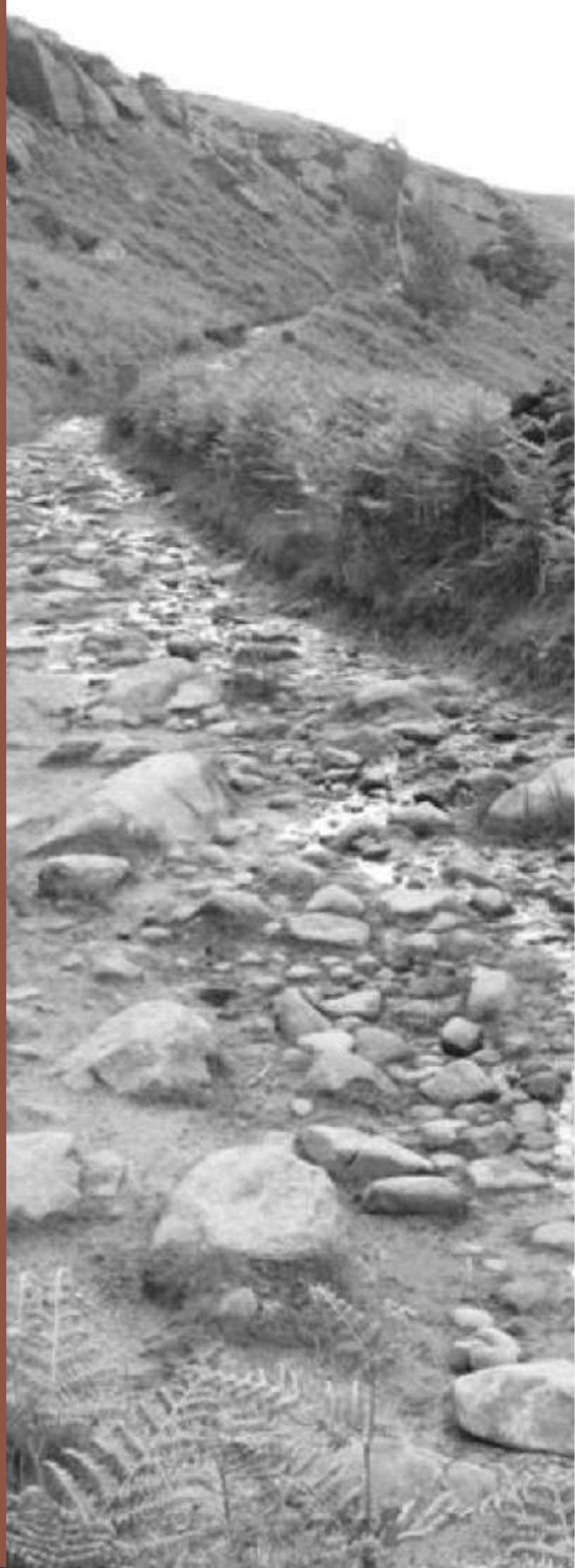


# Long Causeway

## Route Management Plan



# Long Causeway - Route Management Plan



## Long Causeway

### Introduction

In March 2006, a Derbyshire County Council Improvement and Scrutiny Committee examined the issue of the use of unsurfaced highways. The key recommendation of the Committee was that each Non-classified Highway in Derbyshire would be surveyed to define whether it is sustainable or unsustainable.

National Park staff acted behalf of Derbyshire County Council to conduct a baseline survey of routes within the National Park. A full condition survey of all 180 'other routes with public access' has been completed and prioritised.

At it's meeting on 7th March 2008, the National Park Authority requested that the routes showing highest priority from the survey should be subject to management plans, in order to determine the most appropriate courses of action.

This plan is therefore intended to inform the Highway Authority (Derbyshire County Council) and the National Park Authority to enable the development and review of measures to improve the management of the route.

### 1 Description

Long Causeway commences as a Byway Open to All Traffic in Sheffield, adjacent to Redmires Reservoir, the route then proceeds south-west, with parts of this route being stone-flagged. It meets the county boundary at Stanedge Pole. The route then descends below Stanage Edge, heading generally westwards and then southwards before reaching the car park at Dennis Knoll.

Legal Status: Byway Open to All Traffic (Sheffield)  
Non-classified Highway (Derbyshire) ●

● The route is claimed as BOAT in Derbyshire but the duty to investigate has not been triggered due to an incomplete application. However, as a non-classified highway the route is exempt from classification until the highway authority investigates the route.

County: Sheffield City and Derbyshire

Parish: Sheffield and Outseats

Grid Reference: SK227843 to 256851

Length: 3600 metres

### Nearest Other Byways / Non-classified Highways / Claimed Byways

Bamford Clough (which 'may be unsustainable') lies approximately 1.5 kilometres west of the south end of this route.



Long Causeway





**Long Causeway**

 Route with proven or possible motor vehicle rights which may be unsustainable

**DESIGNATIONS**

-  Site designated as one or more of
  - Site of Scientific Interest
  - Special Area of Conservation
  - Section 3 & Natural Zone
-  Scheduled Ancient Monument

Representation on this map of a route is no evidence of a right of way.  
This map is reproduced from Ordnance Survey material with the permission of Controller of HMSO. Crown Copyright.  
All rights reserved. Peak District National Park Authority. Licence No. LA 100005734. 2005



## 2 Report

### 2.1 Sustainability Analysis

The ability of a route to sustain use is largely dependent on the existing route surface, the topography and the drainage of the route. The surface can vary from mineral soils or grass to a stone-surfaced track. On most routes some engineering works have been carried out to alter the natural surface and drainage.

Each Non-classified Highway in Derbyshire has been surveyed to define whether it is sustainable or unsustainable.

The methodology was considered and approved by Derbyshire County Council Improvement and Scrutiny Committee in March 2006, the Peak District Local Access Forum in December 2005 and the National Park Authority as part of its 'Strategy to Manage Recreational Vehicular Use of Unsurfaced Highways and Address Off-road Use' in October 2007.

National Park staff, acting on behalf of Derbyshire County Council, conducted a baseline survey in the National Park. A full condition survey of all 180 'other routes with public access' has been completed and prioritised.

The survey was intended to provide a quick review of all routes to place each into one of three broad categories:-

- Sustainable
- Unclear
- Maybe unsustainable

#### Method:

1. Does the route show serious signs of physical damage resulting from usage?  
Yes/uncertain/No
2. Is the route subject to any protective designation (for heritage or wildlife)?  
Yes/uncertain/No
3. Have there been any complaints about vehicular use conflicting with other uses?  
Many/Some/None
4. Is the character of the route being damaged by vehicular use?  
Yes, a lot/Yes, a bit/No
5. Is the free passage of non motorised users being prejudiced?  
Yes, a lot/Yes, a bit/No

Each positive response registers 'may be unsustainable' each negative response registers 'sustainable' and other responses register 'unclear'.

One or more 'Maybe unsustainable' responses will put the route in the 'Maybe unsustainable' category at this stage. No 'Maybe unsustainable' responses but one or more 'Unclear' responses will put the route in the 'Unclear' category at this stage.

All 'Sustainable' responses will put the route in the 'Sustainable' category at this stage.

All routes recorded as 'maybe unsustainable' will be the subject of a management plan.

## Results:

***The above methodology has been refined in order to clarify the questions/answers, and allocated scores to enable a statistical comparison.***

### **1. Does the route show serious signs of physical damage resulting from usage?**

*Is it difficult for user groups to use this route? (for users groups we have defined walking, cycling, horse-riding, carriage driving, and vehicles).*

*3 points – 4 or more user groups would find the route hard to use,*

*2 points – 2-3 user groups would find the route hard to use*

*1 point 1 or no user groups would find the route hard to use.*

Score = 3

Comments:

Most users would, in our opinion, find the use of certain sections of the route difficult

### **2. Is the route subject to any protective designation (for heritage or wildlife)?**

*We have defined protective designation as Scheduled Ancient Monument, Site of Special Scientific Interest, Special Area of Conservation or Section 3 and Natural Zone.*

*3 points a route crosses or abuts a protected area and vehicle users are (for whatever reason) leaving the highway,*

*2 points – the route crosses or abuts a protected area,*

*1 point – no areas of protection abut or cross the highway*

Score = 3

Comments:

Crosses a designated area and vehicles leaving the highway in places (generally to avoid damaged sections).

### **3. Have there been any complaints about vehicular use conflicting with other uses?**

*3 points - Yes many complaints from a variety of sources,*

*2 points - Yes from localized sources or individuals,*

*1 point – few or no complaints*

Score = 3

Comments:

Many complaints from a variety of sources – this is one of the most contentious routes in the National Park.

### **4. Is the character of the route being damaged by vehicular use?**

*3 points – the highway and adjacent land are affected,*

*2 points – the highway is affected,*

*1 point – little or no affect (including 1 or 2 minor areas of damage on the highway)*

Score = 3

Comments:

Erosion and damage to sections of the route is severe, and the road has been recently

voluntarily closed by vehicle users whilst repairs were carried out. The route is a popular one with many user groups, vehicle users included.

**5. Is the free passage of non-motorised users being prejudiced?**

*Are there issues regarding the width, visibility, slope and speed of use by vehicles?*

*3 points yes (3 or 4 issues),*

*2 points yes (1 or 2 issues),*

*1 point – minor/no issues*

Score = 3

Comments:

Sections of the route are difficult to use and in places narrow, some sections have slopes and outcrops adjacent to drops and the main descent is on a slope. Speed is only a potential issue on the upper Sheffield sections of the route.

**Total Score = 15 / 15**

## 2.2 Engineering Report

- *Width (including latest road safety and engineering advice used for roads)*
- A minimum width of 3m should be achieved wherever possible. Otherwise a practical width to be constructed to suit site conditions
- Access points at both ends will need to be addressed.
  
- *Incline (as above)* This will be dictated by existing ground levels and could vary extensively (Gradient 1:20 – 1:5)
  
- *Drainage Issues*
- Installation:-
  - 1. A 'V' section ditch / channel along desired sections where gradients dictate the water shed. ( Outfall to an existing water course or to natural soakaway )
  - 2. A piped carrier drain + inspection chambers / Head walls. as required.
  - 3. Provisional :- Stone blanket drainage in areas where ground is subsided or at lower levels than the existing track.
  - 4. ' Buffer ' type intercepting cross drains at intervals to reduce flow of water shed along the route.
  
- California Bearing Ratio DCC highways laboratory to investigate. ( If necessary )
  
- *Repair Specification*
- Preparation :- Rutting along track where water erosion has occurred will need to be graded and ' unsuitable material ' gathered and removed.
  - 1. Extreme voids along route – these should be filled to a level such that a passable surface for user traffic can be achieved.( It may be possible to move certain large rocks / boulders into place before any infill is placed )
  - 2. Type of imported stone to be approved.
  - 3. Sections near to or of flat grade to be further graded to receive a topping of suitable material ( Type to be approved )
  - 4. Erosions in adjoining banks would need to be addressed with stone infill for track protection.
  
- *Cost to repair* :- £ 320k For a metal / tarmac surface ( If approved ) + £ 195k
- Nb: 1st costing could be reduced by £50k if a metal surface was approved.
  
- *Estimated annual maintenance cost.* £25k
  
- *Additional comments by engineer*
- Due to the length and location of this route the repair works would need to be carefully programmed

### Historical Maintenance

Minor works to fill a large hole at c. SK 227 845 carried out in summer 2008.

## 2.3 Conservation Report

### 2.3.1 Ecological Report

#### **Site designations**

The whole route passes through the Eastern Peak District Moors SSSI and Peak District Moors SPA and the South Pennine Moors Special Area of Conservation. These areas are also designated as Section 3 Moorland.

The Eastern Peak District Moors SSSI was designated for its breeding birds, upland vegetation, lower plants, invertebrates and geological features.

The South Pennine Moors SAC was designated for the presence of three European Appendix I habitats, two of which occur along the course of the route, supplemented by a further two App. I habitats, that also occur.

Redmires Plantation, bordering the NW side of the route at its eastern end, lies outside the area designated as SAC/SSSI. But is listed as a Key Ecological Area and Site of Biological Interest: SBI (YS:B28/7).

Two small plantations bordering the eastern side of the route near Dennis Knoll also lie outside the area designated as SAC/SSSI.

#### **Description and ecological interest**

The whole route, from Dennis Knoll, up Stanage Edge to Stanage Pole and down to Redmires Reservoir runs through a series of acid grassland, heathland and wet flush communities all of which are of high ecological value, as illustrated by their SSSI and SAC status.

Several wet areas occur in the along the section between Dennis Knoll and the top of Stanage Edge and support communities with cranberry, marsh pennywort (both locally frequent), dense rushes, sphagnum mosses and cotton grass. Two especially rich examples (at SK23548481 and SK23618480) contain in addition frequent sundew, white sedge, four other sedges, and quaking grass.

The moorland communities include heather, cross-leaved heath, bilberry, cowberry, crowberry, cotton grasses and wavy hair grass.

The stream and marshy area adjacent to the western end of the route are a known water vole site. Signs of water vole presence (latrines, feeding signs) were found on 25/08/08 along the stream on both sides of the highway, a short way north of Dennis Knoll.

Stanage Edge is a known breeding site for ring ouzels, a typical but declining bird of the Peak District moors.

#### **Vehicles leaving the highway**

At the western end, from Dennis Knoll northwards, the initial stretch of the highway surface has been recently repaired. Vehicles have carved a parallel track on the western side, across a section of wet flush and mire. It is unclear if this was created during repairs to the highway or is to exploit a more challenging alternative to the new, level surface.

At the eastern end of the route, the highway surface from Upper Redmires Reservoir has also been repaired over a few hundred metres. Here too, stretches of parallel route used by 4WD vehicles are present on the eastern side. These run over undulating moorland and through wet and muddy pools. As above, these may have been created to avoid repairs to the highway, to provide a more challenging alternative, or a combination of the two.

### **Impacts**

In addition to damage to vegetation caused by the use of alternative tracks (above), there are a few other examples of damage to vegetation, particularly in wet areas, caused by vehicles driving off the highway margins, perhaps to avoid difficult sections or to pass vehicles coming in the opposite direction.

The highway surface on the inclined section leading up Stanage Edge has been severely damaged, leaving deeply rutted channels, exposed boulders and abrupt rock steps. The current condition is so bad that passage even in 4WD vehicles is extremely difficult and appears to be possible only as a result of impromptu repairs such as stone ramps built up at the most uneven points. The difficulty is likely to present an incentive to some 4WD drivers.

Further use by vehicles can be expected to cause further deterioration in the surface, damage to vegetation, increased erosion through water flow along the highway and possibly adverse effects on drainage and hydrology.

### **2.3.2 Landscape Character Assessment**

Long Causeway lies within the Eastern Moors landscape character area – a sparsely settled area of gritstone uplands...a continuation of the Dark Peak uplands but...with a narrower moorland top...and a greater proportion of enclosed moorland. This is an elevated landscape which drops away to the Derwent Valley to the west. Edges are a characteristic of the area. There were many (traditional routes) and they were used for cross-Pennine trade.

### **2.3.3 Cultural Heritage Report**

Please see map on next page illustrating Cultural Heritage Features on or close to the route.

This route has erroneously been interpreted as a Roman Road, however its origins are more likely to be medieval. It is also known to have been used as a saltway, by traders bringing salt from Cheshire to Yorkshire. It is thought to have gone out of use in the 18th century. Various stretches of this route have a surviving stone slabbed surface. The only other significant archaeological feature on this route is Stanage Pole. This is a route marker of some antiquity, being marked on Burdett's map of 1761 (though the pole itself has probably been replaced several times since that date).

Historic landscape character: the route runs through land which is characterised as Open Wastes and Common. Allotted as shown on the Hathersage Parliamentary Enclosure Map of 1830; assumed to have been part of the wastes and commons prior to that. Despite allotment, this area was not enclosed.

## 2.4 Evidence of levels of use

Use is generally high with between 166 and 221 motorbikes in 28 periods. 4WD use is high, with up to 50 vehicles per 28 day period. Logged motorbike use has peaked at 54 motorbikes in a single day (Sunday 20 Jan 08).

### Weds 2 Jan 08 – Friday 7 March 08 (64 days)

Daily totals	Cars only	Motorcycles only
Mondays	5	3
Tuesdays	4	7
Wednesdays	1	22
Thursdays	3	8
Fridays	3	16
Saturdays	26	118
Sundays	54	232
Mon-Fri total	16	56
Sat-Sunday total	80	350
Overall total	96	406
Average per day	1.5	6.34

### Demand from other Users

(Unconfirmed by survey) Stanedge is traditionally a very popular location for visitors, with large demand for walking and climbing. It is one of the hotspots for visitors to the Peak District National Park

### Dispersal Issues

Use of the Long Causeway by recreational motor vehicles is often part of a circuit, and the management of it is considered by Sheffield City Council in conjunction with the Houndkirk Road. This latter road has already seen an increase in use as a result of the stopping up of Moss Road bridleway, and further pressure would inevitably result from any restrictive action here.

### Observations relating to the Implementing of Actions

A voluntary restriction was promoted by vehicle users groups in May 2008, according to the Estate warden use of the route by vehicles at that time was 'very quiet.'

### Ownership and agricultural access

Adjacent land ownership is PDNPA North Lees Estate on the Derbyshire side and then Sheffield City Council from the wooden pole down to Redmires Reservoir.

There is regular access required for management of Sheffield City Council-owned woodland. The gamekeepers and a tenant farmer may occasionally use access.

The track is a useful access way for fire fighting in the event of moorland fires.

## **2.5 Local Access Forum Subgroup Members' comments**

Members of the Peak District Local Access Forum were invited to visit the site and make comments based on a methodology and proforma. They were requested to discuss the routes with other Members and try to reach a general recommendation, however, if they were unable to agree, members were invited to provide their individual observations.

Their comments are summarised as follows:

### **Safety Issues**

1. Speeding MVs on Sheffield section. Derbyshire section difficult to walk or ride a horse on due to boulders etc. Need to show speed limit.
2. I am not aware of any conflict. The width is restricted to about 3 metres (2 metres usable) down the edge.
3. This is an important route out of Sheffield for recreational vehicles – it is also widely used by walkers – it is too rough for horse riders. At the Stanage Forum the overwhelming opinion is that vehicular use is inconsistent with the cherished non-urban and very special wilderness qualities of the area. The voluntary code ... has some effect – even so the majority of motorcyclists appear to regard the flatter sections as exempt from any speed restraint.
4. 30 walkers (+dogs & children), 20 mountain bikes, 10 motor bikes over 1 hr. Some evidence of 4 WD and farm use. Horses known have used the route in the past but no visible signs of recent use, possibly because of the rough central section.

### **Cause(s) of damage**

1. Drainage needs looking at – but it's a SSSI
2. Inevitable wear due to usage, but not damage as such. Vehicles going uphill tend to dislodge some of the smaller stones. Some coping stones have been dislodged from the revetment. Scouring by rain on the steeper part has dislodged smaller rocks. On the lower section with peat on either side the road surface is fragile.
3. Erosion on the steep section has got dramatically worse in the last year and natural forces are assisting its deterioration. If it continues repair could become impossible. A technical report on the embanked section is imperative.
4. Rutting is probably largely motorised use but on rocky sections the cause is uncertain. Some evidence of minor quad and tractor use. Natural erosion may have played some part in the steep rocky areas which are now bare of infill. Some functional drains across the track but there are open ditches across the track in others.

### **Solutions**

1. Need both HAs to agree a solution. Sheffield side OK (apart from trespass by MVs onto moorland). Derbyshire side needs resurfacing and maintenance. Possible on-way from Sheffield to Derbyshire.
2. a. Judicious rearranging of large rocks could make this less of a honey-pot for those MPV users who want to practice their off-road driving skills.  
b. Placement of Stanage 'Code of Respect' signs  
c. Notices on MPV users web-fora.
3. Temporary TRO pending repair. Further use will result in irretrievable damage. If voluntary restraint fails to limit damage to adjoining moorland and permanent TRO will be necessary to protect SSSI.

4. Only the central section needs major attention and this is needed whether or not the track is opened up to 4 WD traffic. Two of the cyclists had suffered quite major damage to their bicycle when trying to negotiate the rough section (most carried their bikes over this). H&S issues argue against opening the track to 4WD traffic and even against motorcycle use, although the existing users were behaving responsibly (it was uncertain whether they had negotiated the whole).

### **Long-term management options**

1. Maintenance.
2. Routine maintenance of the road surface.
3. Voluntary code along current lines.
4. The smooth sections should be maintained to the present standard but maintenance of the central section is problematic.

### **Local Access Forum sub-group recommendations**

The sub-group met at Losehill Hall on 28th November 2008 to discuss their observations.

Their agreed recommendations for Long Causeway were:

- Implement the Stanage Byways 'Code of Respect', including;
  - One-way system from Redmires to Dennis Knoll.
  - Maintenance (including drainage).
  - Fencing to prevent/deter illegal trespass.
  - Signage.

### **3 Action Plan**

#### **Summary of Issues**

- The route is recorded as a Byway in Sheffield
- Electronic monitoring show heavy vehicle use.
- The physical integrity of the abutment on the upper part of the route is of concern and is being monitored.
- Parts of the route are exposed to drops.

Confusion has arisen about the legal rights to use this lane by visitors to the route who are not aware of what rights exist.

#### **Pre-Management Plan Actions:**

Works to repair the worst potholes on Long Causeway have been completed. Discussions have taken place on site regarding longer-term maintenance and repair - we are awaiting a response from DCC Structures section. The NPA has completed some drainage works to protect the repairs. Voluntary vehicle user-led closure in place and being 'well respected' by vehicle users, and new signage has been agreed and is in production. All work is carried out within the context of the agreed Stanage Forum 'Code of Respect'.

- Vehicle use has been logged
- Repairs have already taken place to the highway where serious erosion issues occurred
- Further repairs and improved drainage are being implemented
- Before repairs took place, vehicle users voluntarily stopped using the route, this was very well observed according to estate staff
- As result of the Stanage Forum, signs have now been designed and will be in place in the near future
- The code of respect, promoted by the Stanedge Forum, is available on the PDNPA website
- The Local Access Forum has visited the site
- Discussions have taken place with the two Highway Authorities in an attempt to find a cross-boundary solution to the problems.

### **4 Recommendations**

## 4.1 Stanage Forum recommendations

Meeting Report  
2nd Stanage Byways Forum  
Sunday 16 October, 2005

***Overall aim of the process: To develop a set of mutually agreed objectives and actions for the management and use of the Long Causeway. These will be incorporated into the Stanage/North Lees Estate Management Plan.***

### **Agreed Solutions: Code of Respect**

**Agreement 1:** Speed limit – Travel at a quiet and careful speed, taking account of conditions and other users. This should not exceed the voluntary maximum of 20mph for trail bikes and 5mph for 4x4 vehicles. Mountain bikers and horse riders should ride at a safe and controlled pace.

### **Agreement 2:**

Group size: Maximum of 6 riders for trail bikes and 4 vehicles for 4x4s

### **Agreement 3:**

Make sure you and your vehicle are fully road legal. This route is subject to the same laws as surfaced roads. Mountain bikers should make sure your bicycle is roadworthy.

### **Agreement 4:**

Keep to the defined track and where it is wide, keep to already well used parts of the track to prevent damage to the whole width.

**Agreement 5:** Understand that others have legitimate access to this route.

**Agreement 6:** Respect other users: Give way to walkers and cyclists and stop your engine for horses. Mountain bikers should warn walkers and horse riders of your approach and give way to them. Horse riders should warn walkers of your approach and pass carefully. Walkers should give way to horse riders.

**Agreement 7:** Limit your use when the surface is vulnerable during and after wet weather, particularly if your vehicle is too heavy for the conditions. Do not travel on green roads when they risk being damaged beyond a point of natural recovery when the weather improves. (This applies to all users, not just 4x4 and trail bikers and should be left to individuals to decide, as independent assessment and temporary signing was felt to be unworkable). (In support of this code, information should be made available to the public about general conditions on the ground, for example as for/following the weather forecast).

### **Agreement 8:**

Winches should not be used but if their use is unavoidable, your priority should be to avoid damage to trees, walls or the surface while recovering.

### **Agreement 9:**

Spread the message about responsible use.

### **Agreement 10:**

Avoid using this route if you can find a less sensitive alternative. (But only if such an alternative can be found and one hasn't yet been identified. If one is identified, it should be shown on a map).

**Agreement 11:**

Abide by the Code of Respect and watch out for any other temporary voluntary restraint signs. Please report registration numbers and other details of those who break codes to the Estate Warden, tel. 07831 625397 and LARA, tel. 01543 467218.

**Agreement 12:**

Everybody should respect wildlife and the countryside- Stanage is designated at the highest level for its rare birds and habitats, please take special care or consider going elsewhere during the bird breeding season (1 March – end July). Always respect the countryside and those who live, work and play in it.

**Agreement 13:** Seek to persuade the Highways Authorities to work with PDNPA, local councils and user groups to strategically manage all green lanes in the Peak District to achieve a hierarchy of routes, grading them red, amber or green, with different guidelines for each category, as in the Lake District National Park. Criteria for grading should include how busy the routes are/potential for conflict with other users and liability to suffer in wet conditions.

**Agreed Solutions: Physical Works****Agreement 14:**

Erect an appropriate style of fence to replace the existing one from Redmires towards Stanedge Pole, closer to the route but allowing width for passing and for safe walking on the roadside. Gates should be provided at either end to allow access on foot to open country. A site meeting between the user groups, PDNPA and English Nature has been arranged by Sheffield City Council to seek to agree an exact line for the proposed fence.

**Agreement 15:**

The surface should be improved/maintained to an appropriate standard for all users. The route should be approached section by section, prioritising the most damaged areas with different sections being restored/maintained to different standards, as appropriate. A variety of people need access but not all will necessarily be able to have access to the whole route. As part of this, segregation of different users at certain pinch points should be investigated further after a survey of the route. However, this should not result in a number of disparate routes along the whole length. Any improvements made must respect archaeological and natural features, using appropriate, environmentally sympathetic material and be suitable for all users. Voluntary help from user groups is to be welcomed but work must be done an appropriate specification, with appropriate supervision. The width as per the definitive statements, held by the Highways Authorities should be maintained. Bill and Matthew (PDNPA) offered to take responsibility for co-ordinating all consultation regarding repairs and maintenance, consulting the necessary bodies, such as English Nature and PDNPA Archaeologists and gaining approval from the Stanage Byways Working Group.

**Agreement 16:**

Support the Auto Cycle Union in seeking to find a formal moto-cross/off roading venue at a suitable site in the surrounding area and advise such users to go there as an alternative to illegal use of the Long Causeway by non road legal vehicles.

**Agreement 17:**

Make the Causeway a voluntary one-way route – travelling south-west from Redmires to Dennis Knoll and monitor its effectiveness and its effect on use of the Houndkirk Road.

Agreed Solutions: Making It Happen Agreement 18: Traffic recording – to monitor type and level of use.

**Agreement 19:**

Signage/education/wide publicity of code of respect. Educate people that it is a special place, bird nesting times, archaeology, etc, perhaps including “Education Days”. Signage of the Long Causeway and its use should be clear at ALL access points. Information (perhaps stone mounted) should be provided at all car parks, showing all access routes and who can use which – ie the Causeway, bridleways, footpaths, etc, so that users can use/avoid routes accordingly.

**Agreement 20:**

Campaign/Education Days. These should raise awareness about the Code of Respect, weather/ground conditions and the special wildlife and archaeological qualities of the area. They should also target/spot check illegal users. They could be held on the route (PDNPA led) and in gathering places, eg petrol stations, cafes (Police/ACU led).

**4.2 Conservation Recommendations****General**

- The timing of works may be important in some cases, notably on moorland sites where the bird breeding season will be sensitive
- The extent of surfacing, and ensuring machinery avoids sensitive areas. In general there is a presumption that the extent of surfacing should be the minimum required to ensure sustainable use
- Type of materials- generally limestone material will not be appropriate in shale-grit areas, for example
- Storage of any materials obviously needs to avoid sensitive areas
- Associated drainage- need to avoid adverse impact on hydrology of areas of interest
- Repair/revegetation of any existing areas of damage.

**Route specific**

Existing and further potential impacts of vehicle use, and/or of any proposed remedial works on the SSSI/SAC/SPA are obviously a key factor here. Existing impacts include i) damage to important moorland habitats including high quality wet flushes, heathland and acid grassland by off-route use, ii) impacts on drainage patterns and iii) disturbance to breeding birds. It is therefore essential that Natural England are consulted on proposals for the management of this route as there are statutory implications. The route is also within the Natural Zone so there may be policy implications regarding any upgrading of the surface, for example.

Given the SSSI/SAC/SPA status of the site, the degree of existing damage by off-route use and drainage effects, and the potential disturbance to breeding birds, the closure of this route to vehicles would from an ecological point of view almost certainly be the best solution. Failing that, any proposals to provide a more sustainable route would need to at least minimize if not completely avoid any new land take, ensure drainage systems did not adversely affect the SSSI, minimize off-route use and avoid a significant increase in use of this route (with consequent increase in disturbance). Given the sensitive location of this route, partly across NPA-owned land, the Authority’s ecologists and properties team should be consulted on any proposals as well as NE.

Any works affecting water vole habitat at the western end of the route would also need consultation with NE and may require a protected species licence.

**5. Management Proposals**

**1. Identify the significant resources necessary to carry out repairs.**

**Action: Derbyshire County Council Highways**

**Priority: Urgent**

**Timescale: 2010/11**

**2. Encourage involvement of all parties in seeking active management.**

**Action: Peak District NPA**

**Priority: Medium**

**Timescale: 2010-12**

