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Peak District
Green Lanes Alliance

NEWSLETTER MARCH 2012

AGM

A reminder that our AGM will be held at the Medway Centre, Bakewell on 16 April 2012 at 7.30 p.m. The agenda will be circulated later but will include a progress report, round up of the year's events and a slide show illustrating the present state of play on "green lanes" in the Peak District.

A map showing the location can be found at <http://www.medwaycentre.co.uk/uploads/images/medway-centre-map%281%29.pdf> Parking at the Medway Centre is restricted and you may need to use public car parks or on-street parking.

We hope that as many of you as possible will attend. Please let us know if you are planning to come by emailing the Membership Secretary at geordieboy1941@sky.com

Repairs to Bradley Lane, Pilsley



Bradley Lane – February 2011



Bradley Lane – March 2012

Derbyshire County Council is currently carrying out repairs to the lower part of Bradley Lane, Pilsley (the section near the A619 or, as local people call it, Thirteen Bends.) They intend to cut back some of the bushes to the side of the lane, improve the drainage and resurface it using planings from the recent road repairs. (Planings are the bits of tarmac etc scraped off a road before it is repaired.) In wet weather, the route can be difficult for walkers, cyclists and horse riders to use. DCC have already determined that Bradley Lane is a BOAT but an appeal has been made to the Planning

Inspectorate against this decision. We don't know when the inquiry will be held. DCC has been considering a TRO (Traffic Regulation Order) on the lane. Rumour has it that it will only ban 4x4s not trail bikes. DCC believe that 4x4s cause more damage. They seem to be ignoring the danger to horse riders, cyclists and pedestrians from trail bikes using this steep and, in places, narrow route with poor visibility. The Bradley Lane Action Group (who are members of PDGLA) have been campaigning for many years for repairs to all of the route and a TRO banning all recreational motor vehicle users from the route.

4x4 driver fined for using a restricted byway

High Peak Magistrates recently fined a Land Rover Driver £175 for driving a Land Rover at speed along a restricted byway in Rowarth, Derbyshire. Signs were in place prohibiting vehicles; the driver said he had not seen them. He was spotted by a local resident who reported him to the Police having taken the registration number. Well done!

Please report all incidents of illegal driving by recreational motor vehicle users to the Police using the 101 non-emergency number.

Mill Lane a BOAT – unfortunately – but we press on



Mill Lane - March 2012

The Planning Inspectorate has decided that Mill Lane, a “green lane” linking the historic village of Eyam (the ‘plague village’) and Stoney Middleton in Derbyshire is a BOAT (Byway Open to All Traffic) on the basis of the historical evidence presented at a recent public inquiry. Thank you to all those people who took part in the inquiry either by doing historical research, analysing user statements prepared by off-roaders or giving evidence. We are disappointed in the outcome but we expect to be discussing with residents and the two local parish councils the possibility of putting in a request for a Traffic Regulation Order banning vehicles on amenity and safety grounds. We have plenty of evidence to support a TRO on these grounds. A similar application has recently been made for Chertpit Lane, the route which featured in the recent BBC 4 documentary about offroading in the Peak Park.

The Inspector's report on Mill Lane is at:

http://www.planningportal.gov.uk/uploads/pins/row/documents/fps_u10507_58.pdf

How do Inspectors decide if a lane is a BOAT?

In simple terms, a route becomes a BOAT if historical evidence shows that it has vehicle rights, or if off-roaders can prove that they have used it throughout a specified 20 year period. (The start of the 20 year period depends on the date when the off-roaders made their BOAT claim.) Historical evidence, for instance from enclosure awards, showing public use by horse drawn-carriages establishes BOAT status and hence legal use by modern motor vehicles. If the historical evidence heard at a public inquiry is convincing, the Planning Inspectorate (which deals with all public inquiries into BOAT claims) does not have to consider evidence about damage to the route or the danger, inconvenience and the nuisance off-roading on the lane is causing to walkers, riders or residents. Some members of PDGLA are involved in researching historical documents and collecting user evidence for public inquiries. More help is always welcome, especially from local people who know their lanes well.

If you would like to know more about how the law on BOATs works, have a look at the GLEAM (Green Lanes Environmental Action Movement) website at www.gleam-uk.org/guidance/basic-guide-to-claim-fighting/

PDNPA to consult on vehicles regulation on six green lanes

The Peak Park has just published its latest action plans for the 16 lanes in the Derbyshire part of the Park which it says are in the most urgent need of protection. You can see the action plans at www.peakdistrict.gov.uk/looking-after/vehicles/priorityroutes The three background papers which were presented to the Audit, Resources and Performance Committee on 23 March 2012 can be seen at <http://www.peakdistrict.gov.uk/index/committee-meeting-papers?com=audit120323> These papers were all accepted with one minor alteration: progress will be reviewed six monthly rather than annually.



Long Causeway – July 2011

(Edale) when the current, Experimental TRO excluding vehicles runs out. The Alliance will be arguing for permanent TROs excluding all recreational motor vehicles. We will let you know when consultations start.

PDNPA intends to “consult on vehicle regulation” (we hope that means Traffic Regulation Orders but it could mean voluntary agreements) for Bamford Clough (Hathersage), Brough Lane (Brough), Long Causeway, (Hathersage), Chertpit Lane/Leys Lane (Great Longstone), The Roych (Chapel en le Frith) and Upperdale (Brushfield). PDNPA will

decide what to do on Chapel Gate

The new PDNPA action plans have as one of the objectives for each priority route ‘improving amenity and safety for route users’. It looks as if they may

be beginning to take notice of safety and access issues, not just of damaged surfaces.

PDNPA are also now considering routes outside Derbyshire. They have added Houndkirk Road (Sheffield), Swan and Limer Rakes (Hollinsclough, Staffordshire) and Three Shires Head (East Cheshire, Staffordshire and Derbyshire junction) to their Green Lane Action Plan 2012/2013.

School Lane, Great Hucklow – No immediate TRO but repairs



School Lane March 2011



After DCC repairs March 2012

School Lane, a BOAT in Great Hucklow, has problems with the surfaced part of the lane being used by school children - with at least one incident of speeding trail bikes scattering school children. There is illegal off-piste activity in woods near the lane. Until recently, the unsurfaced part of the lane was muddy and leaf mouldy and difficult for walkers, cyclists and horse riders to use in wet weather. The “unmade part of the lane” (sic) has been resurfaced recently. DCC has sent a letter to those people who responded to consultations on a TRO for School Lane. The consultation resulted in a substantial number of representations both for and against. DCC will carry out further repairs on the surfaced section later in the year. There will be a period of monitoring and a “further consultation concerning traffic on the lane with interested parties.”

Chapel Gate appeal update

The TRF appeal against the Experimental TRO on Chapel Gate, Edale will now be heard in early November.