

PDGLA
PO Box 7976
Great Longstone,
Bakewell,
Derbyshire, DE45 9AY
Web: www.pdgla.org.uk
Email: pdgla@hotmail.co.uk



Peak District
Green Lanes Alliance

Newsletter – December 2012

Chapel Gate – High Court overturns Experimental TRO



Photo: Chapel Gate with grass regenerating on the section of track that DCC repaired in 2011 in the absence of recreational vehicle use. November 2012

The Trail Riders Federation (TRF) appealed against PDNPA's Experimental Traffic Regulation Order (TRO) on Chapel Gate, Edale which banned recreational motor vehicle users for eighteen months. The High Court upheld one of the grounds cited by the TRF and has removed the Experimental TRO. The press release issued by PDNPA gives more information about the Court decision (although not the full picture) <http://www.peakdistrict.gov.uk/news/current-news/disappointment-at-chapel-gate-court-ruling>

The bad news is that recreational motor vehicle users can now use Chapel Gate again. The TRF responsibly advised their members not to use the route in the recent bad weather but there are now plenty of vehicle tracks on the route.

The good news is that PDNPA have gone out to consultation to ask a number of organisations, including PDGLA, to comment on how the route should be managed. We will be spending the Christmas holiday drafting our response detailing why we believe that a permanent TRO is needed. The officers will then prepare a report and the Audit, Resources and

Performance Committee will be discussing what PDNPA does next on 25 January 2013. We will let you know the outcome.

Chertpit Lane and Leys Lane – PDNPA proposes a permanent TRO on Leys Lane



Photo: The narrowest part of Leys Lane. May 2012 (before the latest repairs)



Photo: The wider Chertpit Lane. June 2012

In October, the Audit, Resources and Performance Committee discussed their Officers' recommendations for Leys Lane and Chertpit Lane (which are both BOATs) near Great Longstone. We are pleased to report that they ignored the Officers' recommendations for Leys Lane (which is the section of the route from Moor Road in Great Longstone as far as the "picnic site" at SK190728) and recommend a TRO banning recreational motor vehicle use at all times. They agreed with the Officers' recommendations to take no action on Chertpit Lane (from the "picnic site" to the B6465) which would then become a cul de sac BOAT. PDNPA believes that use of Chertpit Lane by vehicles would be small once it is a cul de sac.

The 2 parts of the route are very different in character and width; hence the different approaches to them by PDNPA. The whole route was the focus of the recent BBC 4 documentary about offroading in the Peak District in the "Tales From The National Parks" series. The campaign to save Chertpit Lane described in it was the impetus for the formation of PDGLA.

We fully support the proposed action on Leys Lane. PDNPA will be going out to public consultation in the early part of 2013 on this route. We will let you know when the consultation starts.

Chertpit Lane and Leys Lane – DCC repairs

DCC has repaired most of Leys Lane and parts of Chertpit Lane near Great Longstone. We were disappointed that they decided to use planings (the scrapings from repairing tarmac roads) rather than sympathetic natural materials. But we appreciate that they are recycling the planings, which they would otherwise have had to pay to dispose of, and that the repair

would probably not have been affordable with new materials. A local horse rider said that the new rut free surface was much better for horses and it is also more pleasant for walkers.



Photo: Leys Lane after the recent DCC repairs which have improved the surface and have tried to improve the drainage. December 2012

Plants have already started to grow through the planings put down on Bradley Lane, Pilsley earlier in 2012; we hope the same can happen here and that all three will revert to being “green lanes” once more.

Brushfield Upperdale route – PDNPA proposes a permit system



Photo: Part of the steep, eroded climb from Upperdale when travelling towards Brushfield . October 2012

PDNPA wants to find out if permit schemes restricting the number of 4x4s and motor bikes can succeed in protecting routes and landscapes from being damaged by recreational motor vehicle use. The Officers recommended using a permit system on this route which runs from Upperdale (just off the Monsal Trail) to the hamlet of Brushfield. The paper prepared by the officers gave no details of which problems a permit system was intended to solve and few details of how the system would operate. PDNPA have said that they will be consulting interested organisations about the system.

We have grave doubts about the suitability of this particular route for a permit system besides having reservations about the effectiveness of such systems generally.

If any PDGLA members have experience of a permit system or any information on the success or failure of permit systems elsewhere in the country, we would like to hear from you. Please email any information to pdgla@hotmail.co.uk.

Riley Lane, Pretty Wood and Jacob's Ladder Public Inquiry

We had partial success at the recent public inquiry held by the Planning Inspectorate on three routes in the Eyam and Stoney Middleton area.

- **Pretty Wood, Eyam also known as Riley Lane (from Top Riley in Eyam to SK230734) will be a BOAT**
- **The continuation of Pretty Wood route from SK230734 in a south westerly direction to New Road at SK236760 will be a footpath.**
- **Jacob's Ladder (which goes from Stoney Middleton Church area to New Road) will unfortunately be a BOAT.**

As a result of information heard at the public inquiry, Footpath 20 (from SK230734 to New Road at SK235762) will be upgraded to a Restricted byway.

All three lanes have been heavily used by vehicles since the mid 90s. Riley Lane was once a lovely woodland track. It now has huge ruts impassable on horseback and difficult for walkers. We are hoping use by 4x4s and motor bikes will reduce once it is legally a cul-de-sac. The restricted byway which leads off it will need repair before it can be used safely by horse riders.

We plan to work with residents in Stoney Middleton to build the case for a TRO on Jacob's Ladder. Meanwhile, DCC has already tried to repair it twice without success and the surface continues to wash out downhill and even blocks the entrance to the churchyard at the bottom. The lane is steep, narrow and dangerous due to two blind bends



Photo: Pretty Wood which will be a BOAT. March 2012



Photo: The route that will become a footpath. March 2012

A big thank you to PDGLA members who spent time researching historical evidence, collecting witness statements and acting as advocates at this inquiry. Thank you too Stoney Middleton and Eyam residents and horse riders who gave evidence on public nuisance.

Caught out!

There was one fun part at this inquiry. Every single off roader putting in evidence claimed to have used one of the lanes for 20 years without any problem, obstruction or barrier. This period included 11 months when there was a large stile across the footpath in the mid 1980s and a period in the 70s when there was a wire fence across it. We had photographs of the stile and correspondence about it between the landowner and DCC. A big thank you to the current and previous landowners telling us of this evidence, which totally scuppered recreational motor vehicle user claim to have used the lane for the necessary 20-year period. This part of the route will shortly be footpath.

Limer Rake, Hollinsclough, Staffordshire



Photos: Limer Rake, Hollinsclough. Both photos on a very frosty day in December 2012

Some of us recently visited Limer Rake and were shocked to see the deterioration since March 2012. (Limer Rake is the Other Route with Public Access (ORPA) going in a southerly direction from Hollinsclough between grid references SK065665 and SK065660). We understand that Staffordshire County Council repaired the route (between the two visits) with 40 tonnes of planings. These have all disappeared following a “wash out” after heavy rain. The surface of the route is now in a very poor condition and there has been further damage to the walls beside the track. Local residents are concerned about anti-social behaviour with recreational motor vehicle users driving the route at night during weekends. There are “road closed” signs at either end of Limer Rake but we are told that these are being ignored. Further pictures of the route can be seen at <http://www.flickr.com/photos/rockingtheboatgl/sets/72157626495366259/> until 30 January 2013.

We are also concerned about the condition of the section of Swan Rake nearest Hollinsclough. (Swan Rake is the ORPA going in a westerly direction from Hollinsclough.) We hope that when PDNPA revise their list of Priority Routes to include routes outside of Derbyshire that these two will be included.

Long Causeway – new barriers erected



Photos: Barriers erected at the Dennis Knoll and Redmires Reservoir ends of the route. November 2012

DCC has put up better barriers at both ends of Long Causeway to prevent illegal use of the route by 4 by 4s, while the route is closed to them, to allow repairs to the revetment supporting the road. Other users can still gain access to the route. PDNPA will be making a decision on a permanent TRO for Long Causeway early in 2013.

Best wishes to our members for Christmas and the New Year.