

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 April 2013

### Chapel Gate



*Damage to the fragile moorland at the summit of Chapel Gate caused by vehicles driving off the path. Photo: January 2013*



*The track on the right is due to off-piste driving. The main track is above it on the left. This part of Chapel Gate has not been repaired by DCC. January 2013*

The story so far:

PDNPA placed an Experimental TRO (Traffic Regulation Order) on Chapel Gate. The TRF (Trail Riders Federation) appealed and the Court lifted the ETRO in November 2012. Recreational motor vehicle users started using the route again in November and continued to use it legally until 13 January 2013. DCC has now used a Temporary TRO to close the route between Barber Booth, Edale and Edale Footpath 4 to all users while they carry out repairs. These repairs are likely to be completed in early June 2013.

Now read on:

The PDNPA Audit Review and Performance (ARP) Committee meeting on 22 March 2013 was to have discussed a TRO banning all recreational motor vehicles from the route. This meeting was cancelled because of snow. The timetable for ARP meetings shows the next meeting for 3 May 2013. The committee papers for Chapel Gate have now been removed from the PDNPA website but those posted before the March meeting recommended a permanent TRO. PDGLA supports a permanent TRO on the route. We are concerned that there will be a lengthy period between the DCC TRO expiring and the completion of the statutory consultations required for the PDNPA TRO. During that period, recreational vehicle users would have unrestricted

access to the route. Our January newsletter had pictures of the damage caused legally between November 2102 and January 2013. (This can be seen at <http://pdgla.org.uk/newsletter-archive/> ). We believe that PDNPA should consider using a Temporary TRO to protect the route until the permanent TRO is in place.

### **PDNPA Action Plan for 2013/14**

The cancelled ARP Committee meeting was also due to consider the Action Plan for 2013/4. Again, the committee papers have been removed from the PDNPA website so you can't see what was proposed. We were disappointed that the documents originally posted made no mention of the public consultations on traffic regulation on Brough Lane and Bamford Clough previously proposed. We appreciate that the availability of officer time is a constraint. We hope that this is the only reason and that PDNPA has not lost its resolve to deal with the problem.

### **Death of Sean Prendergast**

Sean Prendergast was the senior officer involved in implementing PDNPA's off-roading policy. He had recently been appointed to a new assistant director post in charge of field operations. His death means there is now an even greater resource constraint on dealing with the off-roading problem, leading to the likelihood of further delay. The plan had always been for the stand-in director, Kirsten Thomson, to remain until March 2014 when the director post would be abolished.

### **Routes outside Derbyshire in the PDNPA Action plan for 2013/2014**

PDNPA formally identified the routes outside Derbyshire which were to be included in its Action Plan for 2013/14. (This is now no longer available on their website). The Plan did not give grid references and we're unfamiliar with some of the names. So we're not 100% certain of the extent of all the routes. Nor are we sure of the status of Rake Head Lane, Hollinsclough because it was not included in the Action Plan for 2013/14 in spite of being mentioned in one of the appendixes.



*Charity Lane, Macclesfield Forest and Wildboarclough, Cheshire. SJ962731; SJ974721. ORPA Photo: February 2013*



*Cumberland Lane, Macclesfield Forest and Wildboarclough, Cheshire. SJ988698; SK003693 (?). ORPA Photo: February 2012*



*Houndkirk Road, Sheffield. SK270808; SK290835. BOAT. Photo May 2012*

The Sheffield part of Long Causeway is included in the proposed TRO on Long Causeway, but apart from this, the actions proposed on the remaining routes outside Derbyshire are very limited, covering only:

- vehicle logging
- monitoring the condition
- facilitating the LAF (Local Access Forum) sub-group survey

Five of the routes were included in last year's Action Plan, to the extent that PDNPA was to “undertake a sustainability analysis”. There is no formal statement that this has been done.

### List of routes

The routes outside Derbyshire are dealt with in alphabetical order and on each route we have given:

- a photograph. This has been chosen to show the type of route and the landscape around it, not the worst damage. Often the problem with a route is not damage or narrowness or blind bends but the volume of recreational motor vehicle use, vehicle speed or the loss of amenity – all of which are difficult to photograph.
- The local name (if different from that used by PDNPA)
- Parish and county, or local authority area to help you locate the route on a map
- start and end grid references (to the best of our knowledge).
- its current status as shown on a recent OS map. BOAT is Byway Open to All Traffic. Recreational motor vehicles users can use a BOAT unless there is a TRO on the route. ORPA is short for Other Route with Public Access (a term used by the OS maps but with no legal status). An ORPA has some public rights of access but it is not known officially to which groups of users they apply.



*Jumble Lane, Sheffield.  
SK288824; SK278835. BOAT.  
Photo May 2012*



*Kiln Bent Road, Holme,  
Kirklees. SE105045 (?);  
SE115056. ORPA. Photo:  
March 2013*



*Leycote Extension (known  
locally as Washgate),  
Hollinsclough, Staffordshire.  
SK052673; SK048673.  
ORPA. Photo: March 2013*



*Limer Rake, Hollinsclough,  
Staffordshire. SK064665;  
SK065659. ORPA; Photo:  
February 2013*



*Moscar Cross Road,  
Sheffield. SK225886;  
SK231883 (?). Neither BOAT  
nor ORPA; Photo: March  
2013*



*Rake Head Lane,  
Hollinsclough, Staffordshire.  
Local people do not use this  
name. Maybe Joe's Lane.  
SK058666 (?); SK 062667 (?).  
ORPA. Photo: April 2011*



*Ramsden Lane/Road, Holme, Kirklees. SE116052; SE130050. BOAT. Photo: March 2013*



*Swan Rake, Hollinsclough, Staffordshire. SK063663; SK065665. ORPA. Photo: February 2013*



*Three Shires Head (Cheshire), Macclesfield Forest and Wildboarclough, Cheshire. SK003681; SK012685. ORPA. Photo: February 2012*



*Three Shires Head (Staffordshire), Quarnford, Staffordshire. SK010685; SK015673. ORPA. February 2012*



*Wetton Mill, Wetton, Staffordshire. SK098557; SK105567. ORPA. Photo: January 2013*

## **Route of the month - Moscar Cross Road, Sheffield**



*The start of the route near Sugworth Road. This picture is included for comparison purposes. Photo: July 2011*

This route is included in the PDNPA Action Plan for 2013/14. We are concentrating on the section starting at Mortimer Road at SK225886 to the junction with Heathy Lane near Moscar Cross Farm at SK231883.

We've not been able to find out much about the history of this track. It appears on the earliest OS Map (published in about 1840). According to some local history books, it was not the route of the original packhorse route from Moscar Cross to Hope so we don't know when or why it was created.

Until recently it was a genuine green lane. Judging by the vehicle tracks, the lowest part, near the Mortimer Road, does not appear to be regularly used by the farmer. However, one section is rutted over an estimated width of 15 metres. We could not understand the pattern of the ruts as further up the hill there was far less damage

and we couldn't see any difference in the gradient or softness of the ground. At an earlier visit in August 2011, the same area had only slight signs of vehicle use.

According to the PDNPA Action Plan report for 2012/2013, Sheffield City Council has carried out some repairs on this route and intends to carry out further repairs.



*The start of the route near Sugworth Road. Photo: March 2013*



*At one point the ruts were an estimated 15 metres across. Photo: March 2013*



*We couldn't understand why there were less ruts in this area. Photo: March 2013*



*This part of the route appears to be used by farm vehicles. However, there are signs of off-piste driving alongside the main track. Photo: March 2013*

### Sheffield City Council repairs to Stake Hill Road



*Part of the repaired section. Photo: March 2013*

Stake Hill Road is part of the old packhorse route from the Moscar Cross Guide Stoop (between Moscar Cross Farm / Moscar Lodge) to Bradfield. The repairs were not completed when members walked it so the unrepaired part of the route was in poor condition. Some of the ruts have probably been made worse by the heavy plant that is being used to move material from near Wet Shaw Lane up the track.

### Pretty Wood or Riley Lane – the saga continues



*The route across the field that the Planning Inspector decided should be a footpath. Photo: March 2013*

We reported in our December 2012 newsletter the outcome of the Public Inquiry into the BOAT claim on three lanes in the Eyam/Stoney Middleton area – Jacob's Ladder, Riley Lane (also known as Pretty Wood) and the track connecting them. There have been objections to the Inspector's decisions on both Riley Lane and the connecting track. We are arguing, on the basis of new evidence, that Riley Lane should be a bridleway and not a BOAT. The recreational motor vehicle users are arguing that the connecting track should be a BOAT and not a footpath. There will now have to be a further inquiry. We will keep you posted. Meanwhile both

routes continue to be used and damaged by recreational motor vehicles.

### Off-roading in the Isle of Man

The Peak District is not the only area affected by off-roading. If you want to see the damage caused in the Isle of Man have a look at

<http://www.manx.net/tv/mt-tv/watch/53607/greenway-damage>

Unfortunately, there is a lot of advertising at the start, but the rest of it is worth watching.