

# **Peak District Local Access Forum**

**Date:** 11 March 2021

**Item:** 5

**Title:** Green Lanes Update

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## **Purpose of the Report**

The report:

- (i) provides an update on progress with looking after Green Lanes in the National Park; and
- (ii) identifies the involvement of the Forum in contributing to the delivery of the areas of work identified in the report.

## **Background**

The Authority's Strategy for the management of recreational motorised vehicles on unsealed highways and off-road, identifies that proposals for its implementation will be set out at any one time in an up to date action plan. The action plans and progress report are produced, reported, and published annually.

In line with the direction set out by the National Park's Management Plan and the Authority's Corporate Strategy, work on accessibility, protecting verges, telling the story of the trails, and promoting Peak District Proud will be used to develop the wider engagement, protection and enhancement of Green Lanes.

## **Action Plans**

The Green Lanes Annual Report provides an update on actions during 2020/21 and is attached in Appendix 1. Action plans for green lanes, illegal use and communications for 2021/22 are provided in Appendices 2-4.

Plans and reports are available at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles).

## **Green Lanes Sub-group**

The Forum's involvement is sought in relation to the following detailed areas of work:

- 1) An area-based focus on illegal use at Bradwell Moor
- 2) Signage selection and identification of routes for Keep on Track
- 3) Review of the Green Lane Code applying Peak District Proud principles.

## **Recommendation**

- 1. That the report is noted.**
- 2. That the Forum identifies a date for a future meeting of the Green Lanes Sub group.**

# Green Lanes Annual Report 2020/21



## March 2021

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

This is our fourth annual report. It reports on the work done in partnership over this last year.

### 1) Involvement

#### Keep on Track



Keep on Track involves signage, volunteers and preventative measures to encourage understanding of the impacts that occur and limit them.



### Peak District Local Access Forum



In 2020, the Local Access Forum (LAF) held their first virtual meeting, at which we reported the green lanes action planning for wider engagement, protection and enhancement of these valued routes. The Green Lanes Sub-group has built up over 10 years of experience in recreational motorised vehicles and green lanes and will be contributing to the focus on accessibility, protecting verges, telling the story of the trails, and promoting Peak District Proud.

## 2) Improvements

### Repairs by Highway Authorities

In December 2020, Derbyshire County Council completed Phase 1 of their works at Bamford Clough.



In September 2020, Sheffield County Council completed their repairs at the Redmires end of Long Causeway.





In January 2021, Staffordshire County Council consulted on its repairs at Swan and Limer Rake, near Hollinsclough.



**Work by National Park Authority**

We've been keeping on top of clearing out the gulleys at Long Causeway, Stanage.



In May 2020, we resurfaced the permissive bridleway, which avoids the road between Roych and Chapelgate,



In November 2020, we put in new signage on the track from Eldon Quarry.



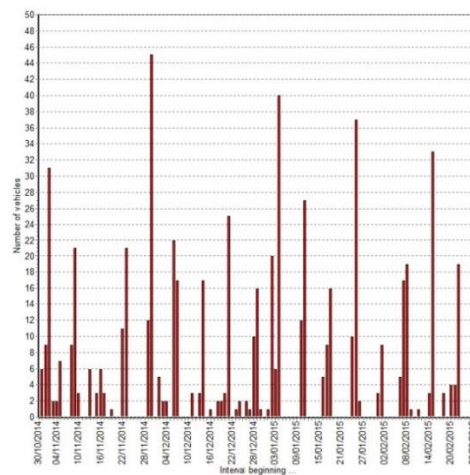
## Work by Others

Eastern Moors Partnership took measures in February 2021 to prevent vehicle users driving on verges and adjoining land on the Houndkirk Moors. This action is needed to allow this environmentally-sensitive land to recover.



## 3) Monitoring & Managing

### Data Logging



We use electronic logging devices to monitor vehicle use and share data with the police to enable them to make evidence-led decisions on their operations.



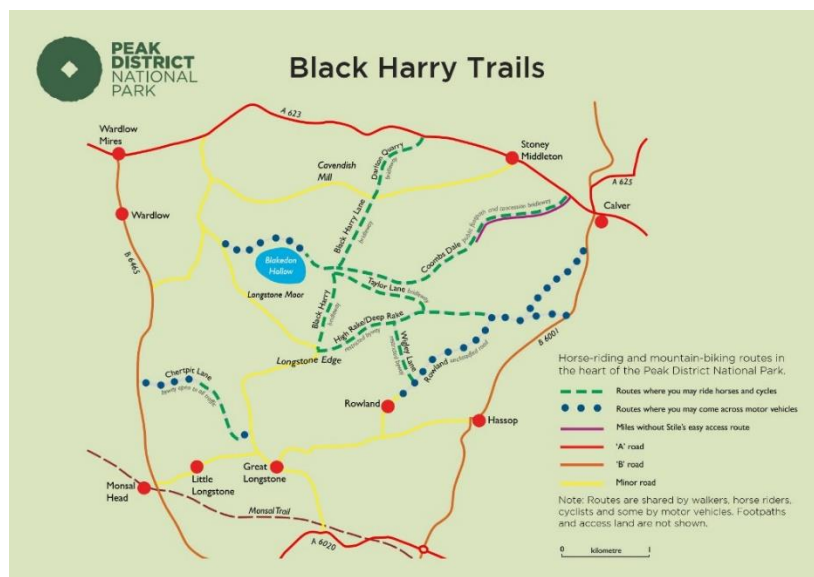
During 2020-21 we have monitored 15 sites. This includes the TRO routes, as well as monitoring at Pindale and Rowter Farm, near Castleton, Black Harry, near Stoney Middleton, Pretty Wood, at Eyam, Fernilee Reservoir, Swan Rake, at Hollinsclough, Moscar Cross, and Clough Lane, at Birchover.

## Signage



We've been putting up signage in the Bradwell Moor area to help deal with the illegal use. We are working with partner organisations to manage the escalating impacts in this area.

## Education





Ten years ago, we worked with a number of user groups in the Longstone Edge area to highlight routes for cycling and horseriding and routes where there might be motorised vehicles. Since then Derbyshire County Council has clarified the legal status of a number of these routes. More information at [www.peakdistrict.gov.uk/blackharry](http://www.peakdistrict.gov.uk/blackharry)

### **Enforcement**

From February 2020 to February 2021, Derbyshire police have investigated over eighty Traffic Offences in relation to illegal use of footpaths/bridleways/TRO routes and farmland. The majority of these have resulted in conditional offers for penalty points. In addition, there have been six reports of criminal damage already this year resulting from people entering onto private land and moorland. This includes five drivers currently under investigation for causing damage to SSSI land after traveling off designated roads and onto private land getting their 4x4's stuck in the heavy snowfall experienced early this year.



## **4) Restraint and Restrictions**

### **Traffic Regulation Order Exemptions**

At Derby Lane there was one exemption to the traffic regulation order issued for caving access to Waterfall Swallet.

Neither the Reliance Cup Trial nor the Bemrose Trial took place at Washgate.

## **5) Reporting**

Action plans to protect the special qualities of the National Park were considered by National Park Members in May 2020 and reported to the Peak District Local Access Forum in September 2020. This report and the current action plans can be viewed at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles).

## **Appendix 2**

### **Peak District National Park Green Lanes Action Plan 2021/22**

#### **Engagement**

##### **Finding Out**

Green Lanes are our trackways across the National Park - a story of people and industry, wildlife and habitats, links to communities, beautiful views, tranquility and inspiration for the benefit of all. They have the potential to be a valuable part of the access and right of way network.

Aim: to embed Green Lanes in the access and rights of way network and the public's consciousness.

##### **Action 2021/22:**

- 1) Green Lanes branding as multi-user routes.**
- 2) Content on Green Lanes webpage to be further developed.**
- 3) Green Lanes Communication Plan messages.**
- 4) Waymarking of identified routes.**
- 5) Development of an area-based approach at Bradwell Moor.**

##### **Understanding**

Green Lanes can be important for their heritage, conservation, communities and/or recreation. Some routes are key for supporting health and well-being, linking to wider access and for exploration and enjoyment of the special qualities of the National Park.

Aim: to identify what is special about Green Lanes and encourage that understanding.

##### **Action 2021/22**

- 1) Sharing the History on the Peak's Packhorse Trails.**
- 2) Using an area-based approach at Bradwell Moor.**
- 3) Considering future inputs based on Green Lanes contributory value.**

##### **Involving**

The Peak District Local Access Forum advises on access and recreation, adopts a consensus-based approach, and reflects and disseminates information. An appreciation of issues is required to involve all those using and caring for Green Lanes.

Aim: to identify, appreciate, and manage issues relating to use of Green Lanes.

##### **Action 2021/22**

- 1) Action planning and progress reports to the Local Access Forum.**
- 2) Green Lanes Sub group for detailed involvement relating to engagement, protection and enhancement of Green Lanes.**

##### **Supporting**

Working in partnership recognises that everyone can make a difference. Volunteering and funding opportunities supports the work on Green Lanes.

Aim: to encourage involvement and for its recognition.



#### **Action 2021/22**

- 1) Peak Park Conservation Volunteers involvement in Keep on Track.**
- 2) Partnership involvements for Sharing the History.**
- 3) Funding and donations for access improvements to include Bradwell Moor, Miles without Stiles, Keep on Track and Sharing the History.**

### **Protection**

#### **Use**

Some Green Lanes may have vehicle rights, others not. The clarification of legal status is carried out by the Highway Authorities. The Highway Authorities are also responsible for the signing of public rights of way, supported by the Authority.

Aim: to clarify Green Lanes which do not have motorised vehicle rights.

#### **Action 2021/22**

- 1) Respond to Highway Authority consultations with any relevant information held.**
- 2) Green lanes waymarking and Keep on Track signage as and where appropriate.**
- 3) Other signage in accordance with Illegal Use Action Plan.**

#### **Monitoring**

Vehicle logging is carried out where there is intensification or excessive or inappropriate use or for considering the suitability of routes for accessibility needs. Surveying and auditing is also undertaken to assess changes in condition and suitability.

Aim: to target and prioritise Green Lane actions for protection or enhancement.

#### **Action 2021/22**

- 1) Vehicle logging prioritised on Green Lanes in accordance with the Illegal Use Action Plan, Keep on Track, and for contributing to Miles without Stiles.**
- 2) Green Lane surveys and audits as required including Keep on Track, and for contributing to Miles without Stiles.**

#### **Respect**

The National Park's Green Lanes Code promotes responsibility by all users. Peak District Proud encourages responsible use.

Aim: for respect for others and the environment and a recognition of impacts.

#### **Action 2021/22**

- 1) Local Access Forum input into a review of the Green Lanes Code.**
- 2) Adoption of Peak District Proud approach for Green Lanes.**

#### **Restraint**

Voluntary restraint on routes helps to manage impacts.

Aim: for respect for others and the environment and the management of impacts.

#### **Action 2021/22**

- 1) Support and monitor proposals for voluntary restraint on Green Lanes.**
- 2) Encourage compliance with Keep on Track.**

## **Restriction**

Where respect and restraint are not proving sufficient to manage impacts, the Authority has similar powers to the Highway Authorities to make Traffic Regulation Orders. The Authority has made seven Traffic Regulation Orders.

Aim: to protect the area in accordance with National Park purposes.

### **Action 2021/22**

- 1) **Consider applications for TRO exemptions, and for compliance with the terms on which they may be granted.**
- 2) **Keep under review any Green Lanes where a TRO may be a possible course of action.**
- 3) **Respond to any consultations on TROs by the Highway Authorities.**
- 4) **Facilitate consultation responses by the Peak District Local Access Forum, as required.**

## **Enhancement**

### **Repairs**

Highway Authorities have a duty to maintain Green Lanes. The Authority supports this with the use of volunteers for small-scale works including routine maintenance.

Aim: for ease of use and to protect the environment of the National Park.

### **Actions 2021/22:**

- 1) **Identification of works relating to impact on National Park or to meet accessibility requirements.**
- 2) **Provision of advice on schemes of repairs and to monitor during and following the works.**

### **Verge protection**

By working with users and other partner organisations, the Keep on Track campaign will help to limit damage to lane verges and help to reinstate any areas of damage.

Aim: to foster respect and recognition of impacts and to mitigate those impacts.

### **Actions 2021/22**

- 1) **Funding and installation of signage.**
- 2) **Identification of routes and locations for signage in conjunction with Local Access Forum.**

### **Accessibility**

Green lanes can be particularly suitable for accessible routes. Some Green lanes may be suitable for promotion as Miles without Stiles easy access routes. The Peak District National Park's Foundation and Access Fund supports the funding of access improvements and Miles without Stiles.

Aim: to reduce barriers to access and promote opportunities for access for all.

### **Actions 2021/22**

- 1) **Surveys and audits of Green Lanes to assess suitability and barriers to access.**
- 2) **Funding and undertaking of works to improve access.**
- 3) **Promotion of Green Lanes as Miles without Stiles routes, where suitable.**

## **Appendix 3**

### **Peak District National Park Illegal Use Action Plan 2021/22**

#### **Recording Use**

##### **Vehicle logging**

Vehicle use is monitored using electrical vehicle loggers on Traffic Regulation Order routes, where the legal status has recently been resolved, as prioritised on an area basis, or in response to reports received over sustained illegal use.

Aim: to target and prioritise action.

##### **Action 2021/22**

- 1) Vehicle logging on TRO routes and other illegal use routes.**
- 2) Vehicle logging as part of an area-based focus at Bradwell Moor.**

##### **Reporting illegal use**

The police take action in response to the reports they receive from the Authority, landowners and the public.

Aim: to target and prioritise action.

##### **Action 2021/22**

- 1) Field-based staff to report incidents of illegal use to the police.**
- 2) Website updates to improve the reporting of illegal use, in liaison with the police.**

#### **Enforcement**

##### **Erecting & maintaining signage**

Signage is required to clarify the legal status of routes, to support the making of Traffic Regulation Orders, and to prevent harm.

Aim: to prevent illegal use and harm.

##### **Action 2021/22**

- 1) To erect and maintain signage on TRO routes made by the Authority.**
- 2) To identify routes where there is a need for replacement signage.**
- 3) To identify locations where additional signage is required.**

##### **Police action**

Areas of focus for police operations include TRO routes, routes and areas where there are repeated or increasing illegal use, or where there are designations and harm could or is resulting from motorised vehicle use.

Aim: to prevent illegal use and harm.

##### **Action 2021/22**

- 1) To continue to identify areas of focus for police activity on an evidential basis.**
- 2) To support police operations, as required, through information, signage or presence.**



## **Managing Use**

### **Preventing use & remediation**

Detailed schemes of action may be identified and undertaken in conjunction with landowners, the Highway Authorities, Natural England, or Historic England, if driving or riding is taking place on or off-road and results in harm to acknowledged interests. The Keep on Track work will also protect verges for their conservation interest.

Aim: to prevent harm and restore the environment and amenities of the locality.

#### **Action 2021/22**

- 1) Adopt a partnership approach for inputs into schemes for prevention and reinstatement.**
- 2) Support and contribute to work undertaken for the management of motorised vehicles.**
- 3) Provide advice on impacts on acknowledged interests or accessibility.**
- 4) Facilitate the involvement of the Peak District Local Access Forum and volunteers.**

### **Accessibility Improvements**

Where barriers to accessibility are removed, there is the potential for this to open up an area to use by motorised vehicles.

Aim: to balance accessibility with potential for harm occurring.

#### **Action 2021/22**

- 1) Vehicle logging to monitor and assess any resulting illegal use.**
- 2) Consideration of alternative measures, as required.**

## **Appendix 4**

### **Peak District National Park Green Lanes Communications Action Plan 2021/22**

#### **Key Messages**

- Green lanes are a valuable part of the access network for a range of different uses and abilities.
- Green lanes provide a sense of place in the landscape, for health and well-being, and for the understanding and enjoyment of nature.
- All users can reduce impact on other users and the environment by using the lanes in a legal, responsible and sustainable manner.
- Partnership working on green lanes will help to contribute to an integrated, maintained, accessible and safe rights of way network.
- Where there is conflict with the conservation of the special qualities of the National Park, action will be taken including the use of TROs as appropriate.
- Illegal use is unacceptable.

#### **NPA's Role & Actions**

- Work to conserve and enhance the special qualities of green lanes and the National Park.
- Promote opportunities for everyone to understand, enjoy and celebrate these special qualities in a responsible way.
- Work with Highway Authorities, Peak District Local Access Forum, communities and user groups to identify interests and to minimise impacts of use.
- Support the police in their enforcement of illegal use.

#### **Highway Authorities' Role & Actions**

- Carry out their duties in relation to management of use, maintenance, enforcement, signage and determining legal status.
- Support the PDNP purposes and priorities, work together on delivering improvements and have regard to statutory requirements.

#### **Police Role & Actions**

- Carry out their duties in relation to enforcement.

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

- Provide advice and guidance and support public involvement in green lane matters.

#### **Users' Role & Actions**

- Use green lanes responsibly and minimise negative impacts on the special qualities of the National Park.
- Promote and implement voluntary actions.
- Implement and promote the Green Lanes Code as part of the wider #peakdistrictproud – Respect Protect Enjoy campaign.