

Chapel Gate Experimental Traffic Order



Monitoring Report October 2012



Chapel Gate Experimental Traffic Order Monitoring Report

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1.0 Introduction

1.1 Background

In August 2011 the Peak District National Park Authority (PDNPA) made an Experimental Traffic Order (ETO) to restrict for an 18 month period all mechanically propelled vehicles, with limited exceptions, from the route known as Chapel Gate. The order was made for the purposes of carrying out an experimental scheme of traffic control on the grounds of protecting the natural beauty and the amenity of the area through which the route passes.

The grounds were defined as:

Natural beauty - the natural beauty of the area through which the route runs would be conserved by this order; the landscape, natural and cultural heritage features are outstanding, and include habitat of national importance.

Amenity of the area - The feeling of wildness, remoteness, and associated tranquility would be preserved by the order as the presence of recreational motor vehicles, or anticipation of their presence, and/or evidence of their passing detract significantly from these qualities. Noise from motor vehicles using the route is likely to affect a large area due to the open character of the landscape, and the vehicles would be visible over long distances. The route is away from roads and habitation and other signs of modern human influence, it is in an area of high landscape value, and there are no major noise sources in the vicinity.

It was proposed to monitor and review the effectiveness of the prohibition of motor vehicles by:

- monitoring the condition and assessing the longer-term sustainability of the route and adjacent land
- monitoring the use by horse-riders, cyclists and walkers
- monitoring displacement onto adjacent land and other routes.

This report presents the methodology and results for the period of the ETO to September 2012.

1.2 The Route

Chapel Gate is the name of an unsealed highway that is located on the western side of the Peak District National Park close to the villages of Castleton and Edale; and the town of Chapel-en-le-Frith. The route acts as a link between the C374 Rushup Edge road and the C96 Edale road (Map 1, Appendix A). Chapel Gate is recorded on the definitive map as a byway open to all traffic (BOAT) Edale 16 and Chapel-en-le-Frith 144. A BOAT is defined as:

“a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used.”¹

Chapel Gate has a long history of use, both as a packhorse route; and as a coffin trail between the booths of Edale and Chapel-en-le-Frith. However, over recent years, the route has mainly been used for leisure purposes, (both motorised and non-motorised) and for agricultural access.

The route is approximately 3 kilometres long and ascends in an easterly direction for approximately 700m from the C374 Rushup Edge road. Most of this section is sunken and bounded on the southern side by a dry stone wall, until it meets the boundary to open country. At this point there is a junction with a bridleway leading along Rushup Edge to Mam Nick. The route then starts to level out as it bears northwards for approximately 300m across open moorland until it reaches a junction with a footpath leading to Brown Knoll and the Kinder plateau. After this junction, the route continues across open moorland for approximately 300m in a north-easterly direction to a junction with a footpath leading to Upper Booth in Edale. At this point, the route bears easterly and descends steeply between earthen banks for approximately 500m, where the ground levels out and becomes enclosed as fields again. The final section of the route descends slightly towards its junction with the C96 Edale road, and is

¹ Road Traffic Regulation Act (1984), Section 15.

approximately 1,100m long and bounded on one side, firstly by a dry stone wall and then a fence (Map 2, Appendix A). A vertical profile of the route can be seen in Appendix B (figure B1).

In 2011 repairs to the lower part of the route were undertaken by Derbyshire County Council as the Highway Authority.

1.3 The Area

More than half of the route crosses land that is contained within the Dark Peak Site of Special Scientific Interest (SSSI). The area of the route contained within the SSSI is also contained within the South Pennine Moors Special Area of Conservation (SAC), due to its importance for non-bird habitat types and species. The route crosses the Peak District Moors Special Protection Area (SPA), a designation under the European Birds directive due to its importance to bird species including merlin, golden plover and short-eared owl. (See Map 6, Appendix A)

A survey was undertaken into breeding birds by the Moors for the Future Project (MFF) in 2004. The following birds have been recorded in the area

- SK0983 Red Grouse, Meadow Pipit, Skylark, Curlew and Golden Plover
- SK1083 Meadow Pipit and Skylark, Curlew and Golden Plover

The Meadow Pipit and Curlew are both listed species of conservation concern, whilst the Skylark is a listed species due to population decline in the United Kingdom². (See Map 7, Appendix A)

Chapel Gate lies within the area known as the Dark Peak which is characterised by gritstone edges and moorland. The Peak District Landscape Character Assessment classifies the landscape that Chapel Gate crosses into 3 types: -

- i) Enclosed Gritstone Uplands – this landscape character is located in the areas of the route to the south-west and the steeper central section of the route.
- ii) Open Moors – this landscape character is located on the highest flatter area of the route.
- iii) Upper Valley Pastures – this landscape character is located in the lowest part of the route in the north-east.

The underlying geology of the area comprises of mudstones, siltstones and sandstones (Map 3, Appendix A). These 'Mam Tor Beds' make up most of the steepest part of the route (see table A1 and photograph A1 in appendix A). The relative softness of these deposits means that they are more readily subject to erosion than harder rocks such as sandstones, and are more susceptible to the effects of weathering when exposed. The Mam Tor Beds are known for their instability due to the effects of weathering and this has led to a number of landslips in and around Mam Tor and the Edale valley (Map 5, Appendix A).

The bedrock geology is overlain by superficial deposits comprising of hill peat and glacial clay deposits resulting from the last ice age (see Map 4, Appendix A). The hill peat covers the largest area, and is also the softer material, and therefore most susceptible to damage. This deposit is concentrated on the highest and flattest part of the route and extends northwards towards Brown Knoll.

² Carr & Middleton; Breeding Birds Survey of the Peak District Moorland: Moors for the Future Report No 1 (2004)

2.0 Monitoring Methodology

A regime of monitoring over a 12 month period was identified at the time of making the decision on the order. This made reference to:

1. Fixed-point photographic condition survey
2. Electronic data-logging of motor vehicles
3. Sample counts of pedestrians / cyclists / horse riders
4. Complaints log
5. Accidents log
6. Ecological survey of adjacent land damaged by displacement of use
7. Questionnaire surveys of users to determine evidence of impacts on users and perceptions regarding amenity.

It comprised the following elements:

a) Desk Study

A detailed examination of the Chapel Gate area looking at the location of the route, landscape character, designation, the geography and geology of the area.

b) Electronic Vehicle Loggers

Duddon Electronic Vehicle Loggers provided data relating to vehicle usage of the route both before and during the ETO. These loggers are able to differentiate between motorcycles and larger motorised vehicles, but do not detect bicycles. Data was also gathered on the use of a nearby Unclassified Road known as the Roych track, to determine any change to vehicle use there.

c) Classified Count Survey

Monthly one day surveys established levels of use in each direction by all users. Each survey was undertaken over 6 hourly counts on Sundays at two survey locations which corresponded with the locations of the two vehicle loggers.

d) Reports, Incidents and Accidents

Information was compiled from records received over the duration of the Order.

e) Condition Surveys

Surveys of the route were undertaken every two months, comprising of photographs taken at every 100 metre intervals and measurements of the width of the track at each of the monitoring points to record changes.

f) Ecological Surveys

Ecological surveys were undertaken in October 2011, April 2012, July 2012 and September 2012, comprising of:

- A series of linear quadrats along the ruts on the top flat section of the route, to record the extent and nature of revegetation. Percentage cover of vegetation, and identification of individual species, was established within sample quadrats along the length.
- A series of conventional quadrats on the downhill bankside along the steep section, to record progress with revegetation. Percentage cover of vegetation and individual species were recorded. Distinguished between areas which comprise the original ground surface and those which are "new ground" (i.e. material spread by Derbyshire County Council during the course of the track improvements).
- A record of vegetation along the downside length of the (5-6) gulleys which cross the track to assess ecological benefits associated with the extent to which the repairs have restored the natural hydrology and channel water into these gulleys, instead of it flowing down the track.

g) Weather

Local weather data was abstracted from Edale parish magazine to investigate whether the use and condition of the route is affected.

h) User Questionnaire Survey

Monthly surveys were undertaken to establish point of origin of those surveyed, and provide detail as to levels of use by those interviewed and attitudes about the route during the Experimental Traffic Regulation Order. The surveys were undertaken on the same days as the Classified Count Surveys.

i) Levels of compliance

An assessment was made of the levels of use in order to establish the levels of compliance with the order.

j) Noise Monitoring

A noise survey was undertaken to establish the background noise levels for Chapel Gate and the surrounding countryside.

3.0 Findings

Use

This includes data from vehicle loggers, classified count surveys and incident reports and an assessment of the level of compliance.

3.1 Vehicle Loggers

The Peak District National Park Authority has been monitoring usage of Chapel Gate since 2007 using Duddon Electronic Vehicle Logging equipment. The monitoring was undertaken on an intermittent basis until 2011.

The Duddon Electronic Vehicle Logger (DEVL) comprises two monitoring elements: -

1. Electro-magnetic – the logger creates an electromagnetic field which is affected by the movement of metal objects through it.
2. Acoustic – the logger detects the sounds produced by a motor vehicle.

The combination of these two aspects enables the logger to be able to distinguish between large vehicles and motorcycles.

The data are shown as average combined flows over the different time periods during which data has been collected and as monthly averages for the whole survey period (Tables C1 and C2, Appendix C). Vehicle logging took place on 627 days prior to the introduction of the ETO (mainly in 2007 and 2008) with little recorded during 2009 and 2010.

The average flows for the monitoring periods at the eastern end of the route are shown below in Figures 1 & 2. The period from 25th February to 7th July 2011 covers the period of Derbyshire County Council's Temporary Traffic Regulation Order, (24th February until 31st August 2011) and the period beginning 4th August 2011 includes the period of the Experimental Traffic Regulation Order. The figures include the movements for agricultural land management purposes. Large boulders acting as 'barriers to use' by large vehicles were installed in mid-August 2011.

There has been a considerable decline in the number of vehicles recorded using Chapel Gate since the introduction of the Experimental Traffic Regulation Order. Table 4 shows that during sample months before 1st September 2011 there was an average of 141.5 motorbikes recorded on the route per month and 44.75 large vehicles. Since then, there has been an average of 36.5 motorbikes per month, and 6.5 large vehicles.

Figure 1 – Average Flows by Day Type recorded by the Chapel Gate East Logger (Edale end)

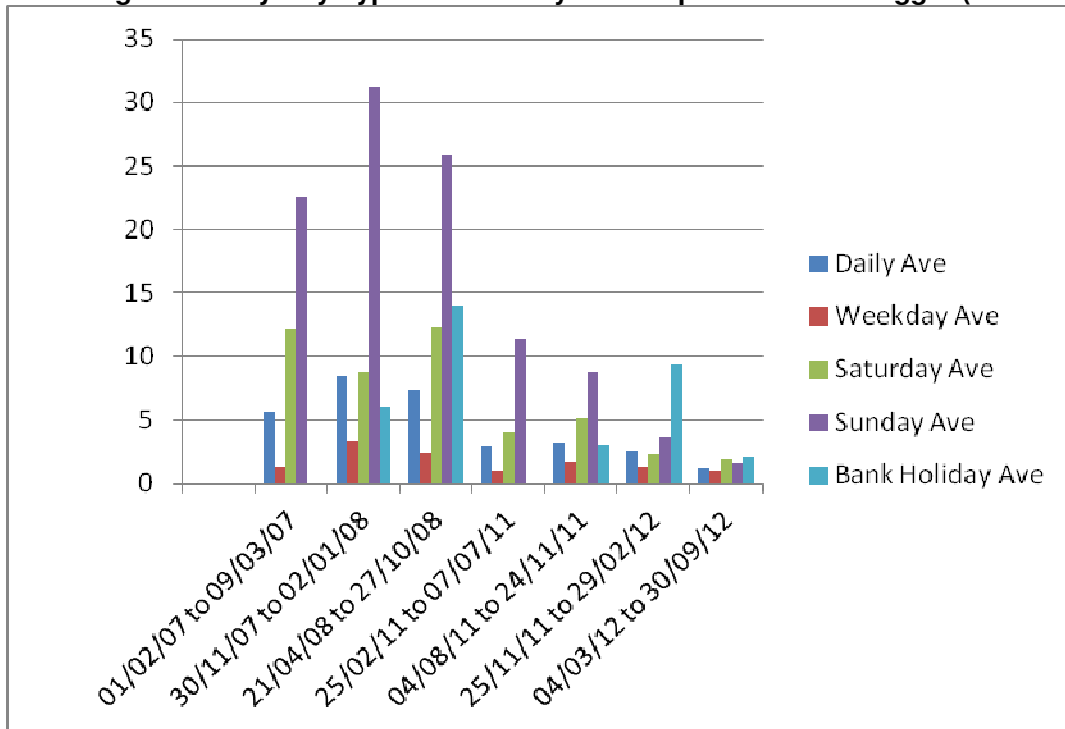
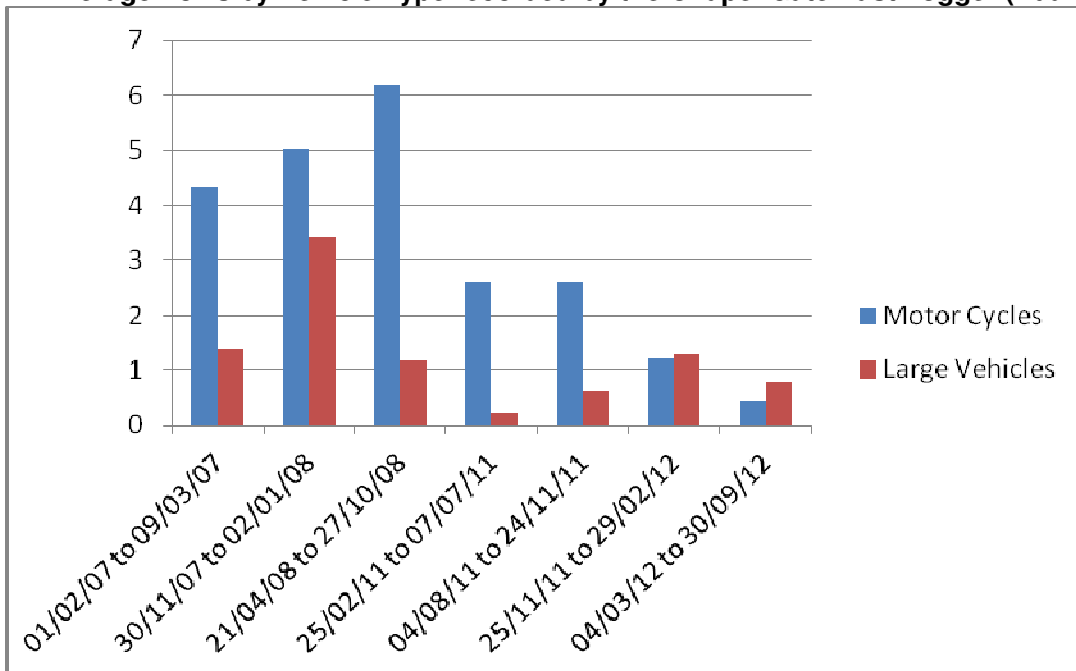


Figure 2 – Average flows by Vehicle Type recorded by the Chapel Gate East Logger (Edale end)



3.2 Classified Count Surveys

The classified count surveys have been undertaken on a monthly basis at Chapel Gate since October 2011 to provide counts of all users including those not recorded by the electronic vehicle loggers. The surveys have all taken place on a Sunday between the hours of 10am and 4pm. The exception to these timings was during the January survey, when the shorter day length meant that the survey took place between 09:30am and 3:30pm. No survey was undertaken in December due to snow.

The Classified Count Surveys were undertaken by pairs of surveyors at each location, whose task was to record the number of users passing the survey point in each direction. The classifications used were:

- i) Walkers
- ii) Runners
- iii) Cycles
- iv) Horse Riders
- v) Motorcycles – 2 wheel
- vi) Motorcycles – 4 wheel
- vii) 4x4 Cars / Pick-ups
- viii) Tractors
- ix) Other

Over the period during which the Classified Surveys have been taking place, the number of motor vehicles breaching the Experimental Traffic Regulation Order has reduced, (none were recorded during the January, February, March, June, August and September Surveys). With the exception of an agricultural vehicle (February and May survey), no four wheeled vehicles have been recorded by the surveyors during the undertaking of these surveys, but the surveyors have recorded some motorcycles (see Table 1).

Table 1 – Motorcycles recorded on Chapel Gate during the Classified Count Surveys

Dates (all Sundays)	Site 1 – Rushup Edge end		Site 2 – Edale end	
	East-bound (towards Edale)	West-bound (towards Rushup)	East-bound (towards Edale)	West-bound (towards Rushup)
23.10.11	0	9	1	10
20.11.11	3	0	3	0
08.04.12	0	1	0	0
06.05.12	0	2	0	2
01.07.12	0	0	1	1
Totals	3	12	5	13

The majority of motorcycles recorded were seen using the route between 12:00 and 14:00. The busiest period for motorcycles was between 11:00 and 13:00 on Sunday 23rd October with nine recorded travelling westbound at Survey Site 1 and 10 recorded travelling westbound and one recorded travelling eastbound at Survey Site 2.

A summary of usage by non-motorised users during the survey period is provided in Table 2. The full recorded data is contained in Appendix D.

Table 2 – Non-motorised users recorded on Chapel Gate during the Classified Count Surveys

Dates (all Sundays)	Site 1 – Rushup Edge end							
	East-bound (towards Edale)				West-bound (towards Rushup)			
	Walkers	Runners	Cyclists	Horse riders	Walkers	Runners	Cyclists	Horse riders
23.10.11	12	0	24	0	7	0	29	0
20.11.11	27	0	90	0	9	3	24	0
15.01.12	41	3	49	0	49	3	27	0
19.02.12	21	4	15	0	64	4	36	0
11.03.12	80	11	20	0	81	3	28	0
08.04.12	33	2	0	0	2	2	2	0
06.05.12	44	1	54	10	27	0	27	2
03.06.12	9	0	0	0	16	0	0	0
01.07.12	10	1	16	0	22	1	28	0
05.08.12	75	2	12	2	16	0	24	2
02.09.12	32	2	14	0	29	0	30	0
Totals	384	26	294	12	322	16	255	4

Dates (all Sundays)	Site 2 – Edale end							
	East-bound (towards Edale)				West-bound (towards Rushup)			
	Walkers	Runners	Cyclists	Horse riders	Walkers	Runners	Cyclists	Horse riders
23.10.11	6	0	25	0	4	0	8	0
20.11.11	13	0	85	0	10	0	15	0
15.01.12	13	0	20	0	8	0	25	0
19.02.12	13	0	16	0	4	2	12	0
11.03.12	9	1	16	0	10	1	18	0
08.04.12	11	1	22	0	4	0	5	0
06.05.12	20	0	40	8	13	0	20	0
03.06.12	7	0	0	0	0	0	0	0
01.07.12	4	0	9	0	4	0	6	0
05.08.12	12	0	8	0	4	0	7	0
02.09.12	15	0	6	0	18	0	17	0
Totals	123	2	247	8	79	3	133	0

The counts suggest that more walkers and cyclists travel eastwards (downhill). The data also indicate that more users were crossing the westerly survey point (Site 1) than the easterly one (Site 2). Overall, the figures indicate that the number of eastbound walkers at Site 1 was more than triple those that were recorded at Site 2. For cyclists, the figures were similar although more were recorded at Site 1. These figures indicate that the survey point at Site 1 is picking up large numbers of users that do not travel along the whole of Chapel Gate, but instead incorporate part of the upper section within a longer walk or cycle ride. It should be noted that of the few runners recorded, less were recorded at Site 2. A small number of horse riders (24) were also recorded.

The busiest day for walkers was Sunday 11th March and for cyclists Sunday 20th November. The busiest hour for walkers overall across all survey days was between 12:00 and 13:00, and the busiest hour for cyclists was between 11:00 and 12:00.

3.3 Incident Reports

Reports include details of vandalism to and attempted removal of the sandstone boulders adjacent to the gates to restrict access by larger vehicles, non-compliance of vehicles with the ETO, and the removal of the traffic signs. The signs were replaced with temporary ones within 7 days. As a result of information received on use in contravention of the ETO, the police have issued five advisory letters. The reports are provided in appendix E.

3.4 Levels of Compliance

The data loggers indicate that vehicle use has declined during the period of the ETO. This has in part been due to the effectiveness of the signage and barriers and promotion of the ETO. Despite some reported incidents of attempts to gain access by 4x4 vehicles (Appendix E), it is considered that the element of vehicle use which relates to larger vehicles can be considered to relate predominantly to agricultural use. As reported in paragraph 3.1 motor-bike use has continued during the period of the ETO, but has declined. Use by motorbikes is shown in table 3 below, and data comparing vehicle use before and during the ETO are shown in table 4.

Table 3 – Motor-bike use during the ETO period

Chapel Gate East	Motorcycle Usage
4 th Sept to 30 th Sept 2011 (27 days)	40
4 th Oct to 31 st Oct 2011 (28 days)	50
4 th Nov to 30 th Nov 2011 (27 days)	84
1 st Dec to 31 st Dec 2011 (31 Days)	55
1 st Jan to 31 st Jan 2012 (31 Days)	27
1 st Feb to 29 th Feb 2012 (29 Days)	12
4 th Mar to 31 st Mar 2012 (28 Days)	12
1 st Apr to 30 Apr 2012 (30 days)	10
1 st May to 31 May 2012 (31 days)	24
1 st June to 30 th June 2012 (30 days)	18
1 st July to 31 st July 2012 (31 days)	17
1 st Aug to 30 th August 2012 (30 days)	3
1 st Sept to 30 th Sept 2012 (30 days)	10
	362

**Table 4
Comparisons of vehicle use (including agricultural use) before and during the ETO period**

	Motorbikes	Large Vehicles	Total
Dec 2007	164	112	276
Dec 2008	95	27	122
Before ETO Average	129.5	69.5	199
Dec 2011	55	8	63
% Reduction	57.5%	88.5%	68.3%
June 2008	189	13	202
June 2011	118	27	145
Before ETO Average	153.5	20	173.5
June 2012	18	5	23
% Reduction	88.3%	75%	86.7%

As reported above in Table 1, the classified count surveys recorded up to 18 recreational motorised vehicles during the surveys. The incident reports (Appendix E) show use by vehicles during the following months: November (3); December (5), January (10); March (9) and August (1). This gives a total of 28 vehicles (26 motorcycles, 2 4x4s) in addition to those recorded in the classified counts.

3.5 Displacement effects

Data gathered by Natural England on the section of the Pennine Bridleway at Roych Clough before and during the period of the ETO was analysed to assess whether there were any discernable effects on the use of this track as a result of the vehicle restriction on Chapel Gate. However the data shown in table 5 show that no particular trend of use can be identified as a result.

Table 5 – Motor vehicles recorded on Roych Clough track

	2006	2007	2008	2010	2011	2012
January		235	93		514	410
February		294			81	347
March		469	382		422	
April	356	315	449	577	409	
May	337	385	400	556	362	
June	216		354	297	287	
July	178			253	292	
August	308		396	508	361	
September	281		511	348	311	
October	222		346	552	685	
November	390	366	537	406		
December	403	553	486	109	406	

Condition

This includes data from the condition surveys and the ecological surveys together with a weather record.

3.6 Condition Surveys

The condition surveys are undertaken to try and ascertain changes in the route as a result of the introduction of the Experimental Traffic Order. The condition surveys comprise a photographic survey and recording the width of the track and any adjacent diversionary routes. Measurements and photographs are taken at every 100 metres.

The surveys have been carried out every two months, commencing September 2011. The surveys have been conducted in a westerly direction from the junction of Chapel Gate with the C96 Edale Road to its junction with the C374 Rushup Edge Road. There have been seven surveys:

- i) 28th September 2011 – weather dry, sunny and warm; track surface largely dry
- ii) 30th November 2011 – weather dry, cold and overcast; track surface largely wet
- iii) 2nd February 2012 – weather dry, bright and cold; track surface largely covered with snow and ice
- iv) 24th April 2012 – weather dry, bright and cool; track surface wet in places
- v) 20th June 2012 – weather dry, bright and warm; track surface largely dry
- vi) 14th August 2012 – weather dry, warm and sunny; track surface largely dry
- vii) 8th October 2012 – weather dry, bright and cool; track surface largely wet

Table F1 (Appendix F) gives the measurements at each survey point for the surveys. The measurements were made across the width of the track, and then to the furthest point of the track where adjacent erosion was apparent. Map 9 (Appendix A) gives an indication of the comparative width of the track at the 100m to 3000m survey points along the route in November 2011.

The initial surveys showed more exposure of the track's surface due to vegetation die back over the winter period. The February 2012 survey picked up evidence of walkers taking a parallel path on the edge of the route as a result of ice and snow. The summer months showed re-vegetation along the track, although the effects of wet weather and animal movements were apparent. A general trend in the reduction of the path width and adjacent erosion can be seen over the period of the monitoring.

At the time of the first survey in September 2011, the eastern part of the route from Edale Road to below the moorland plateau (approximately 0-1800m) had recently been resurfaced and with cross-drains installed by Derbyshire County Council, the Highway Authority. Within the first few months, on the lower parts of the route, water channels were starting to appear in the new surfacing and this erosion has continued over the period of recording. The photos are contained in Appendix G.

The most eroded section of the route is around the 2100 m point. This location is part of the moorland plateau with its accompanying ecological designations (SSSI, SAC, SPA) and was not included in the recent maintenance works. All users have sought to avoid the submerged section of the route where

vehicle wheel ruts were particularly apparent before the ETO but are now revegetating (see photograph G1, appendix G).

The data show that there has been a general trend towards a reduction in track width and track-side damage. The track surface shows some areas of improvement, but also some areas of deterioration due to surface water damage and agricultural use.

3.7 Ecological Surveys

An ecological survey was undertaken in October 2011, and followed up in April 2012, July 2012 and September 2012. The reports are attached at Appendix H

The main conclusions drawn were as follows:

- Off-track ruts created on the wet top section are revegetating and closing up, and over much of their length barely visible
- On the north side, water now flows across the track and into existing natural downslope gullies and not along the track bed
- Vegetation is regenerating along the length of the new track bed
- The former bank-top footpath shows negligible signs of use, is revegetating well overall and has now disappeared over long sections indicating full repair
- The natural hydrology of the slope on the north side of Rushup Edge has been restored.
- The channel cut into the field at the bottom of the slope is now dry and the field is no longer flooded

3.8 Weather

Table 6 shows the weather data and the amount of rainfall for each month between September 2011 and August 2012. 138 dry days were recorded and 228 days of rain. A comparison of these data with use levels and track condition does not however show any detailed correlation, other than to observe that use of the track has not been deterred by periods of exceptionally high rainfall.

Table 6 – Weather Data

Month	Rain Days	Fine Days	Recorded use*
September 2011	17 days (61.5mm)	13	
October 2011	20 days (174.3mm)	11	92
November 2011	13 days (49.75mm)	17	159
December 2011	30 days (more than 275mm)	1	No record
January 2012	22 days (205.75mm)	9	172
February 2012	12 days including snow (42mm rain, 17mm snow)	17	144
March 2012	8 days (30mm)	23	223
April 2012	27 days (186.2mm)	3	42
May 2012	13 days (51.25mm)	18	167
June 2012	21 days (256.25mm)	9	25
July 2012	21 days (136.75mm)	10	80
August 2012	24 days (122.3mm)	7	133

* All users recorded on the Classified Count Survey days

Amenity

This includes information from the questionnaire surveys, reports received and the noise survey.

3.9 Questionnaire Surveys

The purpose of the surveys was to gather information about user's perceptions of and opinions about Chapel Gate during the period of the Experimental Traffic Regulation Order. The Questionnaire Surveys were undertaken on the same days as the Classified Count Surveys from November onwards, utilising the same survey staff at the same survey locations (Map 8, Appendix A). A copy of the interview questionnaire can be found in Appendix I. A total of 371 interviews were undertaken over the following days:

i)	Sunday 20 th November 2011	28 interviews (7.5%)
ii)	Sunday 15 th January 2012	43 interviews (11.6%)
iii)	Sunday 19 th February 2012	46 interviews (12.4%)
iv)	Sunday 11 th March 2012	66 interviews (17.8%)
v)	Sunday 8 th April 2012	22 interviews (5.9%)
vi)	Sunday 6 th May 2012	49 interviews (13.2%)
vii)	Sunday 3 rd June 2012	4 interviews (1.1%)
viii)	Sunday 1 st July 2012	27 interviews (7.3%)
ix)	Sunday 5 th August 2012	46 interviews (12.4%)
x)	Sunday 2 nd September 2012	40 interviews (10.8%)

The majority of interviews (41%) were carried out between 11:00 and 13:00 the busiest periods observed for both walkers and cyclists. 63.3% of all of the interviews took place at Survey Location 1 (Rushup Edge end).

User Type - 57.1% of the interviewees were pedestrians, 35.8% were cyclists and horse riders and runners were also recorded. The user type was not recorded for 17 interviewees.

Group Size - Nearly three quarters (73%) stated that they were travelling as part of a larger group, with the largest number of interviewees travelling with one companion (43.7%) (Table J1, Appendix J).

Distance Travelled - The highest number of respondents gave their home location as Sheffield (54). A total of 25 respondents to the survey gave a home location within the Peak District National Park boundary (5.95%), whilst 117 gave a home location within Derbyshire (27.85%). A number of respondents also provided the home location of the people that they were travelling with, so the number of responses to this question is higher than the number of interviews conducted (Table J2, Appendix J). 30.7% of the visitors to Chapel Gate covered by the survey travelled 30km (19 miles) or less to access the location, while 59.3% travelled less than 50km (31 miles) (Table J3, Appendix J).

Frequency of Use - 65.2% of interviewees had used Chapel Gate previously. Almost one third (29.7%) of respondents could be classed as frequent visitors to Chapel Gate – they visit at least ten times a year or more, or visited ‘often’ (Table J4, Appendix J).

Changes to the Route – 147 of the 242 respondents who had previously used Chapel Gate (60.7%) stated that they had noticed changes to the route and 79 (32.6%) stated that they hadn’t – 6 didn’t know, 10 gave no reply. The key change noticed was the maintenance undertaken on the route with 68.8% of respondents referring to either maintenance or new drainage. Some reference was also made to changes to restrict motor access (11.6%). More than one quarter of respondents referred to erosion as the key change since their last visit. In some cases the changes were noticed over a number of visits rather than since the last visit. It may also be that as many users access Chapel Gate as part of a longer route, some of the changes recorded may not relate to Chapel Gate itself (Table J5, Appendix J).

Enjoyment - The most popular factor that the interviewees enjoyed about Chapel Gate was “*Scenic Beauty / Landscape*” with 255 individuals citing this as one of the things that they had enjoyed about the route (see Table 7). There was provision in the questionnaire for interviewees to add “*other*” additional things that had made their day out enjoyable to which there were 144 responses. These included reference to the route being “*good for cycling*” (11 responses); “*walking*” (8 responses); “*exercise*” (15 responses); *Fresh air* (11 responses) and “*the route’s steepness*” (11 responses).

Table 7 Factors that contributed to interviewee's enjoyment of the route

Factor	Number	Percentage (base 371)*
Scenic Beauty / Landscape	255	68.7%
Excitement / Challenge	151	40.7%
Other	144	38.8%
Peace and tranquillity	137	36.9%
Wilderness / Remoteness	122	32.9%
Adventure	109	29.4%
Wildlife	70	18.9%
Cultural heritage	40	10.8%
No reply	3	0.8%

* More than one answer was given by some respondents

Interviewees were asked if anything would have made their visit more enjoyable: 224 of the respondents said “no” (60.4%) and 107 said “yes” (28.8%). 38 didn't reply and 2 didn't know. The respondents who stated that there was something that would improve their enjoyment were asked to specify what this would be. The most popular answer was “different weather” (37 respondents). This was followed by “less motor vehicles” (10 respondents although one of these comments referred to a different route) and “better ground conditions” (8 respondents) (see Table J6, appendix J). Three interviewees said that ‘vehicles’, ‘being able to drive’ and ‘no TRO’ would have made their visit more enjoyable, whilst nine said that no motor vehicles, or less motor vehicles would have made their visit more enjoyable.

Interviewees were also asked if anything had spoiled their enjoyment of their visit: 275 of the respondents (74.1%) said “no”, whilst 73 said “yes” (19.7%). 20 didn't reply and 3 didn't know. The respondents, who stated that something had spoiled their enjoyment, were asked to specify what that something was. The most popular answer was “4x4s / motorcycles” with 15 respondents, although some respondents indicated that the issue was on different routes. This was followed by “the repairs/improvements to the track” and “bikes on the route” with 7 each (see Table J7, appendix J).

Interviewees were asked whether the presence of motor vehicles on Chapel Gate would affect their enjoyment of the route; 314 respondents (84.6%) stated that the presence of motor vehicles would affect their enjoyment, whilst 56 (15.1%) said that it wouldn't, one did not reply. A number of those who said that the presence of motor vehicles would not affect their enjoyment commented that the route should be available to all users.

Those who stated that the presence of motor vehicles would affect their enjoyment were asked in what way it would do so. The most cited reason for how enjoyment would be affected was the impact of noise which was given by 166 respondents (52.9%). Other common factors given included “damage and erosion” (117 respondents); fumes / smell / pollution (68 respondents); and danger (60 respondents), see table 8.

Table 8 – Factors affecting enjoyment of the route caused by the presence of motor vehicles

Factors affecting enjoyment of the route as a result of the presence of motor vehicles	Number	Percentage (base 314)*
Noise	166	52.9%
Damage to surface / erosion	117	37.3%
Fumes / smells / pollution	68	21.7%
Danger	60	19.1%
Nuisance / spoils enjoyment / disturbance / spoils atmosphere / intrusive	46	14.6%
Have to move to allow motors past	26	8.3%
Rider / driver attitudes are the problem	17	5.4%
4x4s take up too much room / block the way	14	4.5%
Walk to get away from vehicles	14	4.5%
Speed is an issue	12	3.8%
Some motor usage is ok / restriction of numbers of vehicles on the route	11	3.5%
Don't want vehicles on the route	11	3.5%

Route not suitable for motor vehicles	11	3.5%
4x4s are OK / increase pleasure	5	1.6%
Motorcycles are OK	4	1.3%
It's bad when they go off track	2	0.6%
They are frightening	2	0.6%
Livestock / animal disturbance	3	1.0%
Route would be busier	2	0.6%
Motorcycles are the problem	1	0.3%
Visual Impact	1	0.3%
No reason given	1	0.3%

* Some respondents gave more than one answer when questioned

The majority of feedback given (573 responses) cited the negative impacts of the presence of motor vehicles, including feedback from one individual who stated that they had been “hit” by a motorcycle on a byway in the past. However some of the feedback (20 responses) was supportive of some use of the route by motor vehicles. However, the levels of support varied, with some comments supporting all use, some use by either 4x4s or motorcycles and some advocating restricted use.

Future use of the route - The final question of the interviews was whether, based on that day's experience, the interviewees would use the route in the future. Of the 371 interviewed, 362 stated that they would (97.6%) and 7 stated that they wouldn't with two giving no reply

3.10 Observation Reports

The National Park Authority has received occasional anecdotal reports from rangers, residents and visitors during the period of the ETO. Most have observed that the changes to the route and the ETO have improved the route for walkers, cyclists, horse riders and farmers, and that feedback from these groups and local residents is positive. The Rangers have received some negative feedback from some vehicle users. Reports are attached at Appendix K.

3.11 Noise Survey

A noise monitoring exercise was undertaken on Sunday 6th May 2012 (Bank Holiday Weekend). The monitoring took place over two one hour and one half hour periods between 10:20 and 14:40 at two different locations adjacent to Chapel Gate. The two locations chosen were approximately 100m along the footpath to Brown Knoll and approximately 20m along the bridleway towards Rushup Edge. The grid references for the monitoring points were 100m towards Brown Knoll – SK 098832, and 20m from Rushup Edge junction – SK 099829

At the time of monitoring no motor vehicles were observed travelling on Chapel Gate. The weekend background noise levels in the absence of motor vehicles are shown in Appendix L.

4.0 Conclusions

Motor vehicles have been prohibited from Chapel Gate on an experimental basis since 31st August 2011 for the purposes of preserving the amenity and conserving the natural beauty of the area through which the route passes.

This report has assessed the effectiveness of the prohibition of motor vehicles over the subsequent 12 month period, and has shown:

Condition

1) Effects of the closure on adjacent land and other routes

- There has been less displacement onto the adjacent land which has been partly aided by the repairs on a section of the route
- There has been a reduction in track-side damage
- The problem of flooding into an adjacent field has been prevented by better drainage of the track
- There has been no discernable increase in vehicle use on a nearby unclassified road at Roych Clough

2) Effect on the ecological interest and its ability to recover.

- The disturbed vegetation and eroded peat has recovered well
- The hydrology has been restored

3) Effects of users and/or climatic conditions on the condition of the route

- The condition of the track has improved as a result of maintenance and the restriction of vehicles
- The track surface appears to be sustainable at current use levels despite periods of exceptionally high rainfall
- There has been a general trend towards a reduction of the track width

Amenity

1) Use of the route

- The numbers of cyclists using the route is generally higher than that of walkers
- A high proportion of users of the route are local and frequent users of the route
- Many non-motorised users of the route only use the upper part of the route to access other footpaths and bridleways

2) Compliance

- During the period of the ETO, there has been a 74.2% decrease in the number of motorbikes using the route.
- Use by larger vehicles has been predominantly agricultural
- Replacement signage has been required once
- The police have issued 5 advisory notices as a result of contravention of the ETO

3) Perceptions of users interviewed

- A high majority of those interviewed do not support the use of the route by motor vehicles
- Users identified the scenic beauty and landscape of the area as the route's most attractive aspects

In summary, the prohibition of vehicles along the full length of the route and the repairs to the lower part of the route have had an overall beneficial impact on the natural beauty and amenity of the area as evidenced by the monitoring undertaken for the period September 2011 to October 2012.