

PDGLA
PO Box 7976
Great Longstone,
Bakewell,
Derbyshire, DE45 9AY
Web: www.pdgla.org.uk
Email: pdgla@hotmail.co.uk



Peak District
Green Lanes Alliance

May 2014 Newsletter

Good News on Chapel Gate



Walkers, cyclists and horse riders will be able to enjoy Chapel Gate undisturbed by recreational vehicles. Photo: January 2014



A sight of the past. Photo: January 2014

The long awaited Traffic Regulation Order (TRO) on Chapel Gate, Edale, Derbyshire started on the 22 May 2014. Once Derbyshire County Council had removed their Temporary TRO, PDNPA were able to implement the TRO that they agreed at the January meeting of the Audit, Resources and Performance Committee. The TRO will prevent recreational motor vehicles using the route although farmers, emergency services etc. will still be able to use it. A big thank you to all the people who took part in the consultation process.

Unfortunately, some recreational motor vehicle users have threatened on the internet to continue to use both Chapel Gate and The Roych in spite of their TROs. If you see any on either of these routes, please inform the Police using the non emergency 101 number.

DCC plan to lift the temporary TRO on Long Causeway

On 6 May 2014, the Jobs, Economy and Transport committee of Derbyshire County Council considered a report on revoking the Temporary Traffic Regulation Order (TTRO) on Long Causeway (or Outseats BOAT 48 as it is more formally known). This TTRO prevented PDNPA bringing in their TRO banning all recreational motor vehicles from Long Causeway. The full paper can be seen at

http://www.derbyshire.gov.uk/images/2014.05.06%20%284f%29%20Outseats%20BOAT%2084%20Long%20Causeway_tcm44-244786.pdf



A repaired part of the route. Photo: February 2014



Damaged track and a view of the revetment in February 2014

An 8 week programme of repairs will start in June 2014. The paper explains why it is important for PDNPA to implement their TRO by September 2014 as there is a time limit between starting the consultation for a TRO and making any order. If PDNPA fail to make their TRO in time they will need to start the whole consultation process again. Such is Highway Law. The path closure register still shows the TTRO in place; so 4x4s should not be using the route. We will let you know when PDNPA decide to implement their previously agreed TRO.

Route of the month - Houndkirk Road, Sheffield



Part of the original surface. May 2014

Houndkirk Road is a BOAT (Byway Open to All Traffic) going from near the Roundhouse on Ringinglow Road (originally a toll house) to the A6187 near Parson House Outdoor Pursuit Centre. Initially it was a packhorse route. It then formed part of the route of the Sheffield to Buxton Turnpike in 1758. According to Bill Bevan in "Sheffield's Golden Frame" it was a "stone pitched surface 6 m wide with verges and enclosed by drystone walls." You can still see the pitched surface in places. It was abandoned in

1812 as a major route when the Dore Turnpike Road (now the A625) opened.

Sheffield City Council (SCC) has carried out repairs and improvements to the drainage. There has been some criticism that these repairs are changing the character of the route but the materials used have been much more sympathetic than the dark planings Derbyshire County Council are using for repairs.

There have been problems for some time with off-piste activity. In 2009/2010 an area of moorland had to be fenced off because of extensive off-piste driving by recreational motor vehicle users. Thankfully this area is now regenerating. However, such anti-social activity is still a problem. We're going to concentrate on just three examples.



Recreational motor vehicle users deliberately driving on the verges when there are no problems with the track. Photo: May 2014



Boulders placed by SCC to stop driving on the verges. Photo: May 2014

The first example is near the newly restored mile post at southern end of the route. Vehicles are driving on the verges forcing SCC to use large boulders to protect the verges. In spite of this, some drivers and riders persist in finding other areas to leave the route, so the problem is not resolved.



No signs of damage in May 2012 in the dip beside the raised track.

The second area is nearer to Sheffield where vehicles started riding in a slight dip beside the road. There was no sign of any encroachment onto the moors in that area in May 2012. Visible damage had appeared by April 2013. Again SCC has used large boulders to prevent this off-piste riding but had to wait until after the bird nesting season to put them in place. Probably the people driving off-piste were not concerned with disturbing nesting birds.



Vehicle tracks appearing to the right of the main route. Photo: April 2013



The solution: Large boulders to stop use. Photo: May 2014



The barrier in July 2011

The third example of off-piste driving is on a short cut from Houndkirk Road to Jumble Road (another BOAT which crosses Houndkirk Road). The three pictures show how SCC has had to increase the size (and hence the visibility of the barriers) because they were ignored and driven around.



By April 2013, there were signs that vehicles were driving over and around the barrier.



The solution: A larger and more visually intrusive barrier. Photo: May 2014

The actions of a small minority of recreational motor vehicle users mean that the verges of the route are suffering continual attrition and SCC is having to continually take action to prevent further damage and spend money that might be better used elsewhere.

This is not the only route where off-piste activity is causing damage. There are similar problems on Brushfield (between Upperdale and Brushfield hamlet), Macclesfield Old Road near Buxton and Sough Lane near Taddington. Members have also seen trail bikes riding well out on the open moors flanking The Roych and Chapel Gate.

Pictures wanted demonstrating the effects of off-roading elsewhere

As we explained in our April 2014 Newsletter, we and other organisations involved in the campaign to change the law are collecting pictures of the damage caused by recreational motor vehicles on unsealed routes throughout England. This is to counter the belief that off-roading is a very localised problem. Here are some pictures of the problems in the North York Moors National Park.



Scarring of a bank caused by vehicles on Mill Lane which goes from Raisdale Mill to Scugdale Hall. Photo: May 2014



After only 24 hours of rain following a dry spell on the route from Lowna to Rawson Syke in Farndale. Photo: May 2014

If you encounter routes with problems with off-roading during your holidays, let us know. The name of the route; a description of where it starts and ends; and some details of the problem would be good. Photographs would be even better. Send it to our email address please.