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Peak District
Green Lanes Alliance

Newsletter August 2012

PDNPA to act on Long Causeway and The Roych



Long Causeway

Roych Clough, The Roych

(Rather than have pictures of the damage, here are some pictures of the natural beauty and amenity that a TRO would help to protect)

PDNPA has listened to concerns about Long Causeway and The Roych. They will be going out to public consultation on TROs to prevent recreational motor vehicles using both these routes. These consultation will take place in September 2012. We will let you know when they are announced.

The PDNPA report for Long Causeway and the reasons for a TRO are at <http://resources.peakdistrict.gov.uk/ctte/audit/reports/2012/120720Item6-2.pdf> . The report and reasons for a TRO on The Roych are at <http://resources.peakdistrict.gov.uk/ctte/audit/reports/2012/120720Item6-3.pdf>

PDGLA was asked to comment on both routes. Our two response, along with those of the other consultees are at <http://resources.peakdistrict.gov.uk/ctte/audit/reports/2012/120720Item6-2App4.pdf> and <http://resources.peakdistrict.gov.uk/ctte/audit/reports/2012/120720Item6-3App4.pdf> .

PDGLA (along with Friends of the Peak District, the Ramblers, Peak Horsepower and local residents and horse riders) spoke in favour of these TROs at the meeting of the Audit, Resources and Performance Committee in July.

We are delighted that PDNPA is now taking a robust approach on these two iconic routes.

Long Causeway Emergency Closure to Wide Vehicles



Long Causeway revetment from underneath



Barriers put up near Dennis Knoll to prevent 4x4s using the route during the closure

For some time local people have been concerned about the stability of the revetment which supports part of Long Causeway as it climbs up towards Stanage Edge. DCC has been monitoring its stability and is now so worried about it that it has closed Long Causeway to vehicles over 1.5 metres wide until 10 January 2013. For further information see

<http://www.peakdistrict.gov.uk/looking-after/vehicles/current-restrictions>

There have been reports that some 4x4s were still using the route in spite of the emergency TRO. Barriers have been put up which should help to reduce such illegal use.

DCC agrees their policy on off roading

It appears from a recent Cabinet meeting which considered responses to the public consultation on the draft of their new policy on offroading that DCC made only minor changes. Peak Horsepower seems to have had some success in persuading DCC to include the use of barriers to stop recreational motor vehicle users using footpaths and bridleways illegally. In the section on traffic regulation orders it looks like there will be a reference to using TROs where there are 'other legal reasons' (before this the policy talked only about surface damage and 'conflict between users'). Other than that, there will be little improvement and we feel that the policy is still biased in favour of maintaining the rights of offroaders. Meanwhile many thanks to everybody who took part in the consultation.

Public inquiry for Pretty Wood (off Riley Lane, Eyam) and Jacob's Ladder, Stoney Middleton



Pretty Wood March 2012



Jacob's Ladder March 2011

Pretty Wood and Jacob's Ladder are two green lanes that DCC decided should be BOATs. Many local people objected to DCC's decision and the Planning Inspectorate will be hearing all the evidence at a public inquiry on 9-10 October. DCC have reconsidered the evidence on Jacob's Ladder and will now take a "neutral stance" but will continue to support BOAT status for Pretty Wood. Some Alliance members have been looking at old maps, committee reports, enclosure awards and diaries to research the historical evidence. Others have been collecting evidence about public nuisance and about when trail bikes and 4x4s first started to use the lanes. Evidence of nuisance is important because vehicle rights cannot be won through 20 years use if there is enough evidence of public nuisance.

If anyone is interested in helping gather evidence for public inquiries into BOAT claims, please let us know as preparing for public inquiries is time consuming and we need more help! We will help you develop the necessary skills. Much of it involves contacting and interviewing local residents and taking statements.

Yorkshire Dales has problems too!

We are not alone in having problems with illegal use of footpaths, bridleways and restricted byways by recreational motor vehicle users. Other National Parks have to contend with the problem. For an exciting tale involving a Police chases followed by positive action in the Yorkshire Dales see <http://www.grough.co.uk/magazine/2012/08/21/ticket-for-illegal-bridleway-biker-after-sergeant-gives-chase>

Car Road, Holmsfield



Off piste driving creating a parallel track August 2012



badly drained section made worse by motor vehicle use August 2012

Car Road is shown on the definitive map as a Bridleway. However, it is still being used and damaged by recreational motor vehicle users. The original application to upgrade it to a BOAT was incomplete and should have been closed by DCC following a court judgement known colloquially as “the Winchester case”. However, because the original claim also involved a section of tarmaced road, DCC decided not to defer the process and it is still languishing in the DCC queue. There are other similar claims involving footpaths, bridleways and restricted byways that should have been closed. We have been asking DCC to strike them out. While they do nothing, these lanes continue to be misused and damaged. If you live near such a route, you could contact your county councillor and ask them to put pressure on DCC.