

**LEYS LANE**  
**Statement of Reason for Proposed Traffic Regulation Order**  
**September 2013**

	<b>Background</b>
1.	The proposal is to make a traffic regulation order that will have the effect of prohibiting use by mechanically propelled vehicles at any time along the part of the route known as Leys Lane.
2.	The proposed order would be for the purposes of: <ul style="list-style-type: none"> <li>• preserving or improving the amenities of the area through which the road runs</li> <li>• conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area.</li> </ul>
3.	The proposal conforms to the Authority's Strategy for the Management of Recreational Motorised Vehicles in their Use of Unsealed Highways and Off-road and the Procedure for Making Traffic Regulation Orders.
4.	The proposal follows consideration of consultation responses under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007. These responses identified various management options and were reported to the November 2012 Audit Resources and Performance Committee <a href="http://www.peakdistrict.gov.uk/committees">www.peakdistrict.gov.uk/committees</a> .
	<b>The Route and Area</b>
5.	The section of road known as Leys Lane being part of a Byway Open to All Traffic (BOAT 14, Parish of Little Longstone). 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). BOAT 14 continues as Chertpit Lane.
6.	The route is in a National Park designated for its exceptional natural beauty. The route leads from the village of Great Longstone to open country at Longstone Edge. Habitat and wildlife species of national importance are found at a distance of 200m from the route and protected species are adjacent to the route. The verges are locally important for their biodiversity.
7.	The historic nature of the route and its setting in the landscape as well as the variety of natural and cultural heritage features and species adds to the experience of using the route. The route also gives the opportunity for quiet enjoyment and to experience tranquillity, one of the special qualities that people value most about the Peak District National Park. There are far reaching views from the upper part of the route.
8.	Appendix 1 sets out the conservation interests of the site. Appendix 2 sets out the factors which contribute to natural beauty and the opportunities for open-air recreation.

	<b>Impacts</b>
9.	Management problems associated with this route include disturbance, user conflict, the nature and condition of the route and the environmental sensitivity of the verges. Actions have included advisory signage, logging vehicle use, repairs to the route and police advisory operations. Surfacing works were undertaken by Derbyshire County Council in November/December 2012. Detailed route management information is available at <a href="http://www.peakdistrict.gov.uk/priorityroutes">www.peakdistrict.gov.uk/priorityroutes</a> .
10.	The presence of mechanically propelled vehicles using the route, effect and evidence of their passing, and the works required to manage that use have an impact on the natural beauty in this area. This impact and the anticipation of the presence of motorised users can detract from the experience and enjoyment by other users. The reference in section 5 of the National Parks and Access to the Countryside Act 1949 to the purpose of understanding and enjoyment of the special qualities of National Parks suggests a focus on quiet outdoor countryside recreation associated with the wide open spaces, wildness and tranquility to be found within the National Park. (Defra 2007). The use of the route by mechanically propelled vehicles detracts from this focus.
11.	Whilst it is recognised that motorised vehicle users, in undertaking their chosen form of recreation, also appreciate the special qualities of the area, their continued use of the route by this mode of transport is adversely affecting those special qualities to a more significant extent than other users.
12.	The nature of the route and its location on the edge of a village and adjacent to a farm campsite and livery is such that mechanically propelled vehicles are visually and aurally intrusive. The route is narrow and because of difficulties in passing and avoiding users there is the potential for conflict with non-motorised users including the use by outdoor education and environmental activity organisations based in Great Longstone. Government guidance suggests that 'a level of recreational vehicular use that may be acceptable in other areas will be inappropriate in National Parks and incompatible with their purposes.' (Defra 2007).
13.	Appendices 3 and 4 identify the effects of recreational vehicular use on the special qualities of the area.
	<b>Alternatives</b>
14.	A range of restrictions has been considered. A width restriction may reduce the overall numbers and impacts from mechanically propelled vehicle users (MPVs) but 2-wheeled use would still be significant in its extent and intrusive with the potential for conflict with other users. A one-way restriction may remove the potential for conflict between 4-wheeled vehicles but conflict could still occur between MPV and non-MPV users because of the difficulties in passing. A weekend restriction could also reduce the overall level of use and potential for conflict although there could be an element of displacement to other days of the week at times when the educational establishments are making use of the route.
15.	In view of the nature of the route and area and use by non-MPV users, it is not considered that the impacts could be adequately managed by a more selective TRO or other measures such as a scheme of voluntary restraint. A less restrictive option is therefore unlikely to achieve the outcome of sufficiently protecting the natural beauty and amenity of the route and area.

	<b>Public Interest</b>
16.	In balancing the duty in section 122(1) of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the factors set out in S122(2) of the 1984 Act, the Authority believes the need to preserve the amenity and conserve the natural beauty of the route and the area through which it runs outweighs the needs of mechanically propelled vehicular users of the route notwithstanding that such a restriction will affect the expeditious and convenient use of the route by mechanically propelled vehicles. For vehicles seeking to use the affected route as a through-road, there are alternative routes on metalled roads in the area.
17.	Exceptions to the prohibition are proposed for: <ul style="list-style-type: none"> <li>a) use by emergency services or by any local authority or statutory undertakers in pursuance of their statutory powers and duties</li> <li>b) use to enable work to be carried out in, on, under or adjacent to the road</li> <li>c) use for the purposes of agriculture or land management on any land or premises adjacent to that road</li> <li>d) use by a recognised invalid carriage</li> <li>e) use upon the direction of or with the permission of a Police Constable in uniform</li> <li>f) use with the prior written permission of the Authority</li> </ul>
18.	On balance, it is considered that continued use by mechanically propelled vehicles on this route would have an adverse impact on the ecological, archaeological and landscape interests, the natural beauty, amenity and recreational and educational value of the area, and the special characteristics of the route.
	<b>Consultation Comments</b>
19.	This statement accompanies the proposed order, notice of proposals and map showing the extent of the proposed restrictions. These may be viewed at <a href="http://www.peakdistrict.gov.uk/consultations">www.peakdistrict.gov.uk/consultations</a> and at Aldern House, Baslow Road, Bakewell, Derbyshire, DE45 1AE from 8.45am to 5pm Monday to Friday (closed Bank and Public Holidays and closed at 3pm on Christmas Eve).
20.	If any person wishes to make any representations relating to the proposed order, they must do so by 5pm on 25 October 2013 via the consultation webpage referred to above or by writing to Rights of Way at the above address.
21.	The following documents are appended: Appendix 1 – Conservation Interest Appendix 2 – Natural Beauty and Recreation Appendix 3 – Impacts of Mechanically Propelled Vehicles Appendix 4 – Special Qualities

## Appendix 1 - Leys Lane - Conservation Interest

### **Ecological Interest**

The route lies 200m from the Longstone Moor Site of Special Scientific Interest (SSSI) and Section 3 Limestone Hill/Natural Zone

The Longstone Moor SSSI was designated for its limestone heathland and grassland.

The Natural Zone designation comprises habitats falling within the Section 3 map defined by the Wildlife and Countryside Amendment Act 1985 as areas whose natural beauty it is particularly important to conserve.

Great crested newts, a species protected under the Wildlife and Countryside Act 1981, are found in dew ponds adjacent to the route on both sides of the lane. These ponds form part of a wider network of ponds in this immediate area which is recognised as a key area for great crested newts within the White Peak.

Adjacent habitats include calcareous, acid and lowland hay meadow grasslands, of national and Peak District BAP quality. The invertebrate including the butterfly interest of these grasslands is recognised by naturalist groups including Butterfly Conservation. The lanes act as a linking corridor between these habitats (and further to Longstone Moor SSSI), of importance to birds, invertebrates and other animals.

The verges of the lane are locally of high quality including: species rich neutral grassland on Leys Lane (Peak District BAP habitat); areas with an ancient woodland ground flora on Leys Lane; a population of melancholy thistle on Chertpit lane - this uncommon Peak District plant is at the southern end of its range. Because of this interest the lanes are recognised as a key ecological site by the Peak District National Park Authority and have been given the informal designation of a 'Road Verge Reserve' as a means of highlighting the significance of the site and encouraging positive conservation management.. The wild flowers have been monitored for several years by a local volunteer as part of a wider programme of identifying and conserving flower-rich road verges and green lanes.

### **Archaeological Interest**

The route runs through two Historic Landscape Character (HLC) areas - post 1650 Parliamentary Award' and 'Ancient enclosure with irregular field boundaries'.

A priority lead mining site is located 20m from the route

### **Landscape Interest**

The route lies within the White Peak Landscape Character Area (LCA) and at a distance of 200m from an area of Natural Zone.

The National Park is designated for its internationally and nationally important landscape.

The Natural Zone designation comprises areas whose natural beauty it is particularly important to conserve. Within the National Park it comprises the wilderness areas in which the influence of man and of development is less marked.

The overall strategy for the White Peak LCA is to protect and manage the distinctive and valued historic character of the settled, agricultural landscapes, whilst seeking opportunities to enhance the wild character and diversity of remoter areas. The route is within the Village Farmlands and Limestone Hills and Slopes Landscape Character Types within the White Peak LCA.

## Appendix 2 – Leys Lane – Natural Beauty and Recreation

The following identifies how the special characteristics of the area meets the tests for designation as a National Park and the evaluation of opportunities for open-air recreation.

### Natural beauty

**Landscape quality** i.e. condition, that is the intactness of the landscape, the condition of its features, its state of repair, and the absence of incongruous elements:

- Landscape elements and features in good condition; some erosion to rights of way
- Landscape unspoilt with no notable incongruous features

**Scenic quality** i.e. appeal to the visual senses, for example due to important views, visual interest and variety, contrasting landscape patterns, and dramatic topography or scale:

- Panoramic and far reaching views along the route
- Contrast between farmland and open country/limestone heath

**Relative wildness** i.e. the presence of wild (or relatively wild) character in the landscape due to remoteness, and appearance of returning to nature:

- Sections of unenclosed moorland
- Sense of remoteness

**Intrusiveness/tranquillity** i.e. freedom from undue disturbance. Presence in the landscape of factors such as openness, and perceived naturalness:

- Nearby area of open country
- Within 200m of Natural Zone/section 3 moorland

**Natural heritage features** i.e. habitats, wildlife and features of geological or geomorphological interest that may contribute strongly to the naturalness of a landscape:

- Dew ponds
- Verge reserve
- Nearby limestone heath

**Cultural heritage features** i.e. archaeological, historical and architectural characteristics or features that may contribute to the perceived beauty of the landscape:

- Route is of probable medieval origin
- Nearby lead legacy priority site
- Medieval lynchets (field terraces)

### Recreation

**Access to high quality landscapes, memorable places and special experiences** i.e. opportunities to enjoy scenic quality, relative wildness, and peacefulness etc:

- Outstanding views
- Village access
- Good footpath links and access to area of open countryside
- Forms part of the Black Harry Trails

**Presence of a wide range of natural or cultural heritage features**, landmarks and designations that cumulatively enrich the landscape experience:

- Historic track
- Lead mining landscape
- Diverse range of opportunities

**Range of outdoor recreational experiences which enable people to enjoy the special qualities of the area** and do not detract from the enjoyment of the area by others i.e. quiet outdoor recreation:

- Easily accessible from surrounding settlements and B&B accommodation
- Accessible from the Monsal Trail
- Scope for a variety of walks
- Opportunities for nature study
- A means of access for recreational and educational activities in the area

**Scope for management of recreation** to enhance recreational opportunities or protect the conservation interest of the Park:

- Repairs to the route in sympathy with the area
- Restrictions to recreational motorised vehicle users

Appendix 3 – Leys Lane – Impacts of Mechanically Propelled Vehicles

Ecological Impacts	Possible Mitigation
<p><b>Loss of vegetation adjacent to the route</b>                      The route passes through a key ecological area. In places the route has widened over time resulting in a net loss of vegetation.</p>	<ul style="list-style-type: none"> <li>• The route is narrow in places with limited opportunities for widening it. Widening would further reduce the amount of vegetation and would result in further impact on the road side verges, the hedgerow and the ecology of the area.</li> <li>• Liaison with PDNPA Ecologist over vulnerability, sensitivity and capacity issues.</li> <li>• Voluntary code of conduct (do not use roads that are too narrow for your vehicle) unsuccessful in preventing damage.</li> </ul>
<p><b>Damage to the surfacing of the route and boundary walls</b>                      The route has been recently re-surfaced to facilitate access by all legal users. The drystone walls are in a state of collapse.</p>	<ul style="list-style-type: none"> <li>• Maintain the route. Works undertaken in 2012 by Highway Authority. Consider appropriateness of surfacing with respect to designations and character of the area. Liaison with Highway Authority, Natural England and PDNPA Ecologist.</li> <li>• Prevent undermining of the support of the walls and further damage.</li> <li>• Voluntary code of conduct (do not use roads which may be seriously damaged by wheel pressure, do not travel on green roads where they risk being damaged beyond a point of natural recovery, do not use roads that are too narrow for your vehicle. Avoid damage to trees, hedgerows and boundaries) unsuccessful in preventing damage.</li> </ul>
<p><b>Noise and disturbance impact on wildlife</b>                      Disturbance to nesting birds where susceptible.</p>	<ul style="list-style-type: none"> <li>• Level and timing of use being monitored. Liaison with Natural England and PDNPA Ecologist over vulnerability, sensitivity and capacity issues.</li> <li>• Voluntary code of conduct (effective silencing, ride quietly) unsuccessful in preventing disturbance.</li> </ul>

Archaeological Impacts	Possible Mitigation
<p><b>Impact on the setting and therefore the significance of undesignated heritage assets</b>  Intrusiveness of vehicles has an impact on the setting of features. Evidence of passage or works to deal with that have an impact on the character of the route and area and hence the setting of features.</p>	<ul style="list-style-type: none"> <li>• Level and timing of use being monitored. Liaise with English Heritage over vulnerability, sensitivity and capacity issues.</li> </ul>
Landscape and Visual Impacts	Possible Mitigation
<p><b>Visual impact of vehicle movement in the landscape over a wide area</b>  The impact from the passage of vehicles during the day or night is affected by the large visual envelope of the route, the popularity of the route for all users and the special characteristics of the area. There are periods of reduced transience where vehicles find difficulties in passing or as a result of the volume of vehicles.</p>	<ul style="list-style-type: none"> <li>• Level and timing of use being monitored.</li> <li>• Route recently resurfaced.</li> </ul>
<p><b>Wheel ruts</b>  Evidence of the passage of vehicles is seen by the development of wheel ruts on and adjacent to the route.</p>	<ul style="list-style-type: none"> <li>• Maintain the route. Works undertaken in 2012 by Highways Authority. Consider appropriateness of surfacing with respect to designations and character of the area. Liaison with Highway Authority, Natural England and PDNPA Ecologist.</li> <li>• Existing voluntary code of conduct (do not use roads which may be seriously damaged by wheel pressure, do not travel on green roads where they risk being damaged beyond a point of natural recovery) unsuccessful in preventing disturbance</li> </ul>

Social Impacts	Possible Mitigation
<p><b>Deterrence of use by non-MPV users from presence or anticipation of vehicles</b> Disturbance from vehicles on enclosed narrow lane</p>	<ul style="list-style-type: none"> <li>• Signage indicating the range of classes of users</li> <li>• Voluntary code of conduct (limit to group sizes and maximum speed limits) unsuccessful in preventing disturbance</li> </ul>
<p><b>Noise impact on people</b> Disturbance from vehicles on users of the route and nearby properties including the campsite at Dale Farm.</p>	<ul style="list-style-type: none"> <li>• Voluntary code of conduct (travel at a quiet and unobtrusive pace in small groups) not always applied</li> </ul>
<p><b>Damage to the surfacing of the route</b> The route has been recently re-surfaced to facilitate access by all legal users.</p>	<ul style="list-style-type: none"> <li>• Maintain the route. Consider appropriateness of surfacing with respect to designations and character of the area. Liaison with Highway Authority, Natural England and PDNPA Ecologist.</li> <li>• Voluntary code of conduct (do not use roads which may be seriously damaged by wheel pressure, do not travel on green roads where they risk being damaged beyond a point of natural recovery) unsuccessful in preventing damage.</li> </ul>

Appendix 4 – Leys Lane – Special Qualities

<u>Quality</u>	<u>Value</u>	<u>Impact by Mechanically Propelled Vehicles</u>
The natural beauty, natural heritage, landscape character and diversity of landscapes	Range of protected habitats and species; pastoral landscape with extensive views over lower ground	Ecological – damage and disturbance and risk of disturbance Archeological – impact on setting of features Visual - presence and evidence of use
Clean earth, air and water	Agricultural grazing, livery and campsite	Pollution
A sense of wildness and remoteness	Leading to moorland and open country; can be affected by popularity of the area	Visual – presence and evidence of use Noise – transient but over a wide area
The importance of wildlife and the area’s unique biodiversity	Range of protected habitats and species; accessible areas for the study of nature	Damage and disturbance and risk of disturbance
Thousands of years of human influence which can be traced through the landscape	Range of historic features apparent in the landscape	Impact on features and their setting
Trees, woodlands, hedgerows, stone walls, field barns and other landscape features	Range of landscape features providing a contrast with Longstone Edge	
Opportunities to experience tranquility and quiet enjoyment	Freedom to explore away from sources of noise; can be affected by popularity of the area	Noise - transient but over a wide area. Conflict with other users
Opportunities to experience dark skies	No significant light sources away from the village	Night driving
Opportunities for outdoor recreation and adventure	Proximity of educational establishments; recreational pursuits of quality, diversity and challenge	Conflict with other users

<u>Quality</u>	<u>Value</u>	<u>Impact by Mechanically Propelled Vehicles</u>
Opportunities to improve physical and emotional well being	Variety of modes of access and recreation	Conflict with other users
The easy accessibility for visitors from surrounding urban areas	Proximity of residential educational establishment	Deterrence of other users
The cultural heritage of history, archaeology, customs, traditions, legends, arts and literary associations	An important area for access to the landscape that contain these elements	Impact on features and their setting
Environmentally friendly methods of farming and working the land	Area of farming	Damage to walls and impact on agricultural access.
The special value attached to the National Park by surrounding urban communities	Nearby communities and links to Sheffield.	Deterrence of other users
The flow of landscape character across and beyond the National Park boundary providing a continuity of landscape and valued setting for the National Park	Extensive views	
Sense of place	Extensive views	Visual – presence and evidence of use Noise - transient but over a wide area