

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>
<p>Amenity</p> <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>
---	---

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

- 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

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
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.
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.
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:

- 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

All of these apply to the vehicle user too, but apparently that doesn't matter here and the discrimination is acceptable?

- 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,

landscape setting, natural sounds and visual intrusion.

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.

Some impacts may only be temporary but when taken cumulatively are of more significance.

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>

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.

- 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

beauty or amenities of the area

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.

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 rambblers 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 is 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 upgrading 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>

- 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

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>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 temporary 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

motorcycles during the summer months.

- 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

<p>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.</p>	
--	--

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
- As 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

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.

- 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

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

- 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

places to walk or ride.

- 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

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.

- 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 throughway on a regular basis as other, more practical routes were available. Before the 4X4 vehicles and scrambler bikes started using it, the main

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.

- 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 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 ruts 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 Scrattey 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

are driven with no regard for the safety of walkers, horses and other animals. These narrow lanes are just not suitable for these vehicles.

- 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,

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.

- 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 slippy 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>

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.

- 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

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 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.

Determination of status of a route is based on fact not suitability and is undertaken by the Surveying (Highway) Authority.

- 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.

There are many other places for motorcyclists and others to visit.

- 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 transport. 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 	

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