

PDGLA  
PO Box 7976  
Great Longstone,  
Bakewell,  
Derbyshire, DE45 9AY  
Web: [www.pdgla.org.uk](http://www.pdgla.org.uk)  
Email: [pdgla@hotmail.co.uk](mailto:pdgla@hotmail.co.uk)



Peak District  
Green Lanes Alliance

## Newsletter – October 2012

### Reminder about the PDNPA consultation on Long Causeway and The Roych



*Long Causeway – Damage plus natural beauty. July 2011*



*The Roych – 4x4 plus a second route beside the main route. June 2011*

Long Causeway and The Roych are two iconic routes in the Dark Peak which are valued by walkers, cyclists and horse riders. They are also heavily used by recreational motor vehicles and have been damaged by them..

PDNPA have gone out to consultation on full TROs (Traffic Regulation Orders) on both these routes. Please make sure these proposed TROs happen by responding with support for them.

PDNPA's reasons for the TROs can be seen at

<http://www.peakdistrict.gov.uk/looking-after/consultations/tro-consultation-2012>

On both routes, PDNPA is using

- the Road Traffic Regulation Act 1984 Section 1 (f) for preserving or improving the amenities of the area through which the road runs and
- Section 22 (2) for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area.

On The Roych, they are also using two additional grounds

- Road Traffic Regulation Act 1984 Section 1 (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner

which, is unsuitable having regard to the existing character of the road or adjoining property and

- Section 1 (e) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot.

Responses must be made to PDNPA by **2 November 2012**. If you haven't commented on the proposals yet, please read the reasons why PDNPA feel that a TRO is necessary and then write to them saying why you agree with this step. All you need do is send two emails - one for Long Causeway and one for The Roych.

Besides supporting PDNPA's reasons please also use your own experience to say why you support a total ban on both 4x4s and motor bikes: for example, danger to walkers, cyclists and horse riders which reduces the value of the route to them, damage to an ancient byway which reduces its amenity, a scar on the landscape of the national park, destruction of the natural beauty and tranquility of the area etc etc. **BUT PLEASE USE YOUR OWN WORDS.**

Please pass on this message to your friends and contacts. This is a national consultation so anyone can take part wherever they live.

If you are unfamiliar with these routes you can see pictures of Long Causeway at <http://www.flickr.com/photos/rockingtheboatgl/sets/72157625954170897/> and The Roych at <http://www.flickr.com/photos/rockingtheboatgl/sets/72157626300724708/>

### **Reminder of the Derbyshire County Council Rights of Way Improvement Plan (ROWIP)**

The ROWIP is a strategic plan for the Derbyshire rights of way network which has to be produced every 5 years. We think that dealing with off-roading should be given a higher priority in the plan. You can help by completing the (surprisingly easy) online questionnaire.

The ROWIP can be found on the DCC website at Leisure and Culture/Countryside/Access/Rights of Way/Improvements. We are interested in the 2012-17 document and the attached online questionnaire. Paper copies can be read in libraries, who also have paper questionnaires. Replies have to be in by **29 October 2012**.

Off-roading is not frequently mentioned in the plan because there has recently been a DCC cabinet paper on it. PDGLA believe that off-roading should be given a higher priority in DCC's work and would ask you to complete the questionnaire accordingly.

We have suggested answers to certain questions:

Question (Q) 2 answer No

Q2a Make Aim 3 priority 1 or 2

Q5 answer No

Q5a raise 3f) to a much higher priority, also 3e)

Q8 please add words to the following effect:

- "1. Some information should be provided on Non Classified Highways (NCHs). The length and distribution of NCHs in the county should be included (as in the 2007-12 plan).
2. Changes to signage of routes to reflect status changes should be a high priority (point 1 b i). This is particularly important in the small number of cases each year where NCHs are re-graded as bridleways or public footpaths.
3. The information referred to at 4 c vi should exclude BOATs which have a TRO banning all motor vehicles throughout the year and should identify clearly partial bans. NCHs should be excluded, since who has rights to use these is not known."

### **Long Causeway Prosecution?**



Supporters living at Outseats (at one end of Long Causeway) have seen 4x4s using this route in spite of the temporary TRO banning them from using it while DCC repairs the revetment. The photograph shows damage caused by 4 x4s illegally driving near a bridleway which joins Long Causeway in August 2012.

Two further incidents were reported to the Police at the beginning of October. In the second, a vehicle was seen stranded on top of an overturned barrier at Dennis Knoll while the Police interviewed the owner.

### **Edinburgh Trials**

These annual vehicle trials took place on the 6 October 2012. Two hundred plus enthusiasts with vintage vehicles drove around some of the “green lanes” and BOATs of the Peak District, testing both their vehicles and driving skills. We’ve heard reports of damage to the route in Eyam beside Pretty Wood. The mud was so bad on the route that vehicles had to be towed out of it. We’ve also been told that there was damage to the track between Brushfield and Upperdale. Some vehicles had gone “off-piste” to avoid the bare rock steps and so increased the damage due to this illegal activity.

### **Pretty Wood public inquiry**



*Jacobs Ladder – March 2011*

Pretty Wood (Eyam), Jacob’s Ladder (an old packhorse route to Stoney Middleton) and a track down the side of a hay meadow linking the two have recently been the subject of a recent public inquiry. These inquiries are quasi- judicial hearings run by the



Planning Inspectorate who decide whether any particular lane does or does not carry vehicle rights.

Diana Mallinson of the Yorkshire Dales Green Lanes Alliance, an expert in researching rights of way, led for us, assisted by PDGLA Chair, Patricia Stubbs. Patricia said: ‘These public inquiries are extraordinary. They have nothing to do with what is in the public interest. It is all about the minutiae of highway and rights of way law and what old enclosure maps have to say about horses and carts in the 18<sup>th</sup> century. I feel I have spent the last three days dancing on pin heads. Diana is a saint to be able to get her head around all this and to help Derbyshire in this way’.

We will know the result of the inquiry within three months. Meanwhile Eyam and Stoney Middleton remain surrounded by a ring of unsurfaced lanes. Villagers say these are used by off-roaders as a racing track. If we lose at the public inquiry we will be pressing for Traffic Regulation Orders.

### **PDNPA first stage consultations on Chertpit Lane/Leys Lane and Brushfield/Upperdale route**



*Chertpit Lane*



*Brushfield/Upperdale Route*

PDGLA has been asked to comment on what action PDNPA should take in managing recreational motor vehicle use on these 2 routes. The first stage of the consultation involves statutory consultees and previously identified local groups, giving their views on the open ended question of how PDNPA should manage the routes in future..

Chertpit Lane/Leys Lane featured in the BBC 4 program “Tales from the National Parks” which was first broadcast last year and has been broadcast again recently. Local residents feel that increased use by recreational motor vehicles is harming a much loved local lane. The work of the local campaign group (Rocking the BOAT), which is battling to save the lane, was the impetus for the creation of PDGLA.

The Brushfield/Upperdale route connects the hamlet of Brushfield with Monsal Dale at Upperfield. In places, the steeply sloping section has been worn down to bare rock and is dangerous for all users. There are also problems with users damaging the SSSI site as they try to avoid the section eroded down to bedrock.

We have submitted written responses saying that we would support full TROs on both these routes and giving our reasons. We anticipate that the Audit, Resources and Performance Committee will be debating these routes on 9 November 2012 (but until the agenda is published we can not be certain).

Information previously published by PDNPA on both these priority routes can be found at  
<http://www.peakdistrict.gov.uk/looking-after/vehicles/priorityroutes>

We will let you know the outcome of the meeting in November and when the public consultation (if any) is starting on both these routes.

#### **PDNPA “Staying on the Right Tracks” newsletter**

Periodically, PDNPA publishes a newsletter about off-roading issues. The September 2012 edition can be seen at  
[http://www.peakdistrict.gov.uk/\\_data/assets/pdf\\_file/0009/275058/Vehicles-News-Sep-2012.pdf](http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0009/275058/Vehicles-News-Sep-2012.pdf)