

Public Document Pack

Peak District National Park Authority

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



Our Values: Care – Enjoy – Pioneer

Our Ref: A.1142/5175

Date: 15 January 2026



NOTICE OF MEETING

Meeting: **Resources Committee**

Date: **Friday 23 January 2026**

Time: **10.00 am**

Venue: **Aldern House, Baslow Road, Bakewell, DE45 1AE**

PHILIP MULLIGAN
CHIEF EXECUTIVE

AGENDA

- | | | |
|----------|--|--------|
| 1 | Apologies for Absence | 5 mins |
| 2 | Minutes of Previous Meeting held on 14 November 2025 <i>(Pages 5 - 8)</i> | 5 mins |
| 3 | Urgent Business | |
| 4 | Public Participation | |
| 5 | Members Declarations of Interest | 5 mins |

FOR DECISION

- | | | |
|-----------|---|---------|
| 6 | Landscape Observatory Funding 2026/27 <i>(Pages 9 - 12)</i> | 10 mins |
| 7 | Byelaws for North Lees Estate Verge Parking <i>(Pages 13 - 32)</i> Appendix 1 Appendix 2 | 15 mins |
| 8 | Exempt Information S100(A) Local Government Act 1972 The Committee is asked to consider, in respect of the exempt items whether the public should be excluded from the meeting to avoid the disclosure of Exempt Information. Draft motion: That the public be excluded from the meeting during consideration of agenda items 10, 11, 12, 13 and 14 to avoid the disclosure of Exempt Information under S100 (A) (4) Local Government Act 1972, Schedule 12A paragraph 3 "Information relating to the financial or business affairs of any particular person (including the authority holding that information)". | |
| 9 | PART B <i>(Pages 33 - 34)</i> The following items are exempt, confidential items. Please go to the Part B agenda items. | |
| 10 | Fieldhead Lease Renewal <i>(Pages 35 - 38)</i> | 10 mins |
| 11 | Millers Dale Lease Renewal <i>(Pages 39 - 42)</i> | 10 mins |
| 12 | Active Travel Funding <i>(Pages 43 - 46)</i> | 10 mins |
| 13 | Quarter 3 Budget Monitoring <i>(Pages 47 - 60)</i> Appendix 1 Appendix 2 Appendix 3 | 15 mins |
| 14 | Exempt minutes from Resources Committee on Friday 14 November 2025 <i>(Pages 61 - 64)</i> | |

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 Committee 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 Committee 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 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 on the Authority's website.

Public Participation and Other Representations from third parties

Please note meetings of the Authority and its Committees may still take place at venues other than its offices at Aldern House, Bakewell when necessary. Public participation is still available and anyone wishing to participate at the meeting under the Authority's Public Participation Scheme is required to give notice to the Customer and Democratic Support Team 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 Customer and Democratic Team 01629 816352, 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 12 noon 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 Customer and Democratic 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 makes a live audio visual broadcast a recording of which is available after the meeting. From 3 February 2017 these recordings will be retained for three years after the date of the meeting.

General Information for Members of the Public Attending Meetings

Please note that meetings of the Authority and its Committees may take place at venues other than its offices at Aldern House, Bakewell, when necessary. The venue for a meeting will be specified on the agenda. There may be limited spaces available for the public at meetings and priority will be given to

those who are participating in the meeting. It is intended that the meetings will be audio visually broadcast and available live on the Authority's website.

This meeting will take place at Aldern House, Baslow Road, Bakewell, DE45 1AE.

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 there is no refreshment provision available.

To: Members of Resources Committee:

Chair: C Greaves
Vice Chair: A Nash

| | |
|----------------|------------|
| N Adams | H Corran |
| Prof J Dugdale | C Farrell |
| C Kelly | S Mabbott |
| A Martin | C O'Leary |
| K Rustidge | K Smith |
| Dr R Swetnam | S Thompson |
| Y Witter | |

Other invited Members: (May speak but not vote)

Patrick V Priestley

Constituent Authorities
Secretary of State for the Environment
Natural England

Peak District National Park Authority
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 Aldern House, Baslow Road, Bakewell, Derbyshire. DE45 1AE



MINUTES

Meeting: **Resources Committee**

Date: Friday 14 November 2025 at 10.00 am

Venue: Aldern House, Baslow Road, Bakewell, DE45 1AE

Chair: C Greaves

Present: H Corran, Prof J Dugdale, C Farrell, C Kelly, A Martin, A Nash, K Rustidge, K Smith, Dr R Swetnam, S Thompson and Y Witter

Apologies for absence: S Mabbott.

1/25 MINUTES OF FINAL P&R COMMITTEE ON 25 APRIL 2025

Two Members were welcomed to their first Resources Committee Meeting.

The minutes of the Programmes and Resources Committee held on Friday 25th April 2025, were approved as a correct record.

2/25 URGENT BUSINESS

There was no urgent business.

3/25 PUBLIC PARTICIPATION

No members of the public had given notice to make representations at this meeting.

4/25 MEMBERS DECLARATIONS OF INTEREST

There were no member declarations of interest.

5/25 TOILET ENHANCEMENT STRATEGY

The Head of Assets and Enterprise, presented the report which was seeking approval of the proposed strategy for the future management of public toilets owned or operated by the Authority.

The Members discussed the various options with regard to the public toilet facilities provided by the Peak District National Park. There is an opportunity to utilize the capital from DEFRA for 5 of the sites. The stand alone initial investment from DEFRA totals £379,000 and comes from a Capital Grant, this needs to be used by 31st March 2026.

The charge of 50p was discussed, this price point had been profiled at all different variable costs and charging rates and 50p seemed reasonable and appropriate. The

charges shall be reviewed going forward, and 50p was felt to be a conservative price and may mitigate some of the impact on the environment which may come about if a higher price was implemented.

10:17 - K Rustidge attended the meeting.

Members queried whether the insurance costs would increase as a result of the new technology being installed however this is not the case and insurance costs would remain the same. Disabled facilities were discussed and at some of the sites there would be wider paddle entrance gates for the disabled and they would be expected to pay also. Radar keys can be used at the two Changing Places stations that the PDNPA own and manage. Members were concerned about the payment facility being only via card or phone, it was noted that where there are currently cash payment options the cash machines are frequently broken in to.

Members felt that this would need some positive promotion as to why it is necessary to charge for the use of the toilets and also it is a good opportunity to promote the work of the PDNPA.

The recommendations as set out in the report, were moved and seconded, put to the vote and carried.

RESOLVED:

- 1. To approve the proposal detailed at paragraph 2.3 of the report to commence charging at any and/or all of the public toilet facilities operated by the Authority.**
- 2. To delegate the future implementation of the decision at recommendation 1 above to the Head of Assets and Enterprise in conjunction with the Chief Finance Officer and the Monitoring Officer.**
- 3. To delegate authority to review the charges when considered appropriate to do so and implement a revised charging structure at any and/or all of the public toilet facilities operated by the Authority to the Head of Assets & Enterprise in conjunction with the Chief Finance Officer and Monitoring Officer, and in consultation with the Chair and Vice-Chair of Resources Committee.**
- 4. To approve the drawdown of up to £380,000 from the 25/26 Capital Fund to enable toilet enhancement project works at the sites detailed in paragraph 5b of the report.**
- 5. That approval be granted to incur capital expenditure for the toilet enhancement project works at the sites detailed in paragraph 2.3 of the report, up to £380,000, pursuant to Part 3, C3,(c) and G1 of Standing Orders, subject to compliance with the Contract Procedure Rules and Standing Orders generally.**
- 6. To delegate authority to the Authority Solicitor to enter into and determine the terms and conditions of any contracts/agreements required in the best interests of the Authority, subject to compliance with the Contract Procedure Rules and Standing Orders generally.**

6/25 RESERVES

The Finance Manager, presented the report giving members an update on the Reserve Policy, Reserve Purpose and Reserve Allocation.

The two recommendations from the Internal Audit 2024/25 were discussed which recommended streamlining the reserves by consolidating Service Reserves and having greater transparency on how services are utilising reserves. It is not mandatory that a Local Authority has a reserves policy but it is best practice.

The contingency funds and reserves were discussed and the difference between the General Reserve (which is for day to day emergencies) and the General Fund. This Reserves Policy will provide the parameters needed to make the decisions. The monies will not be tied to a service. It was felt it would be helpful for Members to have some kind of explanation as to why a particular reserve level is being maintained and why there is a minimum deemed level.

The recommendations as set out in the report were proposed and seconded, put to the vote and carried.

RESOLVED:

- 1. That the new Reserves Policy at Appendix 1 of the report be approved as Authority Policy with immediate effect.**
- 2. To consider and note the amalgamation and disestablishment of reserves as outlined in paragraph 3.2 of the report.**
- 3. To consider and note the latest Reserve Position as detailed in Appendix 2 of the report.**

7/25 EXEMPT INFORMATION S100(A) LOCAL GOVERNMENT ACT 1972

The Committee is asked to consider, in respect of the exempt items whether the public should be excluded from the meeting to avoid the disclosure of Exempt Information.

Draft motion:

That the public be excluded from the meeting during consideration of agenda item 9 to avoid the disclosure of Exempt Information under S100 (A) (4) Local Government Act 1972, Schedule 12A paragraph 2 “Information relating to any individual, and financial or business affairs of a particular person”.

Draft motion:

That the public be excluded from the meeting during consideration of agenda items 10 and 11 to avoid the disclosure of Exempt Information under S100 (A) (4) Local Government Act 1972, Schedule 12A paragraph 3 “Information relating to the financial or business affairs of any particular person (including the authority holding that information)”.

The draft motions as set out above were proposed, seconded, put to the vote and carried.

8/25 External Funding - UU 5 year contract

The recommendations as set out in the report were proposed and seconded, put to the vote and carried.

9/25 I.T. Contract

The recommendations as set out in the report were proposed and seconded, put to the vote and carried.

10/25 Mid year budget (Q1 and Q2)

The briefing paper and appendices were noted.

The meeting ended at 11.26 am.

LANDSCAPE OBSERVATORY FUNDING 2026-27

1. Purpose

- 1.1 For Members to approve the Authority entering into agreements with the Protected Landscape Partnership (PLP) and National Parks England (NPE) to accept funding (circa £650k) to continue to host Landscape Observatory in 2026–27. Landscape Observatory will continue to provide, and develop as, a platform for collaborative working between universities, protected landscapes, the Defra family, and national partners advancing the latest critical thinking in conservation management. This includes climate focused adaptive management frameworks such as Resist-Accept-Direct, use of AI and satellite data in a protected landscape context for monitoring landscape change.

2. Context

- 2.1 At the Authority Meeting on 9th May 2025, Members approved acceptance of £500k in order to establish Landscape Observatory and deliver the programme in 2025/26 (item 59/25).
- 2.2 December 2025 the PLP Strategy Group gave very strong indication of intention to fund Landscape Observatory workstreams in 2026/27 commenting:

Landscape Observatory has taken the PLP and the sector by storm and we are very excited to be able to continue to support this ambitious programme. Strategy Group are particularly supportive of broadening the scope of mapping to include assets like heritage, and would like to see LO continue to work collaboratively across workstreams and support other projects such as the 'Developing a rapid condition assessment methodology'.

Funding is dependent on final PLP/NPE grant agreement with Defra.

- 2.3 This programme provides funding to the Authority's Strategy and Performance Team to lead and deliver Landscape Observatory project development and workstreams.
- 2.4 A full report on Landscape Observatory delivery in the first year of operation will be presented to the members forum at the February 27th meeting.

3. Proposals

- 3.1 The funding provides for continuation of the 4 main workstreams of the Landscape Observatory in 2026/27.
1. Development of Landscape observatory scope and funding base via the Board.
 2. Continue scaling up AI land cover mapping to cover more Protected Landscapes.
 3. Develop rapid condition assessment of Protected Landscape features using AI, digital modelling and field methodologies.
 4. Climate change adaptation decision making and prioritisation using adaptive management techniques incorporating RAD/AR.
- 3.2 The funding is to be spent in three ways – an element for the Authority, some for contracts that the Authority will let, with the remainder used to support collaborative working and knowledge exchange between protected landscapes and partners. The contribution to the Authority will be for temporary additional staff, and will be on a full cost recovery basis. This will secure and increase the corporate overhead income into

the Authority in 2026/27, covering enabling services. External expenditure will be mainly on contracted professional fees for data processing, scientific and analytical work.

- 3.3 The acceptance and approval to spend Landscape Observatory funding provides much needed additional capacity to continue to develop the groundbreaking work of the Strategy and Performance Team, and maintains the capacity to deliver their Authority work.

4. Recommendations

- 1. That acceptance of funding for Landscape Observatory project workstreams, as described in this report, of up to £650,000 for 2026-2027 is approved. Approval of the terms of funding is delegated to the Head of Resources in consultation with the Chief Finance Officer.**
- 2. That authority be delegated to the Authority Solicitor to enter into and determine the terms and conditions of the funding agreement and all other legal documentation required for the project in the best interests of the Authority.**
- 3. That approval be granted to incur expenditure up to £650,000 as detailed in the report, pursuant to Part 3, C3.(c), subject to compliance with the Contract Procedure Rules and Standing Orders.**
- 4. That this project be monitored by Resources committee and progress reported annually to the members forum.**

5. Corporate Implications

a. Legal

i) Pursuant to section 65(5) of the Environment Act 1995, the Authority has power to do anything which is calculated to facilitate, or is conducive or incidental to the accomplishment of its statutory purposes. This project falls within the Authority's statutory purposes. This power is subject to any express statutory or public law constraints which should be considered holistically and as the project progresses.

ii) Pursuant to section 112 of the Local Government Act 1972, the Authority has power to appoint officers on such reasonable terms and conditions as is considered necessary for the proper performance of the Authority's functions.

iii) As the funding for the project is anticipated to exceed the sum of £200,000, approval to apply for and accept the grant and thereafter to incur the expenditure is required to be submitted to this committee, pursuant to Part 7, delegation 7.C-2(a) and 2(b) and Part 3, C3.(c) of Standing Orders, respectively.

b. Financial

The funding is for the financial year 2026-27. Plans are already being refined to ensure that we can allocate and spend the funding in the current financial year.

c. National Park Management Plan and Authority Plan

This will contribute to the National Park Management Plan aims of climate change and landscape and nature recovery, as it will provide a more robust evidence base.

- d. Risk Management
The project risks will be tightly managed by the Strategy and Performance Manager and the project board.
- e. Net Zero
This report doesn't directly contribute to meeting net zero. However, it will assist in taking forward the climate focused adaptive management frameworks such as the Resist-Accept-Direct framework.

6. Background papers (not previously published)

None.

7. Appendices

None.

Responsible Officer, Job Title and Publication Date

Emily Fox, Head of Resources, 23 January 2026

Report Author, Job Title and Publication Date

Simon Geikie, Strategy & Performance Manager, 23 January 2026
Simon.geikie@peakdistrict.gov.uk

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PEAK DISTRICT NATIONAL PARK AUTHORITY VERGE PARKING BYELAWS 2026

1. Purpose

This report seeks approval to make, implement and enforce byelaws to restrict verge parking on land owned by the National Park Authority or on Access Land associated with sites within Authority ownership. The proposed byelaws seek to give the Authority such powers across the North Lees Estate in particular.

2. Context

2.1 The Authority has taken significant steps to ensure that parking provision is adequate across its estate and has implemented Pay and Display at most car park sites. Verge parking is an issue when car parks are at capacity or when individuals avoid pay and display charges by parking outside of car parks.

2.2 The proposed byelaws will allow the Authority to prosecute those who park irresponsibly.

2.3 The threat of prosecution combined with other engagement and physical measures will reduce irresponsible and damaging verge parking specifically across the North Lees Estate

3. Proposals

3.1 The provision of car parking within the National Park for visitors supports the PDNPA in providing a sustainable, welcoming and inspiring place for all. The majority of the car parks are associated with facilities and land that the Authority manages for visitors to use free of charge. This includes the multi-user trails, North Lees Estate and public toilets. Car parks provide a sustainable source of income to offset the management costs of the Authority's assets and an important contribution to achieving income targets.

3.2 While the majority of users of Authority car parks park responsibly within allocated spaces, some park on roadside verges either when the car park is full or to avoid pay and display charges. This is seen across the National Park but can be a particular issue at North Lees. Many of the verges across the estate are SSSI and are becoming increasingly damaged by vehicle parking. This damage is exacerbated once the verges become unvegetated and uneven. Once the verges are in this condition, many drivers seem to think they are 'fair game' for parking on and they are soon stripped of any ecological value. Parking in these areas also causes issues with litter from vehicles and further damage to the surrounding land through irregular pedestrian access. Uncontrolled parking now regularly causes obstructions to access through gates but also to wider vehicles on the road (particularly local farm vehicles).

3.3 Section 90(1) of the UK's [National Parks and Access to the Countryside Act 1949](#) empowers Authorities to make byelaws for public land in National Parks or areas with public access, to preserve order, prevent damage, and ensure enjoyment by all, covering litter, fires, and traffic restrictions. Restricting irresponsible parking and therefore reducing damage to surrounding habitats is clearly in line with such powers.

3.4 The use of byelaws to prohibit people parking on verges relies on land either being within the Authority's ownership or being access land. Our powers do not allow us to make byelaws on any other land. North Lees Estate has the advantage of being within the Authority's ownership and/or access land and therefore byelaws provide a viable method of addressing this issue.

- 3.5** There are a number of verges within the North Lees Estate which are not access land and are within Highways Authority ownership. A slightly different approach is required in these areas (see Para 3.7 below).
- 3.6** Appropriate byelaws would allow the Authority's existing Enforcement Officers to monitor and gather evidence of verge parking which is in breach of the byelaws. This can then be used to prosecute offenders through the Single Justice Procedure whereby fines can be issued by the court up to level 2 on the standard scale (not exceeding £500). The fines would be payable to the court and not the Authority, however the Authority may seek reimbursement of court and legal costs, which would be at the court's discretion.
- 3.7** The proposed byelaws would also allow drivers of campervans parking overnight within passing places/laybys within Authority ownership or access land to be prosecuted in a similar manner.
- 3.8** Discussions are underway with Derbyshire County Council highways department concerning the delegation of some of their powers to the National Park Authority to allow action to be taken against verge parking on highways land that is not access land. We are not able to progress this until such an agreement is reached and therefore delegation is sought now for the Authority Solicitor and Head of Assets and Enterprise to progress appropriate action as and when an agreement is in place.

4. Recommendations

- 1. To approve the strategy detailed in this report to restrict verge parking on the areas of Authority-owned land and highway identified within the proposed byelaws at Appendix 1, and highway land within the North Lees Estate.**
- 2. To delegate authority to the Authority Solicitor to take all necessary steps to make and finalise the proposed byelaws at Appendix 1, including advertising, consulting upon and applying to the Secretary of State for confirmation.**
- 3. To delegate authority to the Authority Solicitor, in consultation with the Chair and Vice Chair of Resources Committee, to make any necessary amendments to the byelaws following the consultation process.**
- 4. To delegate authority to the Head of Assets and Enterprise and the Authority Solicitor to implement and enforce the byelaws in their entirety once confirmed and in effect.**
- 5. To delegate authority to the Authority Solicitor and Head of Assets and Enterprise to agree and enter into appropriate arrangements with Derbyshire County Council (and other Highways Authorities as appropriate) in order to achieve the same aims in respect of verge parking on highways land within the North Lees Estate that is not access land. This may include agreements for the delegation of functions of other authorities to the Authority, and the making, implementation and enforcement of any legal process to achieve these aims, as appropriate.**

5. Corporate Implications

a. Legal

The Authority has the power under the National Parks and Access to the Countryside Act 1949 to make byelaws in relation to land owned by the Authority or to which the public are given access, for the preservation of order, the prevention of damage to land, and for securing that people using the land behave themselves so as to avoid undue interference with the enjoyment of the land by other persons.

The areas of North Lees which are covered by the proposed byelaws are either in the ownership of the Authority or are Access Land. The Authority therefore has the power to make the proposed byelaws pursuant to the 1949 Act in respect of the verges, to prevent damage being caused to the verges and to avoid undue interference with the enjoyment of the land by other users.

The Authority has no power to make byelaws in relation to land owned by the Highway Authority which is not Access Land, however should the Highway Authority agree to delegate its powers, the Authority will be able to exercise those powers as if it were the Highway Authority, to the extent of the delegated power.

b. Financial

Car parking income is a significant element of the revenue generated across our estate and forms an important part of the funding to manage the land we own for the benefit of nature and other special qualities.

Enforcement of verge parking will have an impact on the capacity of the Enforcement Officers when on patrol. However, the verge parking will form part of the regular enforcement patrols that currently cover our car parks. It is also hoped that the ability to enforce will act as a deterrent so the resource implications should be low.

c. National Park Management Plan and Authority Plan

Enforcement against verge parking will contribute significantly to the provision of suitable, well maintained parking and will therefore contribute towards the following Management Plan outcomes:

Aim Three:

The Peak District is a welcoming place where all are inspired to enjoy, care for and connect to its special qualities.

Objective 7:

To encourage a sustainable visitor economy that supports local businesses, cares for the National Park's special qualities and respects the well-being of local communities

The provision of formal parking coupled with better enforcement of irresponsible parking will support sustainable visits to sites at North Lees where verge parking can be enforced. This will protect the special qualities by reducing damage to verge areas and support local communities by reducing the issues caused by problem parking.

Objective 8:

To create opportunities for young people and those from under-served communities to connect with and enjoy the National Park

Objective 9:

To promote the National Park as a place where there are opportunities for the improvement of physical and mental health and wellbeing

Suitable and safe places to park will enable and encourage those who may not usually visit the National Park to connect with and enjoy the National Park and for all to engage in activities that support physical and mental health and wellbeing of visitors, many such activities are a focus at the North Lees Estate in particular.

Aim Two: Landscape and Nature Recovery

Objective 4:

To be a place where nature recovers and biodiversity flourishes.

Inadequate formal parking provision results in irresponsible parking at a number of sites and subsequent verge damage. This is particularly evident at North Lees which many areas of SSSI verge are damaged. Better management of parking at these sites will result in reduced damage and therefore support nature recovery and biodiversity.

Objective 5:

To understand, appreciate and enhance the cultural heritage and in particular built environments of the National Park as part of an ever-changing landscape

Objective 6:

To protect and enhance the natural beauty of the Peak District National Park's contrasting and ever-evolving landscape

Better controlled formal parking areas that are designed to be screened and have a minimal impact on the landscape protect the natural beauty and landscape from the damaging impacts of informal and irresponsible parking on the Landscape.

Authority Plan:

Objective E: Assets

To have best practice arrangements in place for the Authority's assets. The proposed enforcement against verge parking will result in improvements to the assets and enable their condition to be improved. Therefore contributing toward the implementation of best practice at those sites.

d. Risk Management

There is some risk that the level of enforcement required will be too onerous on the Parking Enforcement Officers time and result in additional costs to the Authority that are not recoverable. This risk will be mitigated through careful monitoring of the impact of this additional enforcement and subsequently the implementation of further measures such as additional communication, physical barriers (where appropriate) or direct engagement with offenders.

There is a further risk that DEFRA will not approve the proposed byelaws. This risk is thought to be low as the proposals are within the Authority's powers and in line with our purposes as a National Park Authority.

e. Net Zero

There will be no impact on the Authority's efforts to become Net Zero as a result of this proposal.

6. Background papers (not previously published)

None

7. Appendices

Appendix 1 – Proposed Verge Parking Byelaws (Draft)

Appendix 2 – Draft Byelaws for Verges Plans (Draft)

Report Author, Job Title and Publication Date

Matt Freestone, Corporate Property Manager, 06/01/2026

Responsible Officer, Job Title

Hannah Turner, Head of Assets and Enterprise

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Peak District National Park Authority

Byelaws for Verges

1 TITLE

THESE BYELAWS are made under section 90 sub-section (1) and (3) of the National Parks and Access to the Countryside Act 1949 by the Peak District National Park Authority with respect to areas of land owned by the Authority or Access Land within the Peak District National Park. They may be cited as the Peak District National Park Authority Byelaws for Verges 2026.

2 DEFINITIONS

2.1 In these Byelaws, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“A Person Authorised By The Authority” means a person employed by the Authority to carry out its functions under the provisions of these Byelaws;

“Authority” means the Peak District National Park Authority and includes any parking services contractors or authorised agents appointed by or acting on behalf of the Authority for the purposes of any function under the provisions of these Byelaws;

“Delivering” or **“Delivery”** or **“Collection”** means a continuous activity during which Goods are Loaded or Unloaded from a vehicle to adjacent premises or nearby premises including a reasonable time for the checking of those Goods for the purpose of their Delivery or Collection;

“Driver” in relation to the vehicle left Waiting in a Prohibited Area means the person driving the vehicle at the time it was left Waiting in the Prohibited Area or the person deemed to be the Driver by a Police Officer or an Enforcement Officer acting under the terms of these Byelaws;

“Emergency” shall be defined as a situation that poses an imminent risk to health, life, property or environment which requires immediate intervention.

“Emergency Vehicle” shall bear the same meaning as in Regulation 3(2) of the Road Vehicle Lighting Regulations 1989 (as modified or superseded from time to time).

“Enactment” means any enactment, whether public, general or local, and includes any order, bylaw rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“Enforcement Officer” means a person employed by, or on behalf of, the Authority authorised to enforce the restrictions imposed by these Byelaws and to carry out the functions therein;

“Fee” in relation to Waivers means a non-refundable charge levied by the Authority;

“Goods” means goods of any kind whether animate or inanimate that require transportation by a vehicle;

“Loading” and **“Unloading”** means a continuous activity during which Goods are placed in or taken from a vehicle that is Waiting at premises or adjacent to premises or nearby premises for the purpose of Delivery or Collection of those Goods provided that the Loading, Unloading, Delivery and/or Collection activities are completed in a time deemed reasonable by a Police Officer, Enforcement Officer or A Person Authorised by the Authority;

“The Plans” means the drawings attached to these Byelaws.

“Prohibited Area(s)” means any of the areas of land at North Lees, Hope Valley, Derbyshire, specified in Schedule 1 and as shown indicatively on The Plans where Waiting is prohibited.

“Relevant Position” in respect of a Waiver certificate means exhibited on the windscreen, dashboard or fascia of the vehicle with the obverse side facing forwards on the nearside of and immediately behind the windscreen or where the vehicle does not have a windscreen, dashboard or fascia, in a conspicuous position on the vehicle orientated so that the whole of the information on the front of the permit is clearly legible from the outside of the vehicle

“Security Vehicle” means a vehicle designed or adapted for or in use for the conveyance of bullion, monies and currency and other securities;

“Statutory Undertaker(s)” has the same meaning as in Section 329 of the Highways Act 1980;

“Telecommunication System” has the same meaning as “electronic communications network in the Communications Act 2003;

“Trailer” has the same meaning as that in Section 136 of The Road Traffic Regulation Act 1984;

“Wait” and **“Waiting”** refer to the stopping of a vehicle and it remaining at rest for any period of time whether or not the Driver is still in the vehicle (this includes parking the vehicle and leaving it), and a vehicle shall be deemed to be waiting for any period in the same Prohibited Area if any part of the Prohibited Area is below the vehicle or the vehicle’s load (if any) whether or not the vehicle is moved during that period;

“Waiver” means electronic or hard copy of an exemption issued by or on behalf of the Authority for the purposes of these Byelaws permitting a specified vehicle to Wait in specified circumstances on a Prohibited Area, where the Waiting of that vehicle would otherwise be restricted or prohibited under the terms and charges applicable at the time of issue.

2.2 For the purpose of these Byelaws unless otherwise specified all references to any documents including Statutory Instruments, Regulations and policies and procedures of

the Authority relate to the current version of those documents as amended or substituted from time to time.

2.3 The prohibitions and restrictions contained in these Byelaws and shown on the attached Plans and Schedules shall apply to the full extent of the Prohibited Areas.

2.4 For the purpose of these Byelaws a vehicle shall be taken as Waiting on a Prohibited Area if any point on that Prohibited Area is below the vehicle or its load (if any).

2.5 The prohibitions imposed by these Byelaws shall be in addition to and not in derogation of any restriction, prohibition or requirement imposed by any Regulations or Orders made or having effect as if made by or under any other Enactment.

2.6 For the purposes of these Byelaws, the Authority accepts no responsibility for any inaccuracies contained in the Ordnance Survey data relied upon in the preparation of The Plans attached to these Byelaws.

2.7 If a Court or any other competent authority declares any part of these Byelaws to be invalid or unenforceable, such declaration shall not invalidate the remainder of the Byelaws.

2.8 Unless the context otherwise requires, the words in the singular shall include the plural and in the plural shall include the singular.

3 PROVISIONS RELATING TO PROHIBITION OF WAITING RESTRICTIONS

3.1 Save as provided in Byelaws 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9 and 4.10 of these Byelaws no person shall, except upon the direction or with the permission of a Police Officer or of an Enforcement Officer cause or permit any vehicle (and/or drawn Trailer) to Wait in the Prohibited Areas.

4 EXEMPTIONS

4.1 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable a person to board or alight from the vehicle.

4.2 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable the Delivery or Collection of Goods including where Goods are Loaded onto or Unloaded from the vehicle provided that Loading or Unloading is carried out in one continuous operation.

4.3 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable the vehicle, if it cannot conveniently be used for such purpose in any other road and close proximity to the site is essential, to be used for the purpose of any Emergency building operation, demolition or excavation, or the maintenance or improvement or reconstruction of the said Prohibited Areas, or any works connected with any Statutory

Undertaker's apparatus for the supply of gas, water or electricity or of any Telecommunications System.

4.4 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of the Authority in pursuance of statutory powers or duties.

4.5 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable an Emergency Vehicle to be used in the course of an Emergency.

4.6 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable the vehicle to be used in any case where the person in control of the vehicle:

- a) is required by law to Wait or is permitted to Wait by a Police Officer or Enforcement Officer;
- b) is obliged to Wait so as to prevent an accident; or
- c) is prevented from proceeding by circumstances outside their control.

4.7 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to enable a Security Vehicle to be used in the course of Delivering or collecting cash to/from properties in any of the Prohibited Areas and being a vehicle specifically designed for that purpose.

4.8 Nothing in Byelaw 3.1 of these Byelaws shall prevent any person from causing or permitting any vehicle to Wait in any of the Prohibited Areas provided that permission has been obtained from the Authority by means of a Waiver and providing that an obstruction is not caused by so doing and that the vehicle is moved if the Driver is requested to do so by a Police Officer or Enforcement Officer.

4.9 Nothing in Byelaw 3.1 of these Byelaws shall apply so as to prevent any person from causing or permitting any vehicle to Wait in any of the Prohibited Areas for so long as may be necessary to enable the vehicle if it cannot be used for such purpose without Waiting on that land to be used in connection with the removal of any item in the highway where such moving may be reasonably necessary for the purpose of preventing obstruction.

4.10 Nothing in Byelaw 3.1 to these Byelaws shall render it unlawful to cause or permit any vehicle to Wait in any of the Prohibited Areas for so long as it may be necessary to allow other vehicles to pass where a road is not sufficiently wide.

5 WAIVERS

5.1 Upon receipt of an application duly made under the provisions of these Byelaws, the Authority upon being satisfied that the applicant satisfies the requirements and on receipt of any Fee that the Authority may from time to time determine may issue to the applicant a Waiver for leaving vehicles in the parts of the Prohibited Areas in which such Waivers are valid, provided that the Authority may impose such conditions on the

use of the Waiver as it considers appropriate (including displaying the Waiver in the Relevant Position) and that any limit applying to the number of Waivers issued is not exceeded.

5.2 A Waiver may be cancelled at any time at the sole discretion of the Authority and shall thereupon immediately cease to be valid. Notification of such cancellation shall be in writing served on the person to whom such Waiver was issued by sending the same to the Waiver holder at the address shown by that person on the application for the Waiver, or at any other address believed to be that persons place of abode, requiring that person to surrender the Waiver to the Authority within 48 hours of receipt of the aforementioned notice.

6 RELOCATION, REMOVAL AND DISPOSAL OF VEHICLES

6.1 A Person Authorised by the Authority or a Police Officer may, using such measures as are appropriate, move or cause to be moved in the case of an emergency to any place he/she thinks fit, any vehicle left in a Prohibited Area.

6.2 Any person removing a vehicle from a Prohibited Area under the provisions of these Byelaws shall make such arrangements as may be reasonably necessary to provide for the safe keeping of the vehicle.

7 LIABILITY OF REGISTERED KEEPERS

7.1 For the purposes of the institution of proceedings in respect of the offence of failure to comply with Byelaw 3.1, it shall be presumed (notwithstanding that that person may not be an individual) that the registered keeper of the vehicle was the Driver at the relevant time and, accordingly, that acts or omissions of the Driver at that time were the acts or omissions of the registered keeper.

7.2 Notwithstanding the presumption in 7.1 above, it is open to the defence in any proceedings to prove that the person who was the registered keeper of the vehicle at a particular time was not the Driver at the relevant time. The registered keeper shall in such circumstances provide the details of the Driver at the relevant time.

8 OBSTRUCTION AND DAMAGE

8.1 No person shall:

- a) intentionally obstruct any Person Authorised by the Authority in the proper execution of their duties;
- b) intentionally obstruct any person carrying out an act which is necessary to the proper execution of any contract with the Authority; or
- c) intentionally obstruct any other person in the proper use of the Prohibited Areas, or behave so as to give reasonable grounds for annoyance to other persons on the Prohibited Areas or neighbouring land.

8.2 No person shall remove or displace any soil, rock, turf, plant, shrub or tree on the Prohibited Areas or pluck any bud, blossom or flower or any plant, shrub or tree.

8.3 No person shall intentionally, recklessly or carelessly destroy or damage any wall, fence, hedge, post, sign or any other structure which has been erected on the Prohibited Areas or neighbouring land.

9 SAVINGS

9.1 Any act necessary to the proper execution of their duty on the land by a Person Authorised by the Authority, or any act which is necessary to the proper execution of any contract with the Authority, shall not be an offence under these Byelaws.

9.2 Nothing in or done under any of the provisions of these Byelaws shall in any respect prejudice or injuriously affect any public right of way or the rights of any person acting legally by virtue of some estate, right or interest in, over or affecting the Prohibited Areas or neighbouring land or any part thereof.

8 PENALTY

8.1 Any person offending against any of these Byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

THESE BYELAWS are made under section 90 sub-section (1) and (3) of the National Parks and Access to the Countryside Act 1949 by the Peak District National Park Authority with respect to areas of land owned by the Authority or Access Land within the Peak District National Park.

Given under the Common Seal of the Peak District National Park Authority

this day of 2026

**THE COMMON SEAL OF THE PEAK
DISTRICT NATIONAL PARK AUTHORITY
was hereunto affixed in the presence of:**

Authorised signatory

The foregoing Byelaws are hereby confirmed by the Secretary of State for Environment,
Food & Rural Affairs and shall come into force on 2026

Signed by Authority of the Secretary of State this day of 2026

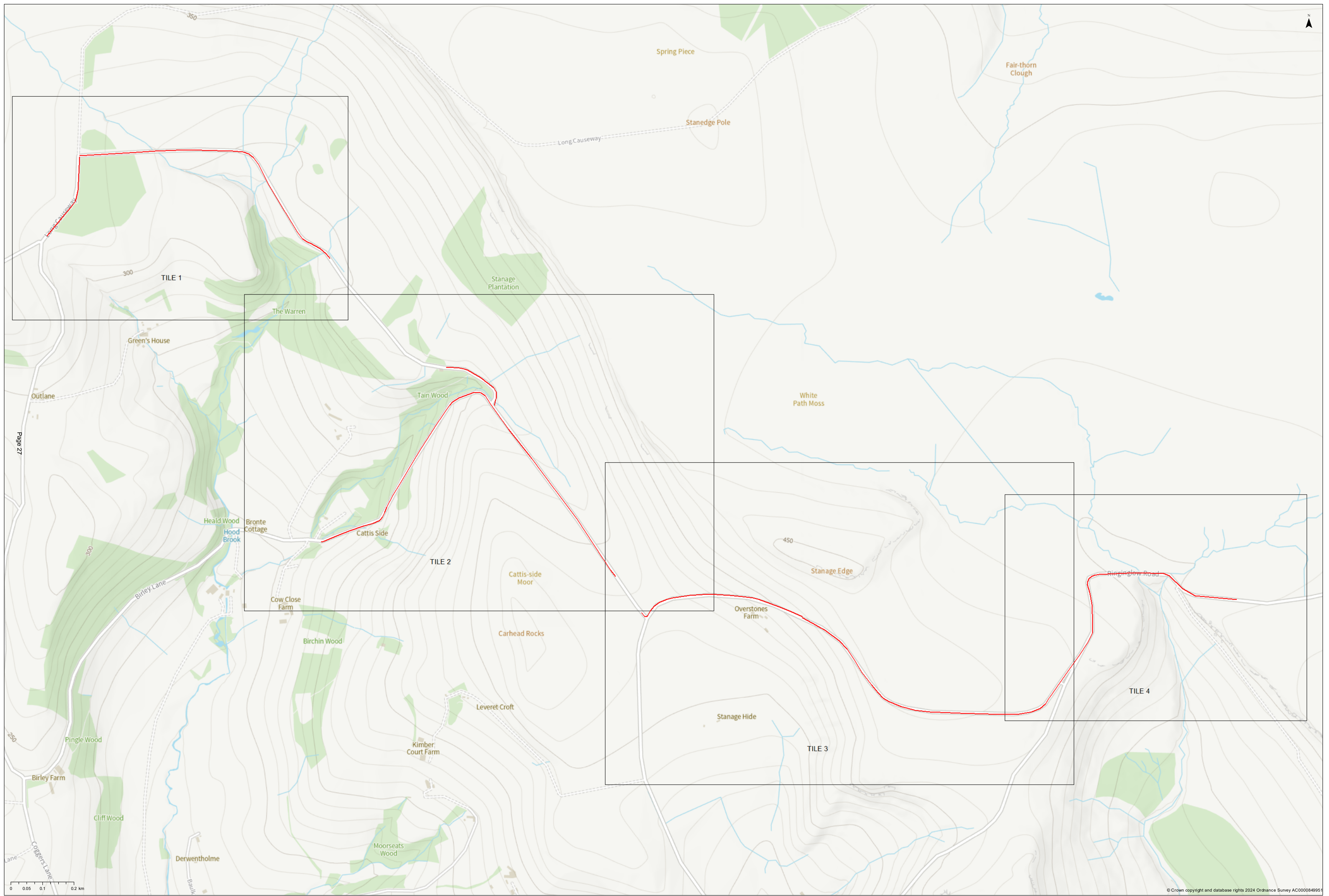
SCHEDULE 1 – PROHIBITED AREAS

Land at North Lees, Hope Valley, Derbyshire as described below:

| DESCRIPTION | PLAN NUMBER | LOCATION ON PLAN (inc grid reference) |
|--|--------------------|--|
| Verges both sides of the road between Burbage Bridge (A) and Callow Bank (B) | Tile 3 and 4 | Between Points A (SK 26378 82927) and B (SK 25000 82871) |
| The verge on the North side of the road between Callow Banks (B) and Hooks Carr (C) | Tile 3 | Between Points B (SK 25000 82871) and C (SK 24491 82887) |
| Verges on both sides of the road between Hooks Carr (D) and Cattis Side (E) | Tile 2 | Between Points C (SK 24491 82887) and D (SK 23476 83110) |
| The verge on the North and East side of Hollin Bank Road between its junction with Birley Lane (F) and Hollin Bank Public Conveniences (G) | Tile 2 | Between Points E (SK 24025 83541) and F (SK 23874 83663) |
| Verges on both sides of the Hollin Bank Road between Hollin Bank (H) and Dennis Knoll (I) | Tile 1 | Between Points G (SK 23505 84006) and H (SK 22712 84332) |
| The verge on the East side of the road between Dennis Knoll (I) and the Junction with New Road (J) | Tile 1 | Between Points H (SK 22712 84332) and I (SK 22608 84077) |

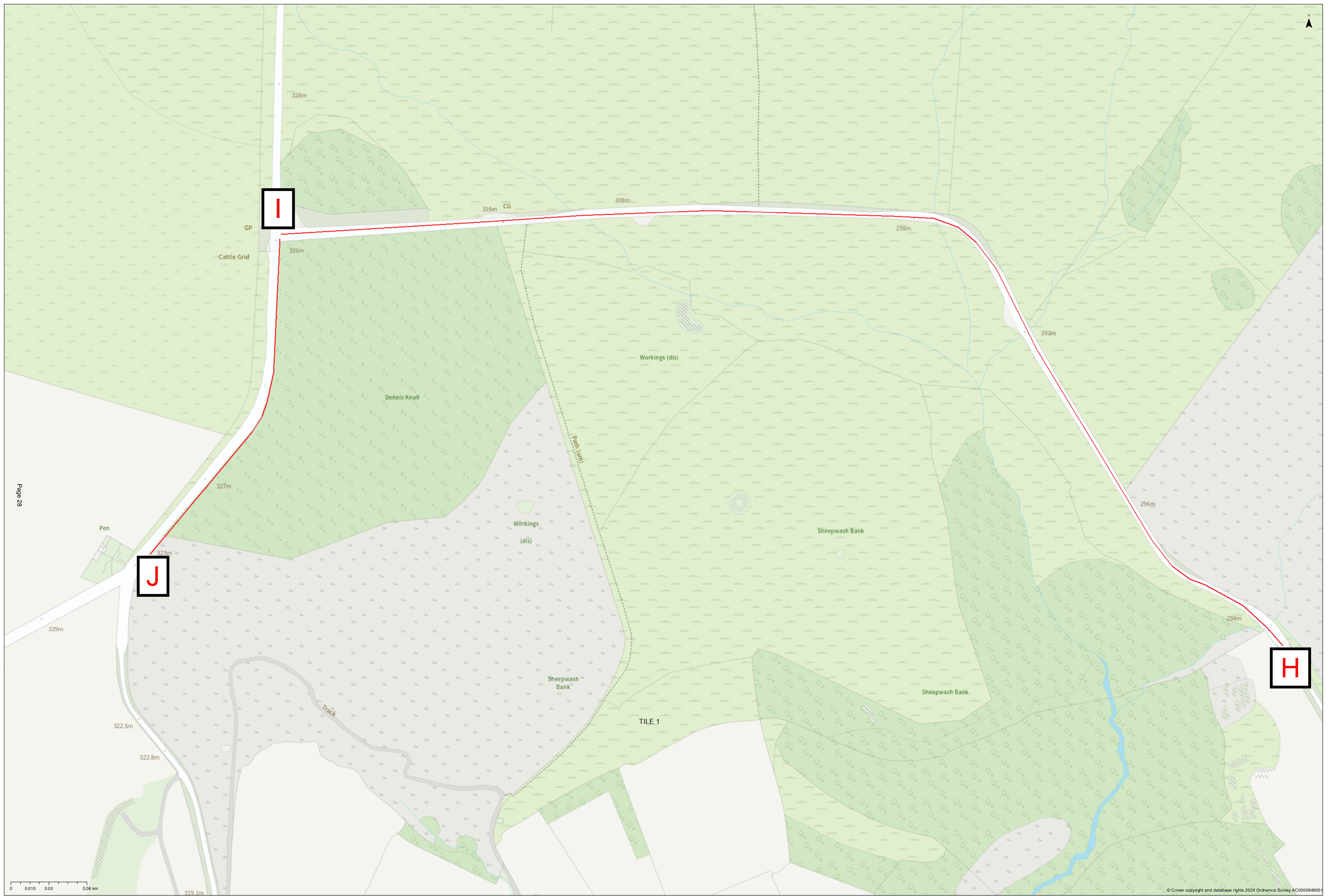
THE PLANS

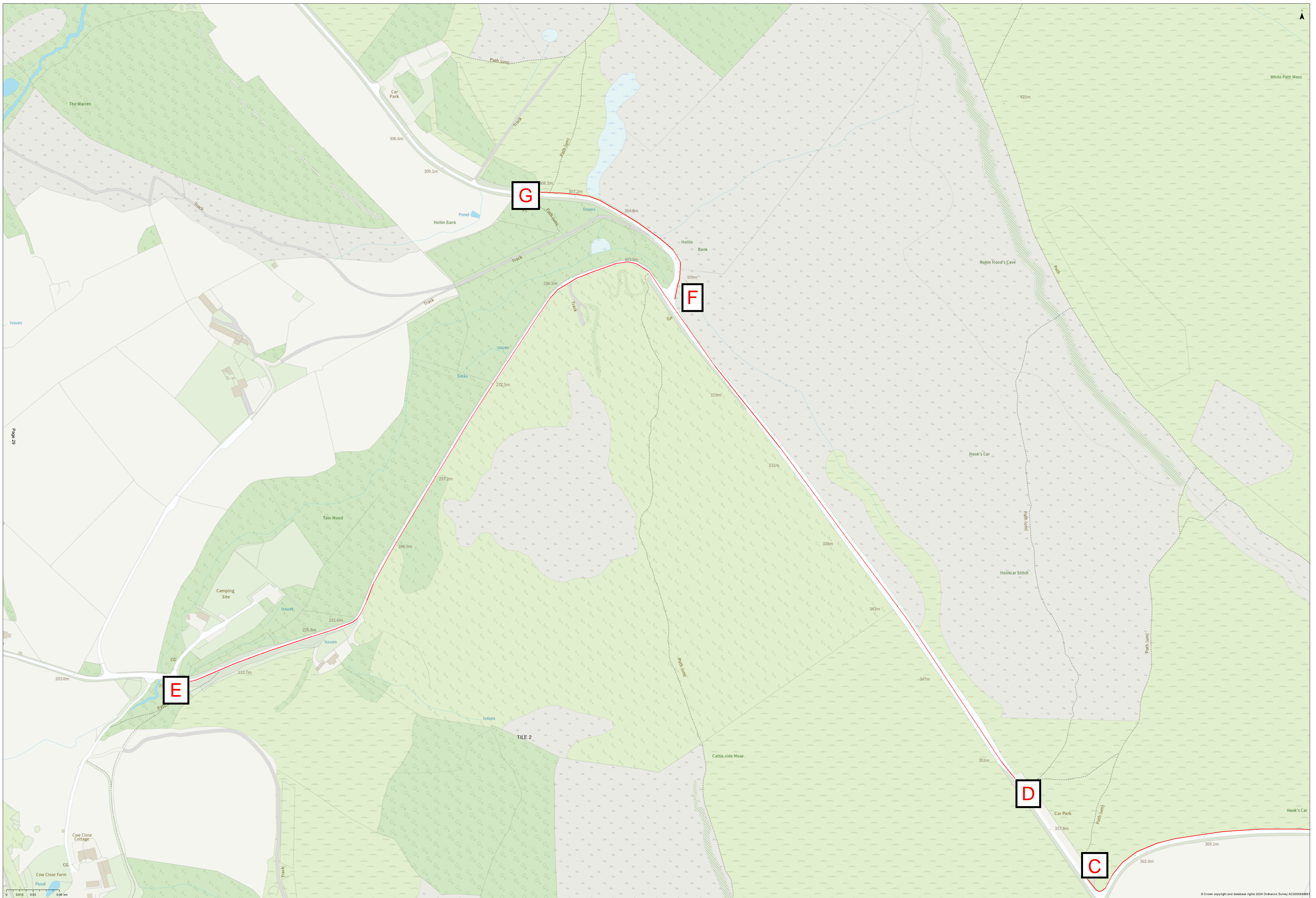
Overview Plan and Tiles 1 to 4

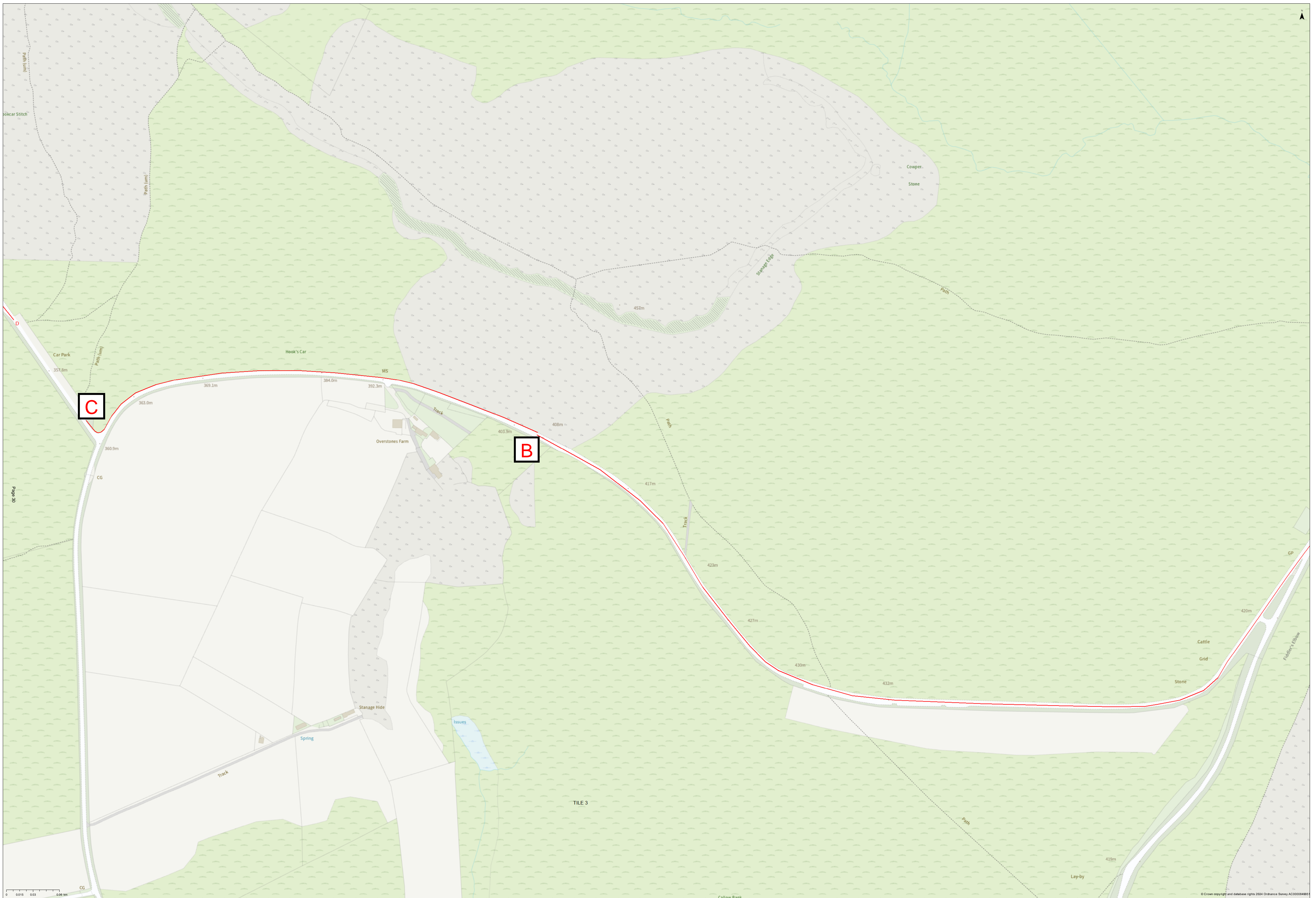


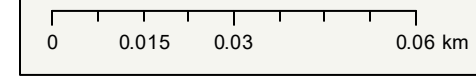
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THE FOLLOWING ITEMS ARE EXEMPT, CONFIDENTIAL ITEMS.

PLEASE GO TO THE PART B AGENDA ITEMS.

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