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Peak District
Green Lanes Alliance

Saving our green lanes from off-road vehicles

November 2016 Newsletter

PDNPA starts a further consultation on the TRO for Washgate

We told you about the result of the September 2016 Audit, Resources and Performance Committee Meeting in September when the ARP Committee voted to defer making a decision on the Traffic Regulation Order (TRO) on Washgate in order to consider the motorcycle trials in a further consultation. See <http://pd gla.org.uk/newsletter-archive/> for that newsletter. PDNPA has now started this further consultation. Consultations are open to all, and you can respond even if you did not respond to the earlier one. Details of the consultation can be found at <http://www.peakdistrict.gov.uk/looking-after/about-us/have-your-say/consultations> The consultation period is only 21 days with the closing date of **Friday 25 November 2016**.

The crux of the consultation is:

“As published, the Order prohibits any mechanically propelled vehicle from proceeding along the road along the road specified in article 3 of the Order subject to the exemptions specified in article 4 of the Order. The proposed modification of the Order would have the effect of adding a further provision to article 4 to exempt use by motorcycles in the Bemrose Trial, Reliance Cup Trial, Dave Rowland Trial and/or Northern Experts events on such terms as may be required by the Authority.”

Here are our current views:-

1. Responsibility for regulating motor vehicle trials is delegated by Parliament to the Motor Sports Association/Auto Cycle Union. We do not know whether it is legally possible for PDNPA to impose additional conditions on such trials when they are named as specific exemptions.
2. We do not know what the “and/or” clause means. If you respond, please tell PDNPA how you are interpreting it.
3. PDNPA have not demonstrated in the consultation documents that the four named trials have either used Washgate previously or have used it regularly. We believe the Bemrose and Reliance Cup Trials have used it regularly each year for a considerable time. An earlier PDNPA document states the Dave Rowland Trial last

used the route 15 years ago. A local resident says the Northern Experts Trial has not used the route within the last 30 years.

4. The maximum number of entrants (180) specified in the conditions comes from the Motor Vehicles (Trials and Competition) Regulations 1969.

180 entrants per trial is larger than the number of entrants to any of these four trials since 2012. When the Bemrose Trial had 182 entrants in 2011 (which is more than the legal limit), they were unable to manage these numbers adequately. See <http://www.trialscentral.com/news-archive/mike-rapley-trials-columns/12248-bemrose-loses-its-blossom>.

5. Potentially the number of vehicles in the Trials could be 720. We have used PDNPA logging date from October 2015 to January 2016 (a period with no trials) for the comparisons below:

- 720 motorcycles is equivalent to 81 days of weekend use by motorcycles.
- The number of entrants in the Bemrose and Reliance Trials in 2016 was 242. This is equivalent to 27 weekend days of motor cycle use.

6. PDNPA consultation documents do not describe the activities of the trials on Washgate. The draft conditions do little to limit the type of activity on the route.



The packhorse bridge. The official path is on the left. The upright stone on the far bank was placed to stop vehicles using the ford.

January 2015

(a) The Bemrose and Reliance Trials both include sections where riders ride upstream or down stream from the “ford”.

The river Dove has White Clawed Crayfish further downstream in Wolfscote Dale. This is a protected species under threat from the American Signal Crayfish. Best practice advises avoiding damage to the banks and stream bed, and preventing pollution, spread of fungal infection and transfer of Signal Crayfish eggs.

Irrespective of the crayfish, we are also concerned about the damage to the river banks at the “ford”.

We believe the proposed conditions do not protect the environment of the National Park around the “ford” area. It would be possible for the Trials to avoid the river and its banks by crossing over the bridge.



In the foreground, damage caused by vehicles to the river bank on the Derbyshire bank. Background damage to the river bank is on the Staffordshire side,

January 2015



The steps: August 2015

(b) PDNPA Members have previously expressed concern about the condition of the “steps” on the Staffordshire side and the destruction of the historic setts which once existed (like the repaired ones on the Derbyshire side). Local horse riders find the Staffordshire side difficult to use in its current condition. PDNPA’s proposed conditions do not protect this vulnerable area.

7.(a) Recreational motor vehicle users believe that trials are part of their “cultural heritage”. We accept that the four named trials have been running in the Peak District (but not necessarily on Washgate) for many years. We are not, in principle, against allowing trials on routes with a TRO on them, provided it can be demonstrated that the environmental impact is small and adequately managed.

8. Here are our current thoughts on how PDGLA might respond:

(a) We **can not** support the published proposals as

- The proposals allow for a doubling of the number of trials using Washgate every year and a potential increase in the number of riders in motorcycle trials of 197% entrants on known 2016 entries.
- We do not think the proposed wording of the additional clause to the Order and the Draft Conditions adequately protect the environment.

(b) We **do** support the original Draft Order <https://democracy.peakdistrict.gov.uk/documents/s12976/Appendix%205.pdf> with the minor modification to allow residential access to Leycote via Booth Farm. The original Draft Order would allow PDNPA to permit one or more trials to continue to use the route, via clause 4(f) of that order if the Trial applied for written permission. This would give PDNPA much more control over negotiating conditions with Trials' organisers. We believe the Bemrose and Reliance Trials are the only trials which should be considered for any written exemption.

Please read all the PDNPA documents carefully and take part in the consultation. The closing date is **Friday 25 November 2016**.

Whilst not part of this consultation, we believe that PDNPA needs to develop a policy with regard to motor vehicle Trials on routes with a TRO to avoid setting precedents.

Good news - PDNPA places a permanent TRO on Derby Lane, Monyash

Derby Lane is an ORPA (other route with public access on OS Maps) running in a south easterly direction from Monyash village. PDNPA had already carried out a consultation involving the statutory consultees and the public. The officers' report was debated by the members of the Audit, Resources and Planning Committee at their meeting on 4 November 2016. The papers prepared for this meeting can be seen at <https://democracy.peakdistrict.gov.uk/ieListDocuments.aspx?CId=133&MId=1432&Ver=4>



Derby Lane on the undefined section across the fields: March 2016

Officers re-assured Members that PDNPA had the powers to place a TRO on a route whose right of way status had not been determined; and one that was not yet severely damaged as a preventive measure. We are delighted that PDNPA has recognised the importance of protecting routes before they are badly damaged and hope that they will do more pre-emptive TROs in the future.

Members voted unanimously for a permanent TRO on the route. The normal exemptions allowing vehicle access on the route for the emergency services, agricultural use and the disabled in invalid carriages (an old fashioned term that PDNPA has to use because it is used in legislation) apply. Access for cavers to visit the nearby Water Icicle Close Cavern cave system will be managed by written exemptions.

If you haven't yet walked, cycled or been along the route on horse back, do take the opportunity of enjoying a traffic free trip along it when the TRO comes into operation in 6 weeks to 2 months time.