

# Green Lanes Annual Report 2020/21



**PEAK  
DISTRICT  
NATIONAL  
PARK**

## 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.

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## 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.

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## 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.





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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.



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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.



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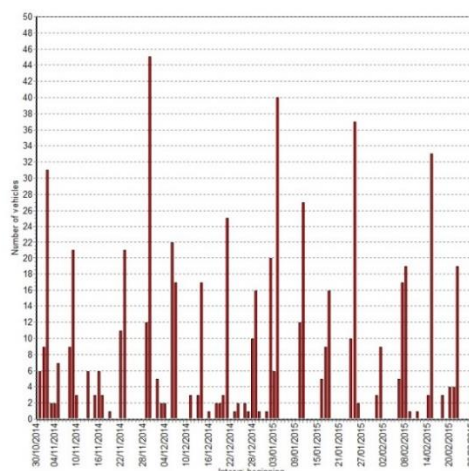
## Work by Others

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.



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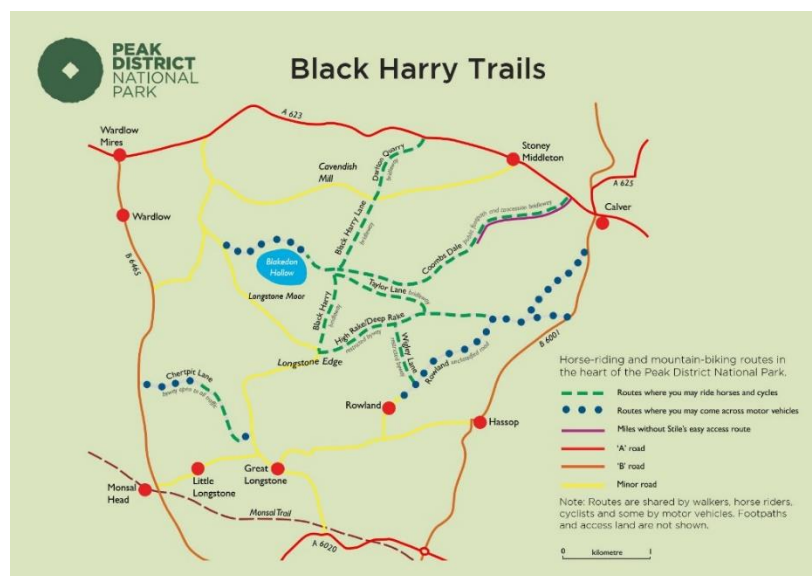
During 2020-21 we have monitored 15 sites. This includes the TRO routes, as well as monitoring at Pindale and Rowter Farm, near Castleton, Black Harry, near Stoney Middleton, Pretty Wood, at Eyam, Fernilee Reservoir, Swan Rake, at Hollinsclough, Moscar Cross, and Clough Lane, at Birchover.

## 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



[www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles)

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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.



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## 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).