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Peak District
Green Lanes Alliance

February 2016 Newsletter

PDNPA committee paper proposes full TRO for Derby Lane

PDNPA has published the agenda for the meeting of the ARP Committee on Friday 4 March 2016. Towards the end of what looks as if it is going to be a long meeting, is a paper on Derby Lane. Last year, PDNPA wrote to the “statutory” consultees and asked them to respond saying how they believe motor vehicle use should be managed on Derby Lane.



Motor cycle tracks in December 2015. Some of the tracks on the right may be associated with farm vehicle use.

The route is currently an ORPA (other route with public access) that runs in a southerly direction from Monyash, Derbyshire. Part of the route is over grassy fields and is ill defined. It would be very vulnerable to damage during a wet winter if usage increased. (Last month's newsletter had photographs of the damage on three other grassed routes.)

PDGLA, who are one of the consultees, responded to the consultation saying PDNPA should consider a full permanent TRO (Traffic Regulation

Order) on the route. A number of other organisations including Friends of the Peak District, Peak Horse Power, Peak and Northern Footpath Society, Ramblers, BHS and Monyash Parish Council replied in a similar vein.

All the documents relating to this agenda item can be found at <address>. PDNPA is proposing that they should go out to public consultation on a full, permanent TRO. Members will be debating this and then voting on it on Friday. We will let you know the outcome of that meeting.

Annual summary of DMMO decisions by DCC and the Planning Inspectorate

PDGLA monitors the DMMO decisions (definitive map modification orders) that Derbyshire County Council (DCC) and the Planning Inspectorate make. If users want to change the status of a route on the Definitive Map or add a route to the

Definitive Map, they have to submit a DMMO Application. DCC is one of the few counties in England and Wales actively processing these applications. Our interest is primarily in applications to add a route at BOAT (byway open to all traffic) status.

When DCC starts the process, they write to interested parties asking them for any evidence they may have which might help DCC to make a decision. We look at the historical evidence, which is mainly in the Derbyshire Record Office. If we find evidence of historic vehicle rights, we take no further action as it is a waste of time as the route will, in general, become a BOAT whatever we do. If we feel the historic evidence does not show vehicle rights, we prepare a summary of the evidence we have found and send it to DCC. At the same time, we advise local people to complete user evidence forms. These can provide evidence of use by walkers, horse riders and cyclists to help establish if the route has rights for these users. We also advise local people to provide evidence of when they first started to see recreational motor vehicle use and of any problems caused by such use.

The next stage in the process is that DCC decides, on the basis of the evidence provided which they have checked and analysed, what public rights they consider the route has and makes an order to that effect. If there are objections to the order, it has to be referred to the Planning Inspectorate for decision; if not, DCC can confirm the order itself.

The summary tables in the document which is circulated with this newsletter shows the position for potential BOAT decisions in Derbyshire at the end of 2015 concentrating on decisions reached during 2015. (Some decisions have been made since then but have not been included in the document).

Where the document shows that an order has been referred to the Planning Inspectorate, it does not necessarily mean that PDGLA is involved. We do not object if we believe that the historical evidence supports BOAT status (although others may object.) Generally, we will write in supporting DCC if they decide footpath, bridleway or restricted byway status. This is because if there is a public inquiry, we want to be able to take part in it.