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Peak District  
Green Lanes Alliance

## May 2013 Newsletter

### Chapel Gate – PDNPA proposes a full TRO



*Snow highlighting the vehicle ruts on the flat peaty area of Chapel Gate. February 2013*

We are delighted that PDNPA are going out to public consultation on a permanent Traffic Regulation Order (TRO) on Chapel Gate, Edale banning recreational motor vehicles from using the whole route. The Audit, Resources and Performance Committee met on 3 May 2013 and approved the officers' recommendation.

We are concerned that it will be very difficult to complete the public consultation and process all the objections before the current Temporary TRO (TTRO) for the DCC repairs expires. (DCC is extending the TTRO until 30 June 2013 or whenever the work is completed if it is sooner). The route was damaged between the Experimental TRO being lifted (after PDNPA lost the court case – see December 2012 newsletter) and the TTRO coming into effect, when recreational motor vehicles started using Chapel Gate again. We advised PDNPA to use a TTRO to protect the route until a permanent TRO could be implemented. Unfortunately members did not take up this option on 3 May.

### Chapel Gate – Public Consultation

The public consultation on the proposed TRO on Chapel Gate is running from 16 May to 28 June 2013. The documents accompanying the consultation can be found at

<http://consult.peakdistrict.gov.uk/details.cfm?TROID=6>

Responses can be made either using the online consultation form which can be accessed from the link above or by writing to the Rights of Way at Aldern House, Baslow House, Bakewell, Derbyshire DE45 1AE.

Which ever route you use for replying you need to give your

- full name and email address (although if you haven't email and chose to write we hope your home address would be enough)
- whether you are representing your personal views or that of an organisation

- Whether your comments are in favour of the proposal, objecting to the proposal or are general comments. If your comments object to the proposal, please set out the grounds on which your objection is made. If you use the online form you will be asked these questions automatically.



*Looking back towards the Edale Valley while climbing towards Rushup Edge. January 2013*



*Multiple ruts on the flat plateau area that is not part of the DCC repairs. January 2013*

Please respond to this consultation, making your response concise and relevant. Use your own words and experiences and relate your response to PDNPA's grounds for the TRO which are:-

- preserving or improving the amenities of the area through which the road runs (s.1(1)(f)(ii))
- 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 (s.22(2))



*Vehicles diverging from the track on the fragile plateau area. January 2013*



*Chapel Gate eroded to bedrock on the descent to the Chapel Road. This part is not subject to DCC repairs. January 2013*

Further pictures of Chapel Gate can be seen in our January 2013 Newsletter at <http://pdgla.org.uk/newsletter-archive/>

### **PDNPA Action Plan for 2013/2014**

PDNPA has now approved its green lanes action plan This can be seen at <http://www.peakdistrict.gov.uk/index/committee-meeting-papers?com=audit130503> We have mixed views on this plan. We are pleased that PDNPA are continuing with the proposed TROs on Long Causeway, The Roych, Leys Lane and Brushfield/Upperdale. The formal inclusion of routes outside Derbyshire on their list of priority routes is a positive step. (See April's newsletter at <http://pdgla.org.uk/newsletter-archive/> for more details on these routes). However, there are no plans to consult on TROs for Brough Lane and Bamford Clough (which were included in the 2012/2013 Action Plan) and there are no plans for any positive action to reduce the effects of recreational motor vehicle use on the remaining routes.

### **Route of the Month - Minninglow Lane / Gallowlow Lane, Ballidon**

Minninglow Lane is full of history. It passes beneath the Neolithic burial site of Minninglow. Dodd and Dodd in "Peakland Roads and Trackways" describes it as "part of an old pack horse route from Hartington to Wirksworth ...". The walls bounding some of the track tell of the past field enclosures. There are old mining spoil heaps near the pond at SK202575. The lane crosses the former Cromford and High Peak Railway (now the High Peak Trail).

Sorting out the names is difficult. The OS map only shows Minninglow Lane. Other sources refer to either Gallowgate Lane or Gallowlow Lane as a continuation of Minninglow Lane. To avoid confusion, we are referring to the whole route as Minninglow Lane.

The route can be divided into 3 parts, each with a different character.

- From the end of the tarmac at SK198576 to the High Peak Trail at SK 205572 the route is a typical unsealed track.
- From the Trail to the farm buildings just past the parish boundary (at about SK217564) the track is unsurfaced and unsealed over grass. It is this section which causes most concern.
- from the parish boundary to the "brown" road at SK222565 the route is again a typical unsealed track



*The first, western section. February 2013*



*The central section. February 2013*



*The final, eastern section. February 2013*

The middle section is one of the few grassy routes in the Peak District. This means that it is very vulnerable to damage from vehicle use, especially when the ground is wet or soft. Another consequence is that it will be difficult and very

expensive to repair it to a standard suitable for vehicles and maintain its “grassy” character.



*Water in ruts showing the drainage problems. July 2012*

The character of the route changes between winter and summer months although even in July 2012 there was water in some of the ruts



*Fresh tyre marks during the voluntary restraint. March 2011*

PDNPA brokered a voluntary restraint with organisations representing off-roaders on the route in the winter of 2010/2011. When PDGLA members visited during that period, there were plenty of fresh tyre tracks on the ground and one group of trail bike riders had to be encouraged not to use it. PDNPA said that the voluntary restraint reduced vehicle use but did not eliminate it. We do not know why PDNPA decided against voluntary restraint in subsequent winters. In fact, the Action Plan for 2012/13 had “voluntary restraint” as an action for this route but this was not

implemented. The Action Plan for 2013/14 does not propose any voluntary restraint for this route in spite of the significant damage this winter.

Rather than any more words, we will show you some recent photographs taken by PDGLA members in February 2013.





**TRO of the month – Oven Lane, Macclesfield Forest, Cheshire**



*Oven Lane. February 2013*

Oven Lane (also known as Oven House Lane) is a short length of ORPA (other route with public access) going steeply downhill from the church by Chapel House Farm to the minor road near Bottom-of-the-Oven in the Macclesfield Forest area. (SJ974722 to SJ978722). “Oven” is not connected with baking but is a local term meaning “valley bottom”. The lane is part of an old packhorse route from Walker Barn via Charity Lane to Bottom-of-the-Oven. In 1938, Cheshire County Council imposed a TRO banning all vehicles

except agricultural and military vehicles from this route. There are signs at both ends indicating the ban. Unfortunately neither East Cheshire Council nor PDNPA give details of this TRO on their websites.

**Pretty Wood, Eyam – Update**

We reported the results of the inquiries held by the Planning Inspectorate on this routes in our December 2012 newsletter. Because the Inspector decided that the status of the routes should be changed from the orders originally made by

Derbyshire County Council (DCC), the Council are legally obliged to give people the chance to object to the changes.

Objections have been received to the proposed changes to two of the routes in the Pretty Wood area. These are:

- the route, from New Road at SK234760 north west to the junction in Pretty Wood at SK232763, which the inspector decided to be a footpath; and
- the route (historically called Steep Lane), from the junction in Pretty Wood at SK232763 east south east to New Road at SK235762, which the inspector decided to be upgraded to a restricted byway from its current status of footpath. Most of this route is in Grindleford parish.



*The section that the Inspector decided should be a footpath. March 2013*

The Trail Riders Fellowship (TRF) is objecting to both changes. Diana Mallinson is arguing that Steep Lane should be a bridleway. DCC wants to make corrections to locations, grid references etc. The TRF asked for its objections to be considered by the Inspector at a public hearing or a second public inquiry, rather than by the Planning Inspectorate's preferred procedure of an exchange of written representations. The Planning Inspectorate has agreed to arrange a public hearing. A public hearing is less formal and shorter than an inquiry, but it is still more expensive for the

taxpayer (who has to bear the Planning Inspectorate's and County Council's costs). It also takes longer to arrange and complete than the written representations procedure. We are sorry that this will mean an extra delay in confirming the status of the Pretty Wood routes.

### **Bradley Lane, Pilsley - Update**



*Bradley Lane after DCC repairs in June 2012*

The Inspector decided that this lane should be a public bridleway following a public inquiry (see February 2013 newsletter). The timetable for Bradley Lane is currently 2 months behind the Pretty Wood routes. The deadline for objections to the change to bridleway was the end of March 2013. We don't yet know how many objections were made, nor how the Inspector is going to consider them. But we know, from a TRF public online forum, that several motor cyclists have sent in a proforma letter of objection, challenging the Inspector's approach to

some of the historical evidence and to local people's evidence.

### **Long Causeway – Extension of TTRO until 31 March 2015**

DCC have said that the Temporary TRO on Long Causeway banning vehicles more than 1.5 metres wide from using the route will continue until the end of March 2015. This will be for repairs to the retaining wall.

### **Moscar Cross Road, Sheffield - Update and repairs**

This route was "Route of the Month" in April's newsletter. Thank you to readers who have sent us additional information. It was created by the Bradfield Enclosure Award of 1826 and was described in the Award, as a Public Carriage Road some 60 feet wide. It was always known as an "unclassified road" until recently when the Highway Authority (Sheffield) deemed it to be a BOAT. (Anything described as a public carriage road in an Enclosure Award and shown as an ORPA on the OS map, will almost certainly be a BOAT on historical evidence when its status is determined, regardless of the suitability of the route for recreational motor vehicle use.)

We showed you pictures of the damage extending across about 15 metres of the track. Apparently the route was "nice and grassy up to Xmas 2012". Sheffield City Council closed the route on 29 April for repairs to a spring and then for a further fortnight to allow the vegetation to grow back. For further information see an email from Sam Beaton (Senior Public Rights of Way Officer) on <http://forum.difflock.com/viewtopic.php?t=74158&sid=8afb12d6edcf189b62cf7134385b238b>

### **Correction to information about PDNPA resources following the death of Sean Prendergast**

PDNPA have asked us to correct an error in our last newsletter and give our members additional information about staffing levels. They say it was never PDNPA's intention that Kirsteen Thomson should be in post until March 2014. We apologise for that mistake. Andy Farmer has been appointed to "act up" in Sean's place until they make a permanent appointment to replace him; they will start recruiting soon. PDNPA also say there has been no overall reduction in staffing levels for their work on green lanes.