

Green Lanes Annual Report 2018/19



February 2019

Green lanes are untarmaced tracks, valued by nearby communities and many recreational users as walking, cycling, horse-riding and, where motorised vehicle rights exist, as trail-riding routes.

This is our second green lanes annual report and is for everyone who uses and looks after green lanes. It reports on the work we have done in partnership with others over this last year.

1) Monitoring

The Peak District National Park Authority uses electronic logging devices to monitor vehicle use. Differentiating between agricultural vehicles and larger four by four vehicles is difficult so locations are sought where there is little to no agricultural use to ensure data is as accurate as possible in the recording of recreational use.

Data is shared with the police to record illegal use on routes with restrictions to enable them to make intelligence-led decisions on their operations. At the beginning of the year, we bought two replacement loggers to ensure the consistency of data recording.

During 2018-19 we have monitored 15 sites. This includes all TRO routes, as well as monitoring at Wetton Hills, Minninglow Lane, Brough Lane, and the Nook and Tideswell Lane at Eyam. Illegal use has been monitored at Brushfield, Pilsbury, Taylor Lane and Chelmorton.

2) Education & Enforcement

During 2018/19, police have acted upon reports of illegal activity at routes in Derbyshire, Cheshire, South Yorkshire and West Yorkshire.

Sheffield police have carried out training days on routes in the National Park. Derbyshire police took part in the West Yorkshire Charity Ride to educate 160 riders on legal use.

3) Signage

There has been no further replacement of TRO signs; the signs are no longer being removed.

An offer was received from Peak and Derbyshire Vehicle User Group and Green Lanes Association to fund advisory signs where required.

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4) Reporting

Action plans on priority routes, illegal use and communications for 2018/19 to protect the special qualities of the National Park were approved by Members of the Authority in March 2018. The plans can be viewed at www.peakdistrict.gov.uk/vehicles and are due to be updated at the March 2019 Audit, Resource and Performance Committee.

A summary report on the Traffic Regulation Orders made by the National Park Authority was provided in May 2018 and has recently been updated. As well as giving details about the special nature of these routes, it also updates the level of logged vehicle use and includes a section on accessibility.

The routes identified as priority routes within the National Park, namely those requiring improved management, are covered by route reports and are kept updated with the latest vehicle logging data, changes in legal status and environmental information. The reports can be viewed at www.peakdistrict.gov.uk/priorityroutes.

5) Voluntary Restraint

VOLUNTARY RESTRAINT

**Recreational 4x4s are asked
NOT TO PROCEED
BEYOND THIS POINT**

VALID FROM 1 NOVEMBER 2018 - 1 MAY 2019

Failure to comply could result in full time closure
The future of recreational motoring is in your hands

Reason: For the protection of the highway due to waterlogged track and deep rutting	Road reference: Minninglow/Galloway Lane Contact derbyshire.rep@glass-uk.org
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GLASS
GREEN LANE ASSOCIATION
Protecting what we love to see out there

PDVUG

tread lightly!

www.peakdistrict.gov.uk/vehicles

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The Peak District National Park Authority is keen to see user groups taking voluntary action to address issues. We've worked with groups like the British Mountaineering Club and mountain bikers for several years and in recent years have also been working with the Peak and Derbyshire Vehicle User Group and its associated member groups.

This winter, PDVUG has again been urging recreational vehicle users to refrain from using Minninglow and Gallowlow Lane which gets waterlogged in winter. Ruts can make the lane difficult for all users and the restraint is to prevent further deterioration. To date, we've seen approximately 60% less 4x4 vehicles. In the meantime, Derbyshire County Council have repairs in hand.

6) Traffic Regulation Orders



In February 2018, the Authority carried out a public consultation at Wetton Hills, near the Manifold Way. The consultation responses were considered at a committee meeting in September 2018 and the decision was made to progress with the making of a TRO on this route to prohibit all mechanically propelled vehicles at all times. A meeting with Staffordshire County Council is pending.

7) TRO Exemptions

At Derby Lane an exemption to the traffic regulation order allows for caving access on application. During 2018/19, there have been 7 applications for exemptions.

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At Washgate, exemptions were granted for the Bemrose and Reliance Cup motorcycle trials held in March and June 2018.

8) Repairs

During 2018, the Authority's Countryside Maintenance and Project Team carried out repairs, on behalf of Derbyshire County Council, on the upper section at Brushfield to address ponding of water and damage to walls and adjacent land by those avoiding this ponding.



9) Volunteers

In November 2018, we were contacted by Kerridge Ridge and Ingersley Vale volunteers about repairing a famous hill climb known as the Corkscrew and possibly one of the first TRO routes (1938). We will look forward to updating you on these repairs.