The Openness of Local Government Bodies Regulations 2014

These require that officers keep and publish a written record of decisions which are made, either:

a) under a specific express authorisation or

b) under general delegated authority, where the effect of the decision is to

i) grant permission or licence;

ii) affect the rights of an individual; or

iii) award a contract or incur expenditure which, in either case , materially affects the Authority's financial position (£50,000 or over).

Temporary Traffic Regulation Order, public rights of way affected by 2026 Grizedale Stages Rally

Relevant section of Scheme of Delegation

PART 4 - DELEGATION OF FUNCTIONS TO OFFICERS - ANNEX 4 - Functions delegated to Head of Ranger Service and sub-delegated to Ranger Team Leaders.
Rights of Way and Access Matters - All functions of the Authority under the Highway Acts (whether acting pursuant to its own functions or in pursuance of functions delegated to it by Westmorland and Furness Council) except for the making and confirmation of Definitive Map Modification Orders (Wildlife and Countryside Act 1981) and the decision to refer to the Planning Inspectorate of the confirmation of any orders under the Highway Acts where formal substantive representations have been made. "Substantive representations" are those which explain adequately the nature of the concerns and meet the legal considerations defined by the Highways Acts and the Planning Acts.

Background

The Grizedale Stages Rally is a major motor rally run annually in the Lake District. The organiser has requested that we close rights of way in the vicinity of the route to protect the public from danger during the event.

Details of Decision

That we make a Temporary Traffic Regulation Order for the rights of way affected by the Grizedale Stages Rally, to be operative only on the 5 December 2026

Details of alternative options considered and rejected

To not make an order.

Where a decision is made under an express authorisation, names of any Member(s) who have declared a conflict of interest

None

Lead Director	Hanna Latty, Director of Sustainable Development
Author and contact details of report	Will Hinchliffe, Rights of Way Officer
Background Papers	Case file 1410.003.303
Date of Report	2 November 2026
Authorising officer	Steve Tatlock, Ranger Team Leader (South)
Date	2 November 2026

TEMPORARY TRAFFIC REGULATION ORDER, PUBLIC RIGHTS OF WAY AFFECTED BY 2026 GRIZEDALE STAGES RALLY

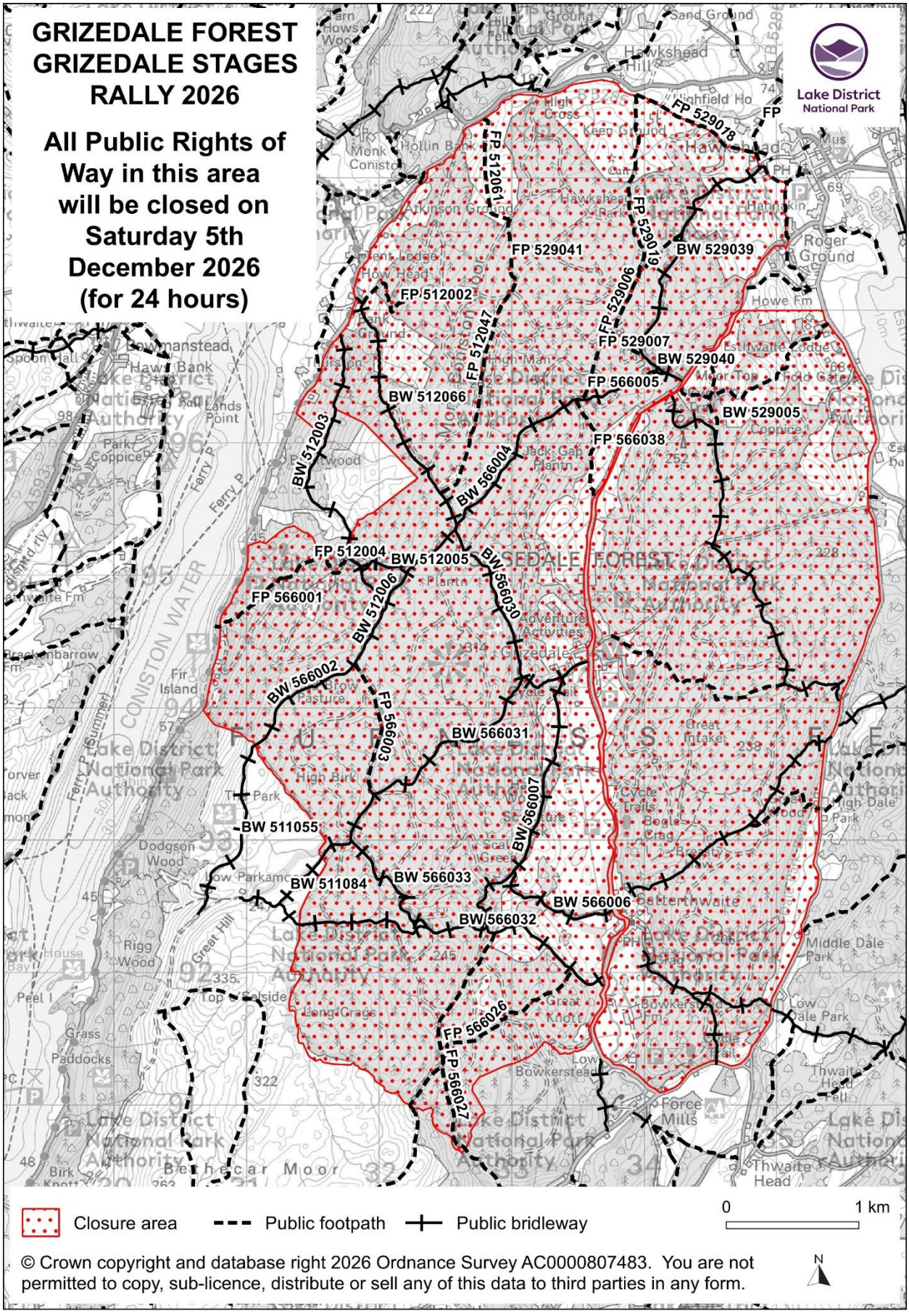
Summary

1. This report recommends the temporary prohibition of (public) traffic over footpaths and bridleways to protect the public from danger whilst the 2026 Grizedale Stages Rally takes place.

Recommendation that:

We make a Temporary Traffic Regulation Order (TTRO) closing public rights of way within Grizedale Forest affected by the Grizedale Stages Rally - to be operative only on 5 December 2026.

Location Plan



Background

2. We have received an application from the organiser of the Grizedale Stages Rally for the temporary closure of public rights of way crossed by, or in the vicinity of, the event route within Grizedale Forest (as shown on the Location Plan). This year's rally is planned to take place on Saturday 5 December 2026.

3. The closures would protect the public from the likelihood of danger presented by fast-moving vehicles taking part in the rally. We have worked with the organiser and landowner (Forestry England) for many years and have closed the footpaths and bridleways throughout the forests, as requested, on these previous occasions.

4. The closures will be clearly signed and Forestry England (FE) will put information on their website to highlight the date on which the rally will be held.

5. Although a TTRO may last up to six months, the order will only be operative on Saturday 5 December 2026 (for 24 hours), the date of the event. During the event site notices and marshals will be in place to ensure the public are aware of the closures. The paths will be open and unaffected at all other times. There are no possible alternative routes for the public to use when the rallies are taking place. We will publicise the order by email to local bodies, such as parish councils, user groups, tourist information centres, the youth hostel association, outdoor education centres, and so on. The order will also be displayed on our website and notices published in the local newspaper.

6. The public rights of way affected in Grizedale Forest are identical to those covered by the temporary closure order made last year. A list of affected rights of way can be found in Annex 1 of this report.

7. FE as the landowner and Relevant Authority for open access land in woodland and forestry areas and will be responsible for granting temporary open access restrictions (if they decide to do so) over the area affected by the

rally. This will also be signed on the ground and shown on the Natural England Open Access website.

8. During our consultation (see Stakeholder consultation section) the Open Spaces Society highlighted that in their view motorsport events are not an appropriate activity within the National Park. Their comments have been passed to the Ranger Team Leaders to discuss and respond. This is a strategic matter and not directly related to this decision whether to temporarily close public rights of way on the basis of the likelihood of danger to the public.

9. Motorsport events which make use of public footpaths, bridleways or restricted byways must have authorisation under Section 33 of the Road Traffic Act (1988). We have already given this authorisation for this event.

Policy context

Links to Vision and Management Plan

10. A key outcome of the Vision for the Lake District National Park 2006 – 2030 is a landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved. Our Partnership's Plan is the Management Plan for the Lake District National Park which contains our policies for achieving the aims and desired outcomes for the Vision.

Links to Business Plan

11. There is no specific action or policy relating to temporary closures within the Business Plan, but they are a fundamental part of managing the rights of way network and ensuring efficient service delivery.

Options

12. The options are to:

    a) Make a Temporary Traffic Regulation Order

    b) Do not make an Order

Proposals

13. I recommend option 12a for the reasons set out in the Background and Risk sections, which in summary are; to protect the public against danger from fast-moving vehicles, and to safeguard the event organiser against an injury claim.

Stakeholder consultation

14. We have carried out a consultation with interested bodies and individuals, including Westmorland and Furness Council (the Highway Authority), all affected Parish Councils, the Local Access Forum and various user groups.

15. We received the following responses:

Name of stakeholder	**Consultation responses (and LDNPA comment)**
Brantwood	Can you just clarify whether the road on the east side of Coniston will be affected. Not clear from the map. - LDNPA comment– Confirmed that the LDNPA TTRO would only close footpaths and bridleways within the forest, and will not include the C5018 road. If the organiser wished to seek a closure of the road, this would require an order being made by the council (we have not received any information to this effect).
Green Lanes Association (GLASS)	The Green Lane Association have no issues with the closure of rights of way during the Grizedale Forest Stages Rally.
Open Spaces Society	Thank you for consulting the Open Spaces Society regarding these proposed closures. We would deeply regret the one-day closure on 5 December. The pre- Christmas weekends tend to be busy with walkers and especially mountain bikers for which the area of closure is a prime area of usage.

	Some time ago we asked, vis (sic) Steve Tatlock, that the LDNPA revisit its policy on such motor rallies within the LDNP. The promise to ask the appropriate group within the npa to undertake this does not appear to have been acted upon, or if it has been reviewed we have not received any feedback. During the last 3 years or so since we asked we have previously reminded Steve of the position but with no response.

Demonstrating best value

16. **Challenged –** the challenge is for us to effectively manage the network and inform the public of relevant issues.

17. **Compared –** we have compared our processing of temporary closures to other similar organisations. We have no specific targets relating to them, but aim to process all requests in a timely fashion, without significant financial or staff implications.

18. **Consulted –** we have carried out the required consultations.

19. **Compete –** processing Temporary Traffic Regulation Orders is not a competitive procedure. Westmorland and Furness Council can also process TTROs, but we are the best-placed organisation to make this order.

Finance considerations

20. In the past the TTRO made to cover this event has also covered the Malcolm Wilson Rally (which has usually taken place in March) – with the costs of the order being shared between the organisers. The Malcolm Wilson Rally will not be taking place within the National Park in 2027. The costs of a typical temporary closure Order are approximately £1,060 (which covers staff-time, stationery and postage) plus the cost of two newspaper adverts. However, the processing of a TTRO for motorsport events has typically involved additional staff time. The Head of Ranger Service has agreed that we should charge our standard cost for a TTRO as above, plus two hours of Ranger time for inspecting the event notices (£111.68 based on our 2024 staffing cost rates). A

total of £1,171.68 plus the cost of the two required newspaper adverts. These costs will be met by the organiser.

Risk

21. The major risk associated with this is if a closure order were not made. The order will safeguard the public against potential incidents whilst public rights of way are in use by fast-moving vehicles. It will also safeguard the event organisers and landowners against claims from users if they were hurt using these paths through collision with vehicles involved in the rallies.

22. If any such claims were submitted we may be held to be partly responsible for being aware of the danger to users and not taking the necessary action to protect them. Having responsibility for the rights of way network in the National Park, we could not justifiably allow or enable these events to run without a closure order in place, given the vehicle speeds.

Legal considerations

23. We have delegated powers to temporarily restrict or prohibit the use of public rights of way under Section 14 of the Road Traffic Regulation Act 1984 in our Agency Agreement with Westmorland and Furness Council. We also have the ability to make closure orders in our own right under Section 72 of the Natural Environment and Rural Communities Act 2006.

24. The relevant grounds for prohibiting traffic on these public rights of way are within Section 14(1) and (2) of the Road Traffic Regulation Act 1984; namely because of the likelihood of danger to the public.

25. The Head of Rangers has delegated powers to authorise the issue of Notices and the making of Orders for the temporary closure of paths under the provisions of Section 14 of the Road Traffic Regulation Act 1984. This power has been sub-delegated to the Ranger Team Leaders.

Human resources

26. The work involved in this proposal is approximately 18 hours from members of the Ranger team, and 2 hours from the GIS team. The work involved is part of our day-to-day duties, and much of it has already been undertaken.

Diversity implications

27. I have not identified any issues relating to diversity as a result of the making of a TTRO, or a decision not to.

Sustainability

28. I have not identified any significant environmental, economic or social effects that will affect sustainability. A potential issue relating to environmental sustainability is for the surfaces of PRoW to be damaged during the rally. Although not directly related to the order making process, any damage to rights of way caused by the event is to be made good promptly by the organisers and FE (this is a condition of the Section 33 authorisation).

Authorisation

Authorised by:

[redacted]

Ranger Team Leader

Date: 02 November 2026

Background papers:	Case file 1410.003 (303)
Author / Post:	Will Hinchliffe, Rights of Way Officer
Responsible Director:	Hanna Latty, Director of Sustainable Development
Date written:	2 November 2026

Annex 1: Schedule of rights of way closures for 2026 Grizedale Stages Rally

Parish	Right of Way		From (SD)	To (SD)
Colton	BW	511084	309 925	315 928
Colton	BW	511055	306 924	310 937
Colton	BW	511085	314 923	312 925
Coniston	FP	512002	318 970	324 971
Coniston	BW	512003	317 953	320 947
Coniston	FP	512004	312 949	317 951
Coniston	BW	512005	323 951	318 950
Coniston	BW	512006	318 944	323 951
Coniston	FP	512047	324 956	329 971
Coniston	FP	512061	329 976	327 984
Coniston	BW	512066	318 970	325 955
Hawkshead	BW	529005	338 963	342 964
Hawkshead	FP	529006	342 975	339 966
Hawkshead	FP	529007	336 965	337 968
Hawkshead	FP	529019	339 973	339 986
Hawkshead	BW	529039	341 965	344 978
Hawkshead	FP	529041	329 971	330 976
Satterthwaite	FP	566001	307 946	312 949
Satterthwaite	BW	566002	310 937	318 944
Satterthwaite	FP	566003	319 933	318 943
Satterthwaite	BW	566004	323 951	337 963
Satterthwaite	FP	566005	335 963	336 965
Satterthwaite	BW	566006	337 924	330 927
Satterthwaite	BW	566007	328 923	333 942
Satterthwaite	BW	566008	354 937	338 926
Satterthwaite	BW	566011	339 921	349 917

Satterthwaite	BW	566012	343 918	345 913
Satterthwaite	BW	566021	345 952	354 940
Satterthwaite	FP	566026	322 909	334 920
Satterthwaite	FP	566027	326 906	328 923
Satterthwaite	FP	566028	337 945	350 941
Satterthwaite	FP	566029	347 931	353 932
Satterthwaite	BW	566030	325 955	330 942
Satterthwaite	BW	566031	335 943	315 928
Satterthwaite	BW	566032	314 923	336 919
Satterthwaite	BW	566033	323 923	317 930
Satterthwaite	FP	566038	334 963	336 955