaged by wildfire. This coincides with a period of high visitor management, raising awareness of the impact of wildfire and fighting summer wildfires quickly.

Moors for the Future partners also have a good understanding of the ecological and ecosystem service baseline for the SAC and, through MoorLIFE 2020 we are developing a good understanding of engagement with the habitats concerned. We also know how big a threat wildfire is to the Natura 2000 site and that most of these fires are started by people, either deliberately or accidentally.

Communities adjacent to areas of Active Blanket Bog are often not aware of the benefits they receive from them (Coldwell DF, Proctor S, Walker J & Evans KL (2015) Dark Peak Nature Improvement Area Visitor Surveys – Final Report. University of Sheffield & Moors for the Future Partnership). This project will work with communities across the SAC to protect the Active Blanket Bog near them, with activities including a programme of volunteer conservation work. The concept is developed from the US FireWise programme which works with communities affected by wildfire to reduce wildfire risk.

By the end of the MoorLIFE 2020 project we will know the area across the South Pennines SAC where sphagnum has been applied and will be possible in future. We will also use the 6 states of blanket bog work, which we've developed through the MoorLIFE 2020 project, to assess the progress on the trajectory.

In this project we will continue to move the Active Blanket Bogs of the SAC towards Favourable condition, using a combination of contractors, staff and local community volunteers to undertake concrete conservation actions, such as sphagnum planting, gully blocking and invasive species management.

Project objectives:

The aim of this project is to conserve and protect of the EU priority habitat Active Blanket Bog

(ABB; *7130) within the South Pennine Moors SAC (UK0030280) and the ecosystem services it provides.

Project objectives address the priority threats to ABB identified for this SAC in the 'Improvement Programme for England's Natura 2000 Sites' project ('IPENS'; LIFE11 NAT/UK/000384). Prioritising works within Water Safeguard Zones (2000/60/EC) we will:

1. Protect the integrity of approximately 5000ha of ABB (through implementation of best practice and development of techniques) by:

- a)** Raising water tables by blocking of grips and erosion gullies (IPENS priority #1);
- b)** Reducing wildfire risk (IPENS priority #7) and increasing habitat resilience by diversifying 1500ha of homogenous vegetation;
- c)** Improving the hydrological integrity of the blanket bog and reducing wildfire risk and severity (IPENS priorities #1,7) by delivering and further developing Sphagnum reintroduction methods.

2. Increase the resilience of approximately 5000ha of ABB habitat by:

- a)** Introducing appropriate ABB plant species in 1000ha of species poor ABB (IPENS priority #1,4)
- b)** Controlling invasive species on 3000ha of ABB (IPENS priority #14)

3. Safeguard ABB through promotion of land management appropriate to the protection of ABB (IPENS priorities #2,4,9,12,13,14); responsible enjoyment of ABB (IPENS priorities #5,8); and reducing the threat of wildfire to ABB (IPENS priority #7). We will achieve this through:

- a)** Delivery of an innovative and diverse programme of communication events, materials and campaigns to engage with the public, local communities, and visitors to the SAC about the value and importance of ABB and the role they can play in looking after this habitat;
- b)** Developing a programme of events to engage with communities and carry out community based Concrete Conservation Actions activities alongside those listed in objectives 1 and 2.

This project will work with communities in and around the South Pennine Moors SAC to conserve and protect **5000- 10000 ha** of the EU priority habitat Active Blanket Bog within the South Pennine Moors SAC. The project's principal focus is on protecting active blanket bog against the risk of wildfire, but also has benefits for water quality, risk of flooding, climate change mitigation

Actions and means involved:

A. Preparatory actions, elaboration of management plans and/or of action plans

A1 Recruitment of Project Delivery Team

A2 Development of Overall Project Plan

A3 Development and integration of project plans for conservation, monitoring and dissemination actions

Develop a monitoring plan to assess:

the impact of conservation works,
 the impact on perception of the SAC by communities
 all of the socio-economic impacts of the project

through a combination of citizen science, academic and Beneficiary staff.

A4 Preparation of tenders, contracts and landowner agreements

Undertake all necessary work to ensure all consents/permissions are in place to start conservation work

A5 Produce 2020 land cover map of the SPM SAC

A6 Develop stakeholder network

Develop contacts with communities and user groups. Identify key groups that either currently or could benefit from the ecosystem services, such as hiking, climbing, mountain biking, fishing and sailing clubs, parish councils, health care providers.

Develop programme of community events by working with communities to improve uptake by building in their interests. It is likely to include the development and operation of a Fire Watch scheme.

B. Purchase/lease of land and/or compensation payments for use rights

None

C. Concrete conservation actions

C1 Restoring hydrology

C2 Increasing sphagnum

C3 Increasing heterogeneity

C4 Controlling invasive species

C5 Land manager engagement

We will undertake significant practical conservation work with land managers, contractors and Project Beneficiaries to deliver the Objectives of the Project:

Grip and gully blocking (Obj 1a),

Sphagnum planting (Obj 1b, 2a), and

Clearance of invasive non-native species (Obj 2b))

to further progress along the trajectories towards favourable conservation status for the habitat, in line with the Site Improvement Plan for the South Pennine Moors, developed under Natural England's LIFE funded IPENS project.

In order to safeguard Active Blanket Bog (Obj. 3), we will undertake a proportion of the Concrete Conservation Actions as Community Conservation activities - Sphagnum planting, removal of invasive non-native species (such as *Rhododendron ponticum* and Himalayan balsam) and gully blocking by teams of volunteers, which, in addition to delivering Concrete Conservation Actions, will all protect active blanket bog by improving resilience to wildfires and reducing the risk of invasion by alien species. These will include engagement with land managers to build good relationships between the land owners and the public.

D. Monitoring of the impact of the project actions (obligatory)

D1 Monitoring of concrete conservation actions using Earth Observation

D2 Monitoring the biodiversity and ecosystem service impacts of project sites

D3 Monitoring reduction in threats to Active Blanket Bog

D4 Carbon audit of the project

D5 Socio-economic impacts of the Project

We are developing a programme of appropriate scale monitoring, using a combination of UAV and Earth Observation technology and community-led monitoring, building on the Community Science Project, which has received a Park Protector Award and was commended in the Natura 2000 awards in 2016.

E. Public awareness and dissemination of results (obligatory)

E1 Blanket bog champions

Undertaking a series of events to celebrate blanket bog and the upland habitat with communities which are likely to include:

exploration of the landscape using musicians, artists and photographers to inspire a love of blanket bog. Ideas include a city bog art installation, song-writing, art or photography days.

festivals celebrating blanket bogs habitats aimed at the public,

wildlife walks and talks to spot birds and animals in the SPA,

plant identification sessions to help communities understand and gain appreciation of the benefits of active blanket bogs

species identification apps to allow submission of sightings to encourage people to be interested in blanket bog flora and fauna, which we will make them relevant to the entire Natura 2000 network.

youth engagement, to engage with and inspire the next generation.

A significant current threat to the SAC is fires caused by disposable barbecues; we will develop, with communities, a network of lower risk barbecue locations, reducing the chances of ignition from this source.

E2 Establish and maintain a project website

E3 Design and install project information boards

E4 Project launch, seminars and conference

Mid-project workshops to give participants the opportunity to view the restoration, provide feedback and encourage networking.

End of project conference. We will invite Elements of Life Bog Champions to attend to share the celebration. We will give communities a platform at the event and use arts and outdoor activities to celebrate the project.

E5 Produce a layman's report

E6 Networking with other projects

F. Project management and monitoring of project progress (obligatory)

F1 Project Management

F2 Audit

F3 After-LIFE Plan

F4 Indicators

Is at least 25% of the eligible project costs dedicated to concrete conservationYes ☒ No ☐• Has this proposal been submitted before? Yes ☐ No ☒**Expected results (outputs and quantified achievements):**

Install 10,000 blocks along 70,000m of grips and gullies;

Apply sphagnum to 3000ha of blanket bog;

Remove 5 ha of established Rhododendron plants;

Clear 3000ha of invasive woody seedlings;

Produce an up to date (2020) map of land / vegetation cover as a baseline for the project;

High resolution mapping of capital works sites, using remote sensing technology to enable work planning, and spatially extensive and high resolution monitoring of biodiversity targets;

Evidence carbon budget in project delivery and carbon benefits of the capital works programme;

Production of three journal articles for submission to peer-reviewed publications;

Production of up to 12 leaflets and publications for community engagement;

Community events programme (Concrete Conservation Actions, Monitoring of the Project Actions, Public Awareness and Dissemination) developed and implemented;

Undertake 60 Build-A-Bog events across the SAC;

2 mid project workshops held for up to 100 people to disseminate learnings from local communities;

End of project conference for up to 300 people;

Establish Junior Bog Champions, giving young people the chance to attend a Europarc Congress to share experiences of Active Blanket Bog conservation;

Reach residents, local communities, through 80 events (mix of urban shopping malls to village hall events in rural communities);

Project website established and maintained;

Project information boards installed.

Sustainability of the Project Results:

This landscape is offered the highest level of landscape and habitat protection in the UK. Organisations such as Natural England and Defra are responsible for the statutory regulation of this protection and ensuring that damaging management practices are prevented. Natural England, through its statutory consenting process on SSSIs (implemented by its core staff resource), will ensure that land management activities, e.g. grazing and managed burning, are not damaging to the restoration works carried out under the project. The land that is being worked on is SSSI, SAC, SPA and a large proportion is also within the Peak District National Park.

Most of the land on which concrete conservation actions are being undertaken are also covered by Drinking Water Safeguard Zones under the Water Framework Directive. The three water companies, who are the Co-Financers for this proposal, have a significant interest in ensuring the protection of the Active Blanket Bog, which is the source of drinking water for a significant chunk of England's population.

A principal aim of the project is to safeguard this and previous restoration efforts. The key factors in protecting the Active Blanket Bog into the future are to prevent both desiccation of the peat body and reduce the risk of fire. This proposal aims to do this by:

1. Increasing water levels through grip, gully and peat pipe blocking;
2. Preventing loss of the peat body through erosion of bare peat;
3. Increasing the amount of Sphagnum mosses, which will ensure the surface of the peat remains wetter throughout the year;
4. Raising awareness amongst the wider public of the significance of Active Blanket Bog for ecosystem services and biodiversity by involving communities in concrete conservation actions. A key feature of this will be to raise awareness of the importance of reporting fires quickly and reducing the risk of accidental ignition

The proposal addresses the following project topic(s):

- Improvement of the conservation status of habitat types or species of Community Interest under the EU Birds and Habitats directives, targeting Natura 2000 sites proposed or designated for these habitat types or species.
- Projects aimed at improving the conservation status of habitat types or species of Community Interest, provided, their status is not 'favourable/secure and not declining' or 'unknown' according to the most recent overall assessments that Member States have provided at the relevant geographic level according to Article 17 of the Habitats Directive or to the most recent assessments according to Article 12 Birds Directive and EU-level bird assessments.

Reasons why the proposal falls under the selected project topic(s):

The proposal falls under the selected topics by focussing on positive conservation actions, identified by the national competent authority (Defra, through Natural England) on the South Pennines Moors SAC (UK0030280), addressing priority habitat Active Blanket Bog (*7130). All of the activities required, including raising public awareness (Action 7D), are in the Site Improvement Plan for the SAC (<http://publications.naturalengland.org.uk/file/6518808585961472>) .

It is undertaking works moving the Sites of Special Scientific Interest (SSSI) units towards favourable condition, as identified by the national competent authority (Defra, through Natural England). None of the units are in favourable condition or unknown, being classified as in Unfavourable Recovering condition, the work is critical for maintaining the trajectory towards Favourable condition.

Project Partnership

MFFP's principal activity is to deliver moorland restoration together with associated research and education across the South Pennine moorlands. It was set up in 2003 and has been delivering projects, such as the one proposed, since then.

The Peak District National Park Authority (PDNPA) is the lead partner of the Moors for the Future Partnership (MFFP) and employs staff within the MFFP Team and will be the Co-Ordinating Beneficiary for Elements of LIFE. The PDNPA is the administrator of the Partnership, and is legally and financially responsible for its actions and supports it by managing the cash flow for much of the work. PDNPA has previously hosted two LIFE projects (MoorLIFE and MoorLIFE 2020). PDNPA (est. 1951) has a duty to conserve and enhance the special quality of the landscape and environment and to provide opportunities for enjoyment and understanding, although it does not have a statutory requirement to undertake any of the actions proposed.

Other MFFP partners are Natural England, Environment Agency (who will act as advisors to Elements of LIFE), United Utilities, Severn Trent Water and Yorkshire Water who will be Co-Financers, (this funding is not yet secured but one utility company, Severn Trent Water, have already expressed a wish to be involved in a further LIFE project), Pennine Prospects, National Trust and RSPB (who will be Associated Beneficiaries). All have experience of undertaking LIFE projects, at least through MoorLIFE 2020. Both RSPB and National Trust have significantly more experience nationally. It is intended that representatives from these organisations will form the Project Board for Elements of LIFE.

Because of the nature of the work, working with local communities, other organisations may yet be asked to be Associated Beneficiaries who are not currently members of the Partnership. We anticipate that the Associated Beneficiaries will deliver some of the conservation and engagement activities.

Expected Constraints and Risks Related to the Project Implementation and Mitigation Strategy

Constraint 1 - The work is undertaken on a Natura 2000 site and must not have a negative impact on the interest features of the site.

Overcoming constraint

1. Activities C1-C4 are key features of Defra's Strategy for the Restoration of Blanket Bog in England.

Constraint 2- Lack of Skilled Labour

Our ability to undertake much of the work is dependent on the availability of contractors.

Overcoming constraint

By completing our contracting in year 1, as preparatory action A4. This will identify any situations where further contractors are needed.

Constraint 3 - Loss of Key Personnel

In a project of this type and length, the project team is vital to ensure that works progress as currently predicted.

Overcoming constraint

Detailed project delivery plans will be produced (Actions A2 and A3). Responsibility for delivery of each stream within the project will rest with more than one person.

Constraint 4 - Burning of restored areas

There is the potential for all of the restoration work, particularly any timber dams, to be burnt if wildfires occur between April and October.

Overcoming constraint

Land Manager Engagement and Bogtastic campaigns (Actions C5 and E1).

Constraint 5 - Impacts of plant diseases

When moving plant material from one site to another, it is possible to transfer plant pathogens (e.g. *Phytophthora* spp.) and other pests and diseases (e.g. heather beetle, ticks).

Overcoming constraint

We survey all collection sites for known pests and diseases and have developed a range of protocols to deal with them.

Constraint 6 - The Actions may be undermined in the long-term by climate change.

It is likely that climate change will have an adverse impact on the blanket bog in the project area.

Overcoming constraint

The restorative work we plan to carry out will increase the resilience of the blanket bog to withstand any changes.

Work on increasing awareness and responding quickly to fires that do occur (E1) will be more important than at present if summers become warmer and drier, as this change is likely to lead to an increased risk of fire in the uplands.

Constraint 7 - External constraints affecting work programme

Compression of timescales for the delivery of the works, including:

adverse weather conditions on the moors;

bird breeding season (April 15 to July 31);

grouse shooting season (August to October).

Overcoming constraint

We know from our 15 years' experience how much contingency is needed. This will also be addressed during the project planning phase (Actions A2 and A3).

Best Practice/Demonstration Character/Pilot Aspects: of the Project

Fundamentally the project is a Best Practice project; it will use Best Practice land management techniques, developed through various other LIFE funded projects (e.g. Pennine PeatLIFE, MoorLIFE and MoorLIFE 2020). This work will be delivered by the Beneficiaries and through External Assistance (approximately 75% of the works required).

However, there is also a Demonstration/ Pilot aspect to the project: We are not aware of another project which has focussed on delivering concrete conservation actions with local communities, as a way of developing understanding of a priority habitat and engendering a sense of ownership and protection for it. Using the communications and engagement techniques developed through this project could provide valuable lessons across all Member States on how to raise awareness of the socio-economic impacts of the LIFE programme. This will be delivered by the Beneficiaries, with all materials purchased through existing contracts (e.g. gully blocking materials and sphagnum moss propagules).

EU Added Value of the Project and its Actions

The key feature of this project is highlighting the socio-economic benefits of the Natura 2000 site, specifically the active blanket bog, to local communities in order to encourage them to protect it. The ecosystem services of peat are well understood, this project will help communities to develop shared ownership of these ecosystem services with land owners and managers, in order to further protect them (a key risk to the South Pennine Moors SAC is human-caused wildfires).

Community activities will also reduce the risk of wildfire, by establishing sphagnum moss, blocking gullies and an active acrotelm and developing community focussed monitoring of sites, looking at both the Natura 2000 features and ecosystem services provided. We will run a programme of events to raise awareness of the environmental problems within the SAC and working with the communities to deliver appropriate activities. It will inform and educate citizens to adopt a more environmentally friendly approach to reduce the threat of wildfires. This high level of engagement will also foster a sense of co-operative ownership with community peatland “guardians”.

In addition, we will work with outreach and health and well-being workers, using volunteer activities to improve outcomes for areas of health inequality, which generally are not frequent users of the SAC.

In addition to the Project Topics identified, this project also addresses some of the other Priority Areas within the Multi-Annual Work Programme, specifically:

Priority area Environment and Resource Efficiency

Thematic priorities for Water, including the marine environment: Implementation of flood and/or drought risk management actions by applying at least one of the following:

— nature-based solutions consisting in natural water retention measures that increase infiltration and storage of water and remove pollutants through natural or ‘natural-like’ processes including re-naturalisation of river, lake, estuary and coastal morphology and/or re-creation of associated habitats including flood and marsh plains,

integrated risk assessment and management approaches taking into account social vulnerability and aiming at improved resilience while ensuring social acceptance.

Priority area Environmental Governance and Information:

Raising awareness on environmental problems, EU environmental policies, tools and/or legislation among the relevant target audiences, aiming to change their perceptions and fostering the adoption of environmentally friendly behaviours and practices and/or direct citizen's engagement.

Connecting with citizens:

— Natura 2000 and the benefits of the implementation of the European nature legislation, in line with the action plan on nature, people and the economy (5),

— invasive alien species,

— benefits of nature including green infrastructure and related ecosystem services.

Making it happen:

— benefits of the implementation of water legislation.

Budget breakdown cost categories	Total cost in €	Eligible Cost in €	% of total eligible costs
1. Personnel	2,300,000	2,300,000	38.33%
2. Travel and subsistence	150,000	150,000	2.50%
3. External assistance	960,000	960,000	16.00%
4. Durable goods			
Infrastructure	0	0	0.00%
Equipment	300,000	300,000	5.00%
Prototype	0	0	0.00%
5. Land	0	0	0.00%
6. Consumables	1,800,000	1,800,000	30.00%
7. Other costs	70,000	70,000	1.16%
8. Overheads	420,000	420,000	7.00%
Total	6,000,000	6,000,000	100.00%

Contribution breakdown	In €	% of total	% of total eligible costs
EU contribution requested	4,500,000	75.00%	75.00%
Coordinating Beneficiary's contribution	25,000	0.41%	
Associated Beneficiaries' contribution	0	0.00%	
Co-financers contribution	1,475,000	24.58%	
Total	6,000,000	100.00%	

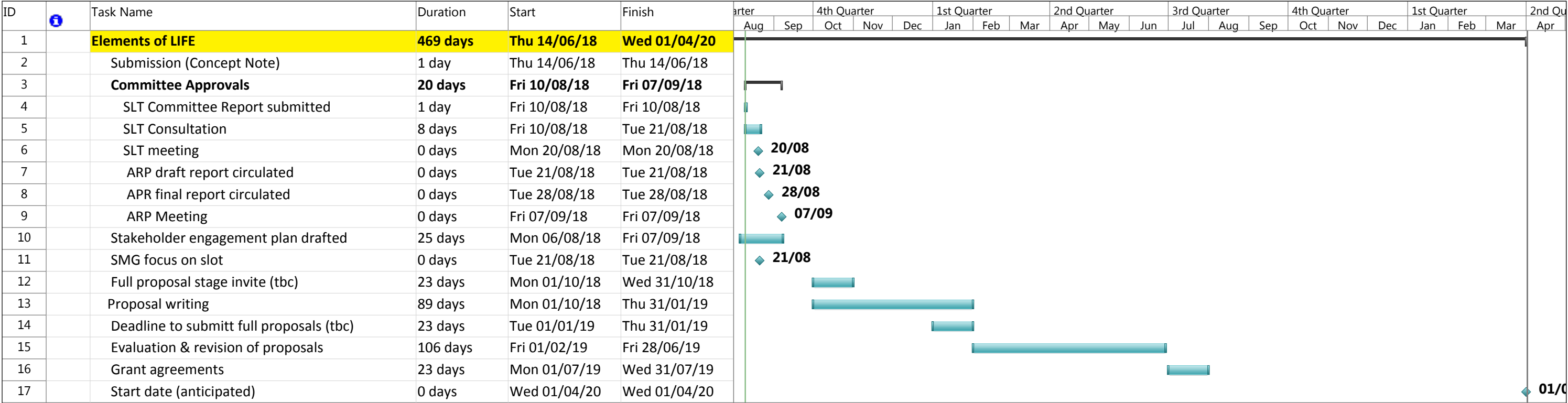
This page is intentionally left blank

Elements of LIFE Cash Flow Forecast 2018 08 07

		Financial years (values in Euro)					
%	Expenditure	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
38.33	1. Personnel	460,000.00	460,000.00	460,000.00	460,000.00	460,000.00	2,300,000.00
2.5	2. Travel and subsistence	10,000.00	40,000.00	40,000.00	40,000.00	20,000.00	150,000.00
16	3. External assistance	120,000.00	240,000.00	240,000.00	240,000.00	120,000.00	960,000.00
5	4b. Equipment	100,000.00	100,000.00	0.00	100,000.00	0.00	300,000.00
0	4c. Prototype	0.00	0.00	0.00	0.00	0.00	0.00
30	6. Consumables	100,000.00	450,000.00	450,000.00	450,000.00	350,000.00	1,800,000.00
1.16	7. Other costs	5,000.00	20,000.00	20,000.00	20,000.00	5,000.00	70,000.00
7	8. Overheads	84,000.00	84,000.00	84,000.00	84,000.00	84,000.00	420,000.00
		879,000.00	1,394,000.00	1,294,000.00	1,394,000.00	1,039,000.00	6,000,000.00

Contribution breakdown	In euro	% of total	% of total eligible costs
EU contribution requested	4,500,000.00	75.00%	75.00%
Co-ordinating Beneficiary's contribution	25,000.00	0.41%	
Associated Beneficiary's contribution	0.00	0.00%	
Co-financers contribution	1,475,000.00	24.58%	
Total	6,000,000.00	100.00%	

This page is intentionally left blank



Project: Elements of LIFE RMM
Date: Fri 10/08/18

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress

This page is intentionally left blank

10. 2018/19 QUARTER 1 CORPORATE PERFORMANCE REPORT (A91941/HW)

1. Purpose of the report

This report provides Members with monitoring information for the end of Quarter 1 2018/19 (April to June 2018) for review of performance against the third and final year of our Corporate Strategy; monitoring of the Corporate Risk Register; monitoring of Freedom of Information/Environmental Information Regulations requests and monitoring of Complaints.

2. Key Issues

- **Corporate Performance** at the end of Quarter 1:
 - 12 of our priority actions are on target, 9 require more planned work and 2 have performance issues (*'We will have developed, agreed and be implementing comprehensive strategies for volunteering'* and *'We will have: clarity on the scale of our volunteer recruitment and retention ambitions; created the processes for recruitment and retention (including any beneficial integration with supporter relationship management systems); tested recruitment campaigns'*).
 - 19 of our indicators are on target (green), 6 are amber and 3 are below target (red) (*'Amount of donations (exc. legacy)'*, *'Number of donations (exc. legacy)'* and *'% who understand PDNP potential benefits/ services'*). For 11 indicators, we did not collect data in this quarter.
- **Corporate Risk** status at the end of Quarter 1:
 - One risk has moved in its risk rating:
 - a. *'Failure to deliver an integrated conservation service for land managers and communities which increases awareness, understanding and support for the National Park's special qualities and the public goods delivered by the place'*
 - One new risk has been added:
 - a. *'The potential consequential impacts of implementing the New Pay Spine with effect from April 2019 (e.g. the erosion of pay differentials)'*
 - One risk remains as high risk:
 - a. *'Area of NP land safeguarded in agri-environment schemes reduces because of Brexit uncertainty and continuing issues with Countryside Stewardship'*
- 4 complaints were received in Quarter 1.
- One Freedom of Information request and 4 Environmental Information Regulations requests were dealt with.

Recommendations

- 3.
1. **That the Quarter 1 Corporate Performance Return, given in Appendix 1, is reviewed and any actions to address issues agreed.**
 2. **That the corporate risk register summary given in Appendix 2 is reviewed and status of risks accepted.**

3. That the status of complaints, Freedom of Information and Environmental Information Regulations requests, given in Appendix 3, be noted.

How does this contribute to our policies and legal obligations?

4. Performance and risk management contributes to *Cornerstone 3 Our Organisation: developing our organisation so we have a planned and sustained approach to performance at all levels*. Monitoring the corporate indicators and corporate priority actions for 2018/19 is part of our approach to ensuring we are progressing against our Performance and Business Plan and, if needed, mitigating action can be taken to maintain and improve performance or to reprioritise work in consultation with staff and Members.

Background

5. The visual representation for performance data remains on a traffic light system, using:
- **green** – the action or indicator is on target
 - **amber** – some remedial work is required to get on target
 - **red** – wider variance from being on target where some significant issues may need to be addressed.
6. In addition, a commentary is provided in Appendix 1 for each Directional Shift and Cornerstone, including any issues and action being taken to address the issues.
7. The Authority's risk management policy and supporting documentation was approved by Authority on 25 March 2011 (minute 21/11) and is reviewed annually as part of the Authority's review of the Code of Corporate Governance. In line with these arrangements, Appendix 2 shows the status of the corporate risks.
8. Appendix 3 shows the status of the complaints received in this quarter and the report on Freedom of Information and Environmental Information Regulations requests. All remain at a low level.
9. Information is given so that Members of Audit, Resources and Performance Committee, in accordance with the scrutiny and performance management brief of the Committee, can review the performance of the Authority and the risks being managed corporately.

Proposals

10. Members are asked to review and agree the Quarter 1 Corporate Performance Return as detailed in Appendix 1.
11. Members are further asked to review the Corporate Risk Register status in Appendix 2 and agree the proposed changes to the Corporate Risk Register including:
- a) Managing down (now low likelihood) of risk 4 – *'Failure to deliver an integrated conservation service for land managers and communities which increases awareness, understanding and support for the National Park's special qualities and the public goods delivered by the place'* – as a project team has been established and work is progressing.
 - b) The addition of new risk 10 (categorised as high likelihood and medium impact) – *'The potential consequential impacts of implementing the New Pay Spine with effect from April 2019 (e.g. the erosion of pay differentials)'*. This has mitigating measures of additional modelling and workforce planning.

12. That the status of complaints, Freedom of Information (FOI), and Environmental Information Regulations (EIR) enquiries in Appendix 3 be noted.

Are there any corporate implications members should be concerned about?

13. This report gives Members an overview of the achievement of targets in the past quarter and includes ICT, financial, risk management and sustainability considerations where appropriate. There are no additional implications in, for example, Health and Safety.
14. **Background papers** (not previously published) – None

Appendices

1. Appendix 1: Quarter 1 2018-19 Corporate Performance Return
2. Appendix 2: Quarter 1 2018-19 Corporate Risk Register status
3. Appendix 3: Quarter 1 2018-19 Complaints, Freedom of Information (FOI) and Environmental Information Regulations (EIR) enquiries

Report Author, Job Title and Publication Date

Holly Waterman, Senior Strategy Officer - Research, 30 August 2018

This page is intentionally left blank

Directional Shift 1: The Place and the Park, on a Landscape Scale

Our Focus:	2018-19 Priority Actions	Progress (RAG)
1. The Dark Peak	1. We will have agreed and be implementing actions for the four key moorland issues identified through the partnership with moorland owners. (These are visitor engagement, fire risk, resilient sustainable moorland and moorland birds)	AMBER
	2. We will have a clear vision for our work in the Dark Peak and South Pennines to 2050.	AMBER
2. The SW Peak	N.B. No priority action set, but all 18 projects are working towards agreed targets.	
3. The White Peak	3. We will have a White Peak Partnership that is delivering agreed priority actions.	AMBER
4. The Whole Park	4. We will have agreed and established a system of monitoring at a landscape scale working with our partners and local communities.	AMBER
	5. We will have continued to build the case for public payment for public goods with the support of NPE (Future of Farming paper and using the White Peak as an example) and other partners through the NPMP. We will support farmers through the changes in support schemes to help them keep farming in a way that sustains and enhances the special qualities.	AMBER

Corporate Indicator	Target 2018-19	Status at Q1
1. Stage of development of landscape scale partnership programmes	Stage of development	
a) Moors for the Future	a) Mature Partnership	a) achieved
b) South West Peak Partnership	b) Operational Plan	b) achieved
c) White Peak Delivery Partnership	c) Operational Plan	c) on target
d) Sheffield Moors Partnership	d) Vision	d) on target

Overview:

The Moors for the Future Partnership continues to deliver restoration on the ground, working with partners and landowners. In May and June, there were significant wild fires, particularly on Stalybridge Moor. The Authority worked with partners and the fire service to tackle the fires, including introducing a Fire Watch scheme across all moorland areas. The White Peak Partnership has set out a clear governance structure and has established task and finish groups for key tasks. The South West Peak Landscape Partnership is now actively in the delivery stage. As in the previous quarters, the questions about agri-environment schemes and the wider Rural Development Programme, the EU Environment Programme, EU environmental protection and EU designated sites remain unresolved. The Glover review of designated landscapes was announced, arising from the Government's 25 Year Plan to Improve the Environment, which outlines the proposed steps to achieve its ambition to leave the environment in a better state than we found it.

Progress against priority actions, indicator(s) and focus:

Priority action 1: *We will have agreed and be implementing actions for the four key moorland issues identified through the partnership with moorland owners* (These are visitor engagement, fire risk, resilient sustainable moorland and moorland birds) – The second meeting of the Moorland Association, National Park Authority and

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

Natural England representatives took place at Chatsworth in May, following the inaugural meeting in 2017. The meeting focussed on the four key issues, plus rural crime. Good progress has been made in some areas, but the need for further progress in all areas was acknowledged. The forum is considered to be a successful way of bringing these interest groups together. In May and June, there were significant wild fires, particularly on Stalybridge Moor. The Authority worked with partners and the Fire Service to tackle the fires, including introducing a Fire Watch scheme across all moorland areas. The impact of the fires is now being reviewed.

Priority action 2: *We will have a clear vision for our work in the Dark Peak and South Pennines to 2050 –* Discussions have begun with partners to set out how we will define and set out this vision, with a workshop likely to be held in autumn 2018.

Priority action 3: *We will have a White Peak Partnership that is delivering agreed priority actions and we will have explored funding opportunities for delivery of the agreed priority actions -* The White Peak Partnership has set out a clear governance structure and has established task and finish groups for key tasks, but is not yet in a delivery phase, with a focus now required on funding and delivery mechanisms. This is being considered as a possible DEFRA trial as part of DEFRA's work on future agri-environment schemes.

Priority action 4: *We will have agreed and established a system of monitoring at a landscape scale working with our partners and local communities –* Officers have started work on designing and setting up a landscape monitoring system, together with a review of the Landscape Strategy (2009, with a 10 year review period).

Priority action 5: *We will have continued to build the case for public payment for public goods with the support of NPE (Future of Farming paper and using the White Peak as an example) and other partners through the NPMP. We will support farmers through the changes in support schemes to help them keep farming in a way that sustains and enhances the special qualities -* The Authority responded to the DEFRA consultation on "The future for food, farming and the environment" and has been working with DEFRA and other national parks to shape future policy and support systems for the delivery of public benefits by the uplands and protected landscapes.

Indicators: see table above

Service plan actions linked to 'Our Focus': see above

Issues arising and action to address: see above

Risk implications: Noted above

Directional Shift 2: Connect people to the place, the park

Our Focus:	2018-19 Priority Actions	Progress (RAG)
1. Build support for the Park through a range of approaches to enable people to give time, money or valued intellectual support	We will have developed, agreed and be implementing comprehensive strategies for: 13. Volunteering	RED
	15. The National Park and Authority brands.	GREEN
2. Improve access to the National Park for less represented audiences, in particular young people under 25		
3. Improve access to the National Park for less represented audiences, in particular people living with health inequality	7. Using the Accord and insight on data, we will have identified the best route for PDNP to engage in the well-being and health agendas, including the identification of relevant funding streams.	GREEN
4. Improve our volunteering opportunities and processes to nurture and build National Park volunteer supporters	13. We will have: • clarity on the scale of our volunteer recruitment and retention ambitions; • created the processes for recruitment and retention (including any beneficial integration with supporter relationship management systems); • tested recruitment campaigns.	RED

Corporate Indicator	Target 2018-19	Status at Q1
2. Number of people experiencing the benefits of the Peak District National Park from our target audiences of:		
a) young people under 25	19,846 (+5% vs. 2015-16)	Not reported in this quarter
b) people living with health inequality (particularly mental wellbeing)	1,000	Not reported in this quarter
c) volunteers (expressed as volunteer days)	10,003 (+5% vs. 2015-16)	Not reported in this quarter

Overview:

The continued strength of our school programme coupled with the growing reach and profile of the National Park and Authority is the performance highlight. The volunteer initiative has all the right systems now in place; the requirement is to create a long-term recruitment and retention plan designed to bring significant new resource to the Authority to enable it to meet its financial, engagement and landscape objectives. Engaging

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

with the health agenda to the extent and approach set out originally within the corporate plan period is going to be difficult. Each quarter we see progress which, due to its national scale and need for multi-partner input, will be slow and steady as opposed to rapid and revolutionary.

Progress against priority actions, indicator(s) and focus:

Focus 1 & Priority Action 15:

- The key actions under these two headings are captured in the narrative from Cornerstone 1, Shift 3 and Shift 4 on brand reach and profile, visitor experience development and income growth.

Focus 2:

- Delivery of school visits has been a priority in Q1 and numbers and income are both above target. See photo montage below. We have been working closely with National Citizenships Service providers developing plans for programmes to work with their participants in Q2.

Focus 3 & Priority Action 7:

- During Q1, a tele-conference with Public Health England and Northern national parks was held. This focused on sharing data to identify key areas of action. A new programme of health walks has been established, focusing on dementia friendly walks and 'roll and stroll' walks for those in wheelchairs and other mobility vehicles. We continue to deliver two wellbeing focused projects: 'Our Endeavour' working with young people and the 'Fit for Work' programme with people currently in custody.

Focus 4 & Priority Action 13:

- Work to migrate the data of the current volunteers on to the new volunteer management system to enable self-service is slowly taking place. Some extra resource has been allocated to this to enable the Better Impact system to be comprehensively rolled out in Q2/3.

Indicators:

Indicator 2 a): Not reported at Q1

Indicator 2 b): Not reported at Q1

Indicator 2 c): Not reported at Q1

Issues arising and action to address:

- Lack of resource to move volunteering actions forward as rapidly as planned plus a need to create a corporate understanding of the value and role of volunteers to meet the full range of corporate objectives.

Risk implications:

- Given that current volunteers are still able to carry out allocated tasks, the risk to core operational delivery is very low.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return



Directional Shift 3: Visitor experiences that inspire and move

Our Focus:	2018-19 priority actions	Progress (RAG)
1. Look after the whole Park as a public asset in a way that encourages access and responsible behaviour	We will have: 12. A plan, including funding to support this, to upgrade existing and create and install new markers at key access points.	GREEN
	8. Maximised relationships with water companies and maximised the presence of the Peak District national park at our own visitor service locations.	AMBER
	10. We will have developed a draft Supplementary Planning Document for public consultation.	AMBER
2. Provide a quality experience for anybody who visits our property or uses our visitor services that people are willing to pay for	9. Increased the impact of the refurbishments of our visitor centres to support our engagement and income aspirations.	GREEN
3. Provide quality new experiences that will generate new income to fund the place		GREEN

Corporate Indicator	Target 2018-19	Status at Q1
3. Brand awareness and understanding among existing audiences and potential supporters:		
a) % who know about the PDNP (compared with other comparator organisations/ causes)	a) Data collected on awareness, understanding and loyalty	Data will be collected in Q3
b) % who understand PDNP potential benefits/ services	b) >90%	40%
c) % who feel positive towards the PDNP	c) >90%	95%
d) % who are willing to support the PDNP	d) >90%	100%
4. Customer satisfaction with the PDNP experience	>90%	100%

Overview:

The experience of visitors when engaged with assets and services run by the PDNPA remains extremely positive. The challenge is translating this user satisfaction into tangible support. That said, our trading performance in Q1 suggest audiences are willing to pay for great experiences and should enable the organisation to meet its cumulative growth target in this particular sphere of activity. Relationships with utility companies remain positive at the operational level, but this is not mirrored in the development of strategic

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

alliances. Given the scale and potential positive impact such organisations could bring to significant areas of PNPA landscape, these relationships – alongside those with other large-scale partners with access to income, supporters/customers and key stakeholders – should be prioritised at senior manager and Member level. PNPA insight of its audiences – current and potential – requires more investment and consistent implementation.

Progress against priority actions, indicator(s) and focus:

Focus 1 & Priority action 12:

- We have completed a survey of boundary markers in the National Park and a schedule of works to maintain these. We have entered into dialogue with Derbyshire County Council's Highways Department regarding regular maintenance of those sites where traffic management is required for safety reasons.

Focus 1 & Priority action 8:

- Sensitive negotiations have taken place with United Utilities regarding lease arrangements for Outreach and Visitor Experience facilities to secure the best outcome for the PNPA with regard to income, efficiency and presence. These conversations are still ongoing.
- Action to maximise our presence at the Severn Trent Water site at Fairholmes are on hold as the company reviews its plans for the facilities, however, PNPA is recognised as a key partner in any future developments there.

Focus 2 & 3 plus Priority Action 9:

- The impact of refurbishment works to our Bakewell Visitor Centre are being maximised by the use of innovative, on-trend, themed window displays and product promotion. New products have been developed to encourage visitor spend whilst promoting the PNPA brand and ethos. Interpretation at Bakewell, Edale and final details at Castleton are now in final stages ready for a Q2 implementation.
- The MyPeakCup bamboo, fully-recyclable coffee cup campaign was launched in May, providing an opportunity to demonstrate PNPA support for the 'anti-plastics' movement which is gaining momentum, as well as providing an opportunity to increase awareness of the PNPA brand. We have partnered with small coffee houses and cafes around the National Park to amplify the message and provided support to ensure they could participate in the campaign.

Priority Action 10:

- Due to competing work priorities, progress has been slower than planned. However we have completed a first stage of site audits and have arranged an OLT meeting in October to present early findings to key staff, discuss our partner engagement plan, get a steer on the drafting stage of the document and set the scene for further strategic thinking for visitor management. This should still give time to produce a full draft by year end as planned.

Indicators:

Indicator 3 a): The score under this indicator was reported in Q4 of 2018-17. There has been no measurement of reputation vs. comparators in the reporting period. We will be looking to revisit qualitative reputational research in Q3.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

Indicator 3 b): Still significantly below the target – although the expectation of 90% of our audiences to fully understand the benefits of the PDNPA and PDNP and their services is probably unrealistic. The impact of our growing reach through social media, improved visitor experience assets and more confident and clear media messaging (see Cornerstone 1 content) should deliver an improvement on this KPI in the long term.

Indicator 3 c): A strong performance once again; it is the failure to translate this high level of emotional warmth into tangible support that remains disappointing. Moves to improve the platforms through which to channel this positivity are being put in place.

Indicator 3 d): A great score but, as with indicator 3c, the sentiment is not seen in the voluntary income KPIs.

Indicator 4): This is a consistently high score indicating that our visitor experience staff deliver great service. Again this will need to be translated into actual support to be of real benefit.

NOTE: The insight from Indicators 3 & 4 is derived from people who are directly engaged with PDNPA services. This means the respondents' profiles will be skewed in terms of socio-economic profile and frequency of use. This 'regular', relatively captive audience is proving difficult to turn into active supporters. The biggest benefit in terms of extra resources for PDNPA purposes will only be delivered when the 'irregular, casual' audience can be converted.

Service plan actions linked to 'Our Focus':

Focus 3: We have negotiated a licence with Staffordshire Moorlands District Council to open a new pop-up cycle hire centre at Hulme End Station. This new venture in a honey pot location will replace the cycle hire concession at Waterhouses.

Issues arising and action to address:

- None

Risk implications:

- None

Directional Shift 4: Grow income and supporters

Our Focus:	2018-19 priority actions	Progress (RAG)
1. Increase our income from giving	14. We will have developed, agreed and be implementing a comprehensive strategy for fundraising through giving and sponsorship and increased the proportion of funds received.	GREEN
2. Achieve our commercial programme income targets	We will have: 14. Completed and got agreement for the long-term Commercial Development & Outreach plan.	GREEN
3. Develop / establish sponsorship relationships		
4. Secure external funding for major programme and partnership delivery	<i>[Millers Dale Station, as part of trails masterplan]</i> 11. We will have: <ul style="list-style-type: none"> identified the most relevant funding sources; submitted PI for the whole site redevelopment; submitted Stage 1 application to HLF. 	GREEN

Corporate Indicator	Baseline 2015-16	Target 2018-19	Status at Q1		
5. Amount and proportion of income by source:		5. a) Commercial increase: 5% by 2018-19 5. b i) Donations increase: 50% by 2018-19 2. d iii) Donations increase: 50% by 2018-19	Actual & (Proportion)	vs. last year	vs. plan
a) Commercial	£2,162,394 (17.8%)	No target	£763,228 (20.0%)		
i) Conservation & Planning	£362,909	No target	£120,153		
ii) Commercial Dev & Outreach	£1,610,618	£1,691,150	£545,305	15%	29%
iii) Corporate Strategy & Devpt	£188,867	No target	£97,770		
b) Donations	£40,255 (0.3%)	No target	£9,717 (0.25%)		
i) Donations (exc. legacy)	£34,230	£51,345	£9,717	-66%	-24%
c) External funding*	£3,584,952 (29.5%)	No target	£2,409,932 (63.4%)		
d) Defra grant*	£6,364,744 (53.4%)	No target	£640,013 (16.74%)		
e) Total income	£12,152,345	No target	£3,822,890		
2. d) Non-trading income supporters (donors)					
i) Number of donations	Baseline	No target	15		
ii) Average value of donations	Baseline	No target	£675.69		
iii) Number of donations (exc. legacy)	151 (16/17)	227 annually by (18/19)	15		
iv) Average value of donations (exc. legacy)	Baseline	No target	£675.69		

*Some quarterly distortions will appear for proportions of Defra Grant and External Funding due to accounting process.

Overview:

Completion and submission of the Millers Dale station redevelopment planning application, completion and submission of the Hulme End cycle hire development planning application and approval to establish a Peak District National Park charity to support the Authority's income diversification via voluntary giving aspirations have been the performance highlights. Each of these provides a platform to grow engagement, understanding

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

and support. The challenge will be maintaining, or even increasing, the pace of implementation to ensure the value of the schemes can be realised as soon as possible. The trading services are performing above plan – with cycle hire continuing to deliver strong increases – while donations are significantly down. The latter is of concern as the income stream represents the area of biggest potential organic growth. That said, the three-year growth plan was predicated on having in place all elements of the previously agreed ‘giving’ strategy. The approval to create a charity was only approved in Q1 of Year 3. Significant developments in data capture to grow the supporter base have followed a similar timeline. The property legacy, potentially worth a considerable contribution to the capital fund, has successfully been transferred into PDNPA ownership. An options report on disposal vs. retention (in full or in part) is being prepared for Q3.

Progress against priority actions, indicator(s) and focus:

Focus 1 & Priority Action 14:

- The Peak District National Park Charity proposal was formally agreed at Authority on 25th May 2018. Work is now underway to formalise the Charity and plan a launch in 2019.
- Eroica Britania partnership continues to evolve, with the June 2018 event requesting donations from participants at point of online ticket purchase, accompanied with the PDNP backstory. This activity has netted c£2,500 with minimal resource requirement from the PDNPA.
- The joint fundraising initiative with the fundraising arm of the BMC, Mend our Mountains (MoM), continues at pace. We have supported, or been present at, iconic events including the BMC Night Light event on the Great Ridge, The Dambusters 10 mile run in the Upper Derwent valley and Cliffhanger in Sheffield city centre. We have an active and ambitious programme throughout the rest of the year to raise money, increase engagement, capture potential supporter data and educate audiences about the National Park and the campaign.
- We have raised c£70k for the two Peak District MoM campaigns to date, which equates to 41% of the Great Ridge target and 16% of the Cut Gate target, with plenty of events and activities planned for the second half of the year. The national campaign has achieved 33% of the £1million overall target which will be added to our individual totals.
- The Customer Relationship Management (CRM) system ThankQ is being implemented. Supporter data cards from events are being input, while ensuring we build an accurate and valuable database in line with GDPR requirements. The first edition of OurPeak, our supporter newsletter, has been issued showcasing fundraising activities.
- A suite of supporter engagement videos have been filmed and edited during Q1. These are timed to be released in July.
- The Lower Greenhouse Farm legacy was successfully transferred to PDNPA ownership. An options report on disposal vs. retention (in full or in part) is being prepared for Q3.

Focus 2 & Priority Action 14:

- The trading services are currently performing strongly versus plan, with cycle hire continuing to deliver strong increases versus last year. Vandalism and thefts at Dovedale toilets will mean a shortfall in this specific trading income category.
- Under new initiatives, a 2018 cycle jersey has been launched, taking into account the PDNP brand credentials and current cycling trends. The jersey is a premium product, retailing at £60, and launched ready for the summer season of cycling events in the National Park and in advance of Eroica Britannia.

Focus 3:

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

- Partnership and sponsorship relationships remain either low level in value or very much under development. For example, we have secured donations from sales from a small number of SMEs operating within the PDNP. The Eroica Britannia vintage cycle festival remains a potentially large fundraising opportunity but the relationship is struggling to move beyond a transactional one. At current levels, the relationship could deliver c£2-3k without much resource input from the PDNPA. Given the size (and profile) of its audience, the event should be delivering significantly more. The relationship with Peak Resort remains informal and exploratory. Members were given the opportunity to hear about the development at the recent annual member tour. Its interest in the PDNP is primarily one of reputational support – the PDNP is a fundamental element of Peak Resort's offer – plus limited access to content and knowledge. The PDNPA's interest is access to the large volume of high-value visitors. Any proposal to formalise the relationship, particularly in relation to use of the PDNP identity, would be brought before the appropriate committee. The engagement relationship with RHS is in its infancy – contact has been made with a commitment to explore opportunities for the 2019 RHS Chatsworth Show. The relationships with utility companies are dealt with elsewhere within this report.

Focus 4 & Priority Action 11:

- Planning application for redevelopment of Millers Dale Station ticketing office and waiting room from current use as office space and workshop into visitor information point and café was submitted. Relevant external funds have been sought to support this development.

Indicators:

- **Indicator 5 a):** The trading services are currently performing strongly versus plan and last year. If this year's performance is maintained, the cumulative three-year plan will met.
- **Indicator 5 b):** Donations continue the disappointing trend from last year. Investigations continue into potential partnerships and events which could boost voluntary donations. The timeframe for the establishment of a charity means it will not impact on this year's results.
- **Indicator 2 d):** The narrative on this indicator is as per that for 5b but with the added element of a lack of a supporter database and recruitment programme.

Issues arising and action to address:

- As per set out in the narrative above.

Risk implications:

- Lower than planned for levels of non-National Park Grant income.

Cornerstone 1: Our assets

Our Focus:	2018-19 priority actions	Progress (RAG)
<ol style="list-style-type: none"> 1. Reduce the size of our property portfolio and retain what we need 2. Ensure that the Trails, Stanage, North Lees and Warslow Estate are well-managed assets able to support the delivery of our directional shifts 3. Get the basics right on the visitor infrastructure we own and operate, from both a local and visitor perspective 4. Increase the value of our brand and its reach 	16. We will have all the relevant information (in particular condition surveys of all our properties), plans and resources to undertake a review of the Asset Management Plan.	GREEN

Corporate Indicator	Target 2018-19	Status at Q1
6. Percentage of assets that meet the standards set for: a) Maintenance	Define methodology	See Indicators section below
b) Environmental performance	Define methodology	Not reported at Q1

Overview:

The management of assets to enhance visitor experiences, boost understanding and grow support continues in line with the plan. Disposals are on track and our reputational reach is seeing significant growth. The challenge in terms of maintenance continues to be one of matching resource to the size of the overall estate.

Progress against priority actions, indicator(s) and focus:**Focus 1 & Priority Action 16:**

- Condition surveys are ongoing, although issues with recruitment led to delays at the beginning of the quarter for this area of work. However, after using additional resource and reprioritising work, we will complete the condition surveys sooner than anticipated.
- First meeting of the Corporate Property Asset Management Group due to be held by end of Q2.

Focus 2:

- Draft specifications for the identified repairs to trails structures have been created and consultation with relevant specialists within the Authority is underway.
- Countryside Stewardship Agreement for North Lees Estate has been received from Natural England and will support our ongoing conservation work and management plan.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

Focus 3:

- North Lees Campsite featured in Blacks “Top 5 Campsites in the Mountains” <https://www.blacks.co.uk/top-5-campsites-in-the-mountains>
- Plans have been drawn up to refurbish and improve the welcome at North Lees Campsite and will be implemented during Q2.
- Development of a detailed planning application in relation to Millers Dale Station, including consultation with relevant specialists and research into the history of the site to ensure that protecting this important heritage asset was integral to our proposals.

Focus 4:

- Negotiated upgrading of the signage at our Field Head Campsite to incorporate PDNPA joint branding and cross-promotion of the site to help sustain the business during quieter seasons.
- Work continues to develop brand touchpoints at North Lees campsite and Edale Visitor Centre, creating a more welcoming and professional appearance whilst maintaining the character and sensitivity of the audience present at each site.
- Social media continues to be a platform where we can share our own positions on issues, but equally individuals can target the Authority around key issues. Birds of Prey, rewilding the National Park and the moorland fires have resulted in reactive responses to issues. Proactive posts have been led by the anniversary of the Kinder Mass Trespass, the PDNP birthday, the Dambusters planned Lancaster flyover event and FireWatch and our position on Sky Lanterns (in the very first week of July).
- There is continued healthy growth in our social media accounts over Q1 2018/19 (vs Q4 2018/19):

Total Fans	76.2k	+6.3%
New Twitter Followers	1,547	+2.9%
New Facebook Fans	2,613	+15.1%
New Instagram Followers	405	+20.2%
Total Fans Gained	4,565	6.3%

- The biggest posts in these channels over the quarter were:

Twitter:

17/04/18 Birthday celebrations - 916K reach
27/06/18 Wildfire caution - 445K reach
24/04/18 Mass Trespass anniversary - 480K reach
27/06/18 Wildfire high risk signs - 316K reach
25/06/18 Wildfire FAQs - 264K reach

Facebook:

02/05/18 Dambusters 75th anniversary - 164.6K reach
14/05/18 Dambusters FAQ reminder - 127.2K reach
17/04/18 Birthday celebrations - 44.3K reach
24/04/18 Mass Trespass anniversary - 73.7K reach
27/06/18 Wildfire caution - 86.2K reach

Total Reach in Q1:

Website total hits: 931,113 (45% rise on last quarter, down 1% on same quarter last year).

Total social media reach: 5.9 million (68% rise on last quarter, up 12% on same quarter last year).

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

- Spring edition of ParkLife was distributed at the beginning of Q1, marking a new look and feel. Content was deliberately focused on family-oriented activities, dialling up diversity and outdoor play benefits. The summer edition is distributed in July, with more of a visitor storyline, but again focusing on an increase of stories and images promoting diversity plus accessibility events.

Indicators:

- **Indicator 6 a):** All medium priority condition surveys have been completed and the remaining low priority sites have been bought forward to allow progress on the Asset Management plan. These are now planned for completion before the end of September 2018. Works to address the maintenance backlog was held up by staff shortages and the prioritisation of the remaining condition surveys, but a plan is in place to continue this work as soon as possible.
- **Indicator 6 b):** Not reported this quarter.

Issues arising and action to address:

- None

Risk implications:

- None

Cornerstone 2: Our services

Our Focus:	2018-19 priority actions	Progress (RAG)
1. Deliver our services in a customer focused way	6. We will have an integrated conservation service for land managers and communities.	AMBER
2. Ensure clear policies are in place through facilitated and effective engagement and communication	20. We will have an agreed mechanism to review the Core Strategy.	AMBER
3. Ensure appropriate regulatory action		

Corporate Indicator	Target 2018-19	Status at Q1
7. Proportion of planning appeals allowed	<30%	0% (3 appeals dismissed)
8. Proportion of planning applications determined in a timely way		
a) 13 weeks – major	a) >70%	100%
b) 8 weeks – minor	b) >70%	71%
c) 8 weeks – other	c) >80%	75%
d) 13 weeks – county matters	d) >70%	80%
9. a) Number of enforcement cases resolved	30 per quarter	36
9. b) % of enforcement enquiries (excluding minerals and waste) investigated (and reach a conclusion on whether there is a breach of planning control) within 30 working days	>80%	96%
10. Customer satisfaction with Planning Service:		
a) Applicants/ agents	>75%	Not collected this quarter
b) Parish councils	>70%	Not collected this quarter
c) Residents *	>38% **	Not collected this quarter
d) Pre-application advice	>75%	Not collected this quarter
11. a) Number of complaints received	<20	4
11. b) % complaints dealt with in accordance with agreed deadlines	>90%	83%
11. c) Satisfaction with first and second lines of enquiry (planning)	Baseline (75% target)	72%

* Residents' Survey every 3 years (Baseline 2012, data 2016)

** Based on 2016/17 survey

Overview:

The examination into the Development Management policies took place over 3 days in May 2018 and the Inspector's interim report has been received and is being considered. The Authority was been advised in March that it may be designated for special measures based on its appeal performance on major

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

developments. The Director of Conservation and Planning has responded in April and a reply is still awaited. The updated NPMP was published in July 2018.

Progress against priority actions, indicator(s) and focus:

Priority action 6: *We will have an integrated conservation service for land managers and communities* - Progress has been made on digitising data and on making this more accessible, with an officer working group set up to deliver this.

Priority action 20: *We will have an agreed mechanism to review the Core Strategy* - The review of the Development Management DPD is now in its final stages, following the examination in May. This will give the Authority an up to date plan. Work on the evidence base for a review of the Core Strategy has commenced.

Indicators: (see tables)

Service plan actions linked to 'Our Focus':

- The Examination of Development Management Policies took place in May 2018. The Inspector has offered some interim views on the Plan and the Authority is currently in the process of drafting and agreeing a schedule of modifications in order to address points of soundness. Following a final stage of public consultation into the modifications during the Autumn, it is estimated that the Authority will be in receipt of a final Inspector's report by Christmas.
- Policy Planners have engaged closely with the other national parks to influence the drafting of the revised National Planning Policy Framework in order to restate the protections for national parks and provide the appropriate framework for locally needed development.
- The Policy and Communities Service have commenced a significant period of evidence gathering both to underpin the Authority's commitment to Thriving Communities and to provide an evidence base for a strategic review of the Local Plan through the next Corporate Plan period (to 2024). The Service aims to audit around 100 National Park communities over the next 2 years in order to produce a "State of Communities" report. A report into the changing population profile has also been produced.
- The Community Policy Planner is engaged with several communities on Neighbourhood Plans with Bakewell and Leekfrith nearing the final stages of consultation and referendum.
- Following the first successful year of community grants, a flow of new initiatives have continued during 2018, including a historical survey of Taddington, a community garden in Bakewell, heritage trails in Bollington and support to bring broadband to Abney. The community Facebook page now has 182 members and provides a platform for sharing community projects, business forums, children's holiday clubs, and advertising community events.

Issues arising and action to address:

- a) The Authority received a letter from the MHCLG (Ministry of Housing, Communities and Local Government) advising that the Authority may be at risk of designation because of its performance on major appeals in the qualifying period (2015-2017). The Director has responded to highlight the exceptional factors that should be taken into account.
- b) **Our services, Indicator 7:** The percentage of appeals dismissed was 100% in the last quarter (3 of 3).

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

- c) **Our services, Indicators 8 and 10d:** Performance on dealing with planning and other applications has been generally on target in the quarter but below in some areas. There has been an additional focus on dealing with older applications and on ensuring that targets are met and that Government targets for poorly performing LPAs will be achieved. Continued staff vacancies and absences have caused some problems, but additional resources have been brought in to assist.
- d) **Our services, Indicator 9a:** The target for resolving enforcement enquiries cases was exceeded in 2017-18. The Action Plan adopted in 2015-16, placing a greater focus on prioritising cases and then dealing with higher priority cases more quickly, is helping to address the backlog.
- e) **Our services, Indicator 10b:** Officers continue to work with Parishes, either through the PPP Forum or through individual parishes to understand their concerns. The Planning Liaison Officer organised a networking event for Parish Clerks in June and we are currently planning for the annual Parishes Day on the 29 September with the theme of “Thriving Communities”. A monthly Parish Bulletin is being produced by the Planning Liaison Officer.

Risk implications: None.

Cornerstone 3: Our organisation

Our Focus:	2018-19 priority actions	Progress (RAG)
1. Develop and maintain appropriate standards of corporate governance		
2. Implement our medium term financial plan		
3. Develop key business processes underpinning the Corporate Strategy	18. We will have an updated Corporate Strategy for the period 2019/20 – 2023/24.	GREEN
	19. We will have an updated National Park Management Plan that includes the special qualities and is supported by partners.	GREEN

Corporate Indicator	Target 2018-19	Status at Q1
12. Audit conclusions showing satisfactory governance arrangements in place	Achieve	To be reported to the ARP Committee on 20 th July 2018.

Overview:

To ensure the Authority continues to operate efficiently and effectively, a wide range of essential governance and finance related activities were undertaken during the first quarter of 2018/19. Also during the quarter, work continued on developing the Authority's new Corporate Strategy, which will run from 2019 to 2024, and the Peak District National Park Management Plan (NPMP) covering the period 2018 to 2023 was approved by the Authority.

Progress against priority actions, indicator(s) and focus:

Priority action 18: We will have an updated Corporate Strategy for the period 2019/20 – 2023/24.

Work has continued during Quarter 1 to develop the Authority's Corporate Strategy 2019-24. A series of workshops with the Senior Leadership Team and Operational Leadership Teams have been held. Members of the Authority have been engaged in the process through similar workshops. Team Managers and all staff have been briefed on the work to date. Three clear outcomes around landscape, communities and audiences have been developed and we are now in the process of developing performance measures to ensure progress can be tracked. The actions that will deliver the three outcomes are being identified and we are checking the extent to which our resources are aligned to these outcomes.

Priority action 19: We will have an updated National Park Management Plan that includes the special qualities and is supported by partners.

The second public consultation on the updated National Park Management Plan (NPMP) closed in April 2018. We had a good overall consultation response and the comments received on the special qualities were

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

supportive. Following consideration of the comments received, the NPMP was amended and was formally adopted by the Authority at a meeting on 25th May 2018.

Indicators:

Indicator 12): Audit conclusions showing satisfactory governance arrangements in place

Performance against this indicator will be reported to the Audit, Resources and Performance (ARP) Committee on 20th July 2018.

Service plan actions linked to 'Our Focus':

Our Focus:

1. Develop and maintain appropriate standards of corporate governance

During the first quarter of 2018/19, an Annual Governance Statement (AGS) was prepared and provided to KPMG (the Authority's External Auditors) so that they could assess whether it complies with the guidance issued by CIPFA/SOLACE (Chartered Institute of Public Finance and Accountancy/Society of Local Authority Chief Executives). The unaudited AGS was published on 30th May 2018 in advance of the statutory deadline.

A Members Appointments Panel process was put in place to assist decision making at the Authority's Annual General Meeting (AGM) on 6th July 2018. We also welcomed three new Members to the Authority who have been through our induction programme.

2. Implement our medium term financial plan

The Authority's 2017/18 financial accounts were presented to the ARP committee on 18th May 2018 and are currently being reviewed by KPMG. As part of their work, KPMG will consider whether the Authority has suitable arrangements in place to ensure it takes properly informed decisions and deploys resources to achieve planned and sustainable outcomes. The external auditors report will be presented to Members of the ARP Committee during Quarter 2.

3. Develop key business processes underpinning the Corporate Strategy

Members approved the structure, content and focus of the Authority's 2018/19 Performance and Business Plan at the Authority meeting on 25th May 2018. The plan was published on the Authority's website prior to the statutory deadline of 30th June 2018.

In the Internal Audit Annual Report for 2017/18, presented to Members on 18th May 2018, the Head of Internal Audit expressed his opinion that the framework of governance, risk management and control operating in the Authority provides substantial assurance.

Dr Declan Hall was appointed to conduct a review of the Members Allowances Scheme and his report is due to be considered at the Authority's AGM on 6th July 2018.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

Risk implications:

The Authority's Corporate Risk Register for 2018/19 was approved on 18th May 2018 by the ARP Committee. The risk register will be reviewed on a regular basis throughout the financial year.

A new corporate risk relating to the implementation of the National Living Wage has been identified and details are provided in Cornerstone 4 – Our People.

Cornerstone 4: Our people

Our Focus:	2018-19 priority actions	Progress (RAG)
1. Ensure the Authority shape is fit for the future		
2. Retain, develop and recruit the right people in the right place at the right time, with the right resources	17. We will be implementing our Workforce Plan, monitoring progress and taking corrective action as appropriate.	GREEN
3. Embed, in the way we work, our organisational values of people matter, performance matters, communities matter and every day matters		

Corporate Indicator	Target 2018–19	Status at Q1
13. Employee engagement – based on new Staff Survey	No staff survey planned	N/A
14. Implement recommendations of the 2016-17 Investors in People assessment	Delivery of Action Plan	IIP Actions were incorporated into the 2017 “People Matter Action Plan”
15. Sickness levels*: a) % of total time lost due to sickness	a) 2.3% quarterly 2.15% annually	2.15%
b) Hours per FTE	b) 11.1h quarterly 44.4h annually	12.03h
c i) Absence: sickness frequency rate **	c i) 25% quarterly 100% annually	20.61
ii) Absence: individual sickness frequency rate (reported at Year-end) ***	ii) No target	N/A
d) Value of total time lost (expressed as pay cost)	d) £26,750 quarterly £107,000 annually	£33,672
16) Staff turnover	ACAS standard to be used (Annual range 9-15%)	3%

* All sickness indicators should be considered together for a full understanding of the overall picture.

** The absence frequency rate calculates the average number of periods of absence per employee as a percentage. It gives no indication of the length of each sickness absence period and no indication of employees who have taken more than one period of absence. For example, an outturn of 100% means that, on average, there has been one absence for every one employee. For context, an outturn of 50% would mean that, on average, there has been one absence for every two employees.

*** This shows the proportion of staff that have had one or more spells of absence in the last year. A lower score indicates a smaller proportion of staff having time off. A higher score indicates a larger percentage of staff having time off. This score should be looked at in conjunction with 15 a), 15 b), 15 c) i) and 15 d).

Overview:

The Authority’s workforce is both its greatest asset and its largest expense. It is important therefore that that workforce is highly valued and actively managed in order to ensure the potential that exists is maximised and focused on achieving the outcomes required. During Quarter 1, work has continued to develop new workforce related policies and review existing policies to ensure that they reflect current best practice.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

Progress against priority actions, indicator(s) and focus:

Priority action 17: We will be implementing our Workforce Plan, monitoring progress and taking corrective action as appropriate.

During 2017/18, the Senior Leadership Team approved a framework and related processes for the development of comprehensive workforce planning. Workforce planning has now been integrated into the Authority's service planning and joint performance appraisal and review (JPAP) processes. The Authority's Head of HR is supporting Heads of Service to consider their current and future workforce requirements.

Indicators:

Two of the sickness absence indicators (15.b and 15.d) are slightly above the targets set for the quarter. Quarter 1 performance in previous years has been variable and the situation will be kept under review during Quarter 2.

Service plan actions linked to 'Our Focus':

1. Ensure the Authority shape is fit for the future

The restructuring exercise undertaken within the Commercial Development and Outreach Directorate during 2017/18 concluded the work necessary to implement the Authority's current three directorate model. Further minor structural reviews are planned during 2018/19, including the Authority's Property Support function and Finance Services.

The Local Joint Committee (LJC) provides an important role in the consultation arrangements involving the Authority's Members and employees. At a meeting of the LJC held on 8th June 2018, it was agreed to increase the frequency of meetings to encourage greater participation and engagement.

2. Retain, develop and recruit the right people in the right place at the right time, with the right resources

The Authority's Corporate Learning and Development Plan for 2018/19 was approved by the Senior Leadership Team on 14th May 2018. Work is now underway to implement the plan which includes the significant expansion of the Authority's newly acquired online training and development system.

A snapshot of employee data was taken at 1st April 2018 and will be used for internal and external reporting purposes. This information was used to calculate the Authority's gender pay gap, 8.5%, which compares favourably with both the public and private sector averages of 17.7% and 21.1% respectively.

We look forward to welcoming the first four new apprentices to the Authority in Quarter 2. Three apprentices will be working with the South West Peak Partnership and one will be joining the Authority's Democratic and Legal Support Team.

3. Embed, in the way we work, our organisational values of people matter, performance matters, communities matter and every day matters

A key component in the development of the Authority's future Corporate Strategy has been to identify seven specific ways of working that the Senior Leadership Team wish to see embedded throughout the organisation.

APPENDIX 1: 2018/1 Quarter 1 Corporate Performance Return

It is envisaged that adopting these “We will always.....” principles will support the Authority to focus more clearly on outcomes and support the development of even better internal and external relationships.

As part of the 2018/19 Internal Audit programme, it is proposed that a review of the organisational culture that exists within the Authority will be undertaken.


Issues arising and action to address:

- **RAG Rating:** AMBER
- **Issue:** Implementation of the National Living Wage with effect from 1st April 2019 will result in considerable increases in pay rates at the lower end of the Authority’s current pay scale. This will have an impact on the costs of services.
- **Action:** An initial pay modelling exercise, to match current and new pay points, has been undertaken to estimate the cost of complying with the collective agreement negotiated between the National Employers and the NJC of Trade Unions. All Heads of Service have been informed and asked to consider the impact upon services. This is especially important where a service is funded externally by a specific programme/project grant or from income generation. Budget provisions exist to meet the anticipated additional costs of the new pay scale and further work will be undertaken to assess the potential consequential impacts (e.g. grade compression, erosion of pay differentials).

Risk implications: None.

This page is intentionally left blank

APPENDIX 2: Corporate Risk Register 2018/19 – Q1 position showing movement from start of year

IMPACT	High	5. Failure to influence the transposing of EU laws and legislation for landscape and the environment into UK law after Article 50 (Outcome/delivery risk)	7. Lack of capacity in the Property Support team to develop and maintain our asset base (Outcome/delivery risk) 8. Failure of the Birds of Prey initiative to deliver (Reputation risk, Outcome/delivery risk)	2. Area of NP land safeguarded in agri-environment schemes reduces because of Brexit uncertainty and continuing issues with Countryside Stewardship (Outcome/delivery risk)
	Medium	4. Failure to deliver an integrated conservation service for land managers and communities which increases awareness, understanding and support for the National Park's special qualities and the public goods delivered by the place (Outcome/delivery risk) 	1. Adverse exchange rate movements for Moorlife 2020 European funding (Financial risk, Delivery risk) 3. Failure to inspire people to give to the Peak District National Park Authority (Financial risk, Outcome/delivery risk) 9. Failure to realise opportunities in the 25-Year Environment Plan (Outcome/delivery risk)	6. Being a 'poorly performing' Authority based on DCLG measures – specifically major applications appeal performance (Reputation risk, Financial risk) 10. NEW: The potential consequential impacts of implementing the New Pay Spine with effect from April 2019 (e.g. the erosion of pay differentials) (Outcome/delivery risk)
	Low			
		Low	Medium	High
LIKELIHOOD				

APPENDIX 2: Corporate Risk Register 2018/19 – Q1 position showing movement from start of year

List of risks remaining

1. Adverse exchange rate movements for Moorlife 2020 European funding
2. Area of NP land safeguarded in agri-environment schemes reduces because of Brexit uncertainty and continuing issues with Countryside Stewardship
3. Failure to inspire people to give to the Peak District National Park Authority
4. Failure to deliver an integrated conservation service for land managers and communities which increases awareness, understanding and support for the National Park's special qualities and the public goods delivered by the place
5. Failure to influence the transposing of EU laws and legislation for landscape and the environment into UK law after Article 50
6. Being a 'poorly performing' Authority based on DCLG measures – specifically major applications appeal performance
7. Lack of capacity in the Property Support team to develop and maintain our asset base
8. Failure of the Birds of Prey initiative to deliver
9. Failure to realise opportunities in the 25-Year Environment Plan
10. NEW: The potential consequential impacts of implementing the New Pay Spine with effect from April 2019 (e.g. the erosion of pay differentials)

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

Complaints

Summary of Complaints in YTD	Q1	Q2	Q3	Q4	YTD	2018/19 Target
Number of Complaints Received in Quarter:	4				4	<20
Percentage of complaints dealt with in accordance with agreed deadline of 15 working days	83%				83%	
Number of Complaints in Quarter regarding an Authority Member:	1				1	-

Complain t Ref, Date Made and Stage	Service and Reason for Complaint	Date Response Sent	Outcome	Any Change in Processes/Practices as a Result of Complaint Investigation
C.444 12/04/18 Stage One	Landscape and Conservation Complaint concerning how an officer handled responses to a planning application, including issues raised by the local Member regarding the status of a curtilage listing of a property.	01/05/18 Within 15 working day deadline	Stage One: Explained process of curtilage listing and that it can be a difficult process to determine: the decision may be subject to change if new evidence comes to light. In this case, the initial decision that the property was curtilage listed was carefully considered, and based on the information available at that time. Explained the need for a Heritage Statement would be discussed during the pre-application process. In this case, the Heritage Statement was pivotal in providing information about the fabric of the property and about former ownership that helped the Authority revise the assessment about the curtilage listing. Complainant was concerned that they received a number of different responses from the Conservation officer but these reflected the fact that the scheme design changed over time. The Authority considers it has taken the significance of the property and the neighbouring property and the impact upon them both into consideration. Complaint issues regarding local Member referred to Members' complaints process – see C.445.	
25/05/18 Stage Two	Complaint escalated to Stage Two.	07/06/18	Stage Two: Explained officers are expected to consider and determine how much, if any, weight they give to information	Officers should clarify with Members whether

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

		Within 20 working day deadline	received from any source that relates to a listed building. Accept that the Authority did not consider the building to be curtilage listed in 1995, but explained in previous correspondence with the Complainant, case law/practice relating to listed buildings has developed significantly and there is now a greater consideration of curtilage listing issues. There is no official list of curtilage listed buildings so each case is looked at individually. Agreed it was not appropriate to seek a fee for pre-application advice regarding curtilage listing as it is a matter which would normally fall outside the pre-application fee, and apologised for this. Accepted was possible to ascertain from the 1995 file that buildings had been in same ownership, but were in different occupation. Agreed that the 1995 approved plans show the rear wall would be rebuilt and the wall as now built is clearly a new structure, albeit with the arch rebuilt in the same or similar location to the original. Whilst this did not have any bearing on whether or not the building should be considered as curtilage listed (that was a judgement about the relationship with the adjoining house), apologised that this was not picked up at the site visit and will be discussed with the officer. Acknowledged Complainant's expense regarding Heritage Statement but consider it was required to make a proper assessment of the proposal. The statement successfully made the case for approving the extension and due to the questions raised about curtilage listing it was necessary to deal with these, which it did. Understand the distress that this case caused Complainant's family and apologised for that but the officer acted in good faith.	they are contacting them in their role as a Member or in another capacity.
C.445 02/05/18 Member	Complaint that a Member had: <ul style="list-style-type: none"> Not acted impartially without discrimination and bias. Not acted in the public interest Demonstrated bullying and intimidating coercive behaviour. 	Acknowledge ment: 13/05/18 Response: 25/05/19	Decision: No breach, Councillor referred to Planning Protocol and Code of Conduct.	Monitoring Officer to refresh all Members at annual Planning training. Officers to be reminded of Planning Protocol and Officer/Member Protocol.

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

C.446 23/05/18 Stage One	Development Management Complaint regarding non-response to a planning issue and how officers considered impacts of a planning application on Complaint's property.	25/05/18 Within 15 working day deadline	Stage One: Apologised for lack of response due to other work commitments. Explained records show that Complainant was consulted on the resubmitted application and that a site notice was placed outside the property. Representations are not carried through from one application to another as circumstances or views may have changed. Accept Complainant may not have been aware of this, but people routinely check this with us rather than assuming letters are carried forward. With regard to specialist officer's advice not being made available before the Parish Council meeting explained do not normally send copies of internal specialist advice to neighbours or the Parish Council, although it will normally go on the website. Authority is not legally required to put internal advice on website, so there is no timescale for this. Regarding Complainant's concerns regarding impact on their property advised that this is a matter for the parties concerned and which is not within Authority's jurisdiction as a planning authority.	
06/06/18 Stage Two	Complaint escalated to Stage Two. Complainant highlighted following issues: <ul style="list-style-type: none"> Proximity of the listed building wasn't spotted by PDNPA and the original application was validated for consultation. Are systems in place to flag up the proximity of a listed building to a proposed development? Why was the original application allowed to go through whole consultation 	02/07/18 Within 20 working day deadline.	Stage Two: Responded to issues raised – <ul style="list-style-type: none"> Confirmed systems already in place to flag up the proximity of a listed building. Checked the original and revised planning applications on our systems and can confirm the listed status of property was logged as a constraint to both applications. The original planning application was not invalid, but the applicant subsequently withdrew it at a late stage after consultation had begun. Applications for planning permission and listed building consent are separate processes. They can be applied for separately, and at different times, for the same development and building. Planning agent was informed that a listed building consent would also be needed and advised to submit one. Applications for planning permission and listed building consent are separate processes. Separate 	Officers to consider how may be more helpful in making consultation process clear to all.

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

	<p>process when it was known to be invalid?</p> <ul style="list-style-type: none"> • Agent should have submitted a listed building application first and planners shouldn't be reliant on agent to tell them about the proximity of a listed building, let alone attach an extension to it. The agent knew Complainant's property was listed when he submitted the ordinary application. • Complainant's response to the original application which raised several concerns was not carried forward to the listed building application. Was it therefore not considered in the listed building application and shouldn't Complainant have been informed of need to re-submit concerns to the listed building application? • Complainant doesn't want the extension attaching to their house. Why should they carry the risk for something that will in no 		<p>consultations are run for each application. This avoids the risk of making assumptions about whether a consultation response on one application applies to another. This is standard practice across local planning authorities. However, accept that Authority might have been more helpful in making this clear to Complainant, but note that Complainant was formally consulted on the listed building consent application with by letter.</p> <ul style="list-style-type: none"> • Confident that planning officers did not ignore conservation officer's report when they considered the planning application. After discussion, planning officers concluded that the conservation officer's report did not present sound reasons to refuse the applications and that good building practice should ensure the concerns raised in the report do not arise. • Provided appropriate and suitable opportunities for Complainant to be consulted and for their concerns to be raised. Confident their concerns were considered by planning officers as they came to their decision. 	
--	--	--	---	--

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

	<p>way be beneficial to them and will be detrimental to them and their property?</p> <ul style="list-style-type: none"> Why didn't PDNPA give their backing to the conservation officer's judgement on the vulnerability of a listed building and why was the report then ignored by Planning Officers? 			
C.447 15/06/18 Stage One	<p>Development Management</p> <p>Complaint regarding lack of response from Planning officers to requests for meetings regarding planning issues.</p>	Response due by 11 July.	Will be reported in next Quarter.	

Update on Complaints Reported in Previous Quarters

Complaint Ref, Date Made and Stage	Service and Reason for Complaint	Date Response Sent	Outcome	Any Change in Processes/Practices as a Result of Complaint Investigation
<p>C.434 Ombudsman</p> <p>(Stage One reported in Quarter 2 Ombudsman reported in Quarter 4 2017/18)</p>	<p>Development Management Service</p> <p>Complaint that the Authority is failing to carry out its statutory duty as the planning authority for the National Park area.</p>	None required	<p>The Ombudsman originally issues a decision on this complaint in January 2018 which was:</p> <p>The Ombudsman will not investigate the complaint that the Authority is failing to carry out its statutory duty as the planning authority. The Complainants have not suffered significant enough injustice over and above that of others who may pass by the site daily to justify the Ombudsman's involvement.</p>	None required

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

			<p>Following a request by the complainants the Ombudsman reviewed the decision in April 2018 which resulted in a slightly amended decision:</p> <p>The Ombudsman will not investigate Mr B's and Mr C's complaint that the Authority has failed to carry out its statutory duty as the planning authority. This is because we could not add anything to the Council's investigation, or achieve more than it is now doing.</p>	
<p>C.442 13/03/18 Stage One</p> <p>Receipt of complaint previously reported in Quarter 4 of 2017/18</p>	<p>Development Management Service</p> <p>Complaint concerning the following issues:</p> <ol style="list-style-type: none"> 1. Email trail published on the Authority's website relating to a planning application under 'General Correspondence' shows an officer's conduct as unsafe, unsound and unprofessional. Complainant alleges the officer was biased in favour of the application. 2. Alleges the Authority was remiss in requiring the application to be considered by the Planning Committee before investigating the officer's conduct. 3. Expresses concern about the behaviour of Members at the Planning Committee with regard to the planning application and that several Members prejudiced the consideration of this 	<p>03/04/18</p> <p>Within 15 working day deadline.</p>	<p>Reviewed the correspondence on the website between officer and applicant. Consider that officer correspondence, though informal at times was in content, professional and appropriate. Consider that officer approached application on the basis that, with negotiated amendments, the development is in accord with the principles of development plan (local planning policies contained in the Local Plan and Core Strategy). This is an approach directed by the government and based on a clear policy position. Officer's reference to 'hoping the situation won't change' in relation to receiving further representations, is motivated by a desire to determine the application in a timely manner as directed by the NPPF, given that the development is in accordance with policies.</p> <p>Officers did review Complainant's request that the item be withdrawn on the basis of information on the website but found no evidence of misconduct and no reason for the item to be withdrawn from Committee. Chair of Planning Committee agreed with this.</p> <p>Complainant referred to Members' complaints process regarding concerns about Members' behaviour.</p>	<p>Officers have been advised that they should consider the tone as well as content of their correspondence with applicants and others to ensure that there is no perception of bias, but that they should also remain focussed on good customer service.</p>

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

	complaint by expressing their personal views about the officer.			
C.443 21/03/18 Stage One Receipt of complaint previously reported in Quarter 4 of 2017/18	Development Management Service / Information Management Service Complaint regarding handling of a planning application and a freedom of information request.	03/05/18 15 days over 15 working day deadline.	Apologised for delay in responding. Explained planning conditions have to meet statutory tests and reasoning for particular condition. No evidence found from correspondence that the applicant suggested specific wording for any of the conditions. Reviewed correspondence on website between officer and applicant; consider officer's correspondence, though informal at times was in content, professional and appropriate. Also consider the officer approached application on the basis that, with negotiated amendments, the development is in accord with the principles of the development plan and an approach directed by the government and based on a clear policy position. Officer's reference to 'hoping the situation won't change' in relation to receiving further representations, is motivated by a desire to determine the application in a timely manner as directed by the NPPF, given that the development is in accordance with policies. Explained why site visits are not open to the public to attend. Applicant has lodged an appeal against conditions so Complainant will have further opportunity to make representations. Apologised for difficulties Complainant had in obtaining information from the Authority.	Officers have been advised that they should consider the tone as well as content of their correspondence with applicants and others to ensure that there is no perception of bias, but that they should also remain focussed on good customer service.

Appendix 3: Quarter 1 Report on Complaints and Freedom of Information and Environmental Information Regulations Enquiries

Freedom of Information (FOI) and Environment Information Regulation Enquiries (EIR)

Quarter	No. of FOI Enquiries dealt with	No. of EIR Enquiries dealt with	No. of Enquiries dealt within time (20 days)	No. of late Enquiry responses	No. of Enquiries still being processed	No. of referrals to the Information Commissioner
Q1	1	4	5	0	4	0
Q2						
Q3						
Q4						
Cumulative	1	4	5	0	4	0

11. ENVIRONMENTAL MANAGEMENT ANNUAL PERFORMANCE REPORT 2017/18 (A595 / MF)

Purpose of the report

1. This report details the environmental performance data for the 2017/18 financial year (the 'reporting period') and progress against performance in previous and baseline years. The data relates to the environmental impacts arising from the Authority's operations and reflects the scope and methodology of reporting as established in the Authority's Carbon Management Plan (CMP).

Key Issues

2. Key issues include:

At the end of Quarter 4 and the end of our 2017/18 year:

- Environmental Management performance continues to improve and the Authority has demonstrated a 29% reduction in carbon emissions since the 2009/10 baseline period.
- This is marginally below the overall target of achieving a 30% reduction by the end of the 2016/17 year and one year late. However, this still represents excellent progress within this area of work and is a relatively small underachievement on what was considered to be an aspirational target when originally set.
- The 2017/18 period is effectively an interim year coming after the target period but before the next Corporate Strategy period.
- A new target will now be established to run from 2019 to 2024 in line with the next Corporate Strategy period.

Recommendations

3. 1. **That the environmental performance data detailed in Appendix 1 be considered and adopted as the detail supporting the position on the Authority's operational environmental performance over the 2017/18 reporting period.**
2. **Note that a new Carbon Management Plan will be established over the remainder of the 2018/19 period whereby targets will be established for the period from 2019 to 2024.**

How does this contribute to our policies and legal obligations?

4. Reporting on environmental performance is either an implicit requirement of the below objectives or is essential to monitor progress and achieve further improvements.
- a) Corporate Strategy, Cornerstone C1, Our Assets: Indicator 6. Percentage of assets that meet the standards set for environmental performance.
 - b) National Parks Group Indicator CD3: % change in greenhouse gas emissions from National Park Authority operations.
 - c) National Park Management Plan links: Area of Impact 1: Preparing for a future climate, and intention 1.1 Reduce the effects of climate change on the special qualities.

Background

5. Appendix 1 fulfils the commitment to regular reporting established in Authority decision of 23rd January 2009 (Minute ref: 6/09) and the Authority's Environmental Management Policy.

Proposals

6. The report contained within Appendix 1 represents the Authority's environmental impacts over the 2017/18 financial year. The report details the progress made in the key areas of environmental impact, but the key trends and points of note are:
- a) A total decrease in carbon emissions of 28.8% since the baseline year, representing a 272 tonne reduction in emissions against baseline and a 320 tonne reduction against a business as usual (BAU) scenario (32% against BAU emissions).
 - b) We have also achieved a 5% reduction over the last 12 months.
 - c) Areas where reductions have been achieved include:
 - i. **23.9%** reduction in building related emissions since baseline
 - ii. A total of **37%** reduction in transport related emissions since baseline including 7.5% since the last report. This is thought to be largely down to improvements to the pool car fleet
 - iii. Waste and water related emissions remaining largely static over recent years.
 - iv. A steady decrease in emissions from tenanted properties following the conversion of a further property to renewable heating. The overall reduction in emissions from tenanted properties now stands at **23%**.
 - d) It is worth noting that over the previous 2 years, staff numbers have increased significantly from 185 to 240 full time equivalent staff. While the lower of the figures may represent a time at which there were a number of vacancies, this gives an indication of the additional numbers of staff we are accommodating. The increases in staff are primarily at Aldern House and the Moorland Centre which goes some way to accounting for the increased emissions at the latter site and slightly poorer than anticipated performance in this area.

A summary of the progress made in each area over the 7 year period since the baseline year is below:

Category		tCO2 Baseline (2009/10)	tCO2 2017/18	% change since baseline
Buildings and Street Lights	HQ	193	93	- 52 %
	Operational Bases	112	132	+ 18 %
	Hostels	15	12	- 19 %
	Public Toilets	9	8	- 16 %
	Visitor/Cycle Hire Centres	97	80	- 18 %
Transport	Fleet	183	110	- 40 %
	Business	63	45	- 30 %
Further Sources	Waste	18	1	- 93 %
	Water	8	4	- 53 %
Housing	Tenanted properties	246	189	- 23 %
		946	673	- 29 %

7. Overall, the performance during this reporting period continues to progress and improvements continue to be made. This is in part due to indirect consequences of broader issues such as the replacement of the pool car fleet and the restructure resulting in the more efficient use of some properties but must also be seen in the context of higher staff numbers, greater operational activity at visitor facing sites and an increase of the utilisation levels of some buildings such as Aldern House which now accommodates a number of external tenants. The improvements are also a result of the integration of energy efficiency and environmental considerations as standard practice in building development and refurbishment works across our estate.
8. Financial savings from the measures associated with the Carbon Management Plan are broadly in line with those predicted in the revised profile. When anticipated increases are taken into consideration, the actual savings against the 'business as usual' scenario of continuing consumption at 2009/10 levels, are calculated to be approximately £149,000 per annum.

Are there any corporate implications members should be concerned about?

9. **Financial:**
The Authority has already benefited significantly from the reductions in travel, energy use and waste production. Many of the financial benefits are not directly attributable to particular cost centres (or they are offset by increases in fuel and energy costs), whereas a number of projects have directly contributed towards efficiency savings and future projects will continue to do so.
Officers will be working on the Authority's Carbon Management Plan 2 (2019 – 2024) over the current service plan period; part of this work will be to recognise potential funding mechanisms for new proposed projects that will be in line with the principles established within the Authority's Capital Strategy.
10. **Risk Management:**
While progress in this area of work has demonstrated a steady improvement since the baseline year, progress has slowed over recent years and it should be recognised that opportunities for further improvements will become harder won over the coming years, particularly within the operational context. However, it is expected that the projects currently underway such as the Millers Dale refurbishment/redevelopment will lead to further improvements as will changes to the use of fleet vehicles which has been implemented within the current reporting period.
11. The monitoring of environmental performance will help this risk to be managed and will inform future proposals in an updated Carbon Management Plan beyond 2019-24 which will be developed within this financial year.
12. **Background papers** (not previously published) – None

Appendices

Appendix 1 - Environmental Management Annual Performance Report 2017/18

Report Author, Job Title

Matt Freestone, Environmental Management Officer, 30 August 2018

This page is intentionally left blank

**PEAK DISTRICT NATIONAL PARK AUTHORITY
ENVIRONMENTAL MANAGEMENT ANNUAL PERFORMANCE REPORT 2017/18**

1. INTRODUCTION

Good environmental management has been central to how the Authority aims to conduct its operations for some time. A key element of this is that the Authority is transparent and accurate when describing the environmental impacts that are caused as a result of its activities, particularly when making statements concerning achievements and improvements we have made. This report establishes the data which will then be promoted and reported publically.

The scope and data contained within this document reflects that within the Authority's Carbon Management Plan (CMP) 2010 – 2015¹. This report serves not only as a performance reporting tool but also allows an annual review of progress against the CMP performance objectives in very practical terms. Importantly, this report provides an update on progress on the Authority's target to reduce its carbon emissions.

The Authority's aim was to reduce its carbon emission by 30% against baseline levels by the end of the 2016/17 year. A profile of the emissions if no action were taken (Business As Usual or BAU), anticipated reductions that were recognised within the CMP and the reductions to date are shown in Figure 1, below. As shown, although we are a year behind schedule, we are just one percent under the target with an overall reduction of 29% from baseline.

¹ http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0011/133400/carbon-management-plan-2010-2015.pdf

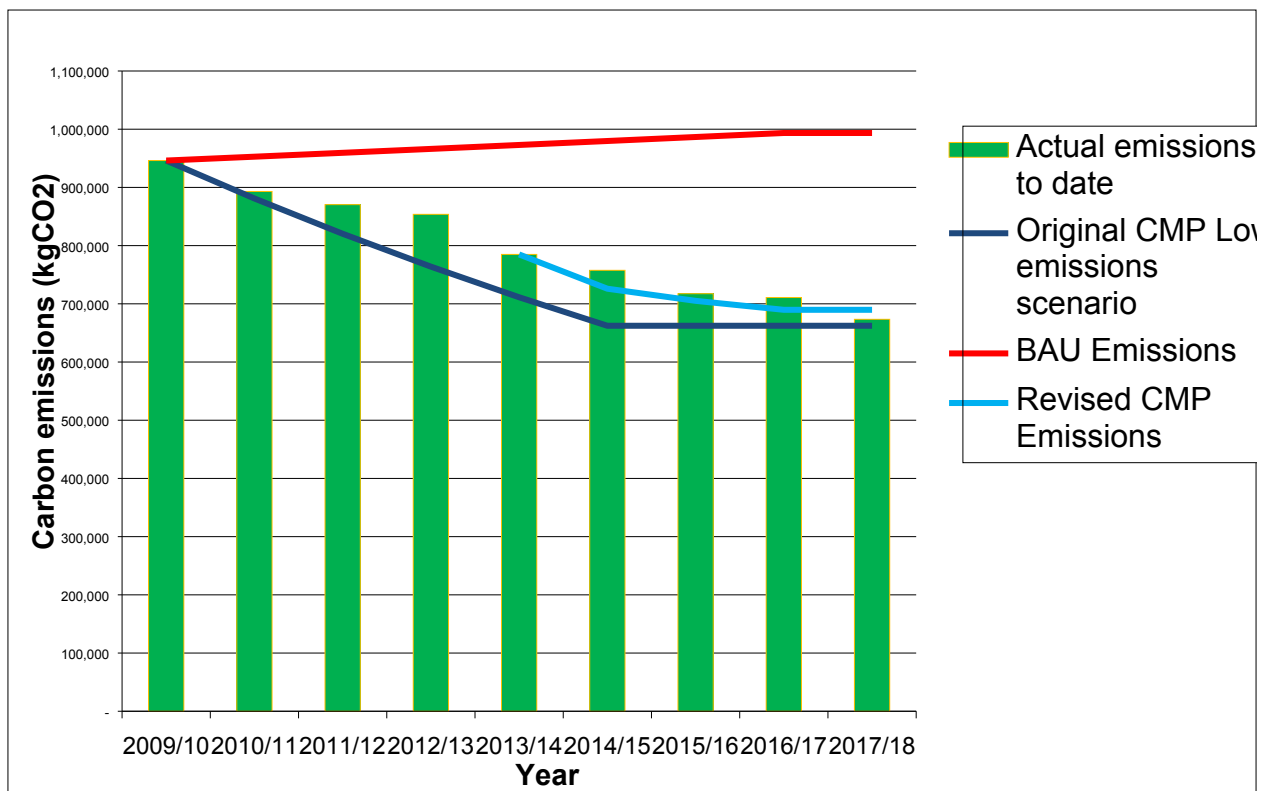


Figure 1. Emissions to date and forward predictions

1.1. Scope and definitions

We must recognise that the actual scope of our environmental impacts is much wider than can ever be effectively monitored. However, by focusing our efforts on areas that can present opportunities for significant, demonstrable, improvements we will progress towards achieving our carbon management vision.

The scope of our performance reporting is now limited to those impacts recognised within our carbon management plan. Emissions are included where they fit into one of the following categories:

- Scope 1: directly resulting from our operations (on-site fuel use, fleet vehicles)
- Scope 2: caused as a result of our operations (the generation of electricity for use on our sites)
- Scope 3: caused as a result of our operations and where we can have some influence but over which we have no direct control (waste disposal, the use of water, business travel in non-authority vehicles and emissions resulting from energy use in Authority tenanted properties)

This is represented in the figure below:

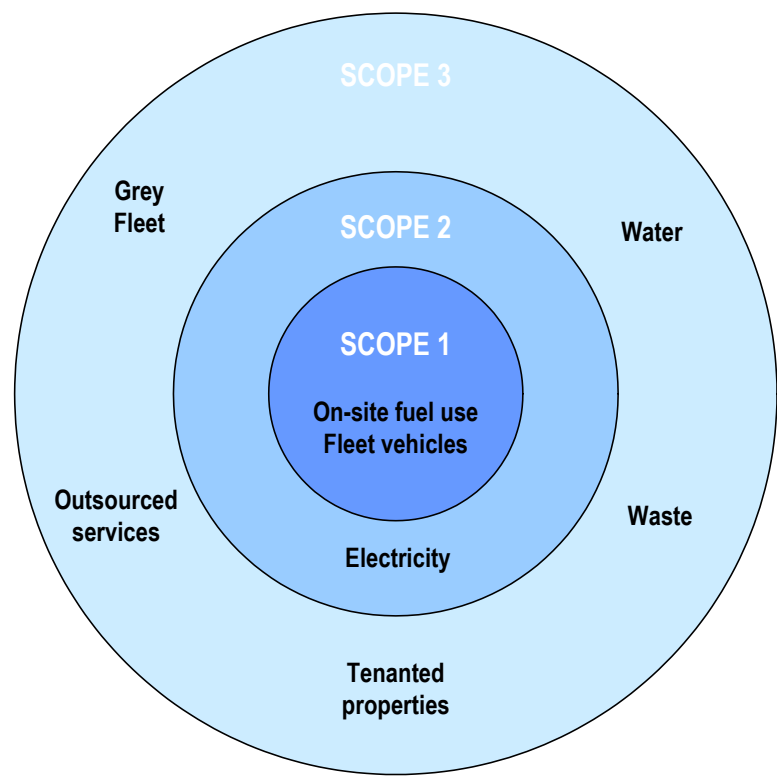


Figure 2. Overview of Authority carbon footprint scope

For more information and explanation of the scope of our reported emissions, please see the CMP.

1.2. Summary of Baseline

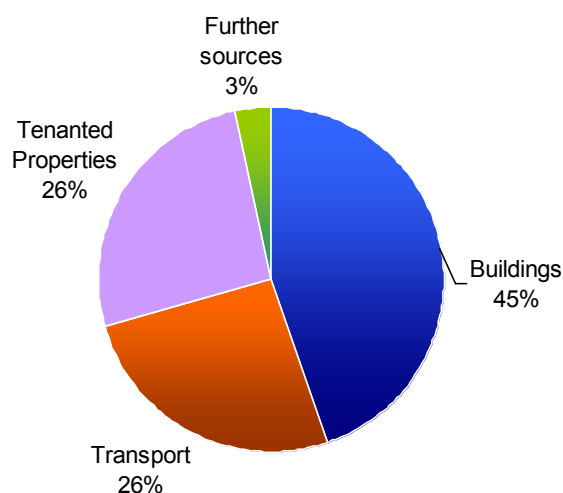
The data against which we now report is based on emissions resulting from our operations during the 2009/10 year as defined within the Carbon Management Plan². Emissions are broadly split into 4 categories:

- Buildings: emissions resulting from electricity and gas consumption
- Transport: emissions resulting from all vehicle use including fleet vehicles, pool cars, private cars used for Authority business, public transport and air travel.
- Tenanted properties: emissions resulting from energy use within Authority owned tenanted properties
- Further sources: emissions resulting from the disposal of waste and the use of water at Authority sites.

An overview of the baseline (2009/10) emissions is given below.

Table 1. Data for 2009/10 baseline year

	CO ₂ (tonnes)	%
Buildings	427	45%
Transport	246	26%
Tenanted Properties	246	26%
Further sources	27	3%
	946	100%



² The baseline emissions have been amended since the publication of the carbon management plan to reflect the availability of more accurate base data.

2. PERFORMANCE REPORT

Our overall performance has shown a significant level of improvement over the 8 years since the baseline was established. Our corporate objectives refer to the overall target within the CMP of a 30% reduction over the 7 year period of the plan, which ended in the previous reporting period.

Total emissions have fallen from **946** tonnes CO₂ in the 2009/10 baseline year to **673** in this reporting period, representing a **28.8%** reduction against baseline and **32%** against the expected levels under a business as usual scenario. This accounts for a total reduction in emissions of 273 tonnes from the baseline year to 2017/18. We have also achieved a reduction of 5% against the 2016/17 reporting period representing a further reduction in emissions of 37 tonnes.

A summary of the sources of emissions each year is shown in Figure 2, below:

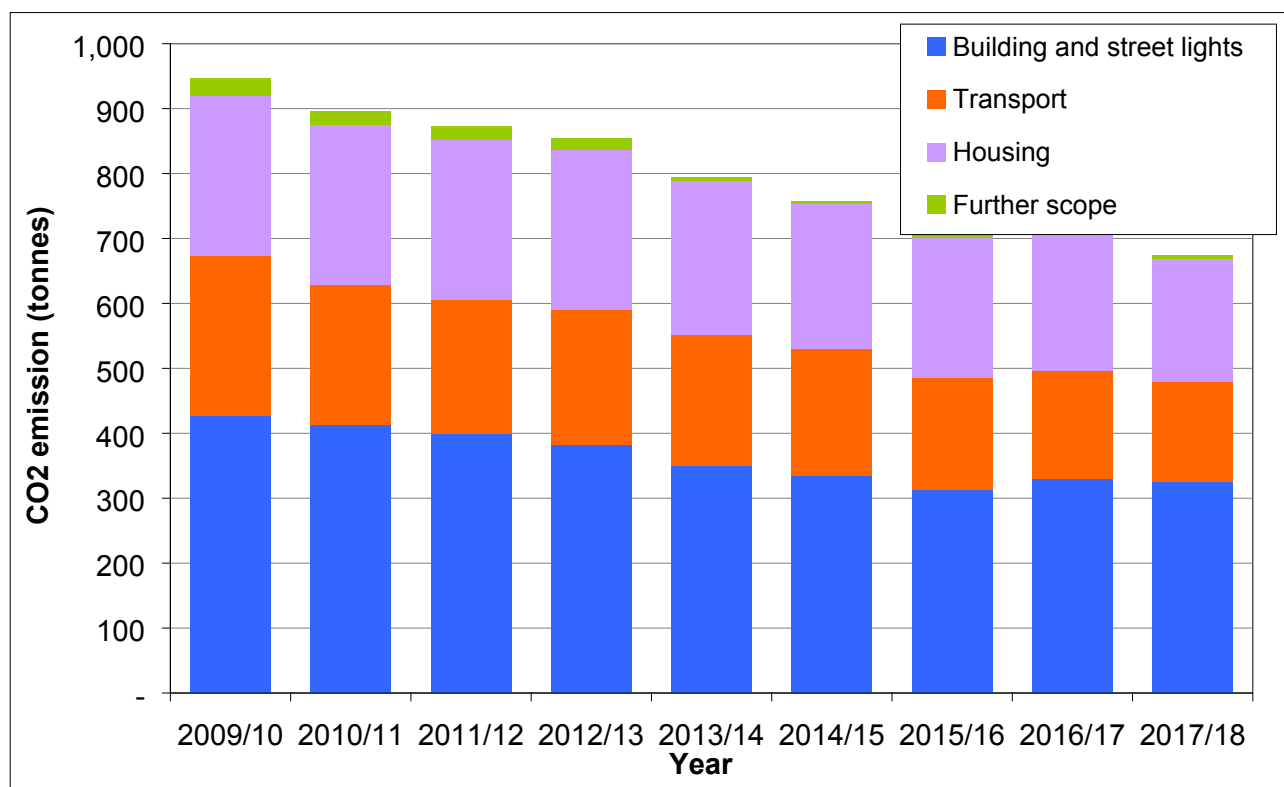


Figure 3. Graph showing total CO₂ emissions from all sources.

A more detailed breakdown of the sources of the emissions is given in the table below:

Category		tCO2 2009/10	tCO2 2010/11	tCO2 2011/12	tCO2 2012/13	tCO2 2012/13	tCO2 2014/15	tCO2 2015/16	tCO2 2016/17	tCO2 2016/17
Buildings and Street Lights	HQ	193	184	158	153	120	109	101	96	92
	Operational Bases	112	114	135	115	130	125	106	138	132
	Hostels	15	12	12	15	17	15	19	17	12
	Public Toilets	9	9	9	9	7	9	9	7	8
	Visitor/ Cycle Hire Centres	97	94	86	90	77	76	78	71	80
Transport	Fleet	183	159	161	157	149	139	124	119	110
	Business	63	56	45	52	53	57	48	48	45
Further Sources	Waste	18	15	16	13	1	1	5	1	1
	Water	8	5	5	3	3	3	4	4	4
Housing	Tenanted properties	246	246	246	246	238	224	224	209	189
		946	895	873	854	794	758	717	711	673

A description of each key area of impact and further analysis of the data is provided in sections 2.1 to 2.3 below.

2.1. Buildings

Emissions from Authority buildings arise as a result of the consumption of energy in the form of fossil fuels and electricity. This category is limited to operational properties and does not include tenanted properties which are dealt with in the housing section below. Overall, emissions resulting from buildings show positive progress with a **23.9%** reduction from baseline levels. A summary of the key sources of emissions each year is provided in figure 4 below:

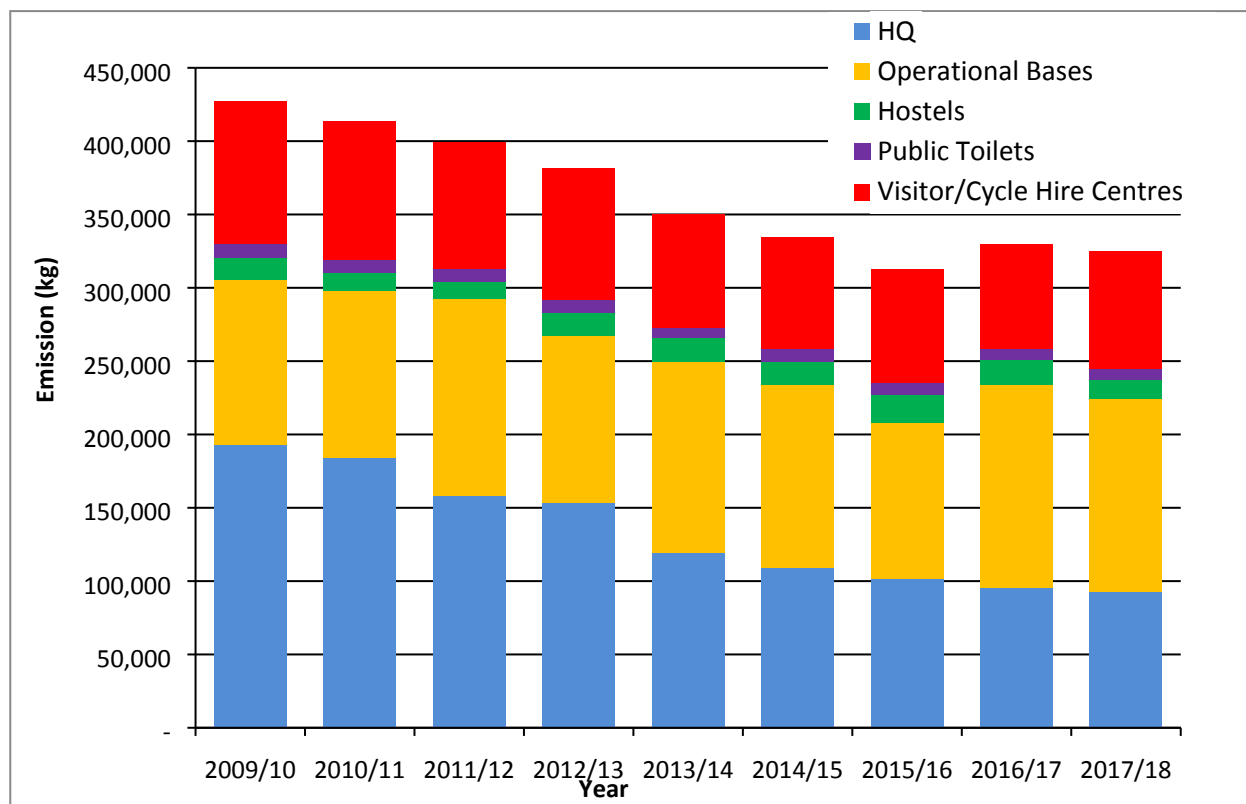


Figure 4. Graph showing building related CO₂ emissions

Building energy use has decreased over the reporting period and shows a 4 tonne emissions reduction over the year. However, emissions continue to be at higher levels than over previous years, particularly 2015/16 when they were at their lowest. As was the case in the previous reporting period, this is largely thought to be due to increases within operational bases and particularly the Moorland Centre where much greater staff numbers are present and therefore greater amounts of energy are used.

Building energy has reduced across all other categories of properties, most significantly at Aldern House where emissions are now over 100tonnes per annum lower than the baseline year.

2.2. Transport

Transport continues to be the area where we have achieved the greatest reductions in emissions. The overall reduction in emissions against baseline in the 2017/18 year stands at **37%** with a **7.5%** reduction over last year's reporting period.

The key sources of emissions in this area are shown in figure 5 below.

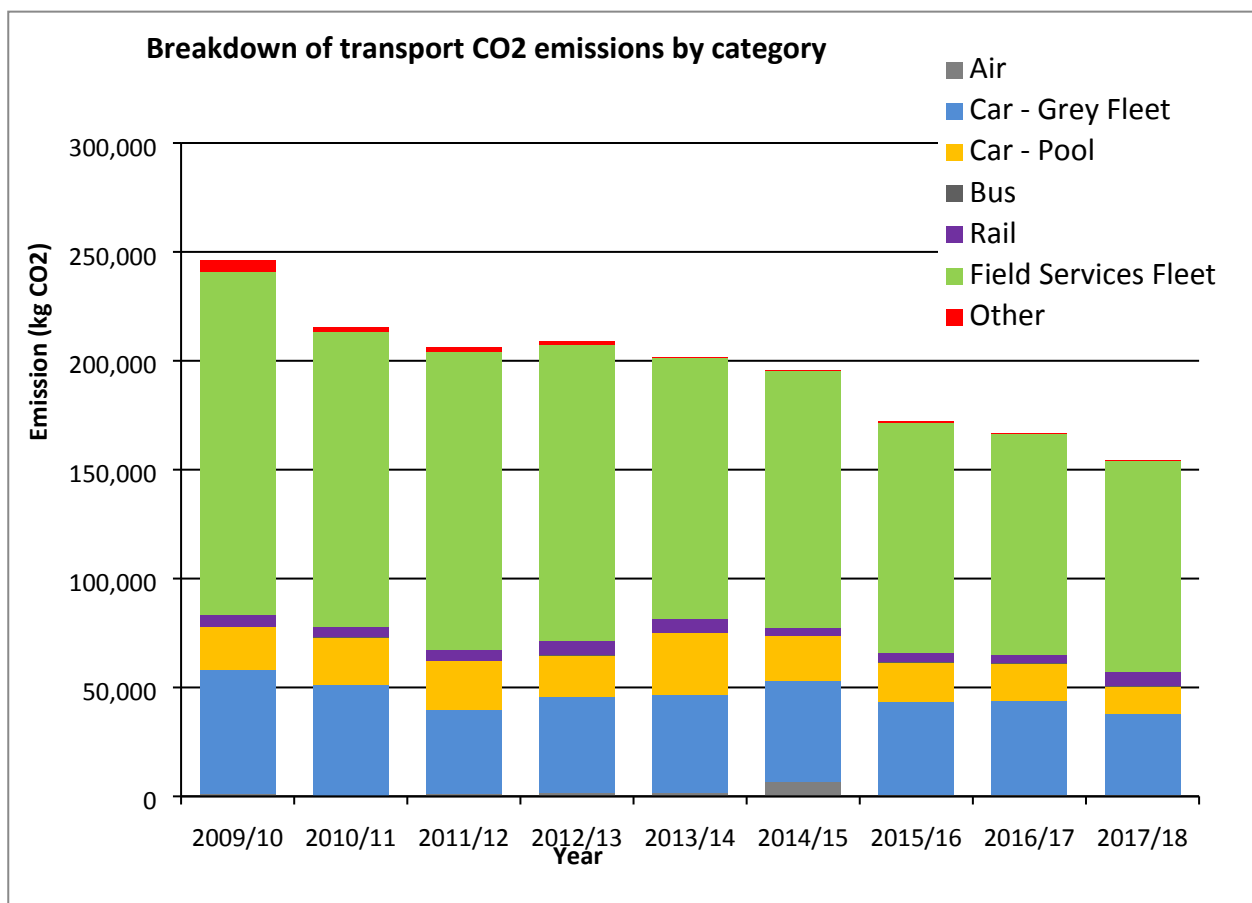


Figure 5. Graph showing travel related CO₂ emissions

There has been a small decrease in 'field services' fleet emissions over the last year but the most significant change has been in the emissions resulting from pool car use which have reduced by 5 tonnes. This is largely down to the new pool fleet which is now more efficient.

2.3. Housing and further sources

Emissions resulting from housing (Authority tenanted properties) are calculated using benchmarks provided by the Carbon Trust. The number of properties and their method of heating has largely remained constant with the exception of improvements made to a number of properties resulting in fossil fuel systems (oil-fired) being replaced with renewable energy systems. In this reporting period, there has been a slight decrease in emissions due to another property (Steps Farm) being converted from solid fuel to a ground source heat pump system. The overall reduction in housing related emissions now stands at 23% across what are generally considered to be 'hard to treat' properties.

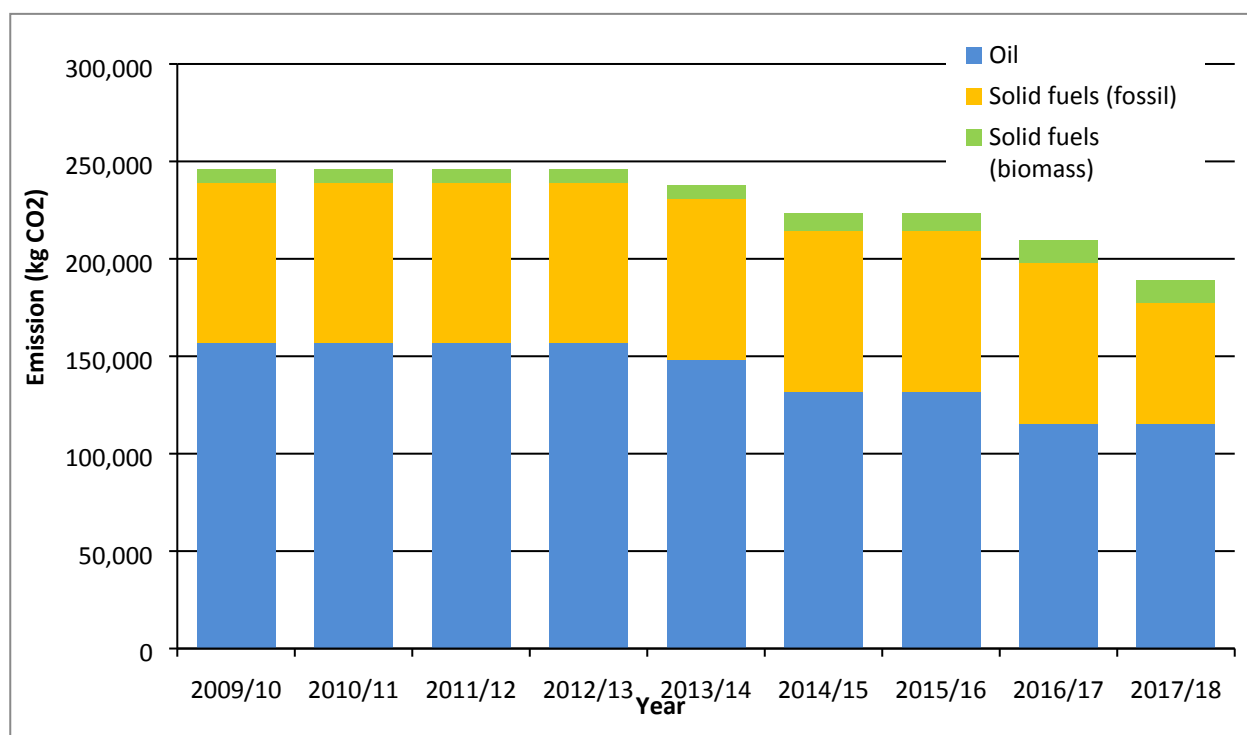


Figure 6. Emissions resulting from Authority tenanted properties

Also included within this category are emissions resulting from 'further sources' which includes water use and the production of waste. Waste that is recycled is considered to avoid the production of emissions and therefore offsets some of the emissions from the waste that is sent to landfill. The Authority has achieved a significant increase in the amount of waste collected for recycling over previous years which has offset the emissions created from the disposal of waste to landfill. Emissions from these sources remain largely static. A breakdown of the emissions from these sources is provided in figure 7 below:

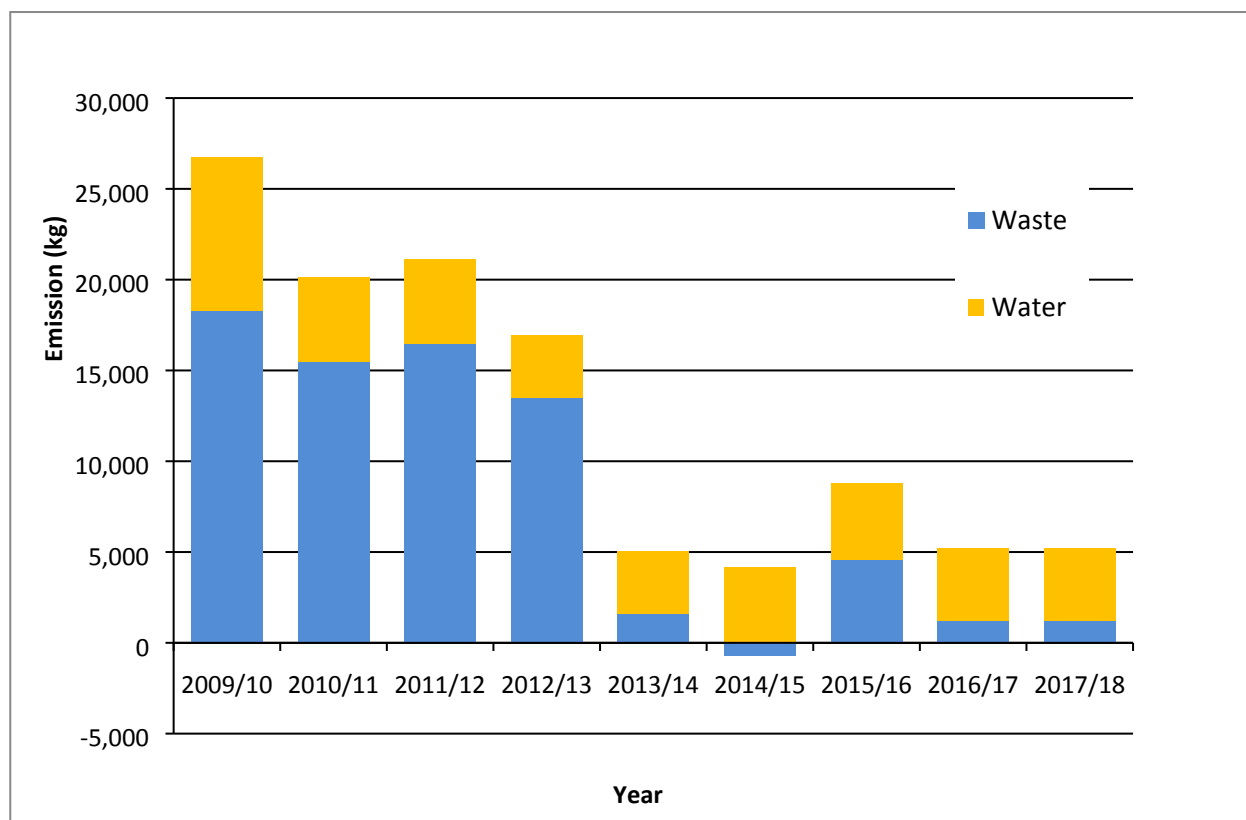


Figure 7. Emissions resulting from water use and waste production

2.4. Financial performance

An important element of the Authority's Carbon Management Plan is the savings that will be made from the measures within it. A total of £161,070 per annum savings were recognised within the revised plan.

'Actual costs' have been calculated using the data within this report and all available information concerning energy and fuel unit prices; this has been compared against actual costs from the Authority financial system and is thought to be broadly accurate. Target costs are the predicted costs using target figures from the CMP and energy and fuel unit prices as above, the Business As Usual (BAU) cost predictions use Department for Energy and Climate Change predictions for energy price and fossil fuel retail price increases³ and assumptions made by the Carbon Trust relating to waste and water price increases. BAU figures were updated in 2015/16 with the most recent figures hence the slightly different cost predictions in figure 8 below to those within the CMP.

It is estimated that emissions reductions measures have achieved actual savings of approximately £149,000 per annum to date against the business as usual cost scenario. The shortfall against the planned savings within the Carbon Management Plan reflects both slightly lower than anticipated emissions reductions and energy costs increases being less than predicted. Therefore, costs have not risen as much as anticipated, so savings have also been smaller.

³ <https://www.gov.uk/government/collections/energy-and-emissions-projections>

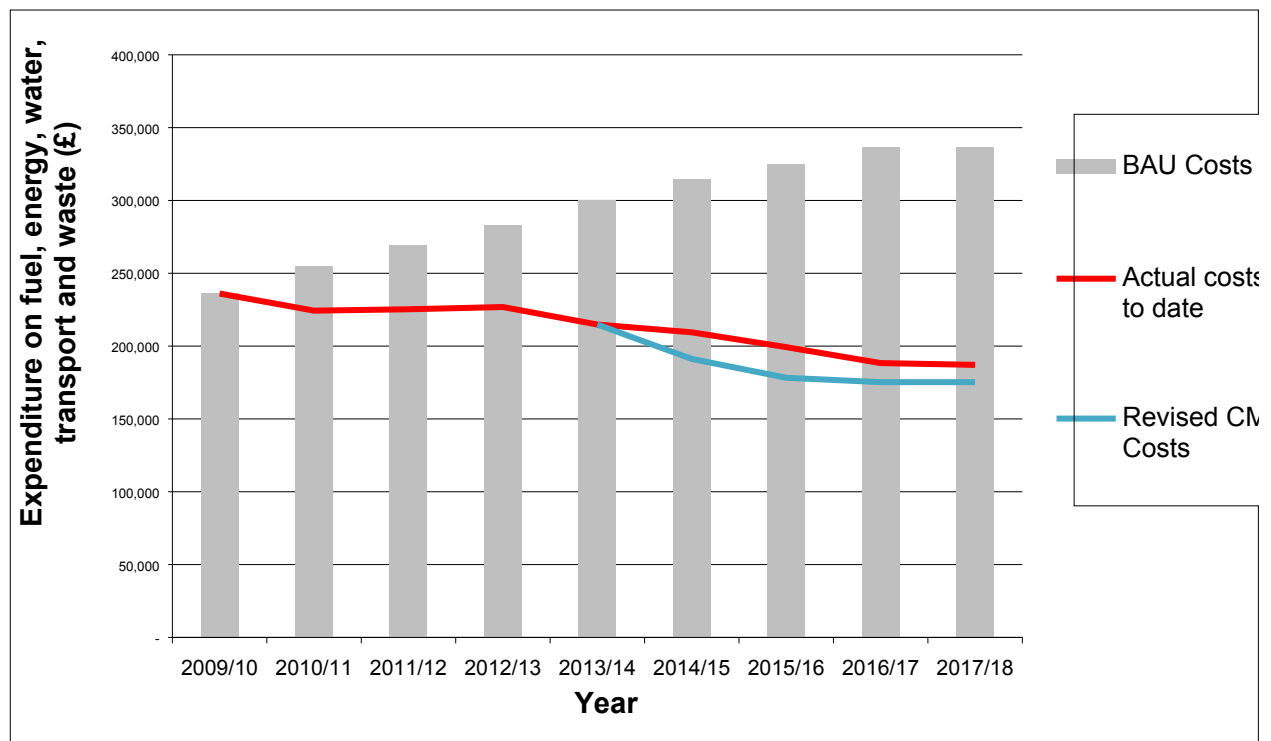


Figure 8. Comparison of Actual, Target and BAU costs for expenditure related to the CMP scope.

The Authority has achieved savings broadly in line with those expected within the original CMP.

Financial savings form an important element of this area of work and robust business cases will continue to be provided to support the implementation of new projects. All business cases demonstrate how the investments made will be recovered over the lifetime of the installation/project through cost reductions and tariff payments.

12. OMBUDSMAN'S ANNUAL REVIEW (RC)

1. Purpose of the report

This report provides details of the Local Government and Social Care Ombudsman's (the Ombudsman) Annual Review of complaints for the period 1 April 2017 to 31 March 2018.

Key Issues

- The Ombudsman's annual review has not stated any concerns about the Authority's performance.

2. Recommendation

1. To note the Local Government and Social Care Ombudsman annual review letter as at Appendix 1 of the report.

How does this contribute to our policies and legal obligations?

3. Quarterly reports on complaints received are considered by the Audit, Resources and Performance Committee as part of its agreed work programme. This is to give Members the opportunity to discuss lessons learnt and improvements made as a result of this feedback including from complaints which have been referred to the Ombudsman. Learning from complaints received will contribute to one of our four cornerstones: 'Our organisation- develop our organisation so we have a planned and sustained approach to performance at all levels'.

Background Information

4. The Authority changed from annual reporting on complaints to quarterly reporting in 2011; however it was agreed that the annual review letter from the Ombudsman would still be reported annually. Appendix 1 shows the Ombudsman's annual review for the Authority covering the period 1 April 2017 to 31 March 2018.
5. The letter shows that the Ombudsman made a total of 4 decisions in relation to the Authority during this period. It is important to note that this figure includes enquiries dealt with by the LGO where they have offered advice on, made initial enquiries with the Authority or referred complainants back to the Authority. When the Ombudsman refers complainants back to the Authority there is not always contact between the Ombudsman and the Authority, in addition the complainant may decide not to pursue their complaint with the Authority therefore we do not hold a record of these complaints. Of the decisions made all were Planning and Development Management related issues. Appendices 2 and 3 show the benchmark figures for complaints and enquiries received and determined by the Ombudsman for National Park Authorities.
6. As can be seen in Appendix 1 during the period 1 April 2017 to 31 March 2018, the Ombudsman took decisions on 4 complaints and of these:
- 1 was referred back for local resolution.
 - 1 was closed after initial enquiries.
 - 2 were not upheld.
7. These decisions, except the one referred back for local resolution, were included in the quarterly reports to Audit, Resources and Performance Committee for 2017-18 in quarters 1, 3 and 4. In all three of these matters it was determined that no changes to

processes or practices were required.

8. In the instance of the complaint referred by the Ombudsman for local solution there was no contact between the Ombudsman and the Authority so there have been no details to report.

Proposals

9. It is proposed that the details of the Ombudsman's annual review, as set out in Appendix 1 of this report, be noted.

Are there any corporate implications members should be concerned about?

Financial:

10. We handle complaints within existing resources. However when a complaint has to be investigated it is often time consuming and distorts planned work programmes

Risk Management:

11. The following risks have been identified at this time:
- Failure to ensure action is taken to improve service or address a problem as appropriate in response to complaints received.
 - Failure to improve the way we handle and respond to customers making complaints
 - Unreasonable cost in time and staff resource spent in dealing with complaints.
- Action taken as a result of complaints received and our procedure for handling unreasonably persistent complaints help us to mitigate these risks.

Sustainability:

12. The Authority's complaints procedure highlights that:
- All comments and complaints are treated in confidence and will not disadvantage complainants in any future dealings they might have with the Authority.
 - Everyone will be treated fairly.

Equality:

13. There are no issues to raise.

14. Background papers (not previously published)

None.

15. Appendices

Appendix 1 - Ombudsman's Annual Review Letter, 18 July 2018

Appendix 2 - Benchmark figures for complaints received by the Ombudsman for National Park Authorities

Appendix 3 - Benchmark figures for complaints determined by the Ombudsman for National Park Authorities

Report Author, Job Title and Publication Date

Ruth Crowder, Democratic and Legal Support Team Leader, 29 August 2018
ruth.crowder@peakdistrict.gov.uk

Local Government & Social Care OMBUDSMAN

18 July 2018

By email

Sarah Fowler
Chief Executive
Peak District National Park Authority

Dear Sarah Fowler,

Annual Review letter 2018

I write to you with our annual summary of statistics on the complaints made to the Local Government and Social Care Ombudsman (LGSCO) about your authority for the year ended 31 March 2018. The enclosed tables present the number of complaints and enquiries received about your authority and the decisions we made during the period. I hope this information will prove helpful in assessing your authority's performance in handling complaints.

Complaint statistics

In providing these statistics, I would stress that the volume of complaints does not, in itself, indicate the quality of the council's performance. High volumes of complaints can be a sign of an open, learning organisation, as well as sometimes being an early warning of wider problems. Low complaint volumes can be a worrying sign that an organisation is not alive to user feedback, rather than always being an indicator that all is well. So, I would encourage you to use these figures as the start of a conversation, rather than an absolute measure of corporate health. One of the most significant statistics attached is the number of upheld complaints. This shows how frequently we find fault with the council when we investigate. Equally importantly, we also give a figure for the number of cases where we decided your authority had offered a satisfactory remedy during the local complaints process. Both figures provide important insights.

I want to emphasise the statistics in this letter reflect the data we hold, and may not necessarily align with the data your authority holds. For example, our numbers include enquiries from people we signpost back to the authority, some of whom may never contact you.

In line with usual practice, we are publishing our annual data for all authorities on our website, alongside an annual review of local government complaints. The aim of this is to be transparent and provide information that aids the scrutiny of local services.

Future development of annual review letters

Last year, we highlighted our plans to move away from a simplistic focus on complaint volumes and instead turn focus onto the lessons that can be learned and the wider improvements we can achieve through our recommendations to improve services for the many. We have produced a new corporate strategy for 2018-21 which commits us to more comprehensively publish information about the outcomes of our investigations and the occasions our recommendations result in improvements to local services.

We will be providing this broader range of data for the first time in next year's letters, as well as creating an interactive map of local authority performance on our website. We believe this will lead to improved transparency of our work, as well as providing increased recognition to the improvements councils have agreed to make following our interventions. We will therefore be seeking views from councils on the future format of our annual letters early next year.

Supporting local scrutiny

One of the purposes of our annual letters to councils is to help ensure learning from complaints informs scrutiny at the local level. Sharing the learning from our investigations and supporting the democratic scrutiny of public services continues to be one of our key priorities. We have created a dedicated section of our website which contains a host of information to help scrutiny committees and councillors to hold their authority to account – complaints data, decision statements, public interest reports, focus reports and scrutiny questions. This can be found at www.lgo.org.uk/scrutiny I would be grateful if you could encourage your elected members and scrutiny committees to make use of these resources.

Learning from complaints to improve services

We share the issues we see in our investigations to help councils learn from the issues others have experienced and avoid making the same mistakes. We do this through the reports and other resources we publish. Over the last year, we have seen examples of councils adopting a positive attitude towards complaints and working constructively with us to remedy injustices and take on board the learning from our cases. In one great example, a county council has seized the opportunity to entirely redesign how its occupational therapists work with all of its districts, to improve partnership working and increase transparency for the public. This originated from a single complaint. This is the sort of culture we all benefit from – one that takes the learning from complaints and uses it to improve services.

Complaint handling training

We have a well-established and successful training programme supporting local authorities and independent care providers to help improve local complaint handling. In 2017-18 we delivered 58 courses, training more than 800 people. We also set up a network of council link officers to promote and share best practice in complaint handling, and hosted a series of seminars for that group. To find out more visit www.lgo.org.uk/training.

Yours sincerely,



Michael King
Local Government and Social Care Ombudsman
Chair, Commission for Local Administration in England

Local Authority Report: Peak District National Park Authority
For the Period Ending: 31/03/2018

For further information on how to interpret our statistics, please visit our website:
<http://www.lgo.org.uk/information-centre/reports/annual-review-reports/interpreting-local-authority-statistics>

Complaints and enquiries received

Adult Care Services	Benefits and Tax	Corporate and Other Services	Education and Children's Services	Environment Services	Highways and Transport	Housing	Planning and Development	Other	Total
0	0	0	0	0	0	0	4	0	4

Decisions made

				Detailed Investigations			
Incomplete or Invalid	Advice Given	Referred back for Local Resolution	Closed After Initial Enquiries	Not Upheld	Upheld	Uphold Rate	Total
0	0	1	1	2	0	0%	4

Notes

Our uphold rate is calculated in relation to the total number of detailed investigations.
 The number of remedied complaints may not equal the number of upheld complaints. This is because, while we may uphold a complaint because we find fault, we may not always find grounds to say that fault caused injustice that ought to be remedied.

Complaints Remedied

by LGO	Satisfactorily by Authority before LGO Involvement
0	0

This page is intentionally left blank

LOCAL GOVERNMENT OMBUDSMAN NUMBER OF ENQUIRIES RECEIVED REGARDING NATIONAL PARK AUTHORITIES 2017/18

National Park Authority	Environmental Services and Public Protection	Corporate & Other Services	Planning & Development	Highways and Transport	Total
Broads Authority	0	0	2	1	3
Dartmoor	0	0	2	0	2
Exmoor	0	0	1	0	1
Lake District	0	0	4	0	4
New Forest	0	2	5	0	7
North York Moors	0	0	2	0	2
Northumberland	0	0	0	1	1
Peak District	0	0	4	0	4
South Downs	0	0	0	0	0
Yorkshire Dales	0	0	3	0	3

This page is intentionally left blank

LOCAL GOVERNMENT OMBUDSMAN NUMBER OF DECISIONS MADE REGARDING NATIONAL PARK AUTHORITIES 2017/18

National Park Authority	Advice given	Closed after initial enquiries	Incomplete/Invalid	Referred back for local solution	Upheld	Not Upheld	Total
Broads Authority	0	2	0	2	0	0	4
Dartmoor	0	0	0	1	0	0	1
Exmoor	0	0	0	1	0	0	1
Lake District	0	2	0	0	3	0	5
New Forest	0	2	0	3	1	1	7
Northumberland	0	1	0	0	0	0	1
North York Moors	0	1	0	0	0	0	1
Peak District	0	1	0	1	0	2	4
South Downs	0	0	0	0	0	2	2
Yorkshire Dales	0	1	0	2	0	1	4

This page is intentionally left blank

13. EXTERNAL AUDIT (KPMG): 2017/18 ANNUAL AUDIT LETTER (A1362/ DH)

Purpose of the report

1. This report asks Members to consider the External Auditor's 2017/18 Annual Audit Letter.

Key issues

2. Key issues include:
- The Annual Audit Letter provides a summary of the results of the external audit for 2017/18

Recommendations

3. **1. That the 2017/18 Annual Audit Letter be considered and acknowledged**

How does this contribute to our policies and legal obligations?

4. The work of the external auditors is a key part of our governance arrangements and helps us to monitor and improve performance to ensure the Authority has a solid foundation supporting achievement of our four cornerstones and four directional shifts as detailed in our Corporate Strategy. Achieving an unqualified opinion on the financial statements and satisfying the Auditor that the Authority has made proper arrangements for securing economy, efficiency and effectiveness in its use of resources are corporate performance indicators.

Background

5. The duties and powers of auditors are set out in the Local Audit and Accountability Act 2014, the Local Government Act 1999, the Statement of Responsibilities of Auditors and Audited Bodies and the Code of Audit Practice. Considering the Auditor's annual letter is part of the Audit Resources and Performance Committee's work programme.

Proposals

6. The full Letter for consideration is given at Appendix 1.

Are there any corporate implications members should be concerned about?

7. **Financial:** The fees of £13,259 for external audit are funded from the existing Finance Service budget.
8. **Risk Management:**
The scrutiny and advice provided by external audit is part of our governance framework. The Auditor's work is based on an assessment of audit risk.
9. **Sustainability:**
There are no issues to highlight
10. **Background papers** (not previously published) – None

Appendices-

Appendix 1: External Audit: 2017/18 Annual Audit Letter

Report Author, Job Title and Publication Date

David Hickman, Director of Corporate Strategy and Development, 30 August 2018



Annual Audit Letter 2017/18

**Peak District
National Park
Authority**



A group of business professionals, including a woman with dark hair and a man with grey hair, are shown in profile, looking down at documents in a meeting setting. The image is split horizontally by a blue band containing text.

Section one

Summary for Audit, Resources and Performance Committee

Summary for Audit, Resources and Performance Committee

This Annual Audit Letter summarises the outcome from our audit work at Peak District National Park Authority ("the Authority") in relation to the 2017/18 audit year.

Although it is addressed to Members of the Authority, it is also intended to communicate these key messages to key external stakeholders, including members of the public, and will be placed on the Authority's website.

This is KPMG's last Annual Audit Letter to the Authority. We would like to take this opportunity to thank the Authority's officers and the members of the Governance and Resources Committee for their support throughout the six years of our audit appointment.

Audit opinion

We issued an unqualified opinion on the Authority's financial statements on 31 July 2018. This means that we believe the financial statements give a true and fair view of the financial position of the Authority and of its expenditure and income for the year.

Financial statements audit

Our audit procedures are designed to identify misstatements which are material to our opinion on the financial statements as a whole. We set materiality at £250,000 which is around 2 percent of gross expenditure. We design our procedures to detect errors in specific accounts at a lower level.

We report to the Audit, Resources and Performance Committee any misstatements of lesser amounts, other than those that are "clearly trivial", to the extent that these are identified by our audit work. In the context of the Authority, an individual difference is considered to be clearly trivial if it is less than £12,000. We have identified no audit adjustments.

The working papers provided this year have been of a good standard and were available at the start of the audit visit. The finance team responded promptly to any requests for additional information or explanation and were available throughout the audit visit to answer. We thank the finance team for their co-operation throughout the visit which allowed the audit to progress within the allocated timeframe.

Our audit work was designed to specifically address the following significant risks:

- **Management Override of Controls** – Management is typically in a powerful position to carry out fraud, as it can manipulate accounting records and prepare fraudulent financial statements by overriding controls that otherwise appear to be operating effectively. Our audit methodology includes the risk of management override as a default significant risk. In line with our methodology, we carried out appropriate controls testing and substantive procedures, including over journal entries, accounting estimates and significant transactions that are outside the normal course of business, or are otherwise unusual.
- **Valuation of PPE** – The CIPFA Code of Practice on Local Authority Accounting in the United Kingdom requires that where assets are subject to revaluation, their year end carrying value should reflect the appropriate fair value at that date. The Authority reviews the value of assets each year end through a desktop impairment review and every fifth year performs a full revaluation. There is a risk that the fair value is different at the year end.
- **Pensions Liabilities** – The net pension liability represents a material element of the Authority's balance sheet. The Authority is an admitted body of Derbyshire County Council Pension Fund, which had its last triennial valuation completed as at 31 March 2016. This forms an integral basis of the valuation as at 31 March 2018. The valuation of the Local Government Pension Scheme relies on a number of assumptions, most notably around the actuarial assumptions, and actuarial methodology which results in the

Section one:

Summary for Audit, Resources and Performance Committee (cont.)

Authority's overall valuation. There is a risk that the assumptions and methodology used in the valuation of the Authority's pension obligation are not reasonable. This could have a material impact to net pension liability accounted for in the financial statements.

We did not identify any evidence of material misstatement as a result of our audit work on these significant risk areas.

Other information accompanying the financial statements

Whilst not explicitly covered by our audit opinion, we review other information that accompanies the financial statements to consider its material consistency with the audited accounts. This year we reviewed the Annual Governance Statement and Narrative Report. We concluded that they were consistent with our understanding and did not identify any significant issues.

Whole of Government Accounts

The Authority prepares a consolidation pack to support the production of Whole of Government Accounts by HM Treasury. We are not required to review your pack in detail as the Authority falls below the threshold where an audit is required. As required by the guidance we have confirmed this with the National Audit Office.

Value for Money conclusion

We issued an unqualified conclusion on the Authority's arrangements to secure value for money (VFM conclusion) for 2017/18 on 31 July 2018. This means we are satisfied that during the year the Authority had appropriate arrangements for securing economy, efficiency and effectiveness in the use of its resources.

To arrive at our conclusion we looked at the Authority's arrangements to make informed decision making, sustainable resource deployment and working with partners and third parties.

Value for Money risk areas

We undertook a risk assessment as part of our VFM audit work to identify the key areas impacting on our VFM conclusion and considered the arrangements you have put in place to mitigate these risks.

Our work identified no significant matters.

High priority recommendations

We raised no high priority recommendations as a result of our 2017/18 work.

Section one:

Summary for Audit, Resources and Performance Committee (cont.)

Certificate

We issued our certificate on 31 July 2018. The certificate confirms that we have concluded the audit for 2017/18 in accordance with the requirements of the Local Audit & Accountability Act 2014 and the Code of Audit Practice.

Audit fee

Our fee for 2017/18 was £13,259 excluding VAT. Further detail is contained in Appendix 2.

Exercising of audit powers

We have a duty to consider whether to issue a report in the public interest about something we believe the Authority should consider, or if the public should know about.

We have not identified any matters that would require us to issue a public interest report.

In addition, we have not had to exercise any other audit powers under the Local Audit & Accountability Act 2014.



Appendices

Summary of reports issued

This appendix summarises the reports we issued since our last Annual Audit Letter. These reports can be accessed via the Audit, Resources and Performance Committee pages on the Authority’s website at www.peakdistrict.gov.uk.

External Audit Plan ◆

The External Audit Plan set out our approach to the audit of the Authority’s financial statements and to support the VFM conclusion.

Interim Audit ◆

The Interim Audit summarised the results from the preliminary stages of our audit, including testing of financial and other controls.

Report to Those Charged with Governance ◆

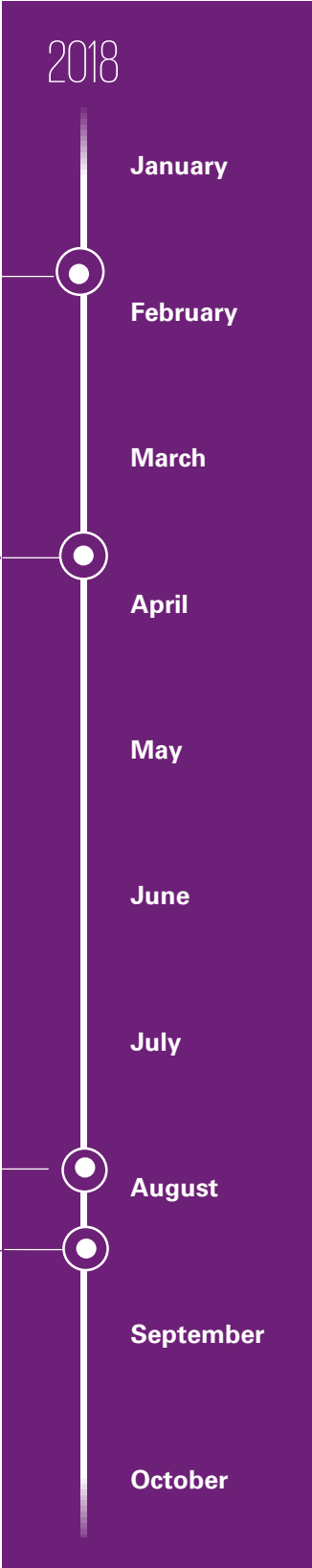
The Report to Those Charged with Governance summarised the results of our audit work for 2017/18 including key issues and recommendations raised as a result of our observations. We also provided the mandatory declarations required under auditing standards within it.

Auditor’s Report ◆

The Auditor’s Report included our audit opinion on the financial statements along with our VFM conclusion and our certificate.

Annual Audit Letter ◆

This Annual Audit Letter provides a summary of the results of our audit for 2017/18.



Appendix 2:

Audit fees

This appendix provides information on our final fees for the 2017/18 audit.

External audit

Our final fee for the 2017/18 audit Peak District National Park Authority was £13,259 (2016/17; £13,259) which is in line with the planned fee.

Other services

We did not charge any additional fees for other services.

All fees quoted are exclusive of VAT.



The key contacts in relation to our audit are:

John Cornett

Director

T: +44 (0)116 2566064

E: John.Cornett@kpmg.co.uk

Katie Scott

Manager

T: +44 (0)121 232 3632

E: Katie.Scott@kpmg.co.uk

kpmg.com/uk



This report is addressed to the Authority and has been prepared for the sole use of the Authority. We take no responsibility to any member of staff acting in their individual capacities, or to third parties. We draw your attention to the Statement of Responsibilities of auditors and audited bodies, which is available on Public Sector Audit Appointment's website (www.psaa.co.uk).

External auditors do not act as a substitute for the audited body's own responsibility for putting in place proper arrangements to ensure that public business is conducted in accordance with the law and proper standards, and that public money is safeguarded and properly accounted for, and used economically, efficiently and effectively.

We are committed to providing you with a high quality service. If you have any concerns or are dissatisfied with any part of KPMG's work, in the first instance you should contact John Cornett, the engagement lead to the Authority, who will try to resolve your complaint. If you are dissatisfied with your response please contact the national lead partner for all of KPMG's work under our contract with Public Sector Audit Appointments Limited, Andrew Sayers, by email to Andrew.Sayers@kpmg.co.uk. After this, if you are still dissatisfied with how your complaint has been handled you can access PSAA's complaints procedure by emailing generalenquiries@psaa.co.uk by telephoning 020 7072 7445 or by writing to Public Sector Audit Appointments Limited, 3rd Floor, Local Government House, Smith Square, London, SW1P 3HZ.

© 2018 KPMG LLP, a UK limited liability partnership and a member firm of the KPMG network of independent member firms affiliated with KPMG International Cooperative ("KPMG International"), a Swiss entity. All rights reserved.

The KPMG name and logo are registered trademarks or trademarks of KPMG International.

CREATE: CRT086281A

This page is intentionally left blank