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Peak District
Green Lanes Alliance

Saving our green lanes from off-road vehicles

August 2019 Newsletter

Jacob's Ladder TRO now in place

Good news. The long awaited Derbyshire County Council (DCC) Traffic Regulation Order (TRO) on Jacob's Ladder, Stoney Middleton started on 2 August 2019. Unfortunately, but understandably, it was not possible to get the signs in place showing the TRO by 2 August as all DCC's employees who could have put them up were in Whaley Bridge helping with draining the reservoir. But the signs are in place now.

If you see any recreational motor vehicles on the route, ring Derbyshire Police on the non-emergency 101 number. If possible, get photographs and vehicle registration numbers but don't put yourself at risk. Don't expect any blue flashing lights. Remember that agricultural vehicles can still use Jacob's Ladder for access and that vehicles can legally be used to access the cemetery from The Nook in Stoney Middleton. Also let DCC Rights of Way team know using the online reporting system at <https://apps.derbyshire.gov.uk/applications/do-it-now/fault-on-pavement-or-path.asp>



Signs for the TRO - August 2019

Don't be confused by the BOAT (byway open to all traffic) sign and the no motor vehicles sign in the photograph. Jacob's Ladder is shown on up to date maps as a BOAT. The TRO does not change its legal status. The route still has public rights for motorised vehicles, it's just that the public cannot exercise these rights because of the TRO.

Staffordshire County Council TTRO on Wetton for repairs

The saga of the Wetton green lane continues. Earlier this year, the TRF (Trail Riders Federation) served a Section 56 Notice on Staffordshire County Council (SCC) saying the route was out of repair. SCC accepted that it was out of repair and after discussions with Natural England (because the land involved is a Site of Special Scientific Interest) and PDNPA (Peak District National Park Authority) on the type of repairs that would be acceptable, have placed a Temporary Traffic Regulation Order (TTRO) banning all users from using the route for 18 months or until the repairs are completed. The repairs are expected to take about 3 weeks (weather permitting.) Repairs had not started on 28 August.

The proposed TRO at Wetton Hills is on the PDNPA Forward Plan page for the Programmes and Resources Committee for the 4 October meeting.

<https://democracy.peakdistrict.gov.uk/mgListPlanItems.aspx?PlanId=97&RP=451>

We hope that the SCC repairs will be completed by then and that the members of this newly appointed committee will endorse the earlier decision of the former Audit Resources and Performance committee to go ahead with the full PDNPA TRO on this route. The PDNPA TRO needs to be in place by February 2020. Implementation has already been delayed because PDNPA did not want to put their TRO in place while repairs were under discussion or imminent. So we hope a decision will be taken at that meeting so that the PDNPA TRO can be implemented as soon as possible.

Interesting comment from the PDVUG Facebook Public Page

PDVUG (Peak and Derbyshire Vehicle Users Group) is a group representing recreational motor vehicle users in the Peak District and Derbyshire. They published details of the SCC TTRO mentioned in the previous news item on their Facebook page. The paragraphs below were posted by an administrator rather than an ordinary member. They are mainly explaining the difference between the SCC TTRO and the PDNPA proposed TRO. However, the last sentence is very revealing about the tactics the off-roaders are using against PDNPA.

“Remember there are two Authorities in play here, both with the power to impose TROs, but with different agendas.

The Highway Authority have put in a Temporary TRO while they repair the road, they use TTROs every week somewhere in the County of Staffordshire, for the same purpose.

The Peak Park want to impose a Permanent TRO to stop use by all Recreational Motorists, but they can't complete this while the Highway Authority have their TTRO in place.

To answer your actual question, we have not yet found an answer to the justification the Peak Park have created for closing any and every Green Lane. This forum is not the place to go into the lengthy and detailed arguments used. At the moment the best we can do is delay the process, and in doing so cause a financial drain on their resources, sapping their will to go on. “

Long awaited repairs to Hurst Clough Lane started

Hurst Clough Lane is a BOAT in Outseats. Derbyshire County Council (DCC) have promised repairs for many years. They have held two public consultation on the repairs in recent years. Part of the route is now closed to all users from 29 July to 11 November 2019 by a Temporary Traffic Regulation Order to “facilitate the resurfacing of the BOAT”. The route will be opened earlier if the work is completed before 11 November.

Other closures of BOATs by DCC TTROs

Part of Chapel Gate in Edale and Chapel en le Frith is still closed until 30 December 2019 by yet a further Temporary Traffic Regulation Order (TTRO). It was hoped that it would be re-opened to users round about Easter 2019 but the repairs that DCC had carried out were washed away by heavy rain. This wasn't a big surprise as the plans did not include any improvements to the drainage.

The TTRO on Bamford Clough, Bamford has been extended yet again until 26 July 2020. This TTRO is “to allow for public safety due to exposed cables.” Until it is sorted out who is going to pay for re-routing the cables, the route will continue closed.

Both these routes have now been closed for years rather than months.

These closures demonstrate the problems with the current TTRO process. The Minister (through the Department of Transport) allows Highway Authorities to extend TTROs indefinitely without any programme for repairs or signs of action. Users have no mechanism to appeal against the decision. As money becomes tighter for local authorities, use of such TTROs will increase. Another example of this is the Staffordshire County Council (SCC) TTRO on the Hollinsclough Rakes which are not an essential part of the road network for vehicles. We believe the cost of repairs is so high that SCC cannot afford to repair the Rakes and they will be closed to all users indefinitely.