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Peak District
Green Lanes Alliance

February 2013 Newsletter

Bradley Lane – A Bridleway!



Bradley Lane in June 2012 after DCC had resurfaced the lane.

Pilsley residents are delighted that the Planning Inspectorate has decided that Bradley Lane is a bridleway and not a BOAT. When DCC decided that the lane should be made a BOAT, local residents appealed. The inquiry was held in December 2012. Bradley Lane Action Group, local residents, our Chair (Patricia Stubbs) and Diana Mallinson from the Yorkshire Dales Green Lanes Alliance all worked together to gather historical and user evidence for the inquiry. Thank you very much

for all your efforts. Those opposed to the decision will be given 6 weeks to decide whether to make an appeal. If there are no objections, DCC has to publish the order. After that, recreational motor vehicle users will not be able to use Bradley Lane.

The Bradley Lane Action Group, who are members of PDGLA, have been campaigning for 10 years either to get a TRO or to establish that off-roaders can't use the lane. We are delighted that all their hard work may soon be rewarded.

Brushfield to Upperdale Route off-piste activity

This Other Route with Public Access (ORPA) starts at Upperdale in Monsal Dale and climbs up to the hamlet of Brushfield. PDNPA has proposed a permit system on this route but has not yet given any details of how the system would work or gone out to public consultation on the proposal. There has always been intermittent off-piste activity on the pastures beside this route but it got noticeably worse in October 2012 (but not as bad as it is now). Some of the off-piste activity may be to avoid a steep section of slippery, bare limestone. Rather than describe the damage in detail, we will just show you photographs taken on 31 January 2013.



Off-piste activity to the south of the track as it approaches the summit of Putwell Hill (when walking from Monsal Dale),



The results of vehicles playing in a pit beside the route.



A new off-piste track formed to the south of the route near Putwell Hill.



Track marks on pasture land. The circles are approximately 50 metres across.



Off-piste activity to the north of the track near Putwell Hill. The mounds are industrial archaeological remains of old lead mining activity.



The track in this field is rutted and very wet. All users are using the pasture but vehicles are leaving a bigger "footprint" which will take longer to heal.

The track itself has deteriorated since PDGLA members walked and photographed it in October 2012. Some of the deterioration is due to heavy rain and melting snow, but not all.

We suspect that some other tracks are deteriorating rapidly and that off piste activity is increasing; and have some evidence of this. We are trying to build up a dossier of cases to present to PDNPA and the Local Authorities. If you have any examples, please let us know about them. Also please report them to the Rights of Way Officer of the relevant Local Authority and to Mike Rhodes, Rights of Way Officer at PDNPA. (Mike.Rhodes@peakdistrict.gov.uk)

TRF demo on 25 January 2013

The Trail Riders Fellowship held a demo at the PDNP offices and afterwards some vehicles drove up Chapel Gate. Our reading of the Temporary Traffic Regulation Order is that vehicles are not allowed on the part of the route between Barber Booth and Edale Footpath 2 at any time during the closure period. Possibly an own goal for the off-roaders in driving on Chapel Gate

DCC Expenditure plans for 2013/2014

Derbyshire County Council has outlined its spending plans for the next financial year. £235,000 is allocated specifically to repairs on Long Causeway and £140,000 to the Green Lane Action Plan Improvements (see page 16 of the DCC paper for further information) There is no breakdown on how the £140,000 will be spent.

The paper can be seen at

http://www.derbyshire.gov.uk/images/2013-01-29%20Prudential%20Code%2C%20Cap%20Prog%2C%20Treasury%20Mgt_tcm44-218993.pdf

If you want to see how DCC planned to spend the £143,500 allocated for 2012/2013 see

http://www.derbyshire.gov.uk/images/%284%206%29%20Management%20of%20Green%20Lanes_tcm44-209719.pdf

We are pleased that DCC has allocated significant sums of money for repairs and has a Green Lane Action Plan. Unfortunately, the money is insufficient to repair all the damage to “green lanes” in the Peak District; and there will be problems elsewhere in Derbyshire. However, we are disappointed that DCC has not yet realised that prevention might be cheaper in the long run than trying to cure damage caused by off-roading. We think the root cause is that many of these historic routes are unsuitable for use by recreational motor vehicles at current levels. We fear the money may be wasted if repairs are not followed by measures to stop or reduce the use.

Current route closures in the Derbyshire part of the National Park for repairs to BOATs and ORPAs

Repairs often necessitate the closure of a route for safety reasons. A Temporary Traffic Regulation Order (TTRO) is used to do this legally. These are the current closures that we know of. DCC will reopen the route earlier if repairs are

completed quicker than expected. The following list shows the extent of work being undertaken by DCC.



Callow Bank in April 2011



Callow Bank in April 2011

Callow Bank, Hathersage: Closed until 16 June 2013 ♦ The route will be kept open wherever possible ♦ Reason given “To facilitate works to introduce measures to protect the highway from damage sustained from vehicular traffic” ♦ DCC has recently decided that this route is a public bridleway so provided there is no appeal against the decision, the repairs should be protected from further vehicle damage.

Chapel Gate, Edale: TTRO between the Barber Booth/Mam Tor road and Edale Footpath 2 until 7 June 2013 ♦ Essential maintenance and drainage works ♦ a DCC paper of August 2012 described the work as “attend to drainage and culverts” and estimated the cost as about £15,000.

Long Causeway, Outseats and Sheffield: TTRO until 29 May 2013 ♦ continuing revetment repairs ♦ Vehicles wider than 1.5 metres cannot use the route ♦ We still have no information about what PDNPA plans to do about the proposed TRO on Long Causeway following the public consultation in 2012. We understand that processing the large number of replies is causing the delay.

Mill Lane, Eyam and Stoney Middleton: Closed to all users until 1 March 2013 ♦ Reason given “to facilitate public safety during drainage and surfacing works”.



Typical route closure notice on Chapel gate in June 2011.

There should be notices at either end of a route closure but these are often torn down. The DCC website can be used to find out about these closures; but few people probably know this. PDNPA has a web page on “Current Restrictions” but the information on it is incomplete and out-of-date. For example, there is no information about the (permanent) TRO in Beresford Dale; the information on the Long Causeway TTRO is out of date; and

there is no information about other TTROs. PDNPA'S strategy on off-roading states "We will continue to devote an area of our website to the latest information about un-surfaced highway use." We don't believe they are doing this effectively. To some extent this is not surprising because the closures are originated by DCC and it is onerous to keep track of them. Whilst DCC's website is more accurate, it is not user friendly because the information occurs in two places – reflecting the fact that two different departments originate it namely Highways and Rights of Way.

Recent repairs to Clough Lane, Birchover; Moorlands Lane, Bonsall and on Longstone Edge



Clough Lane March 2012



The same area of Clough Lane January 2012

The steep section of Clough Lane (at the Darley Dale end) has been repaired using planings. Unfortunately these are lumpier than those used on repairs to other routes and may give problems to horse riders and cyclists. Further repairs may be needed elsewhere on the route.



Moorlands Lane March 2011



Nearly the same area of Moorlands Lane in January 2013

A very small section of Moorlands Lane, Bonsall has been repaired using limestone chippings. Again, problems remain elsewhere on the lane.



Rowland to Longstone Edge ORPA February 2012



The same area in January 2013 after DCC repairs.



One of the many drainage channels created to solve the problem. January 2013

Large hollows have been filled in and extra drainage installed on the ORPA from Rowland to Longstone Edge at the Calver Cross Ridge Dyke area several months ago. It's working very well as that part of the route was bone dry when walked after the snow melted whereas other routes were very wet. There was still a digger working on filling holes in the extension of Bramley Lane from the B6001 onto Longstone Edge. In places this uphill route has eroded to bare rock and is becoming unsafe for horse riders.

Tideswell BOAT Group



Slancote Lane, Tideswell in June 2012.

Tideswell residents were upset when DCC started to investigate "BOAT applications" in Tideswell and Wheston. Their Parish Council AGM was followed by a well attended meeting to discuss what to do about these "BOAT applications" and there is now a Tideswell BOAT Group. Many of the affected routes are near the village and are a valuable amenity for families; local walkers and runners; and local horse riders. Some are part of the Limestone Way and Pennine Bridleway. The group provided

information to DCC on past use on the routes by villagers which will be considered when DCC process the applications. They have also started gathering information to support an application for TRO's on their routes if DCC decide they are BOATs.

Other communities have started to prepare cases for submission to PDNPA asking for a TRO on their local route. PDGLA has prepared information sheets to help them and have attended meetings to explain what information to collect.

Snowdonia 4x4 driver prison sentence

You may remember reading about the man who drove his 4x4 vehicle up Snowdon twice in September 2011. He has been jailed for 22 months at Caernarfon Crown Court after being found guilty of two charges of dangerous driving. His sentence also included a six-month jail term after he failed to show

up in court for the start of the trial. He was also banned from driving for three years and ordered to take an extended driving test.

Further information - including the Judge's comments – can be found at <http://www.bbc.co.uk/news/uk-wales-north-west-wales-21087633>