

The Lake District - A Cultural Landscape Under Threat.
A Critical Commentary on a paper by Mr. Fritz Groothues.

Geoff Wilson, MA.

Chairman, Hierarchy of Trail Routes in the Lake District Group, 1995 - 2007.

North Regions Liaison, Land Access & Recreation Association

To: The World Heritage Committee

World Heritage Centre
UNESCO
7, Place de Fontenoy
75352 Paris CEDEX 07
France

I am aware of the paper presented by Mr. Fritz Groothues in the World Heritage Report 2018 published by World Heritage Watch e.V. (<http://world-heritage-watch.de/content/wp-content/uploads/2018/06/2018-Report-WHW.pdf>) Pages 66-68); and the subsequent resolution submitted and approved at the World Heritage Watch Civil Society Forum 2018 in Bahrain, 22-23 June 2018.

Whilst I appreciate Mr Groothues' passion for the English Lake District National Park, as someone who has been intimately involved since 1995 in the area and with the issues discussed in the paper, both as Chairperson of a multi-disciplinary working group overseeing and monitoring use of unsurfaced roads in the National Park as well as a local resident, I wish to provide the World Heritage Committee with evidence to show that the situation described in both Mr. Groothues' paper and the WHW resolution includes many inaccuracies and false statements and much hyperbole, which may mislead and misinform the Committee.

I am concerned that the WHW paper may be used to misinform significant decisions effecting access and use of the Lake District National Park.

I describe in the following critique my concerns regarding the WHW report, and present an alternative and evidence-based narrative in the hope that you may be better informed.

Yours sincerely,



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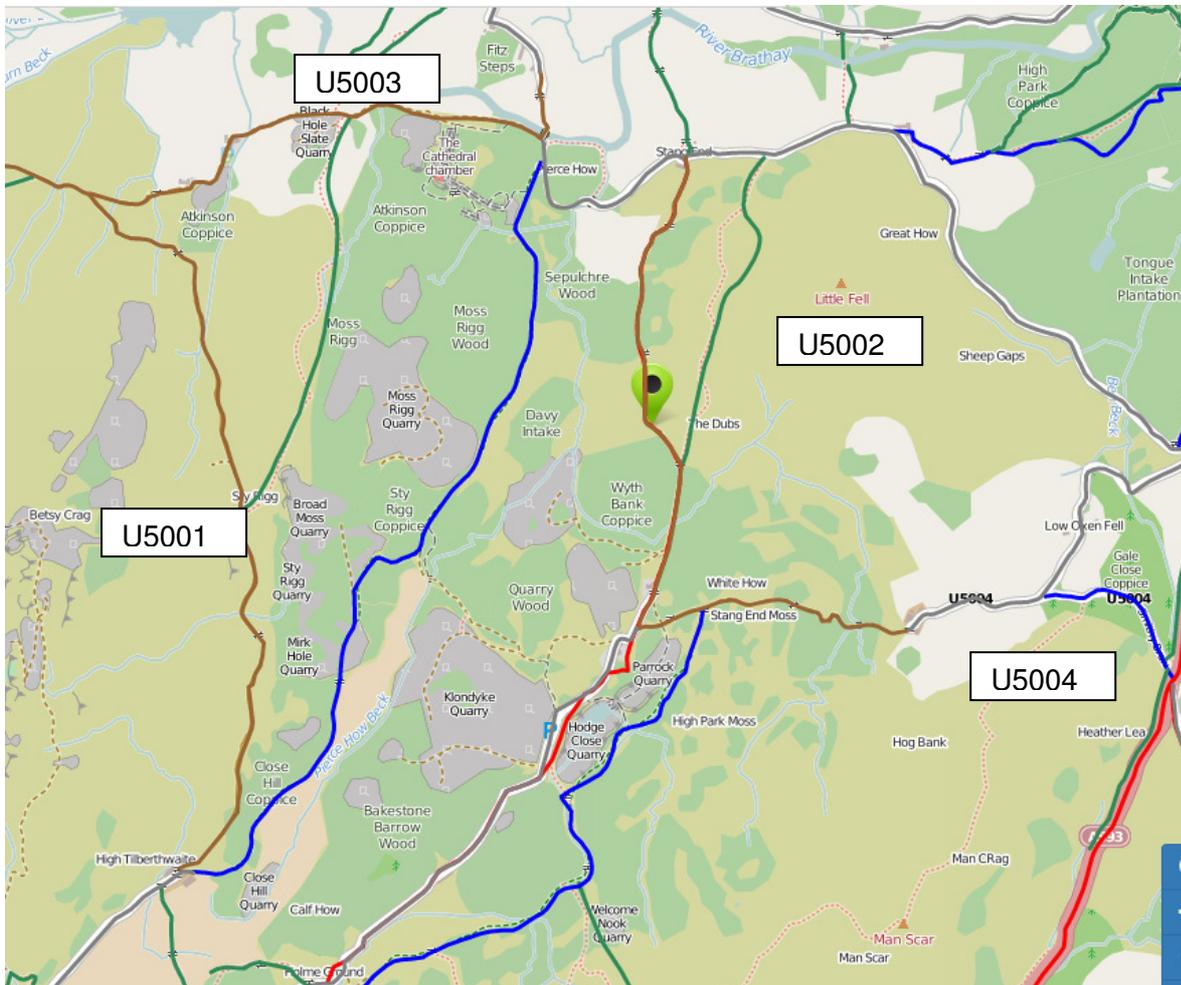
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1. Extract: The Lake District - A Cultural Landscape Under Threat.

When addressing the routes 5001 & U5004 the paper presented to WHW states:

These tracks run across a stretch of land between Coniston and Little Langdale which one of the founders and leading figures of the Lake District conservation movement, the author, land-owner and sheep breeder Beatrix Potter, left to the National Trust and the nation, on the condition that it be preserved for future generations, together with the sheep farms located on it. [

Comment:

1.1. When Beatrix Potter bequeathed the farms to the nation (National Trust) she would be very aware that these routes, along with many other roads which passed over her property, were public highways (roads).

1.2. The public roads which pass over the farmland which Ms. Potter bequeathed to the nation do not in themselves or by their existence, affect the preservation of the land which she bequeathed to the nation.

2. Extract: The Lake District - A Cultural Landscape Under Threat.

The two tracks in question were rarely, if at all, used by recreational motor vehicles before 2001. They are shown on maps from 1844 onwards as minor tracks, in clear contrast to the roads leading up to them. In tourist guides from the mid-1880s they appear as routes for walking excursions. In the 20th century they were not sealed with tarmac because there was no demand from local residents or tourists to use them with motor vehicles.

Comment:

2.1 There is considerable evidence that the roads in question were well used prior to 2001.

2.1.1 Oaths / affidavits gathered in 1986 witness to the use of the route in question from 1932.

2.1.2 The Cumbria Group Trail Riders Fellowship was established in 1974 with the purpose of safeguarding use of the old roads of Cumberland and Westmorland.

2.2. Prior to 2001 there was considerable recreational use of the routes in question, and the impact of MPV use was minimal. When addressing the Tilberthwaite network of routes (U5001, U5002, U5003, & U5004) **the Hierarchy of Trail Routes Experiment Report published July 2001 states:**

'There is no physical evidence of either 4WD or motorcycles on any of the routes which, given the level of use, is surprising.

2.3. Further, the same report states:

There is no or little grass cover on any of the routes for vehicles to break through and although some sections of gullying exist, the main action of water has been to remove the fine sediment from across the whole surface of the track. To prevent the condition of U5001 from worsening, water needs to be kept off the surface and regular maintenance of ditches, culverts and drains should be seen as a priority. Photo. 70 [not included here] shows a section of the route where a poorly maintained side ditch has allowed water to flow down the track and create a rough boulder strewn surface. The scenario is repeated at other locations and if not checked the condition of this route could deteriorate markedly in the short to mid term.'

None of the drainage / maintenance work recommended by the report was carried out. It was not, and still is not the responsibility of the LDNPA to carry out repairs to the routes in question/ It is the

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responsibility of the highway authority for the area, which is Cumbria County Council. The LDNPA cannot be held responsible for the lack of maintenance of these route.

2.4. Further the above report states:

'The U5001 ... drainage features are choked with vegetation and/or sediment and water spills onto the track in a number of locations. On the steeper slopes this has resulted in the fine sediment being washed away leaving the surface full of loose rock and small boulders (photo. 69) [not included here].'

Little or no remedial action to counter these effects was taken by the highway authority (Cumbria County Council). The issue at that time was weather conditions and not use by MPVs.

2.5. Also, when dealing with data-logger information from the Tilberthwaite area the report states:

'The logger was deployed ... west of High Hall Garth on the U5003. Although this is not the busiest of the Tilberthwaite routes it was put there to ascertain etc. etc..'

.... which illustrates clearly, that contrary to what is asserted in the WHW report, that there was considerable use of these routes by motor traffic prior to 2001.

3. Extract: The Lake District - A Cultural Landscape Under Threat.

After the LDNPA erected signs advertising the HOTR in 2001, the number of recreational motor vehicles on the High Oxenfell-Hodge Close and High Tilberthwaite-Bridge End tracks rose steadily. Commercial companies started offering tours in 4x4 convoys on these routes. At the same time, off-road enthusiasts began posting material on social networks, praising this area as an ideal destination to practice off-road driving skills.

Comment:

3.1. There is no evidence that the erection of advisory signs prompted an increase in use of the routes. On the contrary it was increasing concerns over recreational use of 'green lanes' from the early 1990s which prompted the LDNPA to study the matter more closely from 1995.

3.2 Commercial companies were using the Tilberthwaite / Langdale routes well before 2001. The HoTR process was introduced partly as a response to requests to manage that use.

3.3 When addressing the Tilberthwaite network of routes (U5001, U5002, U5003, & U5004) **the Hierarchy of Trail Routes Experiment Report published July 2001 states:**

'The vast majority of bikes recorded in the Register are from CCM and their last two ride-outs can be correlated with the logger data and account for 71 of the 118 bikes recorded. On this route [U5003] the voluntary restriction for 4WDs appears to have worked well.'

As this comment in the HoTR Report shows, and contrary to the assertions made in the WHW report, Commercial companies, such as CCM, *Over the Hills 4x4*, *Kankku*, and others had been using the LDNP routes for many years prior to 2001.

4. Extract: The Lake District - A Cultural Landscape Under Threat.

In 2001 the Lake District National Park Authority introduced a scheme of voluntary restraint for recreational motor vehicle users on green lanes, the Hierarchy of Trail Routes (HOTR), proposing a maximum number of four 4x4s and eight motorcycles travelling in one group. Major flaws in the scheme are that it is unenforceable and sets no overall limit. The HOTR was devised *in co-operation with motor organisations, without the involvement of residents, farmers, horse riders or walkers.*

Comment:

4.1. It is not correct to assert that the HoTR was devised ... without the involvement of residents etc. etc.. The contrary is the case.

In response to increasing concerns that the recreational use of motor vehicles was in need of increased management, some of them expressed by the Langdales Society, the LDNPA Trail Management Advisory Group (TMAG) was set-up in 1999. The purpose of the TMAG was to advise the LDNPA's Park Management Committee on the most suitable management tools available for recreational green-road use. It comprised representatives of the National Park Authority (with one of them acting as chair), the highway authority (Cumbria County Council), the LDNPA's voluntary wardens, landowners (National Trust, Forestry Commission, National Farmers Union and Country Landowners Association), the Friends of the Lake District (conservation group), representatives of non-motorised users (walkers, pedal cyclists & horse riders), parish councils, and of commercial and private recreational motor vehicle users. The TMAG advised the National Park's Management Committee, and it was the NP's Park Management Committee which determined how the HoTR project progressed.

5. Extract: The Lake District - A Cultural Landscape Under Threat.

Between 2002 and 2004 the LDNPA registered an average of 40 4x4s and 80 motorcycles a month on the High Tilberthwaite – Bridge End route. Following a Freedom of Information request the Authority has only recently admitted that it also holds figures for the first seven months of 2008. They show that the number of 4x4s had tripled to 90 a month on average, with the number of motorcycles remaining stable at 80 a month.

Comment:

5.1. As if to illustrate this report's propensity for misleading and misrepresentative statements, an increase from an average of 40 to 80 vehicles per month is slightly more than double; it is not triple.

5.2. Even at a rate of 80 vehicles per month that amounts to less than 3 each day. In the summer months it can be assumed that at least one commercial user results in a single group of 3 - 4 vehicles each day. Three or four vehicles each day cannot be regarded as any significant visual or amenity intrusion.

5.3. In 2006 legislation (The Natural Environment and Rural Communities Act 2006) was passed in England which rather arbitrarily reduced the number of unsealed routes that could legally be used by motor vehicles. A consequence of the legislation was that remaining routes (the Langdale routes included) have been subjected to more use. It is accepted that this has also resulted in the need for more regulation of use.

6. Extract: The Lake District - A Cultural Landscape Under Threat.

For 2017 the only available figures are provided by the two farmers on the route, based on first-hand experience. They indicate a further massive increase in the number of 4x4s to be between 300 and 400 a month. There are no numbers available for motorcycles. Both the 2008 figures and the 2017 figures are clear evidence that the voluntary restraint management option adopted by the LDNPA has failed.

Comment:

6.1. There is no corroboration for the numbers claimed by the farmers for 2017. Claims made by landowners are regularly over estimated.

6.2 The LDNPA is currently conducting a data-collection survey from 2017, which in due course will be published. The *Save the Lake District* pressure group has not been willing to wait for the results of that survey / study, which will confirm the actual levels of use in 2017 onwards.

7. Extract: The Lake District - A Cultural Landscape Under Threat.

The condition of both routes has deteriorated substantially

Comment:

7.1. It is unsafe to assume that track deterioration is a result of 4x4 use. Previous reports have consistently advised that the main cause of surface deterioration has been weather events and water-flow.

7.2. In recent years there have been exceptional weather events in the Lake District which have resulted in major damage and destruction to many kilometres of paths (footpaths, bridleways and byways). In December 2015 a single storm resulted in £6 M worth of damage to over 200 paths, and bridges. This damage has been caused irrespective of use. Many £millions have been raised via public and private funding for repairs to those paths.

See: <https://www.fixthefells.co.uk/what-we-do/> and <https://www.youtube.com/watch?v=Mch6IBrQ55k> and https://www.youtube.com/watch?v=aV_V_4bMwPI

8. Extract: The Lake District - A Cultural Landscape Under Threat.

. The family has now decided to relinquish the National Trust tenancy because of the degree of nuisance being caused by motor vehicles and will leave the farm later in 2018.

Comment:

8.1. In 2017 the present tenants of High Tilberthwaite Farm gave notice of termination of tenancy to the National Trust (landlords). Letting Particulars were issued early in 2018 seeking new tenants for the property.

In respect of public access through the property the Letting document noted as follows:

Public access

The land in the area is a popular destination for a wide variety of users including walkers, cyclists and off road vehicles. There is a network of paths, public footpaths, bridleways and an unclassified road in the area, as well as large areas of open access land.

High Tilberthwaite has an unclassified road (UCR) and bridleway that both pass through the farmyard, and continue through the holding towards Little Langdale. Both of these routes have become more heavily used over the years. The UCR has suffered from severe erosion in some areas due to factors including increased access due to use by off road vehicles.

We are (together with our current tenants) working with the Lake District National Park Authority, and Cumbria County Council, to secure funding for remedial repairs. There is a consultation by the National Park Authority, due for completion in November 2019, looking into the future status of all the UCRs in the Little Langdale area.

8.2. High Tilberthwaite Farm is at the centre of a very popular tourist visitor area. The farm tenant has expressed anxiety about the actions of many visitors for many years. Although the 'retiring' tenant may have cited problems with recreational motor vehicles as a reason for leaving the tenancy, it was not the only reason; and it was possibly the most resolvable of all the problems. As the letting document states the farm area is also subject to high levels of use by many other recreationalists. Plans were already being made for the route in question to be repaired, and funding is now in place (August 2018) for repairs to be carried out during September and October 2018.

8.3. Following repair of the route there are many other options available for further regulation of use of the routes.

8.4. There were a number of other reasons for the existing tenants wishing to terminate tenancy which can be explained if necessary.

8.5. As shown below the Letting Document made it clear that new tenants must be willing to accept and work with high levels of public access.

We are looking for someone with...

- Full understanding, experience and appreciation of the requirements, responsibilities, administration and challenges of running an extensive fell farming business within the current climate.
- Strong shepherding and proven stock handling knowledge and experience.
- Willingness to work in true partnership and collaboration with us, in accordance with our conservation aims and objectives.
- Ability and motivation to maintain the landscape features, such as dry stone walls, fences and hedgerows.
- Experience of managing and delivering agri-environment schemes.
- Ideas, innovation and enthusiasm to make a success of the holding.
- **Accept and work with the high levels of public access.**
- Evidence of a sound financial base.
- Full understanding of legal obligations, Cross Compliance and Codes of Good Agricultural Practice.
- Willingness to work with neighbours and external organisations.
- Understanding, and preferably experience, of adding value to a farm business through diversification.

9. Extract: The Lake District - A Cultural Landscape Under Threat.

This constitutes a significant weakening of a precarious agro-pastoral system of land management, given that in this area there are only two sheep farmers left. Any new tenants at High Tilberthwaite will be faced with the same problems, so it is difficult to see how this farm can be managed successfully if the LDNPA does not restrict access to the tracks.

Comment:

9.1. For the reasons explained in 8 above this assertion is not correct. The problems associated with public access for motor vehicles are resolvable and are currently in the process of being resolved.

9.2. The use of this road by motor vehicles presents no more of a threat to the agro-pastoral system of land management than does the use of any other highway in the Lake District.

10. Extract: The Lake District - A Cultural Landscape Under Threat.

In 2006 all National Park Authorities received powers to impose Traffic Regulation Orders (TROs) so that areas of natural beauty could be protected. The LDNPA has stubbornly refused to consider using these powers over the last 12 years.

Comment:

10.1. This is a misleading and misrepresentative statement which ignores actions already taken by the LDNPA prior to 2006. The LDNPA has not yet invoked the authority granted to national park authorities in 2006 to impose traffic regulation orders, because on four occasions prior to 2006 the LDNPA had worked successfully with Cumbria County Council (the local highway authority) to have TROs applied at Little Langdale ford 1980 (U5531), at Nibthwaite 2002 (U5051 & U5052), at Gatescarth 2004 (Byways 548015 & 361002), and at Rusland Pool 2005 (U5566). LDNPA did not wait for the 2006 legislation.

10.2. As has been evidenced earlier in this document the LDNPA has kept this route under constant review for almost 20 years, and the option to apply a traffic regulation order has always been recognised.

10.3. The Save our Lake District campaigners (and the Langdale Society before it) have stubbornly refused to engage in any partnership way with any route use management discussions.

11. Extract: The Lake District - A Cultural Landscape Under Threat.

In 2005, residents wrote to the LDNPA to complain about the detrimental effect of the motor traffic on the landscape. The LDNPA replied that nothing could be done as this was a public road.

Comment:

11.1. The residents referred to here are residents of Great Langdale. The comments of the Langdales Society were reported to and considered by the LDNPA TMAG. (TMAG meeting minutes Monday 11 April

2005). During 2006 the Langdales Society attempted to draw the police authority into their concerns over the levels of traffic and visitors in the Langdale valleys. The police refused to be involved, stating at that time that it was regretted that the Langdale Society members appeared to be making recreational motor vehicle users into a scapegoat for that largely unrelated traffic and visitor related issues in the valleys.

11.2. The minutes of a meeting of the LDNPA Trail Management Advisory Group on 17 January 2006 record the following:

RECOMMENDATION:

That, subject to the relevant organisations supporting such a scheme, a liaison group is set up to assist with the management of green lanes in the Langdale Valleys.

Action:[LDNPA Trail Advisor] to arrange a meeting with all groups to discuss options for the management of the valleys green lanes.

12. Extract: The Lake District - A Cultural Landscape Under Threat.

We ask the UNESCO World Heritage Committee to remind the Lake District National Park Authority that its current policy on off-road driving on green lanes in the Lake District is not compatible with World Heritage Status. In particular, the LDNPA must take all necessary steps to ban off-road driving on the two tracks between High Oxenfell and Hodge Close and High Tilberthwaite and Bridge End as soon as possible.

Comment:

12.1 The Lake District National Park Authority is well practiced in dealing with this matter at a local level within the Lake District, and the means and mechanisms for it to do so exist.

12.2 The Lake District National Park Authority is well aware of the statutory powers available to it to conserve and enhance the natural beauty of the landscape and to maintain appropriate levels of tranquility in the area.

12.3 Throughout the Lake District WHS application and authorisation process the LDNPA's policy on managing the use of unsealed roads in the National Park did not change. That the LDNPA has a policy in place for managing that use and has the means to implement the policy may be assumed to be a factor in the granting of WHS status by UNESCO.

12.4 That the LDNPA is in the middle of a survey programme to identify issues associated with recreational motor vehicle use in the Langdale / Tilberthwaite area illustrates clearly the Authority's dynamism in addressing the issues.

12.5 The *Technical evaluation of the future World Heritage nomination for the English Lake District* (October 2013) includes the following statement at page 4:

The Coniston landscape bears more marks of extensive mining and quarrying than other valleys, including the vast Coniston copper mines and extensive remains of slate quarrying at Tilberthwaite. The extensive natural woodland around the lake contains evidence for charcoal burning and medieval iron smelting.

12.6. At page 5 of the same document is the following statement:

The tradition of cultural reflection and change that characterizes this area of outstanding natural and cultivated beauty continues to make dynamic interventions in the fabric of the landsc , 58

13. Conclusion:

13.1. At page 25 of *The Technical evaluation of the future World Heritage nomination for the English Lake District* (October 2013) document is the following statement:

The Lake District National Park Partnership is confident that, based on its current approach to land use planning and management, it can implement effective management systems that will sustain the attributes that demonstrate OUV, their authenticity and integ ion

13.2 The Lake District National Park Authority is well equipped to protect this Outstanding Universal Value address concerns underlying the Grootheus paper.

13.3 The status of the Lake District as a World Heritage Site is secure.

GW 2018.09.08

Author:

Geoff Wilson is North Regions Liaison for the Land Access & Recreation Association, and is a member of the Cumbria and Lake District Local Access Forum.

He has previously held positions as Chairman of the Hierarchy of Trail Routes in the Lake District Group; a member of the Lake District National Park Authority's Trail Management Advisory Group; a member of the Lake District National Park Local Access Forum; a member of the Yorkshire Dales National Park Local Access Forum; a member of the Countryside Agency Lost Ways Advisory Group; Chairman of the Cumbria Rights if Way Liaison Group; and Chairman of the Trail Riders' Fellowship. He is also past Chairman of the Motoring Organisations' Land Access and Recreation Association; past Chief Executive of the governing body for motorcycle sport in Great Britain, the Auto-Cycle Union; and past Chairman of the Tourism Commission at the International Motorcyclists Federation (FIM) (Geneva).

APPENDIX 1

Practical Management of Motorised Recreational Vehicle Activity.

The Lake District Hierarchy of Trail Routes Initiative

The Hierarchy of Trail Routes in the Lake District (HoTR) initiative developed as a response to concerns over an apparent increase in the use of four-wheel-drive vehicles and trail motorcycles for recreational driving on the 'green roads' in the national park. The initiative also reflected the emergence of new thinking about the management of conflicts of interest in the countryside. The Department of the Environment's *Rural England* document (1995) had noted '... there are many and increasing demands upon the countryside as a place for recreation. These have to be reconciled and no single interest ought to dominate to the exclusion of all others.' The initiative was also made possible by a realisation amongst recreational motor vehicle groups in the area that if they were to be taken account of they must create a single point of contact, communication, and authority, for the Lake District National Park Authority (LDNPA) and Cumbria County Council (CCC). This group of users became known by the snappy title of the Hierarchy of Trail Routes in the Lake District Group.

Following-on from episodes of corporate hand-wringing, anecdotal claim and counter claim, and regular unfocused demands that 'something must be done' recreational motor vehicle user representatives made an offer to work with the authority to try to harmonise vehicle use with all other pressures on the countryside.

This offer anticipated actions being taken that were informed by fact and not by prejudice or hyperbole, and sought to break the mould of twenty-five years of what had proved to be little more than intellectual trench warfare with the battlefield doing no more than vibrate, as byway claims were won and lost (this was ten years before the Natural Environment and Rural Communities (NERC) Act 2006) and no real impact made on the provision for, or management of, the activity.

The LDNPA's Head of Park Management convened a meeting to discuss the situation. A key factor was his invitation, from the outset, to motor vehicle user representatives, Cumbria County Council (as the highway authority), and representatives of Parish Councils (through the Cumbria Association of Local Councils) and landowner bodies such as the NFU and CLA, and other interest groups such as the Friends of the Lake District. This made for a cooperative, rather than haphazard approach.

There was considerable pressure, and some temptation, to respond to those who shouted most loudly, and to fall-back on comfortable traditional legalistic measures; however it was eventually agreed that resort to law had previously not led to any sustainable solutions.

In the face of doctrinal opposition from anti-vehicle groups and other national park authorities, the Lake District National Park Authority decided there were potentially things to gain from working with motorised users. Opponents to the initiative anticipated that by being a partner in the HoTR initiative the NPA would be weakening its position as *de facto* highway authority and custodian of the environment. The contrary has proved to be the case. Through its willingness to participate the LDNPA firmly laid a responsibility on to the motoring organisations to propose, execute, deliver and maintain reasonable management measures in advance of unilateral measures being applied. In response the motor vehicle users were given the opportunity to show that they too have a care for the special properties of a national park.

In the Lake District the working group for the Hierarchy set out to make the scheme immediately applicable to problem areas in the Park. As the doctrine and philosophy of the initiative were evolving so were applications of management control piloted. The consequence of this was a very fast process of evolution, acceptance, and application of the concept of user-led, non-statutory, authority-approved management measures.

The general purpose of the HoTR initiative was to assess how it was possible to manage current and anticipated levels of recreational vehicle activity on trail routes. As research and intelligence developed a suite of management techniques was employed, ranging from culture changing programmes, through signing and voluntary restraint, to formal traffic regulation orders and lobbying for new legislation in place of ineffective statute and regulations. The experiment's primary aim was "to eliminate unsuitable use and reduce conflicts between users".

Despite this groundswell of bonhomie and partnership, the Lake District National Park Authority view was that recreational motor vehicle activity was inappropriate in the Park, but policy required that the authority would *work with relevant users, landowners and managers to manage recreational pursuits, resolve conflict, encourage responsible use and promote appropriate guidance and collaborate with others to ensure that recreational activities, such as recreational green road driving, ... do not have a detrimental impact on local communities, nature conservation interests, historic features or the landscape* (section 10 *Access and Recreation* of Park Management Plan – April 2004). This policy clearly reflected major concerns of that time. Recreational motor vehicle users lived with that; and worked closely with the Park Authority in pursuit of policies which would *develop and apply an integrated approach to the management of access and recreation that will promote innovation and good practice*.

Use levels were monitored by counters that are 'intelligent' enough to differentiate between motor vehicles and other users ... and were proved capable of doing so. This information exposed understated and exaggerated claims about levels of use and informed targetted, rather than broad-brush, route management. Changes in route surface conditions were monitored by fixed-point photography which

revealed that without a properly funded and sustained management regime, routes would continue to deteriorate, no matter how much control is applied to motor vehicular use; and identified locations where ongoing maintenance was not a practical option. The result of this was budgeted programmes of repair and maintenance, and jointly agreed voluntary restraint agreements, and traffic regulation orders.

By what was called the 'activity register' all representations about MPV use were logged, verified, and followed-up with awareness-raising to all interests; and where it was considered appropriate the police were involved. Opportunities were taken to identify and discuss where conflict was more imagined than real.

Central to the management regime was the allocation of a red, amber, and green colour-code to every trail-route in the county, and a routine of regular survey of routes which ensures that the colour code applied to each route remains relevant.

It took ten years for the HoTR project in the Lake District National Park and wider Cumbria to evolve to a point where all interests were satisfied that the use of management principles which it had explored and piloted could be put into day-to-day practice.

During the next phase the national park authority maintained a Trails Management Advisory Group (TMAG). The TMAG comprised four representatives of motor vehicle users, NPA Members, representatives of other authorities and parish councils, land managers and other user organisations, some of which were known to oppose vehicular activity strongly. The remit of the TMAG was to advise the Lake District National Park Authority and Cumbria County Council on the management of routes used for green road driving in the territory. Through the TMAG differing opinions continued to be able to be expressed (sometimes strongly) and considered, and multiple options were identified in an open and honest way.

Seasonal, vehicle type, directional, discretionary, and permit-based traffic regulation orders (TROs) have been employed with the support of all partners.

The recreational motor vehicle clauses (Part 6) of the Natural Environment and Rural Communities Act 2006 (NERC Act) resulted in a concentration of MPV use onto a reduced network of routes, and increase unlawful use of routes which the NERC Act removed from the vehicular network.

- In 2007 the programme was enlarged to take-in the wider Cumbria, outside of the Lake District National Park, and the need for fair management of recreational motor vehicle activity was acknowledged in the first Cumbria Countryside Access Strategy

The Hierarchy of Trail Routes in Cumbria remains alive and current . The public face of the programme is hosted on pages of Cumbria CC's website at :

http://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/countryside-access/HOTR/Hierarchy_of_Trails_Routes.asp

and LDNPA references are at: http://www.lakedistrict.gov.uk/visiting/thingstodo/green_roads

The LDNPA's contact with the programme is now largely through the Rangers who liaise with a volunteer MPV user 'moderator' when any issues arise. If possible the 'moderator' takes-over the issue from the Ranger. Also, one particular route demands special attention (it is subject to a rather special TRO) and a partnership group is convened by Rangers annually (or more often if necessary) to review the management of this route (and others if appropriate).