

The online survey and explanatory note

- 1) Before respondents were able to answer the first question, they had to confirm that they had read a 23-page briefing note in full. This briefing note is severely biased:
 - a) It does not give figures for the increase in recreational motor vehicles on the two routes since 2004, documented by the LDNPA itself.
 - b) It also states, incorrectly, that there have been no complaints from walkers, cyclists or horse riders.
 - c) The briefing note fails to explain that since 2000 recreational motor vehicles have been subject to a voluntary restraint scheme, the Hierarchy of Trail Routes. This scheme was the central policy in the LDNPA's management of green lanes. At the time local Parish Councils were of the opinion that it was likely to lead to an increase in traffic (see the minutes of the Trail Management Advisory Group of 25 September 2000).

- 2) Respondents also had to give personal details such as email address and telephone number as a condition for participating in the survey. **This contravenes one of the most fundamental rules of the Market Research Society – the safeguarding of participants' anonymity - and is likely to have deterred respondents.** If necessary, the LDNPA could have requested personal details at the end of the survey on a voluntary basis – the routine procedure for online surveys.

- 3) The survey does not ask about - or allow people to record - any lasting impact. Having once met recreational motor vehicles, visitors might experience increased unease when using the route again, or avoid it altogether. Even indirect reports of 4x4s and motorbikes through word of mouth or social media could have the same effect.

- 4) Neither the survey nor the briefing note mentions the purpose of TROs as described in the national guidance: “to control excessive or inappropriate use of mechanically propelled vehicles away from the ordinary roads network.”

- 5) In its first version the survey did not explain that agricultural vehicles would not be affected by a TRO. Respondents had to remember a bracketed reference on page 14 of the briefing note. The exception for agricultural vehicles is not mentioned under management options on page 13 of the briefing note.

- 6) Instead of focussing on understanding peoples' experiences in such a way that the LDNPA could determine the impact on the Lake District's Special Qualities, **the survey asks ordinary members of the public to absorb, interpret and apply the relevant regulations in the course of answering the survey.**

- 7) Under Question 28 (Options for future management) the survey **severely limits respondents' ability to express a key preference** relating to a TRO, the exclusion of recreational motor vehicles. This is what previous written complaints and the complaints from Parish Councils had demanded.
- 8) Future Management option 3 (Question 28) is 'Consensus Working', with a reference to the briefing note. Respondents are not made aware that a regime of consensus working has been in place since 2000 and that from its inception its efficacy has been contested by Parish Councils and residents.

The face-to-face survey conducted on U5001

- 1) **Respondents were not made aware of the purpose of the survey**, i.e. to find out if a change to the current management of the route is needed or not.
- 2) Question 15 asks: If you met a motorised vehicle, motorbike or cyclist, would it impact on your enjoyment? It therefore **makes it impossible for respondents to differentiate between the impact of motorised vehicles and bicycles**. We think that the consequent difficulty in answering this question is evident in the poor response rate (only 35% of interviewees in 2019 were able to give a yes or no answer).
- 3) There is no mention in the survey of the **Special Qualities of the area, including beauty and tranquillity**, and of the National Park Authority's duty to protect these, if necessary with Traffic Regulation Orders. The outstanding beauty of this landscape was highlighted by Wainwright, who described it as one of the loveliest square miles in Lakeland.
- 4) Unlike similar surveys conducted on green lanes by other National Park Authorities, this survey was not run while the route was closed to recreational motor vehicles by the temporary TRO. It is therefore not known whether non-motorised users' enjoyment of the route was enhanced by the closure (as other authorities have found).