

## **Peak District Local Access Forum**

**Date:** 24 September 2020

**Item:** 4b

**Title:** Green Lanes Update

**Author:** Sue Smith

### **Purpose of the Report**

The report provides an update on progress with looking after green lanes in the National Park.

### **Action Plans**

On 7 May 2020, Members of the Authority's Programmes and Resources Committee considered actions on green lanes, illegal use and communications for 2020/21. The committee papers also included the Green Lanes Annual Report which provides an update on actions during 2019/20 and is attached in Appendix 1

In line with the direction set out by the National Park's Management Plan and the Authority's Corporate Strategy, the wider engagement, protection and enhancement of these valued routes will be taken forward by areas of work on accessibility, protecting verges, telling the story of the trails, and promoting Peak District Proud.

### **Vehicle Logging**

The action plans identify a number of routes where vehicle logging will be taking place. Summary data is provided in Appendix 2 for the vehicle logging undertaken during 2019/20.

### **Recommendation**

- 1. That the report is noted.**

# Green Lanes Annual Report 2019/20



**May 2020**

Green lanes are tracks across the National Park used by walkers, cyclists, horse riders and motor vehicles.

This is our third annual report. It reports on the work we have done in partnership with others over this last year.

## **1) Involvement**

### **Peak District Local Access Forum**

Our Local Access Forum (LAF), the first to be established in this country, celebrates its 20<sup>th</sup> anniversary this year. For the last 10 years it has had a sub-group looking at the issues of recreational motorised vehicles and green lanes. LAF members come from a wide range of backgrounds and interests. We are grateful for their expertise, advice and guidance provided and their collaborative consensus-based approach.



In June 2019, LAF members met officers from Sheffield City Council, Eastern Moors Partnership and Derbyshire Police on the Houndkirk Road to consider how to encourage vehicle users to Stay on Track. Damage to the track verges was looked at and it was clear that we had to change the way of thinking to value the surroundings more than the ability to drive anywhere at will. Options for signage, barriers, reinstatement and enforcement were also considered.

## **Two Forums**

The first joint Forum meeting between Peak District Local Access Forum and the Stanage Forum was held in March 2020 on Long Causeway at Stanage. Members discussed enhancing accessibility and considered the potential for a Miles without Stiles route. We also looked at opportunities that the route provides for people to explore the moorland habitat.

Long Causeway is also one of the Peak's District's historic packhorse paths. We will be working with Stanage Forum to look at how we share the history of this iconic route.

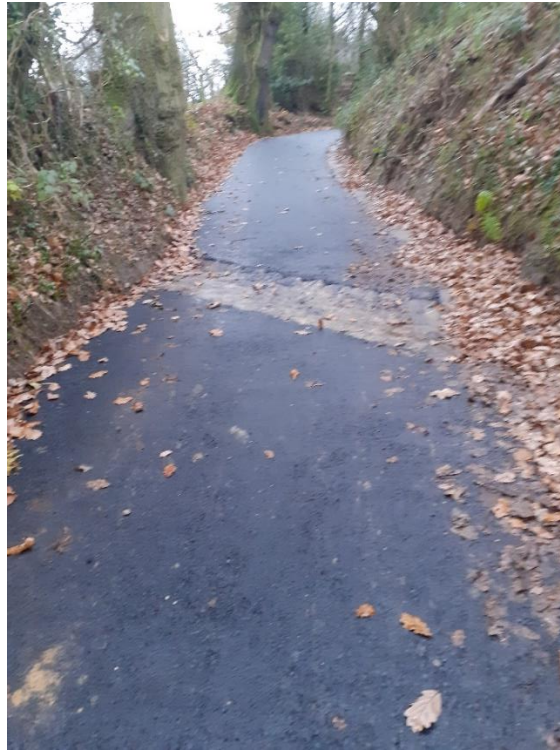


## **2) Improvements**

### **Repairs by Highway Authorities**

During October to December 2019, Derbyshire County Council carried out works at Hurstclough Lane, near Bamford.





In December 2019, Derbyshire County Council completed the works at Chapel Gate, at Rushup Edge.





During October to December 2019, Derbyshire County Council resurfaced the track at Minninglow.



In September 2019, Staffordshire County Council carried out repairs to the route at Wetton Hills in the Manifold Valley.



## **Repairs by Volunteers**

Kerridge Ridge and Ingersley Vale volunteers carried out repairs to a famous hill climb known as the Corkscrew, near Rainow.

Peak Park Conservation Volunteers (PPCV) cleared out debris from cross-drains at Long Causeway to increase their capacity for the next heavy rainfall.

PPCV also continued with their highly-skilled stone pitching at Washgate.

## **3) Monitoring & Managing**

### **Data Logging**

The Peak District National Park Authority uses electronic logging devices to monitor vehicle use. Differentiating between agricultural vehicles and larger four by four vehicles is difficult so locations are sought to try to eliminate agricultural use to ensure data is as accurate as possible in the recording of recreational use. Data is shared with the police to enable them to make evidence-led decisions on their operations.

During 2019-20 we have monitored 10 sites. This includes all TRO routes, as well as monitoring at Minninglow Lane, Hurstclough Lane and Pindale, near Castleton (below).





## Signage



We have replaced a damaged Traffic Regulation Order sign at the Washgate route, near Hollinsclough. Where signs are obscured or missing, the traffic regulation order is still in force.

## Education & Enforcement

In a sixth month period up to February 2020, Derbyshire police took the following action on illegal use on footpaths, bridleways, TRO routes and farmland in the High Peak and Derbyshire Dales: 33 traffic offences, 9 letters of advice, 2 warnings and 1 verbal advice.

## 4) Restraint and Restrictions

### Voluntary Restraint

The Peak District National Park Authority is keen to see user groups taking voluntary action to address issues. In recent years, we have also been working with the Peak and Derbyshire Vehicle User Group (PDVUG) and its associated member groups.

This winter, PDVUG has again been urging recreational vehicle users to refrain from using Minninglow and Gallowlow Lane which gets waterlogged in winter. Ruts can make the lane difficult for all users and the restraint is to prevent further deterioration. This was particularly important this year to protect the repairs which had been carried out by Derbyshire County Council, allowing them time to establish.

### Traffic Regulation Orders



In October 2019, the Authority made a traffic regulation order at the route at Wetton Hills in the Manifold Valley. Details of the order made and the reasoning for these can be viewed at [www.peakdistrict.gov.uk/tros](http://www.peakdistrict.gov.uk/tros). This is also set out in the summary report on the traffic regulation orders made by the Authority.

In July 2019, Derbyshire County Council made a traffic regulation order at Jacobs ladder, Stoney Middleton following consultation.



## TRO Exemptions

At Derby Lane an exemption to the traffic regulation order allows for caving access on application. During 2019/20, there have been 7 applications for exemptions. Waterfall Swallet also plays a significant contribution towards cave research and during 2019 hosted visits for academics from the UK and Europe.



At Washgate, an exemption was granted for the Bemrose motorcycle trial held in March 2019. This was the 90<sup>th</sup> time the event had been held in the Peak District, commencing in 1921 but with interruptions for World War II and foot and mouth outbreaks.

In 2019, there were 146 riders. The riders passed through the river but did not use it as a stage. They had regard to biosecurity measures, did not refuel on the route, and used marshalls. No walkers, horse riders, or cyclists were encountered; there were three public spectators.

The Reliance Cup Trial did not take place on Washgate in 2019. The Bemrose Trial did not take place in March 2020.

## 5) Reporting

Action plans on green lanes, illegal use and communications for 2019/20 to protect the special qualities of the National Park were approved by National Park Members in March 2019. The plans can be viewed at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles) and are due to be updated at the May 2020 Programmes and Resources Committee.

A summary report on the Traffic Regulation Orders made by the National Park Authority was provided in March 2019 and has recently been updated. As well as giving details about the special nature of these routes, it also updates the level of logged vehicle use and includes a section on accessibility.

## **Appendix 2**

### Vehicle Logging 2019/20

#### **Hurstclough Lane**

##### February to March 2019

4-wheeled – average of 0.1 per day (weekdays 0; weekends 0.5)

2-wheeled – average of 3 per day (weekdays 0.4; weekends 9.9)

#### **Pindale**

##### February to March 2019

4-wheeled – average of 1.1 per day (weekdays 0.2; weekends 3.4)

2-wheeled – average of 5.8 per day (weekdays 1.2; weekends 17.5)

#### **Minninglow**

##### January to February 2020

4-wheeled – average of 0.1 per day (weekdays 0; weekends 0.3) \*

2-wheeled – average of 2.1 per day (weekdays 0.9; weekends 4.9)

\* During period of voluntary restraint for 4-wheeled vehicles