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Peak District
Green Lanes Alliance

October 2013 Newsletter

Reminder re Leys Lane, Little Longstone Consultation



Photo: August 2013

PDNPA is currently consulting on whether there should be a full Traffic Regulation Order on Leys Lane, Little Longstone. The consultation ends at **5 pm on 25 October 2013**. If you haven't taken part in the consultation yet, please do so. You can either take part by giving your response on line at <http://consult.peakdistrict.gov.uk/details.cfm?TROID=7> or you can write to PDNPA at Aldern House, Baslow Road, Bakewell, Derbyshire DE 45 1AE.

It is important that you refer to the route as **Leys Lane** (rather than Chertpit Lane which is legally a different route.)

There is more information about Leys Lane, the grounds for the TRO and photographs of the route in our September 2013 newsletter which can be seen at <http://pdgla.org.uk/newsletter-archive/>

Update on The Roych TRO



Photo: November 2012

PDNPA has said that the prohibition of motorised vehicles along the entire length of the Roych will now not be effective until completion of the repair works by Derbyshire County Council. These are expected to be completed in November. PDNPA will be making a replacement order TRO following these works.

The change in starting date of the TRO is because PDNPA can't legally place a TRO on any route if the Highway Authority (in this case Derbyshire County Council) has a prior TRO on the route.

Good news on Long Causeway

We've already told you by email that PDNPA members voted for a full TRO on Long Causeway at their September 2013 meeting. We don't know when this will come into effect. They will need to liaise closely with DCC as DCC has a Temporary TRO on Long Causeway (to repair the revetment) until 31 March 2015.

Temporary Closure of Bamford Clough

DCC has a Temporary TRO on Bamford Clough. The route is closed to all users until 2 April 2014 "to facilitate public safety due to exposed cables."

Route of the Month – Beeley Hill Top, Beeley

DCC has recently said that this route will be reclassified as a BOAT. Unfortunately, because the route was described as a public carriageway in the enclosure award, there is no appeal against the decision. The unsurfaced section of the route is from Beeley Hilltop Farm at SK270684 to the road at SK287680.

PDGLA members walked the route in June 2011 and September 2013. The route has deteriorated between those two visits. Here are some "before and after" pictures", so that you can compare the conditions.



June 2011



September 2013



June 2011



September 2013

Some of the deterioration was caused by washout after the heavy rains in 2012 which eroded the steeper downhill section. Water runs off the track which crosses the adjacent hill side and then continues to flow down the lane. The water has now washed away a section of the wall that bounds the track! Some of the damage will also be due to recreational motor vehicle use. The combination of water erosion and heavy vehicle use can lead to a vicious cycle of damage. In fact, horse riders say that before vehicle use increased, the track was good and withstood run off water.



Close up view of collapsed culvert which is on the track. September 2013



Water run off and tracks. September 2013



One of the ruts. September 2013

We were told that the coping stones had been removed from one section of the lane by off-rovers to fill in a hole on the most severely eroded section. We were also told that vehicles are now using the lane any time of the day and night. Although use at weekends is heavier, there could be use on weekdays now.

DCC is aware of the problems with the surface of the Beeley Hill Top route. The poor condition means that it will be vulnerable to further damage and the cost of repairs will continue to increase.

This route also illustrates one problem with the PDNPA List of Priority Routes. When PDNPA compiled the original list (which only included routes in Derbyshire), this route was not considered a problem. There appears to be no formal mechanism for adding routes within Derbyshire to that list if their condition changes or use of the route by recreational motor vehicles increases to such an extent as to bring

about a loss of amenity to other users. It can only be done by pressure from the Parish Council and local residents over a long period.

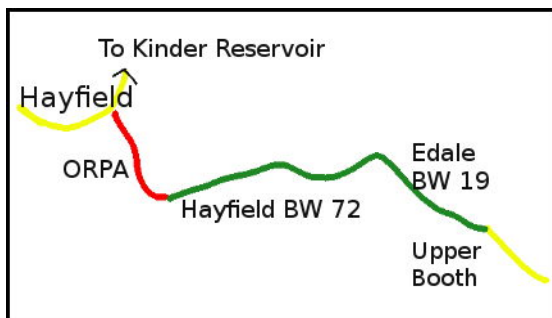


Where the run off water has washed away the wall. September 2013



Loss of coping stones from the wall. We were told that off roaders have removed them to fill in ruts.

TRO of the month – Edale Road, Hayfield



Edale Road is the ORPA (other route with public access) from Bowden Bridge Car Park (east of Hayfield at grid reference SK059870) to the building at the point marked Coldwell Clough on the OL 1 OS Map at grid reference SK05688. The route is tarmaced – probably because it is used for access to a number of farms

and houses. It continues as Hayfield BW72 to Edale Cross and then Edale BW 19 (aka Jacob's Ladder) to Upper Booth. In spite of the tarmac, the route provides easy and safe access to the Kinder area and is popular with users.



Edale Road. Photo: July 2013



Hayfield Bridleway 72. Photo: July 2013

In 1979, DCC made an order which prohibited driving (except for access) on the Bowden Bridge – Upper Booth route and also on Kinder Road, Hayfield. (Kinder Road goes from the Bowden Bridge Car Park towards Kinder Reservoir and William Clough.)

Reminder about subscription renewal

Members are reminded that subscriptions are due for renewal by the end of this month. The rates are £10 per year for an individual and £15 per year for a group. Our website has now been improved so that it is possible to join PDGLA or renew your subscription using PayPal. Alternatively, you can send a cheque to us via our post box (the address is at the start of the newsletter.) Why not see if you can persuade a friend to join PDGLA?

Update on public inquiries

Bradley Lane, Pilsley – Update



Bradley Lane. Photo: August 2013

In our May 2013 Newsletter we told you that objections had been made to the change to bridleway proposed by the Inspector following a public inquiry. The Planning Inspectorate has decided to hold a second inquiry to consider the objections, and we understand from Derbyshire County Council that this inquiry will be on 18 March 2014. The objections (and a representation from Diana Mallinson in support of the change to bridleway) have now been made public. Most of the 49 objectors used a standard letter, produced by the

Trail Riders Fellowship (TRF), which challenges the Inspector's approach to some of the historical evidence and to local people's evidence. Alan Kind has objected on behalf of the TRF. The original applicant for BOAT status, has put forward new map evidence and is also challenging the Inspector's approach to the law and weighing of evidence. We regret that holding a public inquiry will mean a longer delay to the Inspector's final decision as to whether Bradley Lane is a BOAT or a bridleway.

Pretty Wood, Eyam and Grindleford Public Inquiry

A hearing was arranged for 17 September to consider the changes proposed by the Inspector to the status of this route (see June 2013 Newsletter) but had to be cancelled. The Planning Inspectorate has announced that the changes will now be considered at a second public inquiry, but has not yet arranged a date.

Ramblers Survey

The Ramblers are promoting an online survey asking people what the outdoors means to them, under the banner of "Go All Out" at

<http://www.ramblers.org.uk/GoAllOut>

Anyone can complete it; you don't have to be a member of The Ramblers. The issues they are asking about do not include off-roading. If you feel that they should be more actively campaigning against off-roading, you might want to take part and make this clear. It is essential to enter text as bullet points in the "free text boxes".