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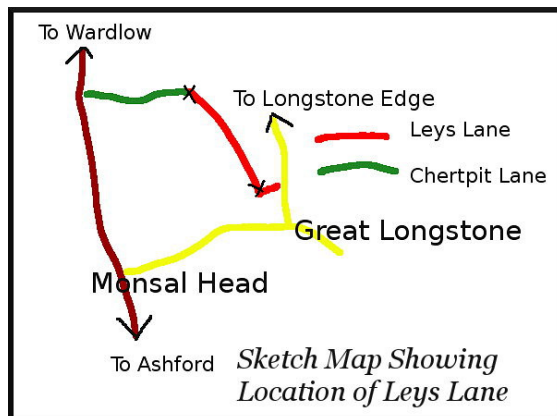


Peak District
Green Lanes Alliance

September 2013 Newsletter

Leys Lane, Little Longstone– PDNPA go out to public consultation on a full TRO

Please respond to the consultation and show your support for the proposed vehicle ban.



Leys Lane and Chertpit Lane form a through route from the outskirts of Great Longstone (at SK197722), which climbs up Longstone Edge, and meets the B6465 (also known as Castlegate Lane) at SK183728. Although local people often refer to the whole route as Chertpit Lane, it is really two separate lanes. It is important to get the correct name (Leys Lane) when responding to the consultation. The sketch map shows the location of the two routes. Both of these routes are

BOATs (Byways Open to All Traffic). The **Xs** on the map shows the start and finish of the proposed TRO (Traffic Regulation Order).



General view from Leys Lane. Photo: September 2012 before DCC repaired the surface.



The narrowest section. Photo: June 2013

DCC repaired the route surface in late 2012. Initially this improved the route for all users. But some of the plantings fused in the summer heatwave and the loose stones on the surface are making the route slippery for cyclists. Unlike routes such as Chapel Gate and Long Causeway, damage due to vehicle use is not such a problem on Leys Lane. Recreational motor vehicle use causes problems because of the narrowness of one section; corners with restricted visibility; and the volume of use both mid week and at weekends. At the narrowest the lane is 2.1 metres wide.

Along much of the lane, there are few places where cyclists and horse riders can get safely out of the way if they meet a vehicle. However, PDNPA is not proposing a TRO on safety grounds.

Because of its closeness to Great Longstone, Leys Lane is important to local people as well as visiting walkers and cyclists. Local horse riders now often avoid the route because they do not want to run the risk of meeting recreational motor vehicles on a narrow section. This is a loss of amenity to them. Thornbridge Outdoors (a Sheffield City Council outdoor pursuits centre based in Great Longstone) no longer allow unaccompanied groups of schoolchildren to use the lane after carrying out a Risk Assessment; another loss of “opportunities for outdoor recreation and adventure” - which is one of the special qualities of the National Park.



Wall damage which local people believe is due to off-roading. Photo: February 2013



Wall damage in the narrowest part. Photo: August 2013

The noise of trail bikes can be heard over a wide area and destroys the peace of the area. PDNPA have identified “opportunities to experience tranquillity and

quiet enjoyment” as one of the special qualities of the National Park. The walls which border the route have been damaged and destroyed in places. Local people believe the damage is due to vehicles hitting the walls. Local farmers are reluctant to repair the walls and have replaced them with wire fences. “Stone walls” are a historic feature of the White Peak and another special quality of the National Park.

PDNPA anticipate that use of the Chertpit Lane section of the route will decline when it becomes a cul-de-sac BOAT. PDGLA believes that if that is so, there is no need for a TRO on Chertpit Lane, only on Leys Lane.

The rationale for the proposed TRO can be seen at <http://consult.peakdistrict.gov.uk/details.cfm?TROID=7> . Please respond to PDNPA either using the on line system or in writing and say in your own words why you support this TRO. It is important to base your comments on the reasons given in this document (and not on safety grounds). The proposed order would be for the purposes of:

- preserving or improving the amenities of the area through which the road runs
- 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.

If you have any personal experiences on Leys Lane which make your response more vivid, please use them. Replies should be submitted by **Friday 25 October 2013**.

In case you are unable to visit Leys Lane before replying to the consultation, here are some pictures of the route. Both were taken in August 2013



Additional background information about Leys Lane and Chertpit Lane

Both these routes featured in the documentary on the Peak District in the series “Tales from the National Parks” shown on BBC television. It described the campaign by the local group, Rocking the BOAT, for a TRO. Rocking the BOAT (a member of PDGLA) is still actively campaigning for a TRO.

The Roych TRO starts on Thursday 19 September 2013

We are delighted to report that the full TRO on the Roych comes into effect on Thursday 19 September 2013. Motorised recreational vehicles such as trail bikes, quad bikes and 4x4s will be excluded from this 3.5km section of the Pennine Bridleway. According to a PDNPA news release some 1,235 people and organisations supported this exclusion, with around 1,000 objections. The ban does not include motorised disability scooters or farm vehicles or the emergency services.

Thank you to all groups (such as the Ramblers, Peak Horsepower and Friends of the Peak District) who campaigned for a TRO and to all individuals who took part in the consultation supporting a full TRO.



View of The Roych. Photo: June 2012

Realistically, it will take time for off-roaders to become aware of the TRO. If you see use of the route by recreational motor vehicles after the 19 September, phone Derbyshire Constabulary on the non emergency phone number, 101. Don't expect immediate action, but the police need to know if there is illegal use, so that they can devote resources to the problem.

PDNPA to consider Long Causeway on 20 September 2013



The retment and general view from Long Causeway. Photo: February 2011



Approaching Redmires Reservoir. Photo: April 2013

Last year, PDNPA went out to public consultation on whether they should impose a Traffic Regulation Order (TRO) on Long Causeway. They will make the final decision at the Audit Resources and Performance Committee meeting on 20 September 2013. The paper being considered can be found at <http://www.peakdistrict.gov.uk/looking-after/npa/committees/audit-committee/agenda-20-september-2013> The officers are offering the members a number of options ranging from a full TRO to “doing nothing” with the final decision being left to the members.



The double causeway and Stanage Pole. Photo April 2013

Long Causeway is an iconic route which starts at Dennis Knoll (SK227844), climbs Stanage Edge, crosses the moors and ends at Redmires Reservoir (SK266851). It is part of an historic route from Sheffield to Hathersage. Stanage Pole was erected to guide travellers across the moor. The double causeway was built to provide a firmer surface for travellers crossing a potentially wet area. A stone revetment supports the route under Stanage Edge. Long Causeway also crosses a SSSI site.

The whole route is a BOAT. It is popular with cyclists, walkers and recreational motor vehicle users. Horse riders are unable to use it because of the poor surface and danger from vehicles.

Currently DCC has a TRO on the route stopping 4x4s from using the route while they are repairing the revetment, improving the route surface and increasing the drainage to prevent erosion by run off water.. DCC planned to spend £20,000 on repairs in 2012/2013 and said they intended to spend a further £235,000 during 2013/2014. Pictures taken in April 2013 show some of the work undertaken by DCC.



New drainage.



New surface

These pictures also taken in April 2013 show the problems with the surface which had not been repaired then.



If you want to speak at the meeting in favour of a full TRO, you need to contact PDNPA by noon on Wednesday 18 September.

Draft Deregulation Bill

PDGLA committee, helped by GLEAM (the Green Lanes Environmental Action Movement) and the Green Lanes Protection Group have been working on proposals for changes to Rights of Way law. We would like these changes to be included in the forthcoming Deregulation Bill. Our proposals were described in an email which we sent to all members earlier in the summer. We will let you know in more detail what is happening on this in our next newsletter.