

# **Peak District Local Access Forum**

**Date:** 17 March 2022

**Item:** 8

**Title:** Green Lanes Update

**Author:** Sue Smith

## **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.

## **Action Plans**

The Green Lanes Annual Report provides an update on actions during 2021/22 and is attached in Appendix 1. Action plans for green lanes, illegal use and communications for 2022/23 are provided in Appendices 2-4. A list of Highway Authority repairs undertaken and identified for 2022/23 is provided in Appendix 5. Plans and reports are available at [www.peakdistrict.gov.uk/vehicles](http://www.peakdistrict.gov.uk/vehicles).

In line with the direction set out by the National Park's Management Plan and the Authority's Corporate Strategy, the engagement, protection and enhancement of Green Lanes will be undertaken by:

1. developing accessibility
2. supporting sensitive repairs on Green Lanes
3. action on illegal and anti-social use
4. protecting verges
5. telling the story of the trails.

## **Green Lanes Sub-group**

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

- 1) Highway Authority repairs
- 2) Miles without Stiles
- 3) Keep on Track
- 4) Packhorse Trails

## **Defra Consultation**

Defra's response to the landscape review was [published](#) in January 2022 with an [online survey](#) concluding 9 April 2022. Chapter 3 considers people and places and for the management of visitor pressures. Appendix 6 sets out the questions relating to recreational motorised vehicle use.

**Recommendations:**

- 1. That the report is noted.**
- 2. That a meeting of the Green Lanes Sub group be arranged.**
- 3. That the Forum consider whether they wish to make comments relating to enforcement powers within their response to the Landscape Review identified in agenda item 11.**

# **Green Lanes Annual Report 2021/22**



**March 2022**

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

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

## **1) Involvement**

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

In March 2021, the Forum received the green lanes action planning for wider engagement, protection and enhancement of these valued routes. It also heard from speakers raising issues on specific routes.

The Green Lanes Sub-group met in April, September and November 2021. Details of the work of the Forum can be seen at [www.peakdistrict.gov.uk/laf](http://www.peakdistrict.gov.uk/laf)



## **Packhorse Trails**

Features like this boundary and waymarker on the packhorse route between Hayfield and Edale are important to tell the story of the trails.



## **2) Improvements**

### **Repairs by Highway Authorities**

In 2021, Derbyshire County Council completed the resurfacing at Bamford Clough.

In October 2021, Staffordshire County Council carried out drainage improvements on the roads above Swan and Limer Rakes at Hollinsclough to help manage the run-off prior to drainage and surfacing works on these routes.

In December 2021, Derbyshire County Council carried out repairs at Chapel Gate, Edale.



In December 2021, Derbyshire County Council carried out works to deal with drainage and an area of substantial wash-out at Car Road, Holmesfield. Despite its name, this is a bridleway.



In January 2022, Derbyshire County Council carried out repairs at Jacob's Ladder, Stoney Middleton.



In January 2022, Derbyshire County Council removed imported surfacing materials unsuitable for Pindale, near Castleton.



In January 2022, Derbyshire County Council infilled the hollows and ruts along Chertpit and Leys Lanes at Great Longstone.

In February 2022, Derbyshire County Council carried out some surfacing to the bridleway running between Brushfield and Upperdale.



In March 2022, Derbyshire County Council cleared out the gullies below Stanage at Long Causeway.



### **Work by National Park Authority**

In March 2021, funded by Barnsley MBC, we took out a high step on a section of the Trans Pennine Trail at Saltersbrook to make it more accessible. The packhorse bridge is at the junction of three counties and a former inn.



### **Work by Others**

In February 2022, we funded fencing under the Farming in Protected Landscapes Scheme to protect the fields at Moscar from vehicles.



In October 2021, an alternative route off Minninglow Lane was funded under the Farming in Protected Landscapes Scheme.



### Peak Permissive Paths



Great Crested Newt - Photo credit: Chris Monk

Welcome to Minninglow Sandpit.  
Previously a hive of industry,  
now a haven for wildlife.



Heather

Eastern Moors have been carrying out further physical works at Houndkirk, near Sheffield, to encourage vehicles to keep to the track.



### **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 2021-22 we have monitored the TRO routes, as well as monitoring illegal use in the Longstone Edge area.

#### **Signage**

We support the use of signage where illegal and anti-social use is occurring.





## Education

Sheffield Police supported Keep on Track to protect verges at an event at Houndkirk.



## **Enforcement**

Derbyshire police have joined with us on a Memorandum of Understanding covering rural crime and anti-social behavior in the National park.

We are also pleased to see the different ways to report vehicles causing a problem. Please let the police know when and where and provide a description. Photos and videos are also helpful if it's safe to do so.

## **Ways to report**

You can report incidents to South Yorkshire Police in a number of ways:



### **Call**

Always call **999** in an emergency.

Call **101** if it is not urgent



### **Online**

Report your incident online using our portal:  
[smartcontact.southyorkshire.police.uk/  
report/nuisance-motorbikesvehicles/](http://smartcontact.southyorkshire.police.uk/report/nuisance-motorbikesvehicles/)



### **Live Chat**

Log in to the portal and live chat with the force



### **By email:**

[syppoffroadteam@southyorks.pnn.police.uk](mailto:syppoffroadteam@southyorks.pnn.police.uk)



### **By Facebook messenger:**

[@SYPOffRoadBikes](#)



### **By Twitter**

[@SYPOperations](#)

[southyorks.police.uk](http://southyorks.police.uk)



The police are involved regarding anti-social behavior at Moscar Cross and which is impacting on the condition of the route.



#### **Illegal use**



## 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.



Keeping on track to protect verges at Minninglow



## Traffic Regulation Orders

Temporary closure at Moscar Cross.



Closures in Hollinsclough at Swan and Limer Rakes and Rake Head.



## **TRO Exemptions**

At Derby Lane an exemption to the traffic regulation order allows for caving access on application. During 2021/22, there have been 7 applications for exemptions.

An exemption has been issued on the Washgate route for the Bemrose motorcycle trial to be held in March 2022.



## **5) Reporting**

### **Action plans**

Action plans on green lanes, illegal use and communications for 2021/22 to protect the special qualities of the National Park were presented to the LAF in March 2021 and to the Authority's committee meeting in May 2021. Action plans and annual reports 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 2022/23**

### **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 2022/23**

- 1) Respond to Highway Authority consultations with any relevant information held.**
- 2) Keep on Track signage on routes as and where appropriate.**
- 3) Identify and report or replace missing signage.**

#### **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 2022/23**

- 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 2022/23**

- 1) Keep on Track to protect verges.**
- 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 2022/23**

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

#### **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 2022/23**

- 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 2022/23:**

- 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.**
- 3) PPCV involvement in routine maintenance.**

##### **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 2022/23**

- 1) Promote and encourage support for Keep on Track.**
- 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. Highway Authority repairs can improve accessibility. 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 2022/23**

- 1) Surveys and audits of Green Lanes to assess suitability and barriers to access.**
- 2) Identification of suitability in Highway Authority schemes for repairs.**
- 3) Funding and undertaking of works to improve access.**
- 4) Promotion of Green Lanes as Miles without Stiles routes, where suitable.**

## **Engagement**

### **Discovering**

Green Lanes are trackways across the National Park - a story of people and industry and links to wildlife and habitats, communities, beautiful views, tranquillity, and inspiration for the benefit of all.

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

#### **Action 2022/23:**

- 1) Green Lanes branding as multi-user routes.**
- 2) Develop website content on Green Lanes.**
- 3) Green Lanes Communication Plan messages.**
- 4) 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 2022/23**

- 1) Sharing the History on the Peak's Packhorse Trails.**
- 2) 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.

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

#### **Action 2022/23**

- 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 2022/23**

- 1) Peak Park Conservation Volunteers involvement.**
- 2) Local Access Forum and partnerships 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.**

## **Appendix 3**

# **Peak District National Park Illegal Use Action Plan 2022/23**

### **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 2022/23**

- 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 2022/23**

- 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 2022/23**

- 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 or anti-social use, or where there are designations and harm is resulting from motorised vehicle use.

Aim: to prevent illegal and anti-social use and harm.

#### **Action 2022/23**

- 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 2022/23**

- 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 2022/23**

- 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 2022/23**

#### **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 and damaging 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 and anti-social 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.

## **Appendix 5**

### **Repairs by Highway Authorities on Green Lanes 2021-2023**

NB the term Green Lanes is no indication that vehicle rights exist or are available.

#### Repairs Undertaken 2021-22

<b>Route</b>	<b>Highway Authority</b>	<b>Details</b>
Bamford Clough	Derbyshire	Completion of surfacing and drainage.
Brushfield, Little Longstone	Derbyshire	Site visit by PDLAF September 2021 to agree scope. Resurfaced; some wash-out occurring.
Car Road, Holmesfield	Derbyshire	Resurfaced and drainage improvements. Subsequent wash-out, waste importation, and damage from illegal use.
Chapelgate, Edale	Derbyshire	Site visit by PDLAF September 2021 to agree scope. Drainage channels cleared, ruts filled, and loose stones picked from surface. Investigations re drainage.
Chertpit & Leys Lane, Little Longstone	Derbyshire	Site visit by PDLAF September 2021. Hollow and ruts infilled.
Hurstclough Lane	Derbyshire	Works to clear drains and gullies.
Jacobs Ladder, Stoney Middleton	Derbyshire	Site visit by PDLAF September 2021 to agree scope. Four water bars installed, ruts filled, and large stones and other objects picked from surface.
Long Causeway	Derbyshire	Clearance of drainage channels.
Pindale	Derbyshire	Removal of unsuitable materials introduced on site.
Swan & Limer Rakes	Staffordshire	Comprehensive drainage works on road sections above.

Repairs Proposed 2022-23

<b>Route</b>	<b>Highway Authority</b>	<b>Details</b>
Brough Lane	Derbyshire	Drainage and surfacing.
Baslow Road, Bakewell	Derbyshire	Surfacing.
Beeley	Derbyshire	Site visit by PDLAF November 2021 to agree scope Surfacing and drainage.
Black Harry Lane, Stoney Middleton	Derbyshire	Surfacing.
Blakedon Hollow, Great Longstone	Derbyshire	Surfacing.
Blakelow & Blakemere Lanes. Bonsall	Derbyshire	Surfacing.
Bramley Lane, Great Longstone	Derbyshire	Surfacing.
Car Road, Holmesfield	Derbyshire	Surfacing, barrier and signage.
Clough Lane, Birchover	Derbyshire	Surfacing.
Derby Lane, Monyash	Derbyshire	Surfacing.
Dirtlow Rake, Castleton	Derbyshire	Surfacing.
Edensor	Derbyshire	Surfacing and verge reinstatement.
Eldon, Peak Forest	Derbyshire	Surfacing.
High Rake, Great Longstone	Derbyshire	Surfacing.
Green Lane, Middleton	Derbyshire	Surfacing.
Long Causeway, Outseats	Derbyshire	Surfacing and barrier.
Macclesfield Old Road, Buxton	Derbyshire	Surfacing, vehicle damage to verges and cables.
Mininglow Lane, Ballidon	Derbyshire	Surfacing.
Moorlands Lane, Bonsall	Derbyshire	Surfacing.
Moscar	Sheffield	Reinstatement. Currently closed.
Nether Bretton, Foolow	Derbyshire	Surfacing.
Pennine Way, Crowden	Derbyshire	Surfacing and crossing point.

<b>Route</b>	<b>Highway Authority</b>	<b>Details</b>
Pindale, Castleton	Derbyshire	Surfacing and boulders.
Rake Head Lane, Hollinslough	Staffordshire	Drainage and surfacing. Currently closed.
Riley Lane, Eyam	Derbyshire	Reinstatement; illegal vehicular use.
School lane, Great Hucklow	Derbyshire	Surfacing, drainage and kerbs.
Sir William Hill, Eyam	Derbyshire	Surfacing.
Sough Lane, Taddington	Derbyshire	Surfacing.
Stannery, Hollinsclough	Derbyshire	Surfacing.
Sough Lane, Taddington	Derbyshire	Surfacing.
Swan & Limer Rakes	Staffordshire	Drainage and surfacing. Currently closed.

## **Appendix 6**

### Landscapes Review

### Defra Response, January 2022

#### Consultation questions on Managing Visitor Pressures

13. Do you support any of the following options to grant National Park Authorities and the Broads Authority greater enforcement powers to manage visitor pressures? Tick all that apply.

- Issue Fixed Penalty Notices for byelaw infringements
- Make Public Space Protection Orders (PSPOs)
- Issue Traffic Regulation Orders (TROs) to control the amount and type of traffic on roads

14. Should we give National Park Authorities and the Broads Authority and local highway authorities additional powers to restrict recreational motor vehicle use on unsealed routes? YES/NO/UNSURE

15. For which reasons should National Park Authorities, the Broads Authority and local authorities exercise this power?

- Environmental protection
- Prevention of damage
- Nuisance
- Amenity
- Other [PLEASE STATE]

16. Should we legislate to restrict the use of motor vehicles on unsealed unclassified roads for recreational use, subject to appropriate exemptions? Yes – everywhere/ Yes – in National Parks and Areas of Outstanding Natural Beauty only/Yes – in National Parks only/No/Unsure

17. What exemptions do you think would be required to protect the rights and enjoyment of other users e.g., residents, businesses etc? OPEN