

Peak District Local Access Forum

Date: 19 March 2015

Item: 8

Title: Green Lanes Update

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Purpose of the Report

The report provides an update on progress with managing recreational motor vehicles in the National Park.

Action Plans

Actions plans are being reported to Audit Resources and Performance Committee (ARP) on 20 March 2015 (www.peakdistrict.gov.uk/committees). These identify actions for 2015/16 on priority routes, illegal use and communications subject to resources continuing after December 2015. An update on actions during 2014/15 has also been provided. An overview of the priority routes was presented to the Green Lanes Sub-group at the meeting in March.

As part of this work, route action plans and route summary reports have been updated and can be viewed at www.peakdistrict.gov.uk/priorityroutes. During 2015/16, the LAF will commence their assessment of the priority routes in Cheshire. Relevant Parish Councils and Staffordshire County Council will also be contacted about the priority routes in Staffordshire.

Derbyshire County Council provide updates to the Forum on the progress on determining legal status (a separate report is available). DCC have also consulted the Forum on their proposed works at Chapel Gate and will be involving the LAF in their future work scheduling (see www.derbyshire.gov.uk/leisure/countryside/access/latest-work/default.asp)

Progress updates will be provided to the Green Lanes Sub-group and reported to the full Forum meetings.

Traffic Regulation Orders

In February, the Authority made a traffic regulation order permanently prohibiting all mechanically propelled vehicles from Leys Lane. A report on the TRO action by the Authority is attached in Appendix 1.

Two further consultations are proposed in the current action plans at Washgates and Derby Lane.

Voluntary restraint

It is proposed that voluntary restraint may be used as a management option where appropriate and may be either initiated by the Authority in relation to priority routes or may be offered by the vehicle users. In these latter cases, the NPA can facilitate but the responsibility will lie with the Highway Authorities. Details are set out in Appendix 2 and were discussed with the Green Lanes Sub-group at the March meeting.

Recommendations

- 1. That the report is noted.**

TRO Summary Report

The Roych



The Route

The Roych runs from Rushup Edge, Derbyshire (grid reference SK 093825) to the Hayfield Parish boundary at South Head (Grid reference SK063847) a distance of approximately 3.5 km long. The route is an unclassified road and a National Trail.

Restriction

A full time permanent restriction on all mechanically propelled vehicles on grounds of amenity; natural beauty, recreation and the study of nature and character of the route where especially suitable for those on horseback.

History

2007 – classified as a ‘may be unsustainable’ route by PDNPA Ranger service using approved sustainability analysis criteria; resurveyed and agreed by PDNPA Rights of Way Officer.

2008 – approved as a priority route by PDNPA members (March)

2010 – PDLAF Vehicle Subgroup site surveys and meeting to agree recommendations (August); consultation with local parish councils (November); ecological survey undertaken (November).

2011 - Voluntary one way system and advisory signage erected; repairs to signage.

2012 - PDLAF Vehicle Subgroup review the condition of the route (February); PDNPA Traffic Regulation Order consultation with statutory consultees (May); PDNPA resolve to pursue potential prohibition of mechanically propelled vehicles on the section of the route concurrent with the Pennine Bridleway (July); TRO proposals published and consultation undertaken (September)

2013 - PDNPA decision to make a TRO permanently prohibiting mechanically propelled vehicles (July); DCC closure of the route for repairs (September); PDNPA make TRO but do not implement it (September); DCC complete repairs (November)

2014 – PDNPA confirm decision to make a TRO permanently prohibiting mechanically propelled vehicles (January); PDNPA make TRO (February)

Ecological Interest

A section of the route at Roych Clough is adjacent to the South Pennine Moors Special Area of Conservation (SAC), the Peak District Moors Special Protection Area (SPA), the Dark Peak Site of

Special Scientific Interest (SSSI) and the Dark Peak Nature Improvement Area. Section 3 Woodland/Natural Zone is also at this location with the route westwards from this bordered to the north by Section 3 Moorland/Natural Zone. European dry heaths and blanket bogs lie adjacent to the route and within 500m and 100m Golden Plover and Curlew have been recorded as have Skylark and Meadow Pipit in the area.

Archaeological Interest

Archaeological surveys of land adjacent to this route have recorded a number of historic features. At the south-eastern end of the route are a cluster of sites recorded on the Derbyshire Historic Environment Record, including a scheduled monument - a bronze age cairn to the north of the route. The route runs through a Historic Landscape Character area. The route was used as a packhorse route and there are holloways in the area.

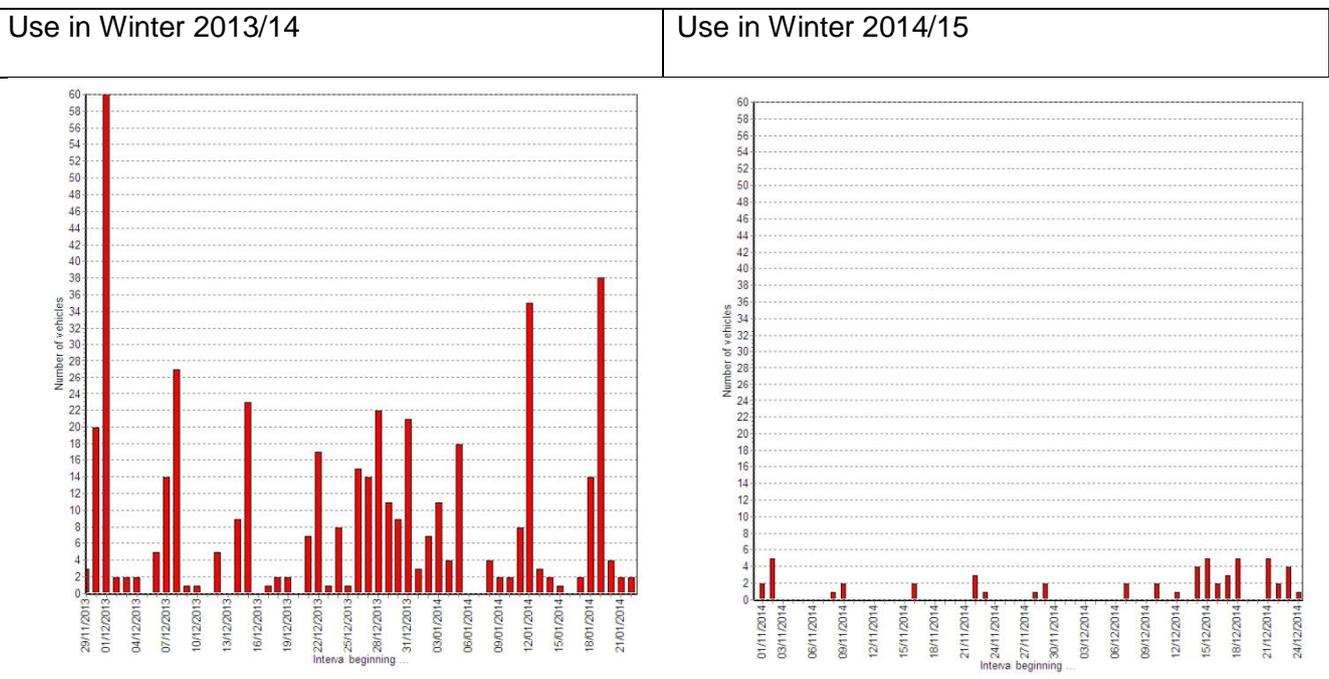
Landscape Interest

The Roych lies within the Dark Peak landscape character area – a sparsely settled area of gritstone uplands...an extensive upland plateau with steep gritstone slopes...that drop away to lower lying slopes and deep valleys. The upper valley pastures and enclosed gritstone upland have transport routes...relict trade and commerce routes over the moors. There are panoramic and far reaching views along sections of the route providing a contrast between farmland and open country and no nearby settlements or houses provides a sense of remoteness and wildness, particularly at Roych Clough. Sections of the route run through unenclosed moorland forming part of an extensive area of open country.

Recreational Interest

The Roych is an important recreational asset for all users. It forms part of the Pennine Bridleway National Trail and the Kinder Loop long distance route. It provides a means of access for activities in the area and links to the rights of way network and access land.

Motorised Vehicle Use



Accessibility

Roadside lay-bys are available at the eastern end of the route. An exemption to the traffic regulation order prohibiting all mechanically propelled vehicles is provided for recognised invalid carriages as defined in the Use of Invalid Carriages on Highways Regulations 1988. Works are planned to re-grade the step at the eastern end of the route and to carry out an audit with a view to replace the gate fastenings to make them more commodious.

Chapel Gate



The Route

Chapel Gate runs from Sheffield Road, Chapel-en-le-Frith (SK 093825) to Edale Road near Barber Booth, Edale (SK 113842) a distance of approximately 2.7km. The route is a Byway Open to All Traffic.

Restriction

A full-time permanent restriction on all mechanically propelled vehicles on grounds of amenity and natural beauty, recreation and the study of nature.

History

2007 – classified as a ‘may be unsustainable’ route by PDNPA Ranger service using approved sustainability analysis criteria; resurveyed and agreed by PDNPA Rights of Way Officer.

2008 – approved as a priority route by PDNPA members (March); ecological survey undertaken (September); PDLAF Vehicle Subgroup site survey and meeting to agree recommendations (November)

2009 – formal meeting between DCC and PDNPA Officers to agree management plan (June); consultation with local parish councils (November); publication of management plan and adoption by PDLAF (December)

2010 – Special meeting of the PDLAF to discuss actions for the management plans (January); PDLAF Vehicles Sub-group progress meeting (August); PDLAF recommends action be pursued (September); ecological survey undertaken (November); PDNPA consults on proposed 18 month Experimental Traffic Order (ETO) (December)

2011 – Consultation on proposed ETO ends (January); repairs by DCC commence (March); ETO approved by PDNPA members (June); ETO made (August); DCC works completed, signage erected and monitoring regime commences (September); High Court challenge received (September); ecological survey undertaken (October)

2012 – Six month consultation on making the order permanent expires (February); High Court hearing (November); ETO quashed and route reopens (November); PDNPA Traffic Regulation Order consultation with statutory consultees (December); monitoring report published (December).

2013 – DCC closure of lower section of the route for repairs (January); PDNPA resolve to pursue potential prohibition of mechanically propelled vehicles (May); TRO proposals published and consultation undertaken (June)

2014 - PDNPA decision to make a TRO permanently prohibiting mechanically propelled vehicles (January); DCC revoke their temporary order expiring June 2014 (March); PDNPA make TRO (May); DCC commence and suspend repairs on upper section of the route (October); DCC closure of the route for repairs (November); DCC consult LAF on details of proposals (December)

2015 – LAF meeting to consider details of repairs (January)

Ecological Interest

Approximately 1500m (half) of the route, passes through the South Pennine Moors Special Area of Conservation (SAC), the Peak District Moors Special Protection Area (SPA) the Dark Peak Site of Special Scientific Interest (SSSI) and the Dark Peak Nature Improvement Area. A further 250m falls within Section 3 Moorland/Natural Zone. European dry heaths and blanket bogs occur along the course of the route and within 200m Golden Plover, Curlew and Skylark have been recorded.

Archaeological Interest

The route is considered to be of medieval origin and runs through a range of Historic Landscape Character areas. 2 features are recorded on the Derbyshire Historic Environment Record: a Grade II listed Cast-iron milepost and a modification to the Sparrowpit Gate turnpike road.

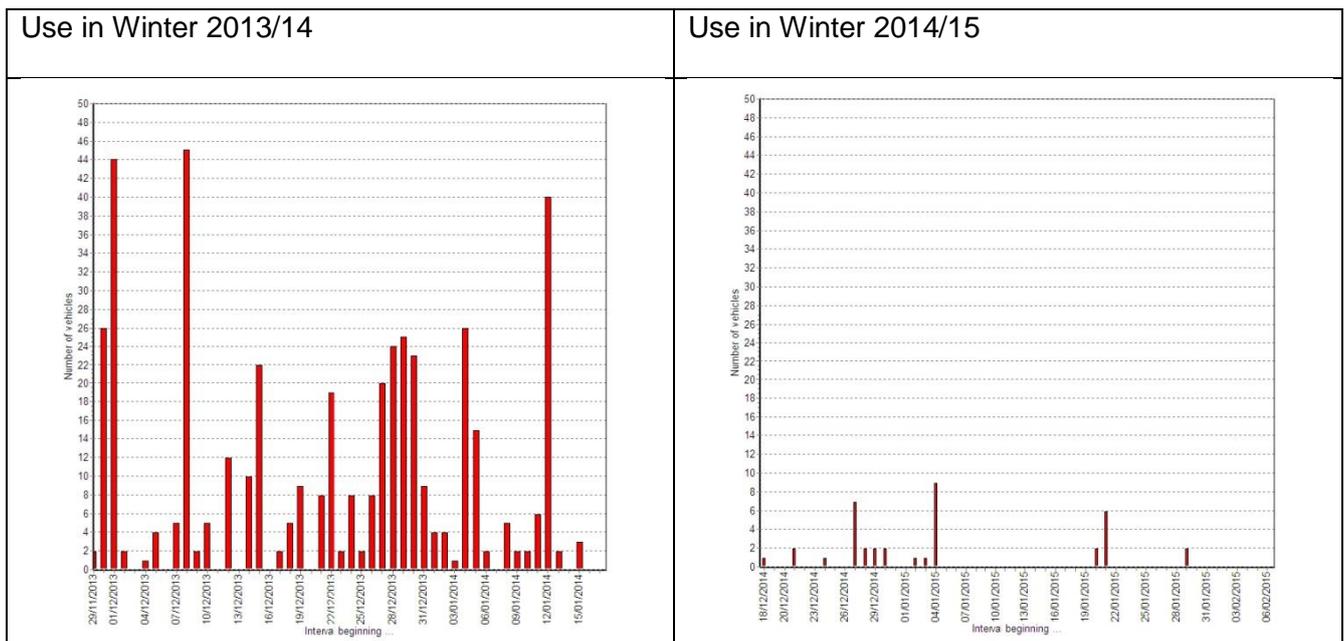
Landscape Interest

Chapel Gate lies within the Dark Peak landscape character area – a sparsely settled area of gritstone uplands...an extensive upland plateau with steep gritstone slopes...that drop away to lower lying slopes and deep valleys. The upper valley pastures and enclosed gritstone upland have transport routes...relict trade and commerce routes over the moors. There are panoramic and far reaching views along sections of the route into the Vale of Edale providing a contrast between farmland and open country and a contrast between dark and white peak (acid moorland and limestone landscapes). The route runs through unenclosed moorland forming part of an extensive area of open country which along with no nearby settlements or houses provides a sense of remoteness and wildness.

Recreational Interest

Chapel Gate is an important recreational asset for all users. It forms part of the Kinder Loop long distance route. It provides a means of access for activities in the area and links to the rights of way network and access land.

Motorised Vehicle Use



Accessibility

Roadside lay-bys are found at either ends of the route with a concession path providing a link with the southern end of the route. An exemption to the traffic regulation order prohibiting all mechanically propelled vehicles is provided for recognised invalid carriages as defined in the Use of Invalid Carriages on Highways Regulations 1988. Derbyshire County Council have proposed further resurfacing works. An audit will also be carried out with a view to replace the gate fastenings to make them more commodious.

Long Causeway



The Route

Long Causeway runs from Redmires Reservoir, Sheffield (grid reference SK 257852) to Dennis Knoll, Derbyshire (grid reference SK227844), a distance of approximately 3.6km long. The route is a Byway Open to All Traffic.

Restriction

A full-time permanent restriction on all mechanically propelled vehicles on grounds of amenity and natural beauty, recreation and the study of nature.

History

2005 – Stanage Code of Conduct developed by Stanage Forum to encourage responsible use

2007 – classified as a ‘may be unsustainable’ route by PDNPA Ranger service using approved sustainability analysis criteria; resurveyed and agreed by PDNPA Rights of Way Officer.

2008 – approved as a priority route by PDNPA (March); voluntary one-way restriction promoted as per Stanage Code of Conduct (May); emergency repairs carried out (June); ecological survey undertaken (September); PDLAF Vehicle Subgroup site survey and meeting to agree recommendations (November)

2009 – formal meeting between DCC and PDNPA Officers to agree management plan (June); consultation with local parish councils (November); volunteer working party from vehicle user groups (November); publication of management plan and adoption by PDLAF (December)

2010 - special meeting of the PDLAF to discuss actions for the management plans (January); PDLAF Vehicles Sub-group progress meeting (August)

2011 – restoration work to fence off, landscape and re-vegetate off-road damage by Sheffield CC, NE, PDNPA and MFF (January); resurfacing and repairs by DCC (February); consultation with user groups on route condition (December)

2012 - volunteer working party from vehicle user groups (March); DCC consults on proposal to determine status as BOAT (March); emergency closure of route to carry out repairs resulting from water damage (May); PDNPA Traffic Regulation Order consultation with statutory consultees (May); PDNPA resolve to pursue potential prohibition of mechanically propelled vehicles (July); temporary width restriction by DCC for repairs (July); PDNPA’s TRO proposals published and consultation undertaken (September)

2013 – PDNPA decision to make a TRO permanently prohibiting mechanically propelled vehicles (September)

2014 – DCC closure of route to carry out repairs (June); DCC’s repairs undertaken (July/August); DCC revoke their temporary order expiring March 2015 (August); PDNPA make TRO (September)

Ecological Interest

The route passes through the South Pennine Moors Special Area of Conservation (SAC), Peak District Moors Special Protection Area (SPA), the Eastern Peak District Moors Site of Special Scientific Interest (SSSI), Stanage Edge Regionally Important Geological Site (RIGS), Section 3 Moorland/Natural Zone and the Dark Peak Nature Improvement Area (NIA). European dry heaths and blanket bogs occur along the course of the route and within 500m and 100m Merlin and Golden Plover have been recorded. Curlew and Skylark nest within 100m of the route as do Reed Bunting, Stonechat, Grasshopper Warbler and Ring Ouzels within 50m. Lapwing, Linnet, Willow Warbler and Winchat are also recorded in the area. Water Voles are found adjacent to the route. Common Pipistrelle bats; Soprano Pipistrelle and Myotis species have also been recorded. The adjacent plantations have been used by long-eared owls in the past. A large population of round leaved sundew is found on the side of the track and is recorded in the flushes below the route as is common butterwort.

Archaeological Interest

An archaeological survey was undertaken in 1991. The route is considered to be of medieval origin and has an entry on the Derbyshire Historic Environment Record. A section of paving to the north of the route is scheduled and was thought to be of Roman origin. The route runs through a Historic Landscape Character area. The route was used as a packhorse route and there are holloways in

the area and the Buck Stone and enclosure. Stanage Pole forms the County boundary, formerly between Northumbria and Mercia. The area is associated with Jane Eyre, Robin Hood, and the Clarion Ramblers.

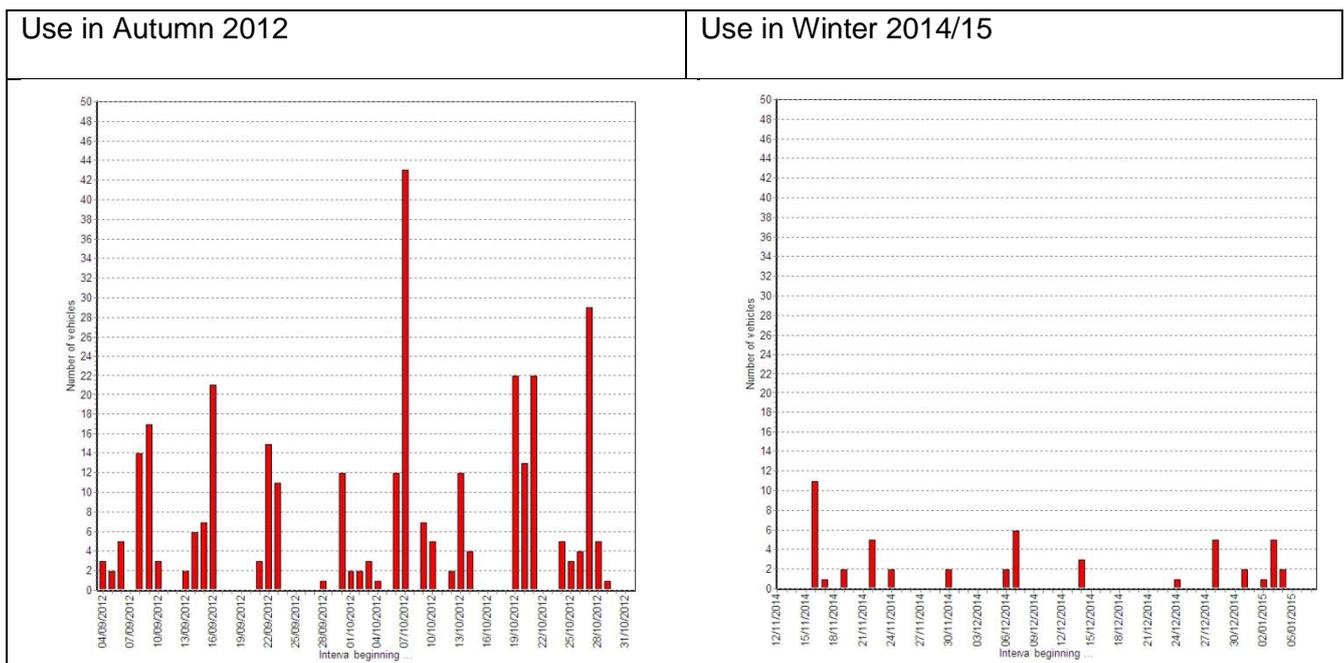
Landscape Interest

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. There are panoramic and far reaching views along the route and Stanage Edge and providing a contrast between Sheffield as a major conurbation and open country. The route runs through unenclosed moorland forming part of an extensive area of open country which along with no nearby settlements or houses provides a sense of remoteness and wildness.

Recreational Interest

Long Causeway is an important recreational asset for all users. It forms part of the Sheffield Country Walk long distance route. It provides a means of access from Sheffield and for activities in the area including for climbing at the internationally important Stanage Edge and links to the rights of way network and access to open country.

Motorised Vehicle Use



Accessibility

Car parks are available at either ends of the route. An exemption is provided to the traffic regulation order prohibiting all mechanically propelled vehicles for recognised invalid carriages as defined in the Use of Invalid Carriages on Highways Regulations 1988. DCC undertook resurfacing works in Summer 2014 and as part of the reinstatement refurbished the carpark at Dennis Knoll. The route has been categorised by the Disabled Ramblers as a Grade 2 route - suitable for heavy-duty Powerchairs and outdoor mobility scooters.

Leys Lane



The Route

Leys Lane runs from Dale Farm (Grid Reference SK 195 722) where it proceeds in a north-north-west and then north-west direction for a distance of 1000 metres or thereabouts and ends at the point where its direction changes to westerly (Grid Reference SK 190 728)

Restriction

A full-time permanent restriction on all mechanically propelled vehicles on grounds of amenity and natural beauty, recreation and the study of nature.

History

2007 – classified as a ‘may be unsustainable’ route by PDNPA Ranger service using approved sustainability analysis criteria; resurveyed and agreed by PDNPA Rights of Way Officer.

2008 – approved as a priority route by PDNPA members (March)

2010 – PDLAF Vehicle Subgroup site surveys and meeting to agree recommendations (August); consultation with local parish councils (November); ecological survey undertaken (November).

2011 – advisory signage erected, repairs to surfacing, and removal of overhanging vegetation

2012 – Rocking the BOAT provide evidence in support of a TRO (February); PDNPA Traffic Regulation Order consultation with statutory consultees (September); PDNPA resolve to pursue prohibition of mechanically propelled vehicles on the Leys Lane section of the route (November); route resurfaced by DCC (November)

2013 - TRO proposals published and consultation undertaken (September)

2014 - PDNPA decision to make a TRO permanently prohibiting mechanically propelled vehicles (November)

2015 – PDNPA make TRO (January)

Ecological Interest

The route lies 200m from the Longstone Moor Site of Special Scientific Interest (SSSI) and Section 3 Limestone Hill/Natural Zone. Great crested newts are found in dew ponds adjacent to the route. The lane acts as a linking corridor between calcareous, acid and lowland hay meadow grasslands and which serve as a habitat for butterflies. The verges of the lane include species rich neutral grassland and an ancient woodland ground flora.

Archaeological Interest

Archaeological surveys were undertaken in 1999. Lead mining remains are found in the vicinity of the route including a priority site at Mootlow Vein. The route runs through a range of Historic Landscape Character areas and is of probable medieval origin.

Landscape Interest

The route lies within the White Peak landscape character area – an elevated limestone plateau dissected by deeply cut dales and gorges. Regular field boundaries have generally been built using quarried stone, (and) isolated stone field barns are often incorporated within the pattern of stone walls. Lead-mining and quarrying (have produced) industrial features very important to the White Peak landscape character. The pattern of straight roads (is) defined by stone walls, reflecting the late enclosure of the land from common and waste. There are panoramic and far reaching views along sections of the route providing a contrast between farmland and open country/limestone heath. The route leads to open country providing a sense of remoteness.

Recreational Interest

Leys Lane is an important recreational asset for all users. It forms part of the Black Harry Trails. It provides a means of access from Great Longstone and the Monsal Trail and for recreational and educational activities in the area and links to the rights of way network and access to open country.

Accessibility

An exemption is provided to the traffic regulation order prohibiting all mechanically propelled vehicles for recognised invalid carriages as defined in the Use of Invalid Carriages on Highways Regulations 1988. Leys Lane is accessed from Great Longstone or via Chertpit lane which is an unsurfaced route. Works are planned to restore and the reinstate the former picnic area at the western end of Leys Lane to allow for dedicated disabled parking.

Appendix 2

Voluntary Restraint in the Peak District National Park

Purpose

Voluntary restraint is one of the options available to prevent and reduce impacts of recreational motor vehicles on routes. Defra guidance (2005) states that 'voluntary restraint can be a useful tool for management of byways where reductions in mechanically propelled vehicle traffic is desirable, but not where the prohibition of mechanically propelled vehicles is agreed to be necessary.'

Although voluntary restraint lacks the legal enforceability of a legal regulation of use, having the support and participation of the vehicle users themselves means that there is an element of self-policing. Voluntary restraint also has the advantage of being quick and flexible to implement, in order to tackle problems such as damage or disturbance on a route at particular times.

Voluntary restraint is not suitable in every circumstance and is without prejudice to any other action that may be taken on a route. In addition, any restraint on use on an unclassified road should not be taken as confirmation that rights exist.

Process

1) Initiating

There are 2 ways for voluntary restraint to come about:

- Initiated by the National Park Authority - The NPA may identify proposed voluntary restraint on priority routes to deal with objectives and issues identified in action plans. In this case, the NPA will discuss the type of restraint and a time period with the Vehicle User Group and notify the Highway Authority and Parish Council of proposals.
- Offered by Vehicle User Groups – Vehicle users may offer voluntary restraint on routes. This is usually done by an agreement between the vehicle user groups and the Highway Authority with the NPA being notified.

2) Implementing

Vehicle user groups will produce signage based on the national format promoted by LARA which will be displayed on the route and hosted on websites. On the priority routes, the NPA will erect and maintain signage.

3) Monitoring

On priority routes, the NPA will undertake regular monitoring which will include data logging and photographs. Monitoring will also be required outside the period of restraint in order to determine whether the issues have reoccurred as a result of renewed or compressed use.

All voluntary restraint measures adopted are subject to review during and following the identified period of restraint.