

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

Saving our green lanes from off-roading vehicles

October 2016 Newsletter

Derbyshire County Council consulting on a possible Traffic Regulation Order on Jacob's Ladder, Stoney Middleton

Jacob's Ladder is a BOAT (byway open to all traffic) running steeply uphill from near Stoney Middleton church, past the cemetery to New Road (a minor road north of Stoney Middleton). The residents have been asking DCC for a Traffic Regulation Order (TRO) for 23 years. Up until now their request has fallen on deaf ears. DCC is at last taking notice and is consulting on whether or not to start the formal, legal process needed when making a TRO. We are sorry that DCC has decided to introduce an unnecessary stage into the already lengthy TRO process, but pleased that they are at last listening to the concerns of local people.

If you want to see a picture of Jacob's Ladder as it used to be look at <http://places.wishful-thinking.org.uk/DBY/StoneyMiddleton/JacobsLadder.html> Local people can remember when there were setts on the route. But these have now all been destroyed.



Poor surface which is unsuitable for horses: December 2015



Exposed tree routes, sunken lane and blind corner: December 2015

The route is narrow and sunken in places with two dangerous blind bends. The surface has been destroyed by a combination of vehicle use and water erosion. If a horse rider or cyclist meets a 4x4, it's not easy to find a safe place to get out of the way. The serious damage to the surface means that many local people and horse riders no longer use the route. Some motor cyclists go too fast on the route, particularly when travelling downhill, making it dangerous for other users. A local

resident was involved in an accident on the lane. In places there is limited visibility which can be worse in the summer when there is plenty of undergrowth and the foliage makes the route (paradoxically) darker and visibility less.



*Damaged walls and bends:
December 2015*



Poor surface: December 2015

Other concerns, although not grounds for a TRO on safety grounds, are damage to the walls (which local people say is due to off-roaders taking the stones to fill ruts) and problems with access to the cemetery

The paper presented to the Cabinet meeting on 12 July 2016 gives a brief summary of the reasons for the consultation. This can be seen at [https://www.derbyshire.gov.uk/images/2016.07.12%20\(4h\)%20BOAT%2015%20Jacobs%20Ladder_tcm44-281672.pdf](https://www.derbyshire.gov.uk/images/2016.07.12%20(4h)%20BOAT%2015%20Jacobs%20Ladder_tcm44-281672.pdf)

This location map shows where the route is https://www.derbyshire.gov.uk/images/Stoney%20Middleton%20BOAT%2015_tcm44-284504.pdf

If you want to see the questions being asked before launching into the on-line questionnaire, they can be seen at [https://www.derbyshire.gov.uk/images/2016%20Stoney%20Middleton%20Byway%20Open%20to%20All%20Traffic%2015%20\(Known%20as%20Jacob%27s%20Ladder\)%20-%20Questionnaire%20FINAL_tcm44-284502.pdf](https://www.derbyshire.gov.uk/images/2016%20Stoney%20Middleton%20Byway%20Open%20to%20All%20Traffic%2015%20(Known%20as%20Jacob%27s%20Ladder)%20-%20Questionnaire%20FINAL_tcm44-284502.pdf)

PDGLA will be asking for a permanent TRO banning all recreational motor vehicle users from this route. If you know and use the route, please take the time to take part in this consultation and say how you would like to see DCC managing off-roading on Jacob's Ladder. The closing date for the consultation is **12 December 2016**

The on-line version of the questionnaire can be found using the link at https://www.derbyshire.gov.uk/council/have_your_say/consultation_search/Consultation_search_index/proposal_to_introduce_a_traffic_regulation_order_at_stoney_middleton_byway.asp

Derbyshire County Council consulting on repairs to Hurst Clough Lane, Bamford and Hathersage



Damage to the surface: April 2016

too fast and nowhere to pass a 4x4 in places. Residents and Bamford Parish Council would like a Traffic Regulation Order as well as repairs. They believe that a TRO and sympathetic repairs would restore an attractive, safe route; particularly suited for horse riders, cyclists, walkers and the disabled.



Remains of the causey. An alternative name for a causey, is causeway. It's made up of individual stone slabs laid in a line to provide a dry route over muddy ground; April 2016

causey would help to preserve a sense of being in a historic environment with a long tradition of use.

The residents of Bamford and Hathersage have been waiting for the promised repairs to Hurst Clough Lane for many years. Part of the route is now barely passable for some users due to damage from off-roading and poor drainage. But repairing the surface of the lane is not the only concern. Bamford with Thornhill Parish Council want to keep the historic character of the lane by repairing the surviving part of the original stone causey. There are blind bends, problems with motor cycles travelling

DCC have gone out to public consultation on the repairs. They plan to improve the drainage – which is a good thing and essential if any repairs are to last. However they are not planning to preserve or repair the existing causey – which is a bad thing as the causey has a long history possibly dating back to Roman times. DCC say repairing the causey is too expensive. The whole of the route from the Buck Stone (at Stanage) to Hurst Clough is marked "Ancient Causeway" on the 1840 OS map. So it is an archaeological feature of important heritage value and the causey stones may well be mediaeval in date. Retaining and repairing the

Typically DCC are also planning to use "road planings" which do not have a natural appearance and are not a sympathetic material for a rural or historic environment. Using them means DCC can recycle tarmac scraped off the surface of the road when repairs are carried out elsewhere and so save on disposal costs. It probably means that any repairs are affordable for a cash strapped council as the main cost is labour rather than material. There is a difficult balance to be struck between recycling and the environmental impact of using planings rather than more

sympathetic materials. We accept it more readily on BOATs such as Leys Lane, Great Longstone rather than on a heritage feature like Hurstclough Lane. To make matters worse, some of the planings will be sealed with tarmac. DCC says this is the only way to protect the surface with the drainage problems on the route.

We would like to see both the causey preserved and repairs carried out by DCC. But the current proposals don't allow for both. And we will tell DCC this.

The closing date for the consultation is **28 November 2016**. If you know the route and are concerned about it, please take the time to reply to DCC's on-line consultation which can be found at

http://www.derbyshire.gov.uk/council/have_your_say/consultation_search/Consultation_search_index/hurstclough_lane.asp

Derbyshire County Council consulting on repairs to Chapel Gate

Chapel Gate, a BOAT near Edale has a PDNPA Traffic Regulation Order on it preventing its use by all recreational motor vehicles. It has been closed to all other users by Temporary Traffic Regulation Orders since at least 11 December 2014 while awaiting repairs. The current TTRO continues to 30 June 2017. (This TTRO is not shown on the DCC Path Closure Register but a copy of it is displayed at the start of the route on the Sheffield Road.) Repair work started in 2014 and was then halted. DCC is now seeking views on their proposal to carry out significant work to the surface and drainage of a short section to stabilise the surface.



Steps with the alternative path on the right. Photograph January 2014.



Scarring caused by users trying to avoid the damaged "official" track. January 2014 - before the path closure

The section that they are consulting on is a sunken track with badly eroded steps in places and a surface with large stones (which are not good for horses) in others. The erosion is caused by poor drainage, lack of maintenance in the past and off-roader damage. Some users have found this section of the route so difficult to use that an alternative path has been created parallel to and above the official path. Members have seen both walkers and cyclists using the alternative path when Chapel Gate was open to users.

DCC describes the work as the creation of bound surface with drainage to ensure the safe passage of users. And the reason for the work is:

- To avoid continuous erosion of the surface.
- To manage water during periods of heavy rain.
- To provide a sustainable surface for the use of the public.

The planned work extends from SK 0931 8254 to SK 0990 8295 - approximately 770 metres.

The map showing the location of the work can be seen at https://www.derbyshire.gov.uk/images/2016%2008%2031%20Chapelgate%20-%20web%20version_tcm44-283794.pdf This map also shows the type of work proposed with pictures of the current state of the route and examples of similar work from Long Causeway and The Roych. But it doesn't give a lot of detail on what is proposed.

When members visited the area recently and looked at the route from the Sheffield Road, a continuous stream of water was running down Chapel Gate. Further investigation showed that all the water was running off Rushup Edge via Chapel-en-le-Frith Bridleway 92 onto Chapel Gate. (This bridleway joins Chapel Gate at the eastern end of the section to be repaired - at the right angle bend in the track) The information on the website does not suggest that anything is going to be done to stop a stream of water running from the bridleway onto Chapel Gate.



Water flowing off BW 92 onto Chapel Gate. No running water was seen on the Chapel Gate track continuing to the left of the fork. October 2016



Water running off Chapel Gate onto the Sheffield Road. October 2016

Once the run off water reaches the Sheffield Road it is flowing down the side of the road until it reaches the start of The Roych (an "Other Route with Public Access" with a PDNPA TRO on it) and then down The Roych – increasing the erosion at the start of The Roych.

The pictures on the location map show a drainage channel from Long Causeway where the topography is quite different. The text says that the water will go into a ditch (which will need to be created as part of the works.) It does not say how this ditch will drain.

Unless the problem of water running off BW92 is sorted out, any repairs are likely to be washed away and money will be wasted.

The route does need repairing and the repairs do need to be suitable for all users. If they are done to the same standard as the earlier repairs on The Roych and Long Causeway they should be more sympathetic than using planings (as is proposed for Hurst Clough Lane).

The consultation runs until **28 November 2016**. Please make the effort to take part. The on-line version of the consultation can be found at https://www.derbyshire.gov.uk/council/have_your_say/consultation_search/Consultation_search_index/chapel-en-le-frith_byway.asp

It says it all

Winter is the perfect time to take your adventure off road. You'll want to speed through the gloopy mud and deep puddles, so make sure you've got the essentials. Load up the trailer and roof rack with extras – like a sturdy winch – to keep your trip exhilarating.

This extract came from <http://www.ebay.co.uk/cdn/motors-curation/Go-Off-Road/217626587016>



*Moscar Cross Road. Perhaps the type of conditions the writer on ebay thought might be exhilarating. The only problem for Sheffield City Council is that they have to roll this section of the route every Spring and then re-seed it to make it usable in the Summer and Autumn.
January 2016*