

Eastern Moors Partnership Draft Management Plan 2011-2016 Initial Consultation Report



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Partnership**

*Uplands of the future
for people and wildlife*

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Introduction

In January 2011, The Eastern Moors Partnership took over the management of the Eastern Moors Estate to manage on behalf the Peak District National Park Authority. The new partnership, keen to involve everyone with an interest in the moors in the development of a new management plan for the estate, ran a series of consultation events over a 16 month period.

The Partnership were keen to capture the ideas and views of the wide range of people who use the Eastern Moors or live in the surrounding communities.

The consultation was to involve people so that they would:

- Find out more about the new partnership
- Have an opportunity to contribute their views and ideas on the current and possible future management of the Eastern Moors;
- Be part of the development of the 5 year management plan

During the consultation period the partnership engaged with over 1,000 people through roadshows, public meetings, stakeholder and focus groups, mailshots, and the newly developed website.

1 Initial Public Consultation

The consultation started in July 2010 with a press release and posters inviting people to a series of public meetings looking at a range of topics covering:

- **Community engagement, visitor experience & life long learning**
Gaining a better understanding of what this place means to its users and how they can be involved in its future.
- **Access & recreation**
How can the partnership enhance the recreational provision on this land, while ensuring it remains in harmony with the needs of the natural environment?
- **Nature conservation, resource protection and cultural heritage**
What is important to people and how to bring alive the stories and hidden gems from past histories and how we can provide the opportunities for nature to thrive, creating a home for existing and new wildlife, while enhancing our heritage for future generations.
- **Farming, land management & economics**
Understand how land management, particularly farming can be used as a vehicle to deliver a rich and healthy place for nature, while striving for a sustainable economic model that supports the concept of a living landscape.

The results of these workshops, facilitated by Losehill Hall, were published on the website. A follow up public meeting was held in September 2010. This meeting had the following objectives:

- To update the attendees on the outputs from the July and August consultation workshops
- To introduce the draft management principles for the Eastern Moors estate and give the opportunity to comment on them and develop them into the guiding management principles for the estate
- To debate and help resolve key management issues
- To identify the next steps and the shape of future stakeholder involvement with the Eastern Moors estate.

The results of this workshop were also published on the website as a public document. The draft guiding management principles were also published.

2 Stakeholder Consultation

2.1 The Stakeholder Forum

Following the signing of the lease in January 2011, the Stakeholder Forum was convened from organisations who expressed an interest at the September workshops. The initial meeting was held in April 2011 and was used to update the newly formed group on work to date on the Eastern Moors; agreeing the role and the terms of reference for the group; introducing the initial thoughts for the draft management plan; and hearing suggestions on how the consultation process should be run.

2.2 Focus Groups

It was apparent from the that there were issues that the partnership wanted help to resolve. Three issues that needed more in depth discussion were initially covered: -

- The effect of increased access on wildlife.
- The improvements and changes needed to access.
- How interpretation and signage of the site should be presented.

To ensure that these topics were given full attention, three focus groups were created. These met during July 2011. The groups were formed from the attendees of the September workshop who expressed an interest on the feedback form. The groups were able to spend more time looking at the issues in depth. Across the three topics each group looked at the current situation on site, the needs of the users of the site and explored options for improvements to meet the identified needs. The groups then prioritised the work needed to be undertaken to make the suggested improvements. These initial work priorities were recorded and presented at the next Stakeholder Forum which was held on 16th July 2011.

2.3 The second Stakeholder Forum

The second Stakeholder Forum met to agree the terms of reference for the group, and to review the membership of the group to ensure it was representative. The focus group recommendations were discussed and endorsed and this information fed into the five year capital works plan for the estate.

By the end of the second Stakeholder Forum, the partnership had the information necessary to draw up the draft management plan, and to plan the next consultation steps. Again the report from this meeting was published on the website

3 Draft Management Plan

3.1 Development

The partnership decided to create two versions of the management plan, a full in depth technical document for funders and key partners, and a shorter, more visual public facing document. This second version was to be the focus of the continuing consultation process. A twenty page document was written featuring the vision, management objectives, guiding management principles, key features and proposed works and visitor experience for the estate. The document was uploaded onto the website and its presence advertised on around 150 posters put up around the region and in 250 leaflets distributed through roadshows and events. Around 200 individuals were emailed with the web link and invited to comment on the plan.

3.2 Website

The Eastern Moors Partnership website (www.easternmoors.org.uk) has been updated and all consultation documents and meeting reports linked so that they can be read on screen or downloaded. The consultation period and the roadshows were advertised on the website too.

A bespoke feedback form was created for people to make their comments on the draft management plan and visitors to the site were directed to this page. All feedback from the site was automatically captured in an excel spreadsheet.

3.3 Roadshows

A series of roadshows were held both on the estate and at external events. Around 60 people were directly engaged through these events. The presence of staff at the events meant that not only could visitors express their views directly, but the partnership could spend more time explaining its plans, and in some cases diffusing difficult situations.

Two events were held at Curbar Gap car park with four staff in attendance. During these events two members of staff led 6 guided walks which lasted around 1 ½ - 2 hours, People were taken through the proposed changes in the landscape on the route with time for staff to answer questions. The other two members of staff were available in the car park with copies of the plan and feedback forms. Also available at the car park display were the original habitat, wildlife and archaeological surveys for anyone who wanted in depth information about the estate.

One event was held at the Sheffield Fayre at Norfolk Park in the city centre. Attendance at this event was designed to reach out to the wider community, perhaps non traditional users of the estate. It also gave the partnership the opportunity to work closely with the Sheffield Local RSPB group and some in depth conversations about the plan.

The leaflet produced for the consultation to be used by the partnership at their events, was also distributed to the National Trust and the RSPB to be used at their events too. Around 250

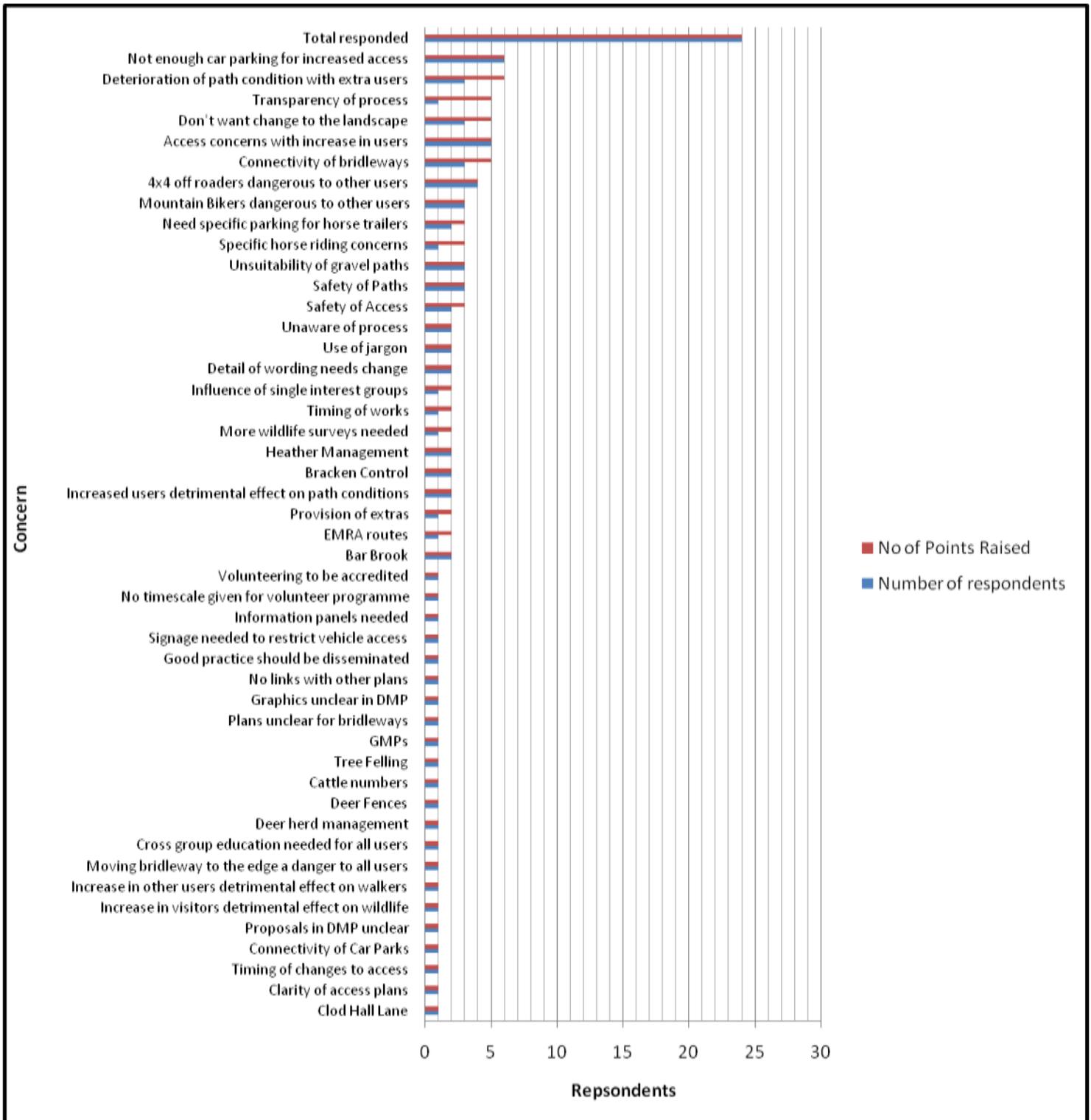
leaflets were distributed which directed people to see the management plan on the website and leave feedback.



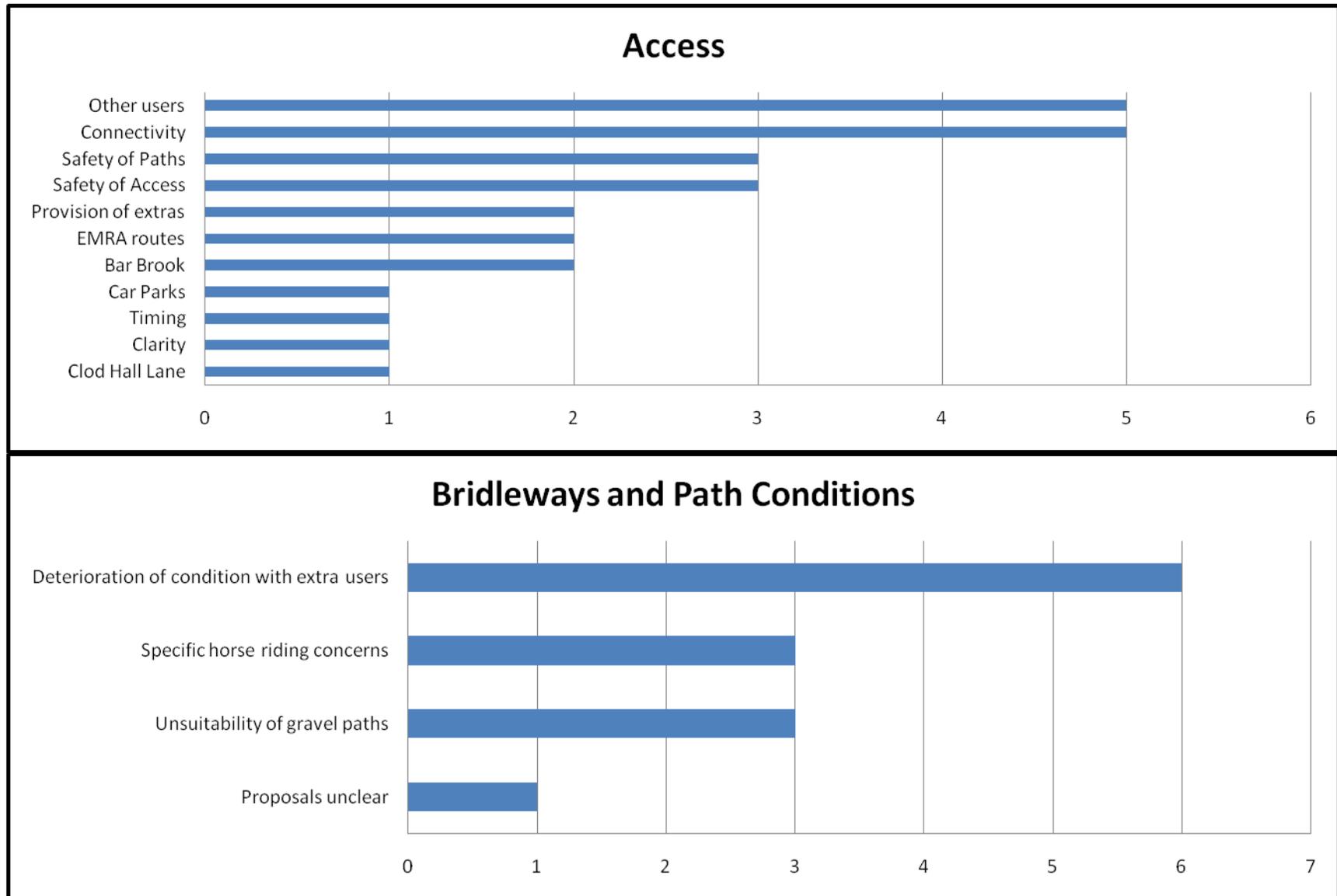
4 Consultation Results

4.1 Feedback Response

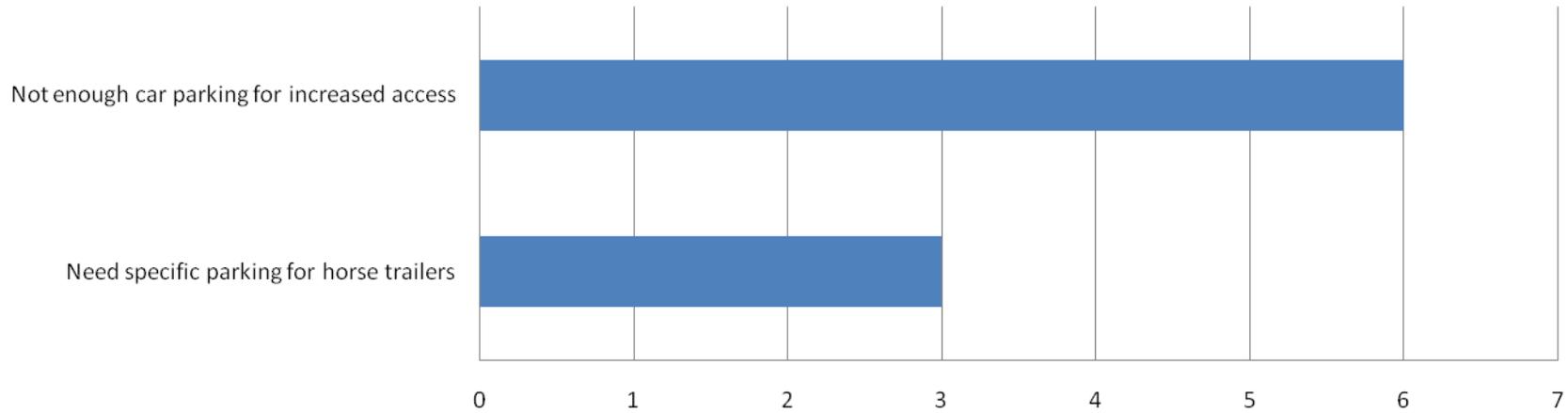
We received 24 written responses to the Draft Management Plan published on the website (13 via the website, and 11 via email). These responses raised 102 separate points over 10 areas. These are summarised below:



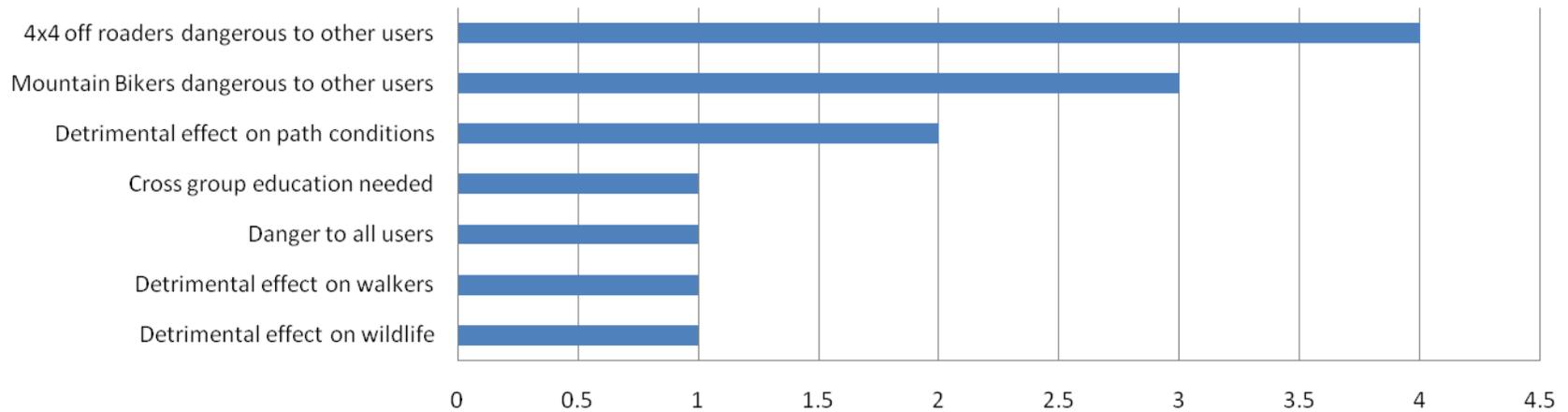
By issue:



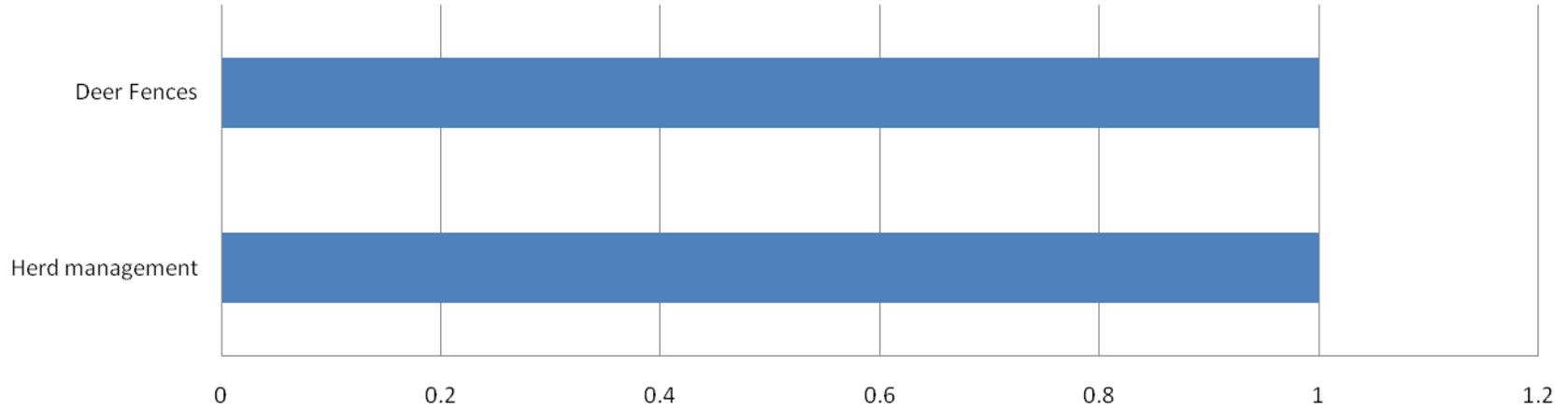
Car Parking



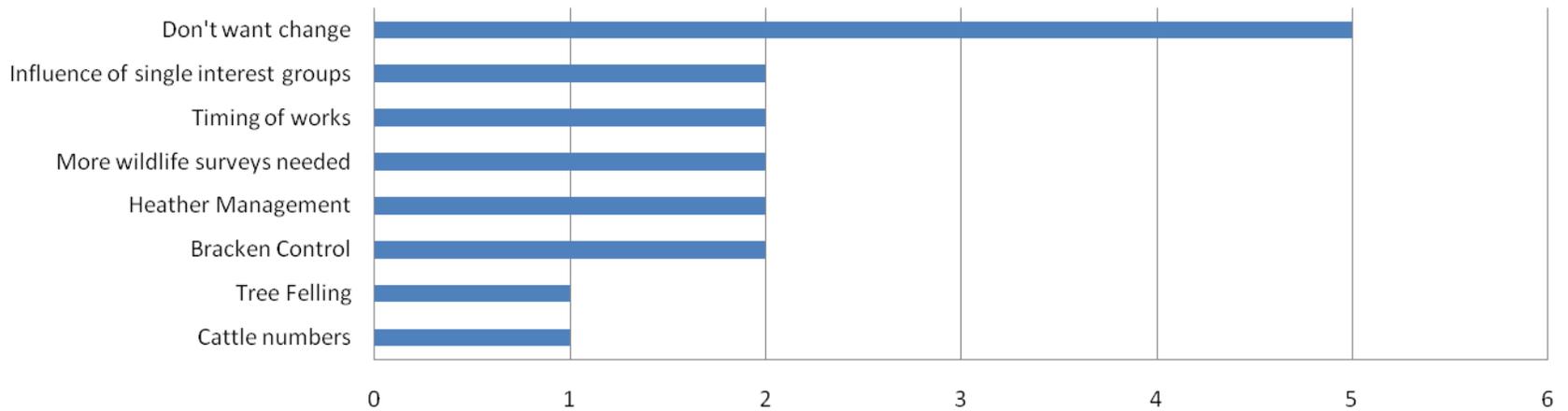
Conflict between users



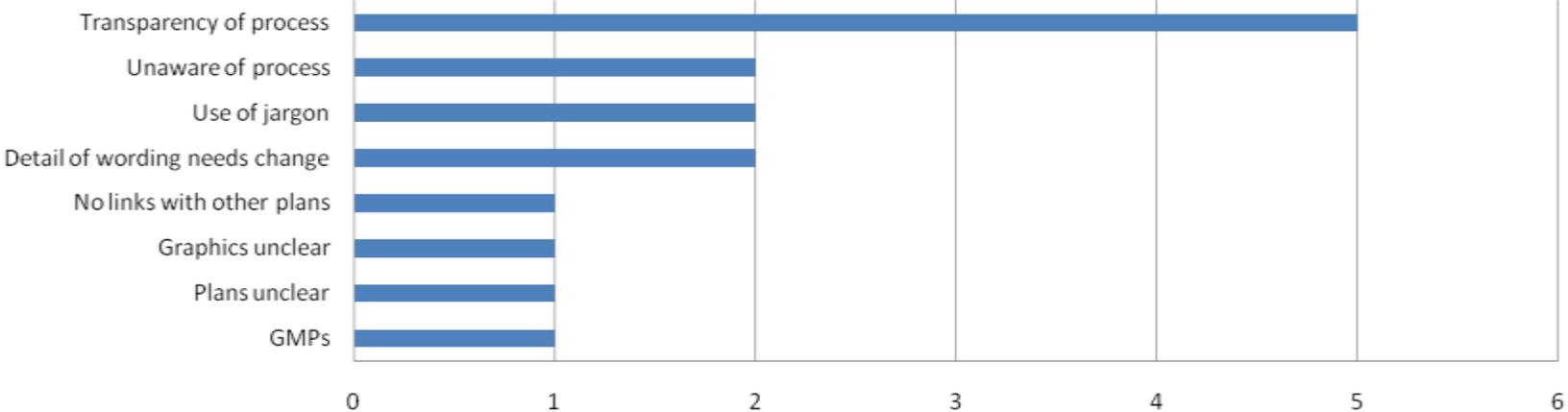
Red Deer



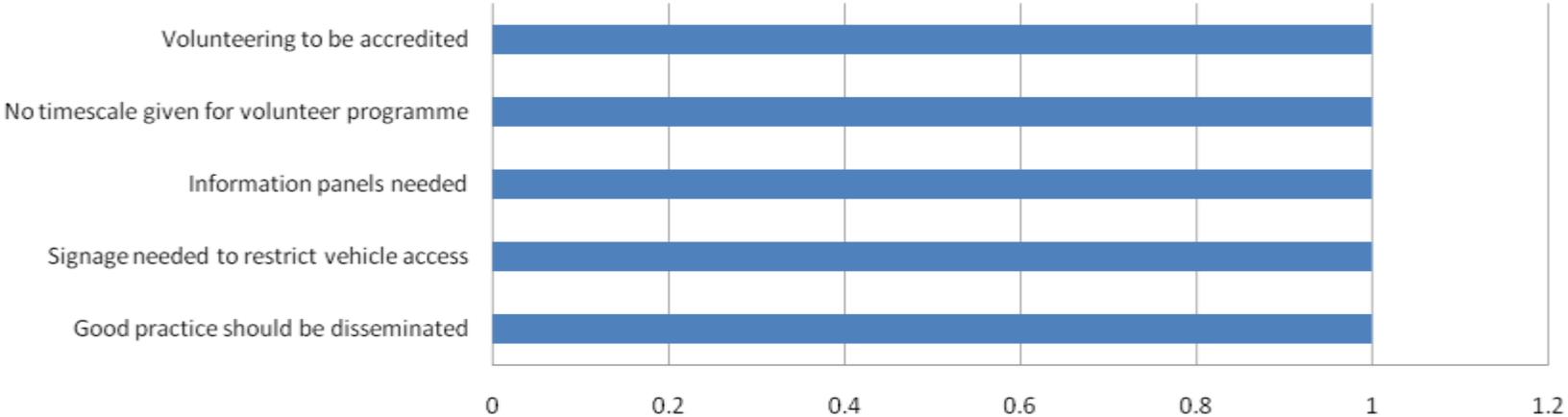
Habitat Changes



Consultation Process



Other issues



4.2 Response to feedback

Once the feedback was collated the points raised were grouped into issues (see graphs above) and made anonymous. The Site Manager then took each issue in turn and composed a partnership response. In that response some comments involve detail that would normally sit within a work specification to be written for each project on the 5 year plan.

Headline Concern	Extraction	Detail	Response Green=Carry forward into work specification. Blue=Consider to include in the management plan
Access	<ul style="list-style-type: none"> Will Bar Brook have CROW access? 	You propose leaving Ramsley Reservoir out of CROW access, but don't mention Bar Brook. I have been using the dam wall path occasionally though openable gates. Will this have CROW access?	Part of the Dam wall at Barbrook is within CROW access, part is not. It is currently managed by Severn Trent. It is hoped that the reservoirs will come under our management. We will continue to allow access across the dam wall as a concession.
Access	<ul style="list-style-type: none"> Would like to see access for people living in the Clod Hall Lane area of the moors 	There is reference to improving access for horse riding on the moors, but I should like to see where access for those of us who live adjacent to the Clod Hall lane area of the Eastern moors can be gained. Currently, the land is closed to us, and with all the mass of tourist and HGV traffic in the area it is not safe for us or the horses to ride to where the access points are. It would involve trying to keep a horse standing at the Curbar Gap crossroads, and then having to dash across at lightening speed when there is a gap in the traffic. Horses do not have handbrakes, and do not stand still for long periods. Friends who live Eckington, Killamarsh	Agree that access for horses in the Clod hall area is difficult. The improvements on Big Moor are easy because both Severn Trent and the duke of Rutland created Tracks that naturally lend them selves to Bridle routes. There are no opportunities on Leash Fen or Clod Hall without creating new tracks which is very difficult to justify on SSSI land. The answer here is to work in the future with PDNPA and DCC

		etc can all gain easy access to Rother Park. It seems amazing that I live betwixt Chatsworth and National Trust land, but have to ride for miles on the road before I can get 'off road'.	to explore improving highway safety.
Access	<ul style="list-style-type: none"> Poor connectivity for cyclists with the Longshaw car park 	Just in case you didn't I was broadly supportive of what you are proposing in principle but questioned why you hadn't followed through the Access objective (no. 5 I think) as fully as I had hoped and expected. From a casual recreational cyclist's point of view there is very poor connectivity with the Longshaw car park/cafe yet this is the main car park and visitor centre in the area and the destination for our expeditions in the area. I had suggested a number of potential cycle routes in my earlier response to the consultation and several of these do not appear to have been accepted. Perhaps Danny could explain why?	As this is a first 5 years on the Eastern Moors we have prioritised routes on the best gain in access for horses and cyclists. Some routes proposed are not included either because they are not on EMP land or need further consultation.
Access	<ul style="list-style-type: none"> Several access points on the concessionary routes need attention to make them safer 	We welcome the intention to make at least one of the access points which will give onto a main road safer, but there appear to be several other such access points on the proposed concessionary routes which will need attention to make them safe, for example by setting gates further back from the road, creating a safe space in which to manage both horse(s) and gate, or possibly even moving the access point so it is not on or dangerously near a blind bend.	As part of the initial site Health and safety survey the Warden Team surveyed all access points, We are drawing up a specification for all gates and Wherever possible gates will be set back or moved to improve safety

Access	<ul style="list-style-type: none"> New routes are welcomed but there are no circular routes which would not only be more enjoyable, but safer as no roads to cross 	<p>To make an area really accessible to horse riders, bridleway need to interconnect to provide circular or 'spoon shaped' routes which can be ridden in a maximum of two to three hours. The new concessionary routes planned for the Eastern Moors give access to new parts of the Moors and are very welcome, but they do not offer new routes of this kind. We would very much welcome the opportunity to discuss with you the possibility of other concessions which would, for instance, create a circular route taking in Froggatt Edge, and a circular two to three hour route on Big Moor. Such circular routes would also remove the need to ride any distance on dangerous main roads.</p>	<p>Agree that wherever possible routes could be created. We have to look at the opportunities we have with opening up existing sustainable tracks. Opportunities on the middle of middle of Big Moor are limited without engineering new routes. It was felt that White edge was not sustainable as a bridle route and the possibility on Stoke flat involves a considerable amount of works in a wet area. Would like to discuss Stoke Flat possibilities for the next 5 year plan.</p>
Access	<ul style="list-style-type: none"> Some bridleways in the Ramsley Moors area have been damaged by illegal use of off road vehicles – will they be repaired? 	<p>There are already some public and concessionary bridleways within the area of the Eastern Moors, in the Ramsley Moors area. Parts of these Ramsley Moor trails are in very bad shape due to illegal use and damage by off-road vehicles. Are there plans to repair them so that riders can use them safely?</p>	<p>Not mentioned in the Plan we have an ongoing track maintenance budget. To be used on bad sections of the Ramsley Bridleways. These are smaller scale and will come after the repair works on Totle.</p>
Access	<ul style="list-style-type: none"> Need circular routes that can be ridden in 2-3 hours 	<p>We very much support the principle which prioritises connectivity and integration between existing and new routes. Horse riders are very dependent on the connectivity of off-road routes for safe and enjoyable riding, especially as roads become ever busier with motorised traffic. Connected, circular and 'spoon shaped' routes are ideal for riders but need to be capable of being ridden within two to three hours.</p>	<p>Agree that two to three hour rides are great. Some will want longer day routes as well. Where possible the Eastern Moors should provide both using the existing opportunities with the Dukes Drives and Severn Trent Tracks.</p>
Access	<ul style="list-style-type: none"> Need to consult with EMRA 	<p>The route of the proposed Curbar-Froggatt Edge</p>	<p>The management plan broadly</p>

	<p>regarding safety improvements to exit onto road at Curbar/Froggatt Edge</p>	<p>concessionary bridleway deviates from the current EMRA route at its northern end, near where it meets the road. The Plan mentions “safety improvements at exit onto road” here. We hope that you will discuss this matter with us when considering solutions as it is essential that any changes here do not adversely affect the safety of riders.</p>	<p>states what we want to achieve. Each project will have its own specification of works and these will be drawn up collectively with interested groups. Really appreciate the support that we get from groups like EMRA in contributing to this.</p>
Access	<ul style="list-style-type: none"> EMRA route from Warren Lodge to Froggatt Edge should be retained for EMRA use when the concessionary bridleway moves 	<p>The Plan proposes that the current EMRA route through the woods below Curbar Edge is moved onto the Edge when the concessionary bridleway along the top is opened. We consider that the new route along the top of the Edge should prove to be a safe and attractive route. However, we would prefer the existing EMRA route through the woods from Warren Lodge to the top of Froggatt Edge to be retained for EMRA members to use. This EMRA route is generally only used by our members when ground conditions are dry, but if combined with the proposed concessionary bridleway it gives the opportunity of a circular route which can be ridden within two hours.</p>	<p>The edge route would provide a suitable alternative to the under edge route which has sustainability problems and some safety issues. These issues would make the under edge route unsuitable for high public access. As the edge is a suitable alternative we are not reducing access here and would like to look at the Stoke Flat alternative in the future to create the two to three hour route.</p>
Access	<ul style="list-style-type: none"> Implementation of the proposed Barbrook Valley bridleway needs to include safety rails on the bridge over the brook 	<p>The section of the proposed Barbrook Valley concessionary bridleway which cuts across the southern corner of Big Moor is essential from the road safety point of view as it allows riders to bypass a dangerous crossroads and fast-moving traffic on the A621 Baslow Road. Implementation needs to include safety rails on each side of the small bridge over the brook. Please note that this bridge has been known to flood completely.</p>	<p>The bridge was designed as an alternative to the ford that was there before. It is designed to go under water when the river floods. Hand rails are possible but would need to go through various consents to gain. Would like to discuss further to know more about how big the hand rail problem is.</p>

<p>Access</p>	<ul style="list-style-type: none"> The concessionary bridleways do not connect well to the rest of the network (or has a very long circuit) for riders in the Baslow/Curbar/Froggatt areas 	<p>Our main disappointment with the proposals is that for riders based in the Baslow/Curbar/Froggatt area the new concessionary bridleways do not connect well to the rest of the network and where they do connect it results in a very long circuit.</p> <p>We realise that more links may be possible in the long term and this is hinted at in the Plan where it mentions a “possible bridleway link to lay-by” near the A621 below Owler Bar. The current EMRA routes have links (i) from Big Moor to Car Road and onwards to Ramsley Moor and (ii) from the B6054 near Barbrook Bridge towards White Edge and then to the public bridleway at White Edge Lodge. We would like the Partnership to give serious consideration to these and/or similar links becoming concessionary bridleways at some stage in the future so that the connectivity of the network is enhanced.</p> <p>We would also like to see the Longshaw Estate opened up for horse-riders, giving opportunities for routes linking to the Eastern Moors.</p>	<p>I do think that the improvements proposed will improve the connection with the rest of the network. There are shorter rides possible on the Eastern Moors.</p> <p>The link to Car road is a future possibility. The link from Barbrook bridge to White Lodge runs through Open moorland and a scheduled ancient monument and would not be suitable for access with horses and mountain bikes. We are trying to find a suitable alternative to this in the future.</p> <p>The management plan does not cover Longshaw but the wider thinking does take surrounding ground into account.</p>
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Access	<ul style="list-style-type: none"> New concessionary bridleways need BHS standard gates and mounting blocks 	Implementation of the new concessionary bridleways needs to include good bridleway gates (British Standard width of 1.5m, opening both ways, and with vertical handles which can be operated without dismounting) and mounting blocks (these can be small boulders, they need not be elaborate constructions) on both sides of each gate, as well as clear signage (see below for more on signage).	<p>In all the work specifications detail about access gates will be included and will be to BHS standards.</p> <p>Keen to have further discussions and find a suitable design of mounting block that we can incorporate in the specification and find sites suitable for their placement.</p>
Access	<ul style="list-style-type: none"> New bridleway gates onto the highway needs to consider future provision of horse stiles 	When designing a new bridleway gate onto the highway we would urge you to consider arranging the layout of the fence/wall and gate so that a horse stile (sometimes called a 'horse hop') can be installed at a future date if it becomes necessary. We hope that effective signage and wardening will deter off-road vehicles but if they fail to do so then a horse stile is the only solution.	I very much hope that the success in the Peak District continues from the operation Black brook work. Where inappropriate use of motorised vehicles is encountered we will continue to manage using a warden presence and hopefully horse hops will not be required.
Access	<ul style="list-style-type: none"> Need confirmation that EMRA riders can still use existing EMRA routes which are not being opened up as concessionary bridleways 	We would be re-assured if the Plan could state clearly that the Partnership confirms that they are continuing to allow access for horse-riders onto those existing EMRA routes which are not being opened up as concessionary bridleways and that they have no proposals to rescind this longstanding arrangement.	<p>EMRA have been fundamental in pioneering the possibilities for horse access on the Eastern Moors. These routes are concessionary rather than definitive.</p> <p>The EMP is committed to improvements in bridle access for everyone and it makes sense to build on the good work by EMRA opening up these routes where</p>

			sustainable. There would then be no need for separate EMRA agreement on these open concession routes Where routes are not sustainable to open to everyone, These routes would finish as EMRA routes when a suitable alternative is found for all. The overall gain for everyone including EMRA members is better connected and better maintained access.
Access	<ul style="list-style-type: none"> Flagstones are slippery when wet and not safe for horses 	In zones of high visitor use (such as Curbar Edge) the Plan proposes to limit damage to the landscape, archaeology and wildlife, including work to tackle erosion such as installing flagstones on wet sections of path. Flagstones are very slippery in wet weather and if the route is part of the concessionary bridleway horses would not be safe on it. An alternative track on soft ground would need to be provided for horses if the footway section is to be paved with flagstones. EMRA is happy to become involved in site-specific discussions on this issue.	Flagstones would mainly be used on wet sections on footpaths and agree are difficult for horses. On concession bridleways we would prioritise the use of crushed stone. Again keen for EMRA to have there input here.

Access	<ul style="list-style-type: none"> Concerned that no implementation dates are shown for the routes at Barbrook and Curbar 	<p>The table in the Plan shows the timetable for implementing proposed capital works. We are concerned that no implementation dates are shown for the concessionary bridleways at Barbrook and Curbar. We have been informed by the site manager that this omission is an oversight and that the intention is to implement the two bridleways preferably in year 1 (2011-2012) or at the latest in year 2 (2012-2013). We hope that implementation can be achieved in year 1.</p>	<p>The routes being included in the management plan is aspirational, As there are still many hurdles to get the routes open, We cannot guarantee a date to start works but I am hopeful that routes will be open within the first two years of the plan.</p>
Access	<ul style="list-style-type: none"> Dogs off leads and cyclists off routes 	<p>Yes although there must be an enforcement policy to deal with dogs off leads, bikes away from permitted routes etc.</p>	<p>Thankfully there are few dog problems on the Eastern Moors. Where they do exist we will resolve through a day to day warden presence.</p>
Access	<ul style="list-style-type: none"> Connectivity of car parks to allow greater connected access 	<p>Generally yes.</p> <p>From the 'Overview' map it is starkly seen that the only car parks administered by the Partnership are in the South of the area. To the North West are the NT Longshaw car parks and there are small lay-bys on several of the roads that surround or cut through the area. While I know that connected access (eg Management principle 5) is a high priority and that you are seeking to work closely with the neighbouring landowners/tenants it is unclear how much you hope to achieve in this regard in this 5 year plan</p>	<p>The Management plan for the Eastern Moors can only cover the Eastern Moors and the wider thinking and connectivity is in place but not mentioned in the Eastern Moors plan.</p>

Access	<ul style="list-style-type: none"> • Success of multi user access 	<p>Referring to the comment in the green box relating to Management Principle 4 (Accessible multi-user site). My experience from walking in many parts of the Peak is that there are few places where such an aim has been achieved. What do you hope to do differently?</p>	<p>In order to respond I am keen to know how these other sites have not achieved this aim and learn from that. Our aim is not to have all access everywhere but to find the opportunities where appropriate access can exist.</p>
Access	<ul style="list-style-type: none"> • Poor connectivity of bridleways 	<p>The proposed bridleways are poorly connected with each other and with adjoining bridleways (e.g. unconnected with Ramsley Moor public bridleways). They create very long circuits (rides of 4 hours or more) and these all involve riding along some stretches of busy road with fast traffic. The proposed bridleway network needs to be denser and it needs to allow shorter circuits.</p>	<p>Opportunities to create concession bridleway access are limited to the tracks such as the Dukes drives and water authority tracks where the access can be sustainable long term. We would not create new routes across open moorland as compromise the open nature of the site by sectioning it up. This is a balance between grasping opportunities where they exist but not fundamentally changing the nature of the site.</p>

Access	<ul style="list-style-type: none"> Timing of changed access 	<p>Only to say that I hope you implement the two proposed concessionary bridleways as soon as possible especially the one along the top of Curbar-Froggatt Edge.</p>	<p>Agree, and would like to get these concession bridleways in place in the first two years.</p>
Access	<ul style="list-style-type: none"> Wants controlled 4x4 access 	<p>Yes but I would like to see approved access for 4X4's in a controlled manner. My idea is that a 'warden' takes 4X4's on a non-damaging route to see aspects of the area without causing damage; which use the benefits of the vehicles; & especially in my case get me to areas which I cannot get to myself due to heart problems. I am a keen photographer & I know of others who would welcome the opportunity to 'get up high' but cannot do so. I DO NOT want to see uncontrolled access by inconsiderate & irresponsible 4X4 owners. I do think that there is an opportunity for income by creating a place for them as happens in the quarry near Hartington on the Ashbourne Road.</p>	<p>The EMP would like to see equal access for all appropriate activities on the Eastern Moors. We have not been able to identify any tracks or opportunities for sustainable 4x4 access into the moorland area. Barbrook track is the most robust vehicle track that we have and would require continued maintenance at a cost to be an open 4X4 track. This could also be seen as compromising the wild and open nature of the site.</p>
Access	<ul style="list-style-type: none"> Clarity of plans 	<p>It's not clear how you are changing access.</p>	<p>The main changes to the nature of access are the new concessionary bridleways. On foot access largely remains the same. Other plans are improvements rather than changes by better maintenance of existing routes.</p>

Access	<ul style="list-style-type: none"> Protection of archaeology 	To note re archaeology that accessibility and protection are not always compatible.	The extensive survey work done last year has detailed the archaeological features on the moorland. We are using the data base and a sensitive area map to ensure that archaeology is protected first. Access has to be non damaging.
Access	<ul style="list-style-type: none"> Need for a safe path at western access to Froggatt Edge 	These look good. We would emphasise the need for a safe path at the western access to Froggatt Edge where it is currently hidden behind some shrubs on a busy road just after a corner. Extending the path along that side of the road would be a real help to runners so that the road could be crossed at a safer place further up the road and round the corner heading in the direction of the grouse pub as this forms a useful and well-used link to paths frequently used by Fell Runners - as it links down to Grindleford across to Longshaw as well as the path that leads back up to White Edge and the old hunting tower.	Agree that this is a dangerous access area. We can make improvements on EMP land by setting back gates to create more space around access point to get groups of the road sides. Any improvements on the highway are not on our land but we are keen to be involved in discussions here around road safety.
Access	<ul style="list-style-type: none"> Too restricted for mountain bikers 	Your proposed concessionary cycling/bridleways are already in use so you have done nothing for cyclists. All this means is you will as mentioned in your draft increase wardens to police areas cyclists use whilst ignoring other issues like litter left by walkers and dog mess. Why not open all the tracks to cyclist. We don't bring our animals to with us to foul the track and we don't bring bags of litter to leave either.	Our proposed concessionary bridleways are currently not open to the public and this represents a gain of 8700 meters or 5.4 miles. In order for all this to run smoothly the warden presence will help to resolve some of the other issues like litter and a few irresponsible dog owners.
Access	<ul style="list-style-type: none"> Dog Mess 	I tried walking in the peak the other day but couldn't master the dog xxxx shuffle and gave	In any group there are always a few individuals who spoil

		up I could not believe how much excrement there was in places ON the trail itself I think you should look at policing litter and dog fouling no mention of that in you proposal unless I missed it. Actually how is it you can let a dog run wild in an SSSI but cycling is restricted.	things for everyone. Again we will have more staff on site to identify particular problem areas.
Access	<ul style="list-style-type: none"> Contributing to the local economy 	Look to Wales see how much of an industry has grown on Mountain Biking how much money is brought into local communities indeed look at the work between mountain bikers and the forestry commission in getting free labour to maintain. trails	Agree that mountain biking is a positive thing for a range of benefits that people get, so very much support mountain biking on the Eastern Moors. Looking forward working with Mountain bikers on the Eastern Moors trails.
Access	<ul style="list-style-type: none"> Suggested pathways for bikers 	Not clear on where new bridleways/bike access are proposed but would it be possible to open the path along the edges (Froggatt - Curbar) to bikes as a trial?	Yes we hope to have Curbar and Froggatt open in the next couple of years.
Bridleways and path conditions	<ul style="list-style-type: none"> The improvements so far do not add to the wild and open nature of the site 	<p><i>Erosion impact of bikes and horses.</i> Much of the track is good and solid, but there are soft stretches and still a lot of grass, particularly on the zigzags just north of Curbar edge's high point. These will inevitably suffer.</p> <p><i>Signage and path improvements</i> which will reduce further the "Wild and open nature of the site". I'm not happy about the 600m of improvement north from Curbar gap already done, although the traffic perhaps made them inevitable. The "wild nature" of the path includes the opportunity to stride (or jump) from boulder to boulder along much of the path. Will they need to be smoothed over? Can we avoid obtrusive signs to stop bikes and horses taking the "short cut" across the zigzags?</p>	<p>The bridle access is to allow greater access to the wild and open nature of the site not to improve it. I absolutely agree that improved bridle access should not detract from the wild open nature by levelling tracks or creating 4m wide visual intrusions in the landscape. All improvements should be in keeping with the nature of the site by keeping the bouldery nature of the track.</p> <p>Signage should be in an appropriate place and not in the moorland setting.</p>

<p>Bridleways and path conditions</p>	<ul style="list-style-type: none"> • Suggest conditions are monitored and reviewed every six months before changing 	<p>My suggestion would be to have a six-month trial of this concession with the absolute minimum of changes to accommodate it. The impact could then be assessed and a user survey undertaken before deciding to continue.</p>	<p>Having a trial period is a good idea; our commitment to improve bridle access is a long term one and will need constant review, maintenance and management to resolve any of the issues thrown up over a long period. A user survey will be useful and should form part of that constant review process. Once accepted and working it would take a major problem or safety issue to consider closing the route rather than managing the issue.</p>
<p>Bridleways and path conditions</p>	<ul style="list-style-type: none"> • None of the gates on the proposed concessionary bridleways are easy to manage on a horse 	<p>We understand from our EMRA members that none of the gates on the proposed concessionary bridleways is currently easy to manage with a horse and that none meets BHS standards. We understand that gates are either too narrow to be safe, that they cannot be managed without getting off your horse, and that, if you do get off, there are no boulders or similar to act as mountain blocks so you can get back on.</p>	<p>The response here is the same as above. In all the work specifications detail about access gates will be included and will be to BHS standards. Keen to have further discussions and find a suitable design of mounting block that we can incorporate in the specification and find sites suitable for their placement</p>

<p>Bridleways and path conditions</p>	<ul style="list-style-type: none"> Many users have difficulty mounting the horse without a boulder etc so these need to be provided 	<p>Many riders cannot mount their horse without the aid of a handy boulder or bank to scramble up on – either because the horse is very tall, the rider is short, or the rider is elderly or disabled in some way. We hope that the infrastructure work on the planned concessionary routes referred to in the management plan will address gate problems as an early priority.</p>	<p>Same as above. Keen to have further discussions and find a suitable design of mounting block that we can incorporate in the specification and find sites suitable for their placement</p>
<p>Bridleways and path conditions</p>	<ul style="list-style-type: none"> Opening up vulnerable tracks to uncontrolled numbers of horse riders and cyclists may mean the need for more repairs over a shorter period of time Routes may need closure in winter months to protect them 	<p>We understand that some parts of the proposed concessionary routes may be over soft ground which can be very wet in the winter months. We also understand that the total membership of EMRA has always been strictly limited and that a maximum of three riders only may currently ride a route together. We understand that these restrictions were put in place under the agreement with EMRA to protect the surface of vulnerable tracks. Opening up vulnerable tracks to uncontrolled numbers of horse riders and cyclists may mean having to repair them within a relatively short time. We advise that you monitor carefully the impact on the surface of the proposed concessionary bridleway routes and carry out repairs quickly should they become necessary. Depending on how surfaces develop, you may even need to consider closing routes in winter months. The reason for this is that a badly rutted bridleway is dangerous on horseback (a horse may fall in ruts) and riders will not use them.</p>	<p>The tracks that we hope to open up on the Eastern Moors are based on the old Duke of Rutland drives and vehicle tracks in place during the Water Authority management. These tracks were built on stone bases and are therefore fairly hard wearing. Some of the Dukes drives near Barbrook are grass covered and do have some wet sections requiring ongoing maintenance. Any tracks that are on soft ground like the under edge route are not suitable as concession bridleways. A programme of review and maintenance is essential ensuring that these tracks are maintained properly. Winter closures will hopefully not be needed.</p>

Bridleways and path conditions	<ul style="list-style-type: none"> Flagstones when wet are dangerously slippy for horses and are not suitable for a bridleway 	Flagstones on wet sections of proposed Curbar/Froggatt Edge concessionary bridleway Flagstones when wet are dangerously slippery for horses, particularly if on a slope, and are not suitable for a bridleway. We may be able to advise on suitable alternatives.	Agree that flagstones are not good for horses so we should use mainly crushed gritstone on the new edge route.
Bridleways and path conditions	<ul style="list-style-type: none"> Increased use of soft bridleways will mean they need to be appropriately surfaced 	We are aware that some sections of route are on ground that becomes very soft in wet periods and if they are to stand up to intensified use then they will need to be appropriately surfaced.	Improvements are planned to deal with any wet sections that will need surfacing.
Bridleways and path conditions	<ul style="list-style-type: none"> Unclear of plans for Moss Road 	We are unclear what is meant by repair of damage at Moss Road “with attention to creating mountain bike interest”.	Moss rd needs to be repaired to make it suitable for horse use but without levelling the natural features that create interest for mountain bikes. A site visit with interested parties will help inform a specification of works that will achieve a win/win solution.
Bridleways and path conditions	<ul style="list-style-type: none"> Gravel surface on Moss Road not good for a bridleway 	We do not consider the recently laid gravel surface on Moss Road to be good for a bridleway	Agree 40mm clean gritstone is too loose, This was intended as a substrate, this then requires 20mm to dust finish.
Bridleways and path conditions	<ul style="list-style-type: none"> Car Road is badly in need of improvement for horse riders 	We wish to add that Car Road, an important link to Ramsley Moor, is badly in need of improvement to its very stony and uneven surface.	Car rd is not on Eastern Moors Partnership land and cannot be in the plan, but agree it would benefit from improvements.
Bridleways and path conditions	<ul style="list-style-type: none"> Don't use neat gravel paths 	It sounds as if parking or public transport will improve as will signage and footpath surfaces with flagging but I hope it is not intended to create neat gravel paths etc. - the wildness must be maintained	Agree that improvements should never alter the character of the place or compromise the wild and open nature.
Bridleways and path conditions	<ul style="list-style-type: none"> No gravel paths 	Also PLEASE don't grade all the paths to something like a gravel pavement for all users - not just mountain bikers! Don't want the whole	Agree as above the paths should not become gravel pavements and should retain

		place to be just an extension of the Sheffield parks!	their wild character.
Car parking	<ul style="list-style-type: none"> Insufficient parking at Curbar Gap to cope with increased access 	<p><i>Parking at Curbar Gap.</i> The management plan doesn't mention parking, but I think you have said there is no plan to expand parking at Curbar Gap. But an attractive new riding circuit will inevitably bring more cars with bike racks and even horse-boxes. It is already chaos at weekends and having lost 15 minutes trying to get out of Curbar when the Gap Road was closed due to visitors to watch the Red Arrows, I am concerned that this could become a more regular occurrence.</p>	<p>Parking is a Peak District wide issue and hot spots like Curbar Gap illustrate how difficult it can be at times. The EMP hopes that by improving the connectivity of bridle routes with the surrounding communities the Eastern Moors is more accessible without using a car. We recognise that many people will still visit by car. We are very keen to play our part in the wider debate regarding traffic, finding solutions such as greater use of public transport.</p> <p>The only area we have capacity to increase car parking is the removal of the central mound in Curbar gap. This could accommodate an extra 10-15 cars which is a drop in the ocean of the 400+ cars parked around the Eastern Moors. This is an issue we hope to run a focus group on in the future so that you can help us to find innovative solutions to this problem. With our management limited to the car parks and no capacity to extend the car parks onto the</p>

			Eastern Moors we haven't included extra car parking in our management plan.
Car parking	<ul style="list-style-type: none"> No mention of bigger car parks in the plan 	Very helpful to see the 5 year capital plan for range of activities and locations. No mention of bigger car parking areas.	As above
Car Parking	<ul style="list-style-type: none"> Need somewhere to park lorries and horse trailers to access new concessionary bridleways 	Concessionary bridleways on the Eastern Moors will create access for horse riders beyond existing EMRA members, but only if there is somewhere to park lorries and trailers. Riders living near the Moors can reach them on horseback. These riders are typically EMRA members and can use the Moors already. Other riders, ie those from further away, will need to use, and be able to park, horse transport if they are to take advantage of the proposed new concessionary routes. The car park at Curbar gap is not large and is not designed for use by lorries or trailers. The car park near The Grouse Inn gives directly onto a dangerous main road. The Shillito Woods car park is not suitable for horse transport.	As above

Car Parking	<ul style="list-style-type: none"> Increase in visitor numbers will increase pressure on existing car parks 	<p>In addition, if the Eastern Moors become attractive to more visitors, there will be increasing pressure from cars on the little parking space which already exists on the fringes of the Moors. Even now, there is so little parking available that cars park along the verge a considerable way down the hill below Curbar Gap and they squeeze onto the verges of the main road at the Grouse end of Froggatt Edge. We do not see where or how horse boxes/trailers, or even additional visitor cars, will be accommodated. We would like you to give serious attention to parking issues in general and to safe parking for horse transport in particular. The latter needs to include sufficient space to load and unload without inconveniencing other vehicles or endangering the horse. We would also like any maps or guides which may be produced to the Eastern Moors to suggest where riders could horse boxes/trailers.</p>	As above
Car Parking	<ul style="list-style-type: none"> Is the mentioned lay-by going to be suitable for horse trailers and lorries? 	<p>'Possible bridleway link to lay-by' Would this lay-by be suitable for parking horse trailers and lorries? If so, then the proposal to create a link to the lay-by would be doubly welcome.</p>	As above
Car Parking	<ul style="list-style-type: none"> Need parking facilities for horseboxes and trailers 	<p>There is a need for parking facilities for horseboxes and trailers so that the Eastern Moors can be enjoyed by riders who are not within hacking distance, or who prefer not to hack along public roads with heavy traffic. The car park at Curbar Gap does not have capacity</p>	As above

		for horseboxes and it is difficult to manoeuvre a large vehicle in the Shillito Wood car park. EMRA would like to have discussions on potential solutions to this problem.	
Car Parking	<ul style="list-style-type: none"> Increased visitors will need more parking 	Slight concern about parking will increase visitors at peak times cause problems. But I would not want to see bigger/ more car parks. No easy answer to that one.	As above
Car parking	<ul style="list-style-type: none"> Pressure on current car parks 	The plan recognises that there are areas of high visitor usage. There is probably a need to increase the number of properly landscaped car parks around the area to control the visual intrusion and damage caused by indiscriminate parking. Although car travel is not 'green' it must be recognised that most visitors to this area arrive by car.	As above
Car parking	<ul style="list-style-type: none"> Too many cars already blocking the road 	<p>I am very much in favour of promoting access despite preferring empty moors for my own walks! However I am very concerned about parking arrangements particularly around Curbar gap and also at the North of Froggatt. On busy days cars line up parked along the road - often half on the road and half on the verge/bank. This is very unsightly and for locals like myself makes our journey out of Curbar village a real pain - effectively they are causing both an obstruction (can the police deal with it?), damage to the verge (can you put posts there to stop it?) and it's very unsightly with cars strewn across the moors.</p> <p>There seems little point worrying about the colour and size of signage when there are cars everywhere at busy weekends. Can we either</p>	As above

		increase car parking - suitably screened - or stop people blocking the roads - PLEASE!	
Conflict between users	<ul style="list-style-type: none"> Horse and cycle users of bridleways behave sensibly and have regard for wildlife 	Otherwise we do not have concerns over the protection of archaeological sites, the maintenance of the wild aspect or even the proposed access changes, except for the need on the latter to try and make sure that any persons who use the new concessionary bridleways with horses and cycles behave sensibly and take full regard of the wildlife and other users. I attach a photo of one of this year's young adders seen in the middle of a well used path on Curbar Edge, which could come to harm under a cantering horse or determined mountain biker before it was seen. However this is a matter of education of the users not the management plan.	Agree and as part of the monitoring of the new routes we hope to pick up any conflicts with wildlife and manage these successfully. Evidence from Ramsley where adders and bridleways are adjacent on record one incident of an adder being harmed by being crushed under a horse hoof and no incidents of harm to adders by mountain bikes.
Conflict between users	<ul style="list-style-type: none"> Cyclists going fast downhill could lead to accidents 	<i>Conflict between users.</i> The first few hundred yards of track north of Curbar Gap is probably the most heavily used route in the Eastern Moors Estate. Cyclists (particularly groups) moving fast downhill on this improved stretch will not only make walkers uncomfortable, but could lead to accidents	There are a minority of individuals who do ride inconsiderately on routes. Bridle routes on the Eastern Moors operate successfully with only two known cases of actual collisions by cyclists. The Curbar route should follow the same success as the existing bridleways. Any conflicts that arise will be managed by a greater warden presence. The greatest successes have been through peer pressure by cyclists managing their own sport. We

			are keen to encourage this.
Conflict between users	<ul style="list-style-type: none"> Change of the path along Curbar/Froggatt edges 	<p>I have specific concerns about one aspect of the proposed access & recreation management plan, namely the proposed concessionary bridleway along Curbar & Froggatt edges. While I accept the principle of multi-user access to the estate I do not think sufficient consideration has been given to the impact of other users (bikers, horse riders) on walkers' experience of a route.</p>	<p>Safety concerns are mentioned above. I would like to further understand how the presence of other users could detract from the experience of walkers. If this is down to speed making walkers feel uncomfortable then the peer education approach is the best way forward.</p>
Conflict between users	<ul style="list-style-type: none"> Bridleways will increase the erosion of paths 	<p>The traverse of the path is generally firm and easy underfoot but it is punctuated by short sections of greater demand such as the narrow bouldery break of slope behind Froggatt Pinnacle and the grassy ascent / descent of the zigzag. I am concerned that both these sections will lose their character as a result of changing the path to a bridleway. One will be smoothed out and the other will become eroded by horse hoofs and bike wheels. The grass will not survive and erosion will result.</p> <p>Another feature of the path is its width which allows a group of friends or a family to walk and chat in a companionable way. My experience of riding on multi-user routes has shown me how walkers react to sharing a route. They tend to walk in single file; some walk facing the oncoming 'traffic' as though they were on a road. They are watchful and concerned, not relaxed.</p> <p>I believe that the granting of a concessionary bridleway for 5 years will increase erosion along the path and necessitate works such as those already undertaken at the Curbar Gap end of the path. The path will become more uniform and</p>	<p>Improvements to the track should not detract from the rocky nature of the track. We are not proposing to carry out the same full width surfacing as in the first section near Curbar Gap. Erosion will be monitored and maintenance will be ongoing. Experience on the other bridleways on the Eastern Moors suggests that use by horses and mountain bikers is so light that walkers are able to relax and enjoy. Any problems should be picked up through the wardening presence. Agree that the character of the track should be maintained.</p>

		lose its character. It will not feel wild it will feel tamed.	
Conflict between users	<ul style="list-style-type: none"> An annual review of paths changed to bridleways is needed to monitor erosion and to determine remedial works needed 	If the change must be made I request that an annual review is put in place to monitor erosion, any remedial works required, the satisfaction of all parties etc. Once destroyed, the path will never recover its present character.	Agree there should be ongoing monitoring of the use on all the Eastern Moors access routes this will include the on foot desire lines as well as the bridle routes.
Conflict between users	<ul style="list-style-type: none"> Moving EMRA bridleway to the Edge as it is dangerous for users other than walkers 	Serious concerns about making the EMRA route concessionary bridleway and moved onto the edge. It is dangerous for users other than walkers.	Keen to understand what specifically these perceived dangers are. Any safety issues should inform the specification of works prior to opening the route.
Conflict between users	<ul style="list-style-type: none"> Horses and off roaders 	Are there plans to prevent off roaders using these trails (Ramsley Moors area) by installing horse friendly barriers?	Inappropriate use by motorised vehicles is now so negligible on the Eastern Moors that we would deal with on a case by case basis. Investment in horse friendly barriers would be a last resort where we can not deal with through on site wardening.
Conflict between users	<ul style="list-style-type: none"> Repair of damage to Moss Road 	Repair of damage to Moss Road with attention to creating mountain bike interest'. We are assuming that any 'mountain bike interest' would not entail changes to this bridleway which could create hazards for horse riders.	A specification of works will be drawn up with all interested parties on site that will make the route suitable for horses and yet keep the track interesting for mountain bikers.
Conflict between users	<ul style="list-style-type: none"> Off road vehicles frighten horses and damage bridleways (so agree with warden presence) 	The Plan states that there will be a greater warden presence on the estate, enabling the partnership to identify and deal with any issues as they arise. We very much welcome this proposal, especially as the wardens will need to deter and enforce against any motorised off-	Again inappropriate use by motorised vehicles is so negligible on the Eastern Moors with only a 3 reports this year being quad bikes on Toley moor. A continued

		<p>road users of the bridleways and other tracks. Off-road vehicles, whether motorcycles, quad bikes or Land Rovers, are a major concern to horse-riders because they not only frighten the horses (and this can cause an accident) but also damage the surface of bridleways and other green tracks. Damaged track surfaces seriously reduce the value of routes to horse riders because wheel ruts are a physical hazard for horses: the result is that either horses cannot canter safely over a previously grassy track, or, where there are severe ruts, riders avoid the route altogether. This reduces or removes access for riders and spoils the quality of the riders' experience of the moors.</p>	<p>warden presence will pick up any such instances and areas that become problems will be managed through a multi agency approach. I must emphasise that the wardens approach is to observe and report and where appropriate approach and educate rather than enforce.</p>
Conflict between users	<ul style="list-style-type: none"> • Use of 4x4's on the estate 	<p>Will management of the Estate assist in halting its use by off road 4 x 4 vehicles and off road motorbikes? This is a concern for us as it is dangerous for runners and they have a big impact on paths and tracks. We are not against off roaders per se but we think it is an activity that should be controlled and kept to specific areas and the Eastern Moors we feel is too fragile for them to be used in this way.</p>	<p>There is no existing motorised vehicle use on the Eastern moors. When this happens illegally we follow the approach outlined above.</p>
Conflict between users	<ul style="list-style-type: none"> • 4x4 use and mountain bikers damaging paths 	<p>Yes I do although I am concerned of the potential for damage caused by off road vehicles and more commonly mountain bikes. Currently on the edge of the estate (Blacka Moor) mountain bikes rapidly erode paths and a few bikers regularly look to open up new runs and jumps to the detriment of wildlife and walkers.</p>	<p>Again there is no existing motorised vehicle use. All users cause erosion both walkers and mountain bikers. The Eastern Moors system proposes the right use in the right place backed up by a programme of maintenance. Mountain bikers do a great job of getting involved in that programme of maintenance</p>

			making there use sustainable.
Conflict between users	<ul style="list-style-type: none"> Suggested education method to reduce conflict 	Education might be needed for all user groups (such as the 'share the trails' system in Canada/US state parks) to avoid any conflicts and/or trail damage.	Completely agree and the evidence is that education by peers amongst there own user groups is the most effective.
Deer	Deer fences should not block access to paths	Presumably the only place that high deer fences will be necessary will be to enclose the area by the gap road which is designated for "Only grazing by cattle". This is an area which is very difficult to access, so I envisage no problem, but I'd be concerned if other areas with paths through them had such fences.	The only proposed deer fencing are small fenced out areas in the under edge woodlands strategically sited away from tracks so they are hidden. The purpose of these is to monitor the effect that deer are having on the natural regeneration of trees in the woodlands.
Deer	<ul style="list-style-type: none"> Management plans for the herd 	At last we have genuine large wild mammals living in a large expanse of land, free-spirited, unmanaged and thriving. EMP's attitude to these animals appears ambivalent. There seems some anxiety to appease a frankly absurdly alarmist farming lobby that wants every wild animal to be controlled. Having a 'management policy' for these animals <u>will kill much of their appeal</u> . You concede now that numbers of deer were exaggerated. At the bottom of one page I can just make out the words "A clear and transparent policy will be created to manage the red deer herd". I very much doubt it. (The word transparent has been used before and come to mean anything but). The focus should be on allowing and developing a landscape that is worthy of these and other wild mammals rather than concentrating on	Completely agree we are very lucky to have the red deer on the Eastern Moors. They provide us with an opportunity to have grazed moorland by a large native herbivore, and they are pretty spectacular to watch as well. They are wild animals and rather than manage the deer as a separate policy they are included as part of the grazing policy, the detail of which is included in the technical management plan. The grazing numbers are available on request. We are managing the Eastern Moors for a range

		favoured bird species that like the landscapes you like to manage – “The Dartford Warbler factor”.	of features both deer and birds included.
Habitat changes	<ul style="list-style-type: none"> If cattle numbers increase could cause great anxiety to horse riders 	We note the intention to discontinue sheep grazing on most of the moorland and to continue with cattle grazing. Cattle do not conflict with horse riding unless the density of the herd is so high that it leads to riders having to pass through a large group of cows with calves straddling a bridleway. This situation prevails on the Baslow Moor and it can cause great anxiety to riders. We note that the Plan for the Eastern Moors proposes that the number of cattle will be the same as in recent years but they will be on the estate for longer, in which case we do not anticipate a problem. The red deer herd poses no problem for riders and we enjoy seeing them on the moor.	Firstly there is very little increase in the cattle numbers on the Eastern Moors (Big Moor has gone from 80 to 112 animals). The main increase in grazing is by extending the length of the grazing season. The type of hardy cattle that we use are better able to thrive when the weather turns colder. I am aware of issues in the past of conflict. The grazing system on the Eastern Moors is designed to avoid cattle and horse rider conflicts.
Habitat changes	<ul style="list-style-type: none"> Do not change landscape too much 	I have limited knowledge in this area so cannot comment in detail. I think the current habitats should not be altered to heavily and that the aim should be to maintain a variety.	Agree, The largest scale project is the restoration of grassy areas to moorland. You should see these areas turn purple with heather over the next few years, restored to what they formally were. Variety and biodiversity of species and habitat is fundamental to our work.
Habitat changes	<ul style="list-style-type: none"> Tree felling 	The habitat changes look well considered but we are concerned at loss of woodland as if anything we would like to see more of it not less. This feedback came through strongly in the consultation held by the Sheffield Wildlife Trust in relation to Blacka Moor but it went unheeded and has been the source of much local opposition and anger particularly as new fencing	The tree felling proposed on the Eastern Moors is not to reduce the woodland area but increase the richness and variety of tree species there. The woods are mainly birch and are all the same age. As we thin and fell only birch,

		went up in order to control native hardy cattle that were introduced to the site - again in stark opposition to the local response. If the felling and thinning is balanced by at least an equal number or more of newly planted trees then our concerns would be met. We support the idea of thinning the trees in front of the rock crags to open up views to and from them and to support their use by climbers.	nature takes over and the regeneration of new trees will include oak and rowan leading to more variety in the woodlands. The changes in the grazing to cattle will give these new oaks and rowans chance to thrive as the cattle don't graze under the edges and only very lightly in the other woodlands. The woodland edge is managed dynamically allowing it to encroach and then every few years we knock it back.
Habitat changes	<ul style="list-style-type: none"> Want the area to be more wild, not managed 	I struggle with how nature is defined by yourselves as controlled by man. Surely if left unmanaged then nature takes its course. Sure keep tracks clear etc but why cut down trees and remove shrubs? Nature put them there.	Pollen in peat samples tell us that the Eastern Moors was once covered by trees. The open wild moorland that we value is not natural; it is created by grazing and burning. If left unmanaged it would return to forest. The Eastern Moors would no longer exist as moorland. The variety of habitats on the moors including woodland and moorland make the place more diverse and special.
Habitat changes	<ul style="list-style-type: none"> More bracken removal 	Yes broadly but would like to see more of the bracken removed as its choking woodland below Curbar	Bracken is now not thought of so much as a problem, Adders, deer and various birds all use bracken for shelter. Where bracken causes a problem or is too dominant in an area we aim to control it.

			<p>One of those areas is under Curbar edge where we hope to trial methods of control on a small scale. This should benefit plants like bilberry. Bracken is very hard to control and the Eastern Moors has had mixed success in the past. Another area where we may control bracken is on archaeology but this is small scale and the areas have yet to be finalised.</p>
Habitat changes	<ul style="list-style-type: none"> • Management of wildlife friendly landscape 	<p>We have had to wait such a long time for an opportunity to come along which could lead to a grand wildlife concept incorporating all of the moorland in this area. I have called for this before and the conservation organisations claim now to be working towards some such partnership concept. It is <u>extremely depressing</u> to see that now public landowners and managers claim to be working together they seem afraid to do anything radical. The opportunity to develop a much more a natural wildlife friendly landscape to develop (sic) after generations of exploitation has been rejected in favour of more tinkering and more management intervention. Managers may need land to manage but people and wildlife need land that is free. In short please go back and think again. We need a 'big idea'.</p>	<p>Working for wildlife and biodiversity in the uplands has always been most successful when done on a large enough scale, The landscape scale approach by the Sheffield moors partnership will realise this for the area. In relation to being radical the EMP proposed changes are more radical, but this is balanced with a sense of responsibility to enhance not harm the special features of the place. As the Eastern Moors are not managed for their completely natural state (forest), the type of wildlife here is dependant on management.</p>
Habitat changes	<ul style="list-style-type: none"> • Was an alternative to management intervention ever raised 	<p>Was there ever raised any serious alternative to the overwhelming emphasis on intervention and grazing?</p>	<p>Yes the option of "re-wilding" does come up regularly in conversations. Everyone</p>

		<p>Was it considered at any stage, however early, that the Eastern Moors together with moors around Sheffield of Blacka, Houndkirk, Burbage and the Hathersage Moors could comprise a large more natural landscape where management and managers took a back seat allowing wildlife to flourish unhindered? Was an ecosystem approach even discussed? Not just bandying the word about because it sounds good. If it was considered who was involved, who were the decisions makers and why did they reject the idea?</p>	<p>seems to have a different view of what this means. The place is managed as an ecosystem with Human activity integrated in that system The Eastern Moors would loose its moorland and associated wildlife to gain forest and all its associated wildlife. As the Eastern Moors is designated and special as a SSSI. The features that the site is designated for, lead our management. We are now working with the grain of nature using natural process where ever opportunities exist.</p>
<p>Habitat changes</p>	<ul style="list-style-type: none"> • Loss of the wild landscape 	<p>When the word ‘wild’ is used by local conservation officials and even ‘wilderness’ in the context of this kind of writing is seems to indicate that ‘wild’ is something valued. It evokes a sense of anticipation and a sense of otherness, and a sense of mystery – something which capture the imagination as only a self-motivating landscape with its free spirited unshackled wildlife could do. But the way that the landscape is described both as it is now and how it is intended to become after ‘exemplary’ management is nothing of the sort. The writers of this brochure know that but still insist on using the word wild about land that is given a farm management prescription. I do not understand why this fundamental error continues to be repeated and can only assume there is come kind of deception going on.</p>	<p>The Eastern Moors are not a “wilderness” but the term “wild” is used to describe the nature of the open moorland. People will continue to refer to moorland as open and wild even though it’s not in its natural state. Is the term “wildlife” correct when many non domesticated creatures that we refer to as wildlife are dependant on the human management of the moors? We use the term “Wild” as a description that most people use of the moorlands.</p>

Habitat changes	<ul style="list-style-type: none"> Burning heather 	<p>Burning heather...on public land EMP is proposing to manage grouse moors and thus being captive to the shooting industry's agenda. This sort of management of land is top-down and has nothing at all to do with wild nature. The most that can be for it is 'bird gardening'.</p>	<p>Heather burning and cutting are interventions by humans that create open moorland and all the wildlife that go with that habitat. The Eastern Moors is not being managed for shooting purposes but is managed for a range of special features listed in the feature table.</p>
Habitat changes	<ul style="list-style-type: none"> Are single interest groups influencing management measures – Archaeology 	<p>the approach seems to) satisfy single interest groups as an opportunity to cue more management input. Talk about 5,700 historically important sites sounds absurdly overstated. Is this being used as a pretext for intrusive management and a reason for <u>draconian control of natural vegetation by measure such as burning?</u> That is not to say there are no archaeological features. But there is a disproportionate preciousness about this.</p>	<p>I don't think I have met any individuals within any interest groups who have a single interest. Our database from the survey does identify over 5700 historical features on the Eastern Moors. Rather than list them all here the report is available. The features tell the story of how the moors are the way they are today.</p>
Habitat changes	<ul style="list-style-type: none"> Are single interest groups influencing management measures – Climbers 	<p>Why is it necessary to cut trees below climbing edges? What next? Ladders and lifts? Surely Why is it necessary to cut trees below climbing edges surely climbing is an adventure sport participants enjoying tackling natural environments including trees. Climbing is an adventure sport with participants enjoying a challenge of tackling natural features? And seeing as the trees ought really to come over the top why not let them?</p>	<p>The cutting of trees below climbing edges is for four reasons.</p> <ul style="list-style-type: none"> It benefits rare lichens shaded out by the trees. It puts the edge back in the landscape as a prominent feature. It helps regenerate young woodland edge as described above It benefits the internationally important climbing routes by keeping

			the green algae off the once quarried edge.
Habitat works	<ul style="list-style-type: none"> Need for further adder surveys 	There are still extensive areas, particularly of Big Moor, that we have not surveyed so the large area between the top of White Edge and the Barbrook valley has virtually no adder records apart from a couple of separate casual summer records of animals seen by intrepid walkers crossing this area in recent years. Similarly the Stoke Flatt area between White Edge and within about 100 metres of the Froggatt Edge main path had no visits or records until two separate adders were seen by a small group of DWT staff & botanists crossing on a visit to the mire area this July. Further south large numbers of slow-worms are also known on similar habitat but no surveys have been done on the moors for them, we had our first record for them on Ramsley this year.	<p>We certainly haven't learned everything about wild life on the moors yet. Further survey of these areas is very much welcomed and should be pursued.</p> <p>If we encounter adders, slowworms or any other important species during our works we will stop and rethink. A sensitive area map has been produced based on the archaeological survey and wildlife sensitive areas. Within these sensitive areas we do not take vehicles or cut heather or grasses.</p>
Habitat works	<ul style="list-style-type: none"> Timing of operations may affect reptiles if done at wrong time of year 	The timing of various operations' as this can severely affect reptiles if done at the wrong time of year for adders. We have very little hard evidence for the distribution of their summer feeding areas where most of the males, non-breeding females and juveniles are likely to be. Thus they could very well move into some of the Molinia areas after their prey items (small mammals and lizards) for those sections of the moors where Molinia is the main habitat adjacent to their hibernation sites.	The Molinia grass cutting should be conducted pre emergence of adders from hibernation and away from adder sites.
Habitat works	<ul style="list-style-type: none"> Lizards in Molinia areas will be affected by its removal 	Similarly common lizards do not move far and it is likely that significant numbers inhabit the Molinia areas for their whole life cycle and so there is likely to be some loss when those areas	Molinia areas will take time to cut allowing non hibernating wildlife to move. Lizards will hopefully survive under the

		are either flail/cut or burnt. However although there will be some loss the species is found extensively across the heather and bracken areas as well as high numbers in more grassy areas.	cutting height. I do recognise that there will be loss in some of these actions.
Habitat works	<ul style="list-style-type: none"> The length of time areas are subjected to cutting/burning will take to recover enough to support reptile populations 	<p>The main concern is probably the length of time that the areas that are subjected to severe measures such as flailing/cutting or burning followed by reseedling or natural regeneration will take to develop the vegetational structure required to support reptile populations. Experience of sites elsewhere in the country, including unfortunately some nature reserves, with inappropriate burning/clearing management or deliberate arson has shown a complete extinction of reptiles with recolonisation taking years. Immediately following the initial cutting or burning any remaining reptiles on the cleared areas will be picked off by avian predators especially corvids and birds of prey. It will take a long time >10 years before most of these areas might become suitable for reptiles. (The heather area on the north-west side of Barbrook Reservoir where the grass fire jumped and burnt a large area of heather sometime around 2001/2003 still has negligible cover despite the heather regrowing from seedlings over most of the site).</p>	<p>Areas to be managed by cutting or burning are usually once on a minimum 15 year cycle. With most areas 20+ years and may areas unmanaged. The Molinia grass restoration is a two year treatment and then left to regenerate for at least 20 years.</p> <p>By keeping heather burns and cutts to small areas less than 2 hectares in size, wildlife will have chance to adapt.</p> <p>The 2003 fire on big moor was 56 hectares in size and should never be repeated.</p> <p>The lack of regeneration on this area was down to the grazing regime which has already changed.</p>
Habitat works	<ul style="list-style-type: none"> Do not want height and density of growth seen on grouse moors 	Also we would not want the uniform height and density of regrowth that is seen on the grouse moors. Therefore we would hope that burning where it is done is in very small areas in a patchwork to create a really detailed mosaic of heights, open patches etc.	Agree the cutting and burning of heather will lead to the mosaic patch work that you describe.
Habitat works	<ul style="list-style-type: none"> Need bracken control 	Agree with the habitat changes proposed but including bracken control	Bracken control has had mixed results on the Eastern Moors.

			We will trial some small areas
Management Plan / Consultation Process	<ul style="list-style-type: none"> Principle 11 needs to be paramount to not compromise the wild and open nature of the estate 	Management principle 11 had to be paramount – wild and open nature not to be compromised	Agree, this was voted the most important at the September workshop.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Suggestion of tighter wording regarding opening access routes up to users 	An accessible multi-user site For the avoidance of doubt on access for motor vehicles, we suggest that the final version of the strategy is amended so the caption to the photograph at this point reads: 'Where appropriate and sustainable, the partnership will adopt the principle that any one access route will be open to all <i>legal</i> users'	Again inappropriate use by motorised vehicles is so negligible on the Eastern Moors with only a 3 reports this year being quad bikes on Totley moor. We can assume that people know that they must not break the law. For those that don't act legally I am not sure that the word legal will make too much difference.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Use of jargon off putting Unclear of day to day management plans 	While I don't appreciate some of the 'jargon' - 'better connectivity of multi-user access' for example and feel that this could put off some potential respondents I feel it is well set out and does give a feel of what you are planning. The bit that is inevitably less clear is what short term day to day management involves and I am not sure how you will convey that to the public at large. .Those of us who use the area for recreation regularly are more aware of this and to my mind the work you have done so far has been positive.	There is very often a lot of jargon in the conservation world. We are not always aware of it and are always looking to make our documents more readable. We want to reduce jargon so that we fully understood. Glad you find our work positive, thank you.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Communication 	Please keep the communication up to keep people involved.	Our strap line is people and wildlife. So people and communication are very important.
Management Plan /	<ul style="list-style-type: none"> Unaware of process 	I was not aware of the consultations earlier this year.	Some people did miss the consultation last year. This is

Consultation Process			an ongoing conversation. Every time we run an event or group hopefully more people become aware of our work on the Eastern Moors.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Detailed comments on text in vision, objectives, GMP and features table More detail needed in plan 	<p>The vision on p.4 needs some mention of preservation of heritage.</p> <p>Why on p.5 are only Sheffield and Chesterfield mentioned? Could this not be South Yorkshire North Derbys and beyond?</p> <p>I was please to see p.7 no.11 that peace and tranquillity are recognised.</p> <p>p.8 '5700 other historically important features' needs a bit of a breakdown (cf. comparison with bird information) perhaps into broad periods</p>	<p>Agree, Heritage is mentioned in the vision we will squeeze in preserved if we can. Sheffield and Chesterfield are specifically mentioned as the two largest communities adjacent to the Eastern Moors; I like the idea of including the word beyond. The guiding Management Principles and peace and tranquillity came from last year's consultation. Would like to break down the 5700 but could be difficult.</p>
Management Plan / Consultation Process	<ul style="list-style-type: none"> Resolution of graphics 	<p>The image resolution and key colours (for footpaths/bridleways etc) are not clear. I find it hard to see the differences on the maps.</p>	<p>Agree, we had to reduce the document size for the internet. Hi Res versions of the maps are available if requested.</p>
Management Plan / Consultation Process	<ul style="list-style-type: none"> Not heard of consultation process 	<p>Not totally clear on that but more information and two-way communication sounds good. Most locals I know have not heard of this latest management plan so maybe more signboards at main entrances?</p>	<p>We did put up as many posters as we could (over 150) around the Eastern Moors. We hope more people will get involved as we carry on communicating.</p>
Management Plan / Consultation Process	<ul style="list-style-type: none"> Make up of stakeholder groups 	<p>Please remember that the size and efficiency of various lobby groups does not always truly represent the number of those users in the area. For example horse riders or birdwatchers may have good advocacy groups but not that many users!</p>	<p>I understand, We treat all information that we get equally Day to day comments from people that we meet have informed some good ideas in the plan.</p>
Management	<ul style="list-style-type: none"> Have fundamental decisions been 	<p>We're left with a strong impression that</p>	<p>The draft management plan</p>

Plan / Consultation Process	taken at a higher level	fundamental decisions have been taken elsewhere by people at a much higher level in the organisations of RSPB, Natural Trust, Natural England and PDNPA. Those who are responsible at those levels should be answerable to the public for this project which, however much press release spin is used, is lacking the kind of 'big idea' that is needed.	has been put together by the staff that are in contact with the place and the people there. The organisations mentioned contribute their expertise sign off and support the plan. But the process including the consultation and survey informs the content.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Wording 	This (the DMP) reads like a brochure rather than a management plan. Some of the language used could come from an estate agent's brochure for a new housing development. Words like 'amazing' 'stunning' 'vision' 'inspiring' 'sustainable' 'wild/wilderness' should not be scattered so profligately in the kind of management plan I would expect to see.	I hope that our use of language does inspire. I think we should be excited about the Eastern Moors it is an amazing place.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Is there another document not seen by public? 	Does this mean there is another document that is not being presented to the public but available to 'professionals'?	The 16 page plan is the shortened version of a more technical document. It says the same things, same changes, just gets to the point a little quicker. The full version will be available as well on request.
Management Plan / Consultation Process	<ul style="list-style-type: none"> Synchronicity with Sheffield Moors plans 	<p>Even as things are happening at the moment why are the plans for this going ahead when the next management plans for the other areas are not in place and the Sheffield Moors Partnership is not producing a plan nor Sheffield Wildlife Trust for Blacka Moor. Where is the coordination that has been talked up? All suggest three things:</p> <ul style="list-style-type: none"> The coordination spoken of is not as real as we were lead to believe That everybody will tend to be going their 	The Sheffield Moors partnership is an innovative partnership to establish and deliver the vision of the Sheffield Moors as the UK's leading model on how the uplands should be managed into the future for people and wildlife. The partnership is to coordinate the approach to the management of the areas. Each area will continue to

		<p>own way which is often the case with large organisations and this will be accentuated by the bits and pieces habitats for this and that diagnosis</p> <ul style="list-style-type: none"> • That there's not much point in 'getting together' unless there's a 'big idea' such as a more natural landscape less managed as suggested... 	<p>have its own management plan coordinated through the SMP</p> <p>The Eastern Moors plan is from 2011-2016.</p> <p>The landscape scale conservation spoken about is developed over a period of time.</p>
Management Plan / Consultation Process	<ul style="list-style-type: none"> • Re Stewardship and green environment 	<p>Why no consultation about the Agri Environment Scheme and the other ways of this being funded? Is this public land or is it not? Where is the money coming from? How much from public funds controlled by Natural England? How much from Why no consultation about the Agri Environment Scheme and the other ways of this being funded? Is this public land or not? Where is the money coming from? How much from public funds from PDNPA and how much from members of NT and RSPB? Is EMP a separate charity? Will it submit its accounts to the Charity Commission?</p>	<p>There is no requirement for the EMP to publish accounts. It is not a separate charity but managed by a collaboration agreement between the NT and RSPB</p> <p>The land is still in public ownership by the PDNPA. They contribute for the next two years. The Charities both contribute a significant amount.</p> <p>The Eastern Moors will become a model for management of the uplands and in doing that will demonstrate the costs involved in managing an area like this. The input of agri-environment is vital if we want to continue the public benefits that the Eastern Moors brings.</p>
Management Plan / Consultation Process	<ul style="list-style-type: none"> • Organisational culture 	<p>There 's a desperate need for a proper national conversation about how these landscapes should be managed not because it sidelines local people but because the fundamental decisions are being taken by people who do not</p>	<p>Agree that national conversation is a healthy way to forward the debate relating to how we manage our upland landscapes.</p>

		<p>present themselves for scrutiny. Where were the Natural England officers at the consultation meetings?</p> <p>Despite (because of?) the hyperbole this depresses rather than inspires. Those hoping for an exciting vision leading to a landscape that thrills that captures the imagination, that delivers the unexpected, and experience of a lifetime, will be disappointed but wearily unsurprised given the record of the conservation industry. All this is about control. Have we waited so long for this?</p> <p>Words like vision are scattered about but this reads less like vision and more like meddling inflated by spin and hyperbole.</p> <p>I am assuming that those in the Eastern Moors Partnership cannot be held solely responsible for this. It is possible that some might generously see this as a worthy effort in a context of unacceptable constraints.</p>	<p>The management of the Eastern Moors is informed by consultation and survey, pulled together by the people who work there and advised by and signed off by the organisations involved.</p> <p>I think organisationally we are listening, learning and getting it right.</p> <p>A good culture to be involved in.</p>
Partnership working	<ul style="list-style-type: none"> Best practice should be disseminated to other countryside managers, landowners and agencies 	<p>The only comments I may suggest is that there is the opportunity to disseminate landscape to local scale best practice to other countryside managers, landowners and agencies regarding access and habitat management. This would be especially useful with the recent loss of Losehill Hall training centre.</p>	<p>All works on the Eastern Moors are recorded and the success measured against our baseline wildlife survey. People benefits are harder to measure but just as important to learn from. Any best practice will be shared.</p>
Signage	<ul style="list-style-type: none"> Need some signs to show designated bridleways to prevent motorised vehicles (particularly where they join highways) 	<p>We support the Plan's intention to locate interpretative signs and other materials at the main access points to the estate, not on the moorland itself, to protect the wild and open feel of the moors. We agree that signage should be minimal so that it does not have a detrimental impact on the landscape. However, we are very</p>	<p>There is a need for signage to orientate and inform of a routes status. This has to be minimal and not into the moorland itself produced using natural materials.</p>

		<p>keen that there should be sufficient and effective signage to indicate the existence of each route and also to indicate the route's status (e.g. "Bridleway – no motorised vehicles allowed"). Good signage will be particularly important at every point where a bridleway joins the public highway (and at any other potential access point for vehicles).</p>	<p>I am not confident that "NO" signs are ever really effective at preventing inappropriate use. Keen that EMP signs are positive rather than aim to control.</p>
Signage	<ul style="list-style-type: none"> • Need information panels at selected access points 	<p>Yes although we think there is some scope to put non-urbanising information panels at selected access points to the Estate as these help to orientate the visitor, show where paths lead and thereby give an indication of how long it will take to do a circular run or walk for instance if a particular path is followed.</p>	<p>Agree, need to keep information panels at selected access points.</p>
Volunteering	<ul style="list-style-type: none"> • Can training towards industry required qualifications to support employment be delivered? 	<p>Also, is there any opportunity for delivering training towards industry required qualification to support employment and diversification initiatives outside of normal volunteering opportunities? This could be linked to developing the environmental services such as carbon sequestration. This may lead to locals being able to tender for deliver such works without having to pull in contractors from outside the area and build the skills base "on the doorstep" which could be sold to surrounding land managers. For example woodland management for wood fuel production, plant hire and landscaping, fencing, etc.</p>	<p>The EMP will see people who are involved develop new skills and understanding through volunteering opportunities on the Eastern Moors. There are many specialist training providers we would like to work alongside to deliver these opportunities. The Eastern Moors will contribute to the training by providing the site rather than becoming a training provider itself.</p>
Volunteering	<ul style="list-style-type: none"> • Volunteering timescale not clear 	<p>During last year's consultations you gave the impression that the establishment of the volunteering scheme was an early priority. In the plan there is no real timescale set out for this. I feel that the report would have benefited from</p>	<p>Agree that the timescale for volunteering is not clear. The visitor experience plan will be developed over the next two years and will be available.</p>

		giving a greater indication of your current thinking on this. I am intrigued by the idea of a 'Visitor Experience Plan' and eager to find out greater detail of that.	
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These responses are now brought to the Stakeholder Forum for discussion and decisions made on the response to be published and included in either the management plan or the works specification.

Version 2 26/3/2012