

Peak District Local Access Forum

Date: 14 June 2012

Item: 5

Title: TRO Consultations

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Purpose of the Report

The Local Access Forum (LAF) have been consulted on the possibility of the Authority making some form of traffic regulation orders to restrict the use of Long Causeway and the Roych Clough track. This report provides background to the process for consultations on traffic regulation orders (TROs).

Background

The Authority's revised Strategy for the Management of Recreational Motorised Vehicles on Unsealed Highways and Off-road and the revised Procedure for Making Traffic Regulation Orders were adopted in February 2012.

The Strategy emphasises the need to protect the special qualities of the NP and identifies ways in which this may be achieved. Traffic regulation orders are one of the options available. The Procedure sets out the issues that will be taken into account when considering this course of action.

Within Derbyshire, there are 24 routes requiring improved management. For the first 16 of these routes, background reports and route action plans have been prepared. Plans identifying actions for 2012/13 covering the management of green lanes, controlling illegal use and communications were approved in March 2012.

The actions identified for 2012/13 included the consideration of legal proceedings on 7 routes. Consultations on possible vehicle regulation have now commenced for two of these identified routes. At Chapel Gate the extant Experimental Traffic Order is subject to a High Court challenge to be heard in November 2012.

Process

Appendix 1 sets out the flow chart for making a TRO. We are at Box 1.

The recommendations of the LAF Vehicles Sub-Group have been incorporated into the route information documents and used to advise actions. Actions have been agreed by the LAF and were adopted by the Authority in March 2012. TROs have been identified for these two routes as a possible management option.

Consultations under Regulation 4 of the National Park Authorities' Traffic Orders (Procedure)(England) Regulations 2007 were sent out in May 2012 to the persons identified in Schedule 1 of the Regulations and to other known interest groups identified by the Authority for these routes. Contact details were verified prior to the consultation letters going out. A 28 day consultation period has been provided.

The consultations ask whether use should be or should not be restricted and either the nature, extent and duration of any restriction or any alternative means of management.

The consultation responses on these routes will be reported to the Audit Resources and Performance Committee (ARP) on 20 July 2012. The report will consider evidence and grounds for making TROs and alternative management options. Members will also consider the form that any such TRO could take.

If, following this meeting, there is a formal decision to pursue a TRO option, work will begin on preparing a statement and drafting the order in accord with that agreed. Notices will then be published and served on consultees and a six week consultation period will be provided. This is the time at which individual comments can be submitted.

These responses to a proposal will then be collated and reported to a meeting of the ARP Committee to consider whether to proceed to make a TRO on the basis proposed, to make amendments to the proposed order, or to seek an alternative management option.

If there is a formal decision to proceed to make an order, this will be prepared and published and notice will be formally served on all consultees and objectors. Implementation of a TRO will also include signage and barriers where appropriate and in consultation with the Highway Authority.

The timescales for the whole process are anticipated to take 9-12 months. This period will be extended if a public inquiry is pursued or in the event of legal challenge.

Information

A list of consultees is available on the website. This includes those organisations that are prescribed by regulations and those to be routinely consulted. There may be other organisations which will be consulted on specific routes because of their particular interest. Contact details have been provided where possible to allow for interested individuals to contact their representative organisations with any views they may have.

The route information for Long Causeway and the Roych has been updated. A route summary report has been prepared for Long Causeway using the information provided in the previous management plan. The route summary reports for both routes now incorporate information on the cultural heritage. Where available, the latest monitoring information has also been provided. Route information can be found at www.peakdistrict.gov.uk/priorityroutes.

Details of the strategy, procedure, action plans, and consultations can be found at www.peakdistrict.gov.uk/vehicles.

Recommendation

- 1. That the report is noted.**
- 2. That the Forum provides responses on the consultations on the possibility of traffic regulation orders as a proposed management option for Long Causeway and the Roych.**

Procedure for making a Permanent Traffic Regulation Order

