

Peak District National Park Green Lanes Action Plan 2022/23

Engagement

Discovering

Green Lanes are trackways across the National Park - a story of people and industry and links to wildlife and habitats, communities, beautiful views, tranquillity, and inspiration for the benefit of all.

Aim: to embed Green Lanes in the access and rights of way network and the public's consciousness.

Action 2022/23:

- 1) **Green Lanes branding as multi-user routes.**
- 2) **Develop website content on Green Lanes.**
- 3) **Green Lanes Communication Plan messages.**
- 4) **An area-based approach at Bradwell Moor.**

Understanding

Green Lanes can be important for their heritage, conservation, communities and/or recreation. Some routes are key for supporting health and well-being, linking to wider access and for exploration and enjoyment of the special qualities of the National Park.

Aim: to identify what is special about Green Lanes and encourage that understanding.

Action 2022/23

- 1) **Sharing the History on the Peak's Packhorse Trails.**
- 2) **An area-based approach at Bradwell Moor.**
- 3) **Considering future inputs based on Green Lanes contributory value.**

Involving

The Peak District Local Access Forum advises on access and recreation, adopts a consensus-based approach, and reflects and disseminates information.

Aim: to identify, appreciate, and manage issues relating to use of Green Lanes.

Action 2022/23

- 1) **Action planning and progress reports to the Local Access Forum.**
- 2) **Green Lanes Sub group for detailed involvement relating to engagement, protection and enhancement of Green Lanes.**

Supporting

Working in partnership recognises that everyone can make a difference. Volunteering and funding opportunities supports the work on Green Lanes.

Aim: to encourage involvement and for its recognition.

Action 2022/23

- 1) **Peak Park Conservation Volunteers involvement.**
- 2) **Local Access Forum and partnerships for Sharing the History.**
- 3) **Funding and donations for access improvements to include Bradwell Moor, Miles without Stiles, Keep on Track, and Sharing the History.**

Protection

Use

Some Green Lanes may have vehicle rights, others not. The clarification of legal status is carried out by the Highway Authorities. The Highway Authorities are also responsible for the signing of public rights of way, supported by the Authority.

Aim: to clarify Green Lanes which do not have motorised vehicle rights.

Action 2022/23

- 1) **Respond to Highway Authority consultations with any relevant information held.**
- 2) **Keep on Track signage on routes as and where appropriate.**
- 3) **Identify and report or replace missing signage.**

Monitoring

Vehicle logging is carried out where there is intensification or excessive or inappropriate use or for considering the suitability of routes for accessibility needs. Surveying and auditing is also undertaken to assess changes in condition and suitability.

Aim: to target and prioritise Green Lane actions for protection or enhancement.

Action 2022/23

- 1) **Vehicle logging prioritised on Green Lanes in accordance with the Illegal Use Action Plan, Keep on Track, and for contributing to Miles without Stiles.**
- 2) **Green Lane surveys and audits as required, including Keep on Track, and for contributing to Miles without Stiles.**

Respect

The National Park's Green Lanes Code promotes responsibility by all users. Peak District Proud encourages responsible use.

Aim: for respect for others and the environment and a recognition of impacts.

Action 2022/23

- 1) **Keep on Track to protect verges.**
- 2) **Adoption of Peak District Proud approach for Green Lanes.**

Restraint

Voluntary restraint on routes helps to manage impacts.

Aim: for respect for others and the environment and the management of impacts.

Action 2022/23

- 1) **Encourage compliance with Keep on Track.**
- 2) **Support and monitor proposals for voluntary restraint on Green Lanes.**

Restriction

Where respect and restraint are not proving sufficient to manage impacts, the Authority has similar powers to the Highway Authorities to make Traffic Regulation Orders. The Authority has made seven Traffic Regulation Orders.

Aim: to protect the area in accordance with National Park purposes.

Action 2022/23

- 1) Consider applications for TRO exemptions, and for compliance with the terms on which they may be granted.**
- 2) Keep under review any Green Lanes where a TRO may be a possible course of action.**
- 3) Respond to any consultations on TROs by the Highway Authorities.**
- 4) Facilitate consultation responses by the Peak District Local Access Forum, as required.**

Enhancement

Repairs

Highway Authorities have a duty to maintain Green Lanes. The Authority supports this with the use of volunteers for small-scale works, including routine maintenance.

Aim: for ease of use and to protect the environment of the National Park.

Actions 2022/23:

- 1) Identification of works relating to impact on National Park or to meet accessibility requirements.**
- 2) Provision of advice on schemes of repairs and to monitor during and following the works.**
- 3) PPCV involvement in routine maintenance.**

Verge protection

By working with users and other partner organisations, the Keep on Track campaign will help to limit damage to lane verges and help to reinstate any areas of damage.

Aim: to foster respect and recognition of impacts and to mitigate those impacts.

Actions 2022/23

- 1) Promote and encourage support for Keep on Track.**
- 2) Identification of routes and locations for signage in conjunction with Local Access Forum.**

Accessibility

Green lanes can be particularly suitable for accessible routes. Some Green lanes may be suitable for promotion as Miles without Stiles easy access routes. Highway Authority repairs can improve accessibility. The Peak District National Park's Foundation and Access Fund supports the funding of access improvements and Miles without Stiles.

Aim: to reduce barriers to access and promote opportunities for access for all.

Actions 2022/23

- 1) Surveys and audits of Green Lanes to assess suitability and barriers to access.**
- 2) Identification of suitability in Highway Authority schemes for repairs.**
- 3) Funding and undertaking of works to improve access.**
- 4) Promotion of Green Lanes as Miles without Stiles routes, where suitable.**