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Peak District  
Green Lanes Alliance

## Saving our green lanes from off-road vehicles

### PDNPA's TRO started on Derby Lane, Monyash

The PDNPA Traffic Regulation Order (TRO) on Derby Lane, Monyash started on 16 February 2017. This Order prevents recreational motor vehicle users from using the route between Summerhill Farm and the "brown road" known as Long Rake. However, cavers can apply for a permit on an annual basis to use the road (and presumably park on it) when accessing the cave systems in the area as it would be unreasonable to expect them to carry heavy equipment from Summerhill Farm. Invalid carriages (an out of date legal expression used in the Order) and farm vehicles can continue to use Derby Lane.



*Motor cycles creating ruts on the grass should be a thing of the past on Derby Lane. March 2016*

We are delighted that PDNPA is protecting an unspoilt "green lane" before it becomes heavily damaged by off-roader use.

If you see recreational motor vehicles on the open fields towards the Long Rake end, please let the Police know on the non-emergency 101 number and also let PDNPA's rights of way team know.

### Staffordshire County Council Temporary TRO on the Hollinsclough Rakes

We've been concerned for some years about the condition of two ORPAs (other routes with public access) on the outskirts of Hollinsclough village. Swan Rake starts in the village at SK 065665 and starts travelling west and then south to join a minor "yellow" road (also known as Swan Rake) at SK062663. Limers Rake (also known as Limer Rake) branches off Swan Rake at SK064665 and travels in a southerly direction to join a minor "yellow" road at SK 065659. (If you don't like grid references, find Hollinsclough on Streetmap; both Rakes are shown by name when you enlarge the map sufficiently although you can't search on either name.)

Both Rakes are heavily eroded due to a combination of off-road damage and water erosion. Hollinsclough residents can remember when Limers Rake was grassy and it was possible to wheel a push chair up it and canter a horse on it. Riders say it used to be an easy route on horse back.



*Limers Rake. The red OS Landranger map (just visible amongst the rocks) is to give scale. August 2016*



*Swan Rake: Again the OS map is to give scale to the size of the largest step on this rake. August 2016*



*The TTRO Notice: February 2017*

Local people have been asking SCC (Staffordshire County Council) to do something for years as both routes have become impassable for horse riders and difficult for all but the most agile walkers. The foundations of walls have been undermined by the erosion and residents fear they might collapse on an unsuspecting user; walls have been damaged by vehicles winching up Limers Rake and driving into them and stones being removed from them to make it easier to cope with the ruts and steps; and more recently vehicles have been leaving the Rake and driving across fields.

PDGLA and Friends of the Peak District have both tried to persuade SCC and PDNPA that something needs to be done but with little success up to now. But finally SCC has decided that things have got so bad that they need to take action. They placed an emergency Temporary Traffic Regulation Order (TTRO) on the route closing it to all users for 21 days

on 17 January 2017 and followed it up with another emergency TTRO on 8 February 2017.

A third TTRO will start on 2 March 2017 and remain in place for 18 months or until the danger to all users on Limers Rake and Swan Rake has been removed. Again the route is closed to all users. We hope that this will eventually lead to repairs and a permanent TRO banning recreational motor vehicle users from both routes. We believe repairs will be a waste of public money unless recreational motor vehicles are permanently banned from using the route.

## DMMO applications in 2016

Every year we prepare a summary of what has happened with DMMO (Definitive Map Modification Order) decisions during the previous year. It is not a complete list of every DMMO that Derbyshire County Council has processed. Rather it is a list of cases that PDGLA members are interested in; generally because they involve potential byways open to all traffic (BOATs). The majority of these arise from recreational motor vehicle users applying for the route's status to be decided as a BOAT.

Some routes will inevitably become a BOAT because the historical evidence supports historic vehicle rights and the route meets one of the exemptions in the NERC Act 2006. An example of this is any route described as a public carriage road in an enclosure award and on the list of streets maintained by the Highway Authority. In such cases PDGLA does not become involved as it would be a waste of our time.

It is worth our while becoming involved in those cases where there is a reasonable chance of the route not being a BOAT. This is because if it is decided the route is a footpath, bridleway or restricted byway, it is no longer legal for off-roaders to use it. Routes that have been "saved" in the past in the Peak District are:

- Black Harry Lane, Stoney Middleton & Great Longstone      Bridleway
- Bradley Lane, Pilsley & Hassop      Bridleway
- Edge Rake Lane, Tideswell      Footpath
- Green Lane, Ible & Bonsall      Bridleway
- Mires Road, Gt Longstone & Middleton      Restricted byway (the rest a Stoney cul de sac BOAT)
- Part of Moor Lane, Bonsall      Restricted byway (the rest BOAT)
- Part of Moorlands Lane, Bonsall      Restricted byway (the rest BOAT)
- Peak Pasture, Calver & Hassop      Bridleway
- Continuation of Riley Lane, Eyam      Footpath and restricted byway making Riley Lane through Pretty Wood a cul de sac BOAT

We're very grateful to those of our members who do the historical research; get involved in the collection of user evidence to show use by walkers and horse riders and evidence to dispute claims of twenty years of use by recreational motor vehicle users; and take part in public inquiries.