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Peak District  
Green Lanes Alliance

## Newsletter November 2014

### Leys Lane, Little Longstone TRO

PDNPA's Audit, Resources and Performance Committee decided at its November meeting, to place a Traffic Regulation Order (TRO) on part of Leys Lane, Little Longstone. The TRO will affect the length between the corner at Dale Farm and the junction with Chertpit Lane at a place called locally the "picnic area" - although there are no picnic facilities there now. The TRO prevents all recreational motor vehicle users from using that section of Leys Lane. The land owner and emergency services will still be able to use that part of the route.

Leys Lane and its continuation Chertpit Lane, form the route from Great Longstone to Castlegate Lane (B6465). The TRO will mean that Chertpit Lane (the part of the route from the B6465 to the "picnic area") is now a cul de sac BOAT.



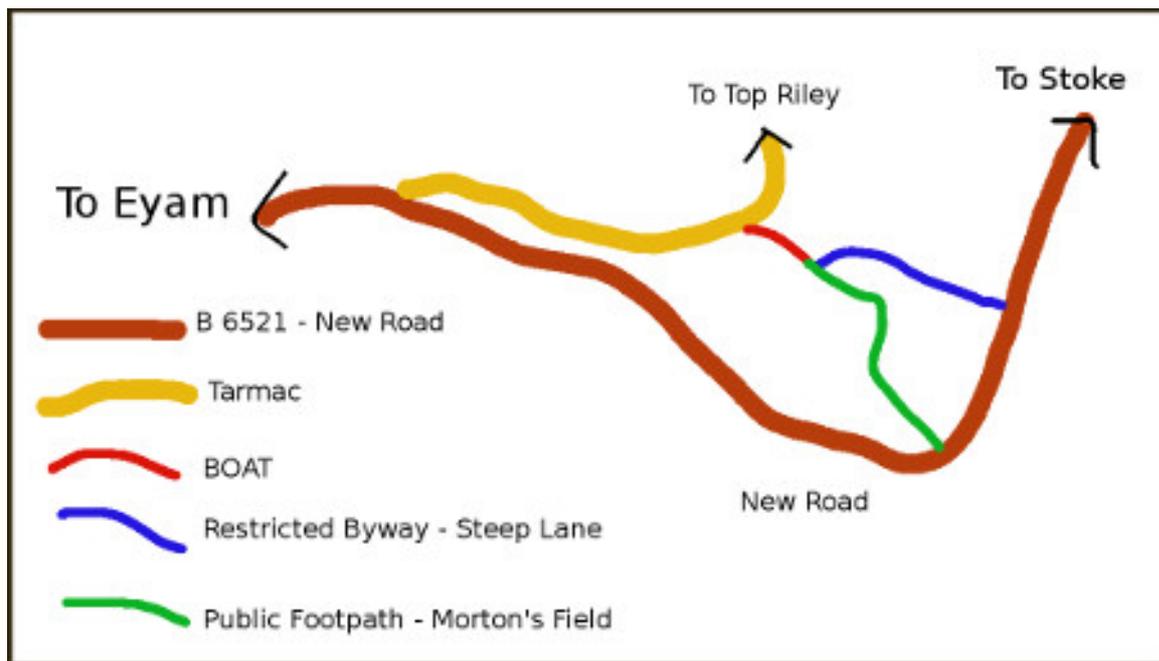
Local residents, lead by Rocking the BOAT have been campaigning for a TRO for many years and their efforts have finally been rewarded. At the meeting, they described how their monitoring of use of the lane had shown that many vehicle users were not following the voluntary guidance on group sizes or speeds and that many of the vehicles had obscured or no number plates (both of which are illegal.)

A spokesman for the off-roaders argued that PDNPA should be able to find a compromise on this route. The members disagreed, saying how useful the site visit had been for them when they could see the narrow and partially sunken route and its problems for themselves.

We are delighted that PDNPA has placed a TRO on a route whose main importance is to local people. This TRO recognises the impact that use of a route by recreational motor vehicles can have on communities within the National Park. We hope that PDNPA will consider TRO's on other routes where local communities feel that their use of the route has been compromised by off-roading.

**Result of the Public Inquiry in the Riley Lane area of Eyam and Grindleford**

We have recently received the results of the second public inquiry into the status of routes around Riley Lane, Eyam. These results have confirmed the Inspector's original findings. It's easiest to explain the results with a sketch map.



The continuation of Riley Lane in Pretty Wood will be a short length of cul de sac BOAT (Byway Open to All Traffic). Steep Lane (currently shown on maps as a footpath) will be a restricted byway (restricted byways can be used by pedestrians, cyclists, horse riders and horse drawn vehicles only). The route from the end of the BOAT to the corner of New Road (often called Morton's Field) will become a public footpath.



*Riley Lane - February 2014*



*Morton's Field - February 2014*

We are disappointed that the continuation of Riley Lane will become a BOAT but hope that use will decrease once it becomes a cul de sac BOAT and that the landowner will see a decrease in off-piste activity in Pretty Wood.

A big thank you to all who took part by gathering historical evidence, giving evidence on use of the routes at the first inquiry or by attending the public inquiry.

The Inspector's decision can be read in full at [http://www.planningportal.gov.uk/uploads/pins/row/documents/fps\\_u1050\\_7\\_62\\_m\\_7\\_63\\_m.pdf](http://www.planningportal.gov.uk/uploads/pins/row/documents/fps_u1050_7_62_m_7_63_m.pdf)

### **Deregulation Bill**

We are determined to get maximum advantage out of the opportunity presented by the passage of the Deregulation Bill and feel we are making good progress.

There have now been debates in Committee on a green lanes amendment to the Bill in the Commons and most recently the Lords. The Lords committee debate was on 28 October. You can read it at

<http://www.publications.parliament.uk/pa/ld201415/ldhansrd/text/141028-gc0002.htm#1410292000226> This excerpt should start with a heading

Amendment 24 moved by Lord Bradshaw.

Our amendment has been withdrawn for the time being while discussions take place with the government. (This is a standard parliamentary tactic.) Meanwhile, very many thanks to everyone who wrote to Lords for us. There was a positive mention of letters in the debate and we think the letters you all wrote made a difference. Depending on what happens next we may need to call on you to write to Lords again at the Report Stage of the Bill.

### **Chapelgate update**



There are still problems with trail bike riders using Chapelgate at weekends in spite of the Traffic Regulation Order banning recreational motor vehicle users from the route. If you see trail bikes, 4 x4s or quad bikes there, please report them to the Police with any vehicle registration numbers (if you can get them) using the non emergency 101 number. Don't put yourself at unnecessary risk. Don't expect an immediate response with flashing blue lights etc but if the Police are not told about illegal use, they won't devote resources to combatting it.

Water erosion has always been a problem on the route. DCC put in many cross gulleys to try to reduce this erosion when they carried out the two lots of repairs. Unfortunately these gulleys are getting blocked up with loose stones which have been washed into them. It will

be a pity if the large amounts of money that DCC has spent on repairing the route are wasted for want of routine maintenance.

**Land Rover (the company) causes damage taking 4x4 to top of Snowdonia mountain for photo shot**

You may be interested in this news item about the damage caused to a route in Snowdonia by Land Rover when they took vehicles along the route (with the land owner's permission) to take a photograph of a vehicle on top of a mountain for advertising purposes.

It is disappointing that major companies do not consider the impact of their actions on the countryside.

<http://www.bbc.co.uk/news/uk-wales-north-west-wales-30061717>