

DERBYSHIRE COUNTY COUNCIL  
COUNTRYSIDE SERVICE

Management of Green Lanes

2012 - 2017

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## **1 Introduction**

In 2003 Derbyshire County Council published its first policy dealing with the management of motorised vehicles in the countryside. Since that point in time not only have there been key legislative changes but there has also been an increase in public awareness of the use of vehicles in the countryside.

In 2007 the County Council published the first Rights of Way Improvement Plan (ROWIP). Aim 3f identified steps required to improve the management of recreational motor vehicles in the countryside.

This revised policy takes on board lessons learned over the past years including the ongoing period of implementation of the ROWIP. It sets down the Council's strategy for managing motorised vehicular use of routes throughout the County. The County Council has worked closely with the Peak District National Park Authority on issues relating to the management of motorised vehicles and recognises that National Park has a key role to play in the management of motorised vehicles in the countryside. Indeed this refreshed Policy will compliment the work of the National Park and its own Policy. The County Council shall, at all times, have proper regard for the functions of the National Park.

This policy supersedes the previous Policy for the Management of Motorised Vehicles in the Countryside Policy.

This policy does not impact upon private rights of way and therefore references to rights of way and motorised vehicular access in this document are intended to refer to public rights.

## **2 Terminology**

This policy covers carriageway highways that are mainly un-sealed. These are generally routes that should be recorded in the definitive map and statement as Byway Open to All Traffic (BOAT). The policy may also be applied to any mainly unsealed ways that are not currently so recorded which the Council may consider at any time to be more likely than not to be carriageway highways.

The following words and acronyms [and phrases] are generally used in this Policy as abbreviations, as follows:

- **Byway/BOAT** – Byway Open to All Traffic as defined in the W&CA 1981.
- **Definitive Map** - The definitive maps & statements kept by the Council pursuant to Part III of the W&CA 1981.
- **Mechanically propelled vehicle (MPV)** - All motorised vehicles excluding mobility scooters as defined in The Use of Invalid Carriages on Highways Regulations 1988 (Statutory Instrument 1988 No. 2268).
- **Non Classified Highway (NCH)** - A highway maintainable at the public expense which is not classified as an A, B or C class road or as any other type of road.
- **Recreational driving** covers the driving or riding of mechanically propelled vehicles as a recreational pursuit on BOAT's and other unsealed NCH routes to which this policy applies. It does not include the driving of horse drawn carriages.
- **Stakeholders** refers to anyone who has an interest in the management and maintenance of BOAT's and other unsealed NCH routes and includes user groups, landowners and local authorities.
- **The network** covers the highways to which this policy applies and those carriageway highways not covered by the policy which connect them.
- **TRO** covers any type of Traffic Regulation Order made pursuant to sections 1 or 14 of the Road Traffic Regulation Act 1984.

### 3 Our Aim

Throughout the process of developing this revised policy we have been acutely aware of the need to consider the legal rights of passage for all types of use. The Council listens to the many views expressed by local communities and all user groups including those groups representing recreational drivers. A balance often has to be struck between enjoyment of vehicular use rights over a route and the impacts that continued enjoyment of those rights could have on amenity for the local community, the environment, and other types of use.

Our dialogue with representatives of recreational driving groups has highlighted their desire to pursue and promote only lawful and responsible activity. However it has also served to underline the need at many levels for effective communication to users about precisely which rights can be assumed to exist over a particular route and which cannot be used.

#### **Policy Statement 1**

The Council aims to protect opportunities for recreational driving where conflict with other types of use is kept to a minimum and where this activity does not have an unacceptable detrimental impact on the environment or communities.

To pursue this aim, the County Council will continue to invite and take advice from representatives of recreational driving vehicle groups via the Local Access Fora.

### 4 Recording of Public Rights

The Definitive Map should show all public rights of way which existed at the Relevant Date<sup>1</sup>. It is amended by order where the Council considers from evidence available that an additional way exists as a right of way or that a way should be shown as a different kind of highway. Consequently some routes are upgraded to a “higher” status on the Definitive Map, and others are added to it as new routes. Less commonly, routes can be removed or down-graded.

This policy applies to Byways Open to All Traffic (BOAT) and unsealed NCH's other than any NCH over which the Council considers public vehicular rights do not exist. For any NCH over which the Council considers public vehicular rights do not exist, it will generally seek to

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<sup>1</sup> The Relevant Date is a term used to state the date that the rights of way shown on the Definitive Map legally existed.

maintain signs at the relevant junctions to that NCH to indicate highway users that public vehicular rights do not exist over it.

The List of Streets is the record of highways maintainable at public expense, including NCH's, which the Highways Act 1980 requires the Council to keep. This data for Derbyshire is available from the Council's website, which includes depictions of the relevant streets in map form. The List does not record the level of public rights for any street.

Some routes which are recorded on the List of Streets as NCH are also shown in the Definitive Map and Statement, e.g. as a Public Bridleway. These routes are sometimes called "Dual Status". Although some of them have been the subject of claims for BOAT rights, it appears that the Natural and Rural Communities Act 2006 (the NERC Act) has extinguished rights for driving MPV's over many others. This means that the route cannot be a BOAT even where it could previously have been recognised as one. In other cases the route may be exempt from extinguishment of rights by the NERC Act, e.g. because when it was on the List of Streets and not in the definitive map and statement.

Numerous claims for BOAT's to be recorded on the definitive map and statement were received by the County Council following the introduction of the Countryside and Rights of Way Act 2000. A substantial number of these are currently being processed. The County Council website will provide updated information about these claims.

## **5 Sustainability**

The County Council's duty to keep in repair highways which are publicly maintainable includes most public rights of way and the great majority of the routes which are of interest to vehicle users<sup>2</sup>.

The County Council, acting in the public interest, strives to maintain highways in a condition in keeping with their designations and importance. However resources are limited. In practice, maintenance varies widely according to the differing characteristics of the highways concerned. In contrast to other carriageways, BOAT's which are publicly maintainable are not generally maintained so as to promote ease of use by vehicles. This is reflected in the W&CA 1981 (as amended by C&RoWA 2000). Under s55(7) of the Act, certain ways previously shown as roads used as public paths and subject to certain types of modification orders also become highways maintainable at the public expense. However, s.55(8) states that s55(7) "does not oblige a

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<sup>2</sup> Some highways are privately maintainable. That is, there is a public right to pass and re-pass over the highway but the landowner has the duty to maintain the highway.

highway authority to provide, on a way shown in a definitive map and statement as a BOAT, a metalled carriage-way or a carriage-way which is by any other means provided with a surface suitable for the passage of vehicles". Where a sealed carriageway is unsuitable for general MPV use this can be marked by 'Unsuitable for Motors' warning signs. The unsuitability of unsealed BOAT's for general MPV driving (as opposed to use by recreational drivers with MPV's with some 'off-road' capability) is generally self-evident from their appearance.

Failure to keep a route in repair is neither a ground for seeking to extinguish a route nor for making a TRO. Nevertheless, for some BOAT routes, no realistic maintenance specification to can be found to secure its establishment as a suitable facility for bridleway and/or footpath uses as well for as vehicular types of use. This may be due to a combination of factors such as climate, topography, deterioration over many years exacerbated by inclement weather, and in some instances erosion from use by vehicles. In some cases more robust standards of repair may provide a solution. For instance, sustainability surveys by the Peak District National Park Authority have recommended investment in the infrastructure of several routes.

Nevertheless, in the County Council's experience, challenging situations can arise where the only physically sustainable maintenance solution compatible with unrestricted vehicular access would be to introduce tarmac as a preventative measure against continued erosion. This change to the character of a route may be considered to be unacceptable on amenity or environmental grounds.

The County Council will therefore take a pragmatic approach to the management of these routes, which strives to ensure that the use of the route by vehicles is preserved without having a damaging impact, and distinguishes those cases where this is not practicable.

A combination of positive and well publicised management is a key to the preservation of these routes for the enjoyment of all. This encompasses restricting, as and when necessary, those routes that are enjoyed for recreational driving. This may be by TRO, which may entirely prohibit MPV traffic on routes, or impose particular limitations e.g. to particular times.

The following measures that could be introduced to ensure that BOAT's which are identified as being acceptable for recreational driving remain suitable for continued BOAT use:

- Encouraging local groups to watch-over routes and report problems to the County Council.

- Encouraging user-groups to “adopt” a route and maintain it on behalf of the County Council, the Council providing expert advice and materials
- Ensuring that routes are included in formal County Council inspection regimes. Ensuring that any reported localised damage is repaired immediately to reduce higher levels of expenditure in the future.

Some BOAT’s will have to be brought up to a reasonable standard before any long-term management will bear dividend. To this end the County Council will need to commit to long-term progressive investment in the network to ensure that the basic requirements of users are met. Regular inspection and clearance of drainage channels, combined with a scheduled programme of maintenance, is the key to preserving these routes in a serviceable condition. The days when a “lengthsman” was employed with the specific task of inspecting these routes have passed however the Council will commit itself to a yearly inspection of those routes which have been improved as well as an inspection following adverse weather conditions in order to avoid failure of the route. Immediate repairs should be brought forward to avoid more costly intervention in the future e.g. to avoid catastrophic failure of the surface of the route due to the cumulative effects of failed drains, scoured surfaces etc.

The County Council is also under a duty as stipulated in S40 NERC which requires every public authority to have regard to conserving biodiversity.

**Policy Statement 2**

2a) In recognition of the necessity to improve some routes the County Council will invest over the next 5 years to improve off-road vehicular routes.

2b) The County Council will encourage and support voluntary management schemes to assist with the management of off-road vehicular routes.

2c) The County Council will commit to a yearly inspection of routes where improvements have been made.

**6 Management of Vehicular Use**

The County Council recognises the importance of ensuring that BOAT’s are understood for what they are. To this end the County Council will ensure that routes are signed appropriately and where practical, include a destination. Furthermore, we will reduce any misunderstanding that



may exist over what public rights exist by making information widely available.

**Policy Statement 3**

3a) The County Council will publish and maintain a list of vehicular routes that contains sufficient information to allow all users to exercise their judgement whether a route is useable.

3b) When ever possible this shall include information about suitability throughout the year.

**6.1 Control Measures**

In some instances it may be necessary to introduce a TRO. This may be to preserve the character of the route or to ensure that the route is not damaged when at its most vulnerable. Any request to consider traffic control will be judged against those criteria that allow regulation. The current relevant criteria are under the Road Traffic Regulation Act 1984.

**6.2 Voluntary Restraint**

“Voluntary restraint” is another potential method for seeking to reduce impact on particular routes. The practice involves liaison with user groups to ensure that conditions stipulated within voluntary restraint agreements are respected. These agreements are not legally binding however their adoption may cause sensitive routes to be used in a way so as to minimise impact on the surface; for example, during periods of adverse weather, a voluntary one way system may counteract damage caused by up-hill acceleration. Where a voluntary restraint agreement is reached but does not succeed in changing the use of the way, it may be necessary to introduce more robust management measures (e.g. by TRO).

**Policy Statement 4**

4a) Derbyshire County Council will support voluntary restraint wherever it considers this to be appropriate and workable temporary solution.

4b) Voluntary restraint will not over-ride or preclude any form of management the Council may wish to implement.

### **6.3 Traffic Regulation Orders**

The Road Traffic Regulation Act 1984 empowers the Council to restrict, prohibit or regulate the use of roads open to the public, including rights of way. The Council has used these Traffic Regulation Order powers effectively to manage routes.

A TRO can provide an immediate solution to a traffic problem or combination of traffic problems arising on any type of road. However, there are a number of symptoms that often simulate requests for a TRO. These include:

- The persistent misuse of a route by ignoring the status.
- The deterioration of the surface.
- Conflict between different types of use.
- Damaged surface causing users to veer off the route.
- Imminent danger to users.

This is non-exhaustive list but serves to demonstrate the range of issues often presented to the County Council. The County Council will consider every case on its merits. It will consider whether a TRO is appropriate for a specific situation. It will have regard to official advice currently in the guidance set out in the revised version of 'Making the Best of Byways' and Guidance document entitled 'Regulating the Use of Motor Vehicles on Public Rights of Way and Off-Road'. The County Council however cannot be expected to follow Government advice in every case.

The County Council will not unreasonably impose a TRO. Where a problem cannot be resolved by other reasonable means, the County Council may be expected to impose one expeditiously. In other situations consultation will be carried out and the responses analysed to ensure that a TRO is appropriate. This may result in:

- A TRO restricting all MPV traffic.
- A TRO restricting use to certain class or classes of MPV traffic.
- A seasonal TRO to protect the environment and character of the route for example.
- A TRO restricting access at certain times of the day and/or year
- Identification of another method to resolve the problem.

### **Policy Statement 5**

Traffic Regulation Orders shall be considered where

5a) No other reasonable solution exists to resolve conflict between types of use.

5b) There is a clear danger to vehicle users.

5c) The safety of other users is compromised through continued use by vehicles.

5b) Any other relevant legal criterion is satisfied.

## **7 Barriers**

The County Council has powers to erect structures within the highway to protect the safety of users. It is likely that it will be necessary to erect barriers where there is unlawful use of bridleways for example by motorised vehicles. In these circumstances the County Council will consider erecting a suitable structure to either prevent or frustrate attempts to use a way.

Continued use of some routes by motorised vehicles has led to a gradual deterioration in the quality of the route. Where this occurs, to the extent that the safety of lawful users is prejudiced, then a barrier may be erected to prevent use.

### **Policy Statement 6**

The use of barriers or similar structures will be considered for use on routes not carrying public motorised vehicular rights where the safety of the public is at risk.

The Council will ensure that any structure that is erected does not impede access for other users.

## **8 Monitoring**

It is important that the County Council is able to make informed decisions in respect of the management of routes subject to recreational vehicular use. To this end the County Council will carry out monitoring of traffic (e.g. by placing vehicle loggers (devices that monitor the volume and type of vehicular traffic)) on routes.

## **9 Misuse of non vehicular highways**

Many routes that are recorded as being other than BOAT's or other public carriageways are still in use by motorised vehicles. These include Restricted Byways and Bridleways. This misuse is unacceptable, and may be perceived to discredit legitimate recreational driving. The

Council will work in an advisory capacity with the Police and where possible, vehicle user groups, to discourage this activity. Consideration may also be given to imposition of TRO's on such routes.

**Policy Statement 7**

7a) Use of non-vehicular routes by motorised vehicles will be referred to the Police.

7b) The County Council will erect appropriate notices on such routes with the aim of reducing use by motorised vehicles.

## **10 Motorised Vehicle Trials**

On 7 May 2009 the County Council approved a guideline for motor vehicle trials. This advisory document is currently under review and will be published in due course. It will aim to support well organised trials.

**Policy Statement 8**

The County Council will support efficiently organised Motor Trial events where organisers can demonstrate that liaison with the Police, local communities, landowners and conservation bodies has been carried out.

## **11 Consultation**

Throughout the production of this document the Council has listened to many issues relating to motorised vehicular access in the countryside, it has reflected on the broad range of comments that it has received from the spectrum of users and where possible has aimed within this Policy to propose practical and deliverable measures to address often conflicting views.

In recognition of the above, the County Council will the County Council will review this Policy every 5 years and where necessary make amendments based on experience and comment from the public, stakeholders and partners.

## **12 Policy Summary**

For convenience a summary of the policy statements is provided below.

### **Policy Statement 1**

The Council aims to protect opportunities for recreational driving where conflict with other types of use is kept to a minimum and where this activity does not have an unacceptable detrimental impact on the environment or communities.

### **Policy Statement 2**

2a) In recognition of the necessity to improve some routes the County Council will invest over the next 5 years improve off-road vehicular routes.

2b) The County Council will encourage and support voluntary management schemes to assist with the management of off-road vehicular routes.

2c) The County Council will commit to a yearly inspection of routes where improvements have been made.

### **Policy Statement 3**

3a) The County Council will publish and maintain a list of vehicular routes that contains sufficient information to allow all users to exercise their judgement whether a route is useable.

3b) When ever possible this shall include information about suitability throughout the year.

### **Policy Statement 4**

4a) Derbyshire County Council will support voluntary restraint wherever it considers this to be appropriate and workable temporary solution.

4b) Voluntary restraint will not over-ride or preclude any form of management the Council may wish to implement.

### **Policy Statement 5**

Traffic Regulation Orders shall be considered where:

5a) No other reasonable solution exists to resolve conflict between types of use.

5b) There is a clear danger to vehicle users.

5c) The safety of other users is compromised through continued use by vehicles

5d) Any other relevant legal criterion is satisfied.

### **Policy Statement 6**

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**Policy Statement 7**

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