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Peak District
Green Lanes Alliance

March 2013 Newsletter

Further Temporary TRO on Long Causeway



Photo: May 2012

DCC are placing a further temporary TRO on Long Causeway from 4 March 2013 until 3 September 2013 for safety reasons while carrying out drainage and resurfacing work. (This is a different TTRO to that reported in the February 2013 newsletter.) They will be maintaining a way for pedestrians, cyclists, horse riders and motor cyclists whenever possible. Vehicles wider than 1.5 metres are still banned from the route.

Derbyshire “Green Lanes” on the PDNPA List of Priority Routes



*Bamford Clough
SK208836; SK214839
ORPA; January 2012*



*Black Harry Lane
SK207742; SK212751
ORPA: October 2011*



*Bradley Lane
SK240712; SK234714
ORPA; May 2012*

Twenty four lanes in the Derbyshire part of the National Park are on the list of Priority Routes. The original list was compiled after a survey of all ORPAs (other routes with public access) and BOATs in Derbyshire; asking five questions about the route; and scoring the route on the answers. The questions were:

- Does the route show signs of physical damage from usage?

- Is the route subject to any protective designation (for heritage and wildlife)?
- Have there been any complaints about vehicular use conflicting with other usage?
- Is the character of the route being damaged by vehicular use?
- Is the free passage of non motorised users being prejudiced?



*Brough Lane SK190802;
SK184820 ORPA;
October 2012*



*Brushfield / Upperdale
SK159713; SK177721
ORPA; January 2013*



*Chapel Gate
SK093825; SK113862
BOAT; January 2013*

PDNPA emphasise that the list is not necessarily a list of potential TROs but a list of routes that should be actively managed. PDNPA say active management includes:

1. TROs: PDNPA have not yet successfully imposed any TROs but are working on a number.
2. Voluntary Agreements: The only well publicised voluntary agreement is the one way system on The Roych. Not all vehicle users observe it. PDNPA says there is a voluntary one way system on Long Causeway but there are no signs about it and it is not publicised on the "Current restrictions" page of their website.
3. Repairs: PDNPA Rangers have used volunteers to carry out minor repairs on some routes e.g. Washgate and Black Harry Lane. Other more extensive repairs have been carried out by DCC. (See February 2013 newsletter for examples.)
4. Signage: Signs on wooden posts have been erected on some routes. Any vehicle would have to stop to read them as they are smaller than conventional road signs. We suspect few vehicle users notice them.
5. Information: "Staying on the Right Track" is published intermittently; the last edition was September 2012. The PDNPA website contains information on off-roading.
6. Route condition surveys by PDNPA Rights of Way Officers/Rangers.
7. Vehicle logging: Loggers are expensive and have to be moved between routes so it is unlikely that usage on any route would be monitored continuously.

Can PDNPA cope?

We would say that condition surveys and logging are essential tasks to carry out but cannot be considered as "active management". We believe that the off-roading problem is growing and is no longer capable of being managed with the resources available to PDNPA, given the lack of significant effort from the various highway authorities within the National Park. DCC seem to have defined their

role very narrowly to undertaking repairs and appear reluctant to initiate TROs themselves. This is imposing an unfair burden on PDNPA, particularly since TRO procedural requirements are much less onerous for a highway authority. For many routes, voluntary restraint will not be sufficient and the process for a TRO is long and drawn out. For a few routes, as long as use remains low, monitoring will be sufficient. However, there are other routes in the Derbyshire part of the national park not on the list, where communities are concerned about the loss of amenity for local people. Examples are Mill Lane (Eyam and Stoney Middleton); and Jacob's Ladder (Stoney Middleton).



*Chertpit Lane/Leys Lane
SK183728; SK197722
BOAT February 2013*



*Clough Lane
SK240617; SK258619
ORPA; January 2013*



*Derby Lane
SK153656; SK167640?
ORPA; May 2011*

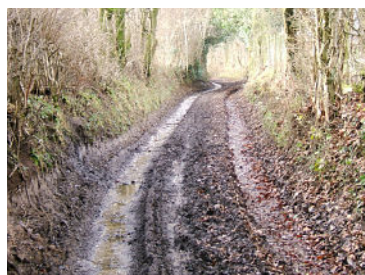
List of routes

The routes are dealt with in alphabetical order and on each route we have given:

- a photograph. This has been chosen to show the type of route and the landscape around it, not the worst damage. Often the problem with a route is not damage or narrowness or blind bends but the volume of recreational motor vehicle use, speed or the loss of amenity – all of which are difficult to photograph. One picture is not sufficient to describe a route, so we plan to feature at least one route in more detail in each forthcoming newsletter in a “lane of the month feature.”
- start and end grid references.
- its current status: BOAT is Byway Open to All Traffic. Recreational motor vehicles users can use a BOAT unless there is a TRO on the route. ORPA is short for Other Route with Public Access (a term used by the OS maps but with no legal status). An ORPA has public rights of access but it is not known officially to which groups of users they apply. (The status of some routes is likely to change.)



*Haydale Road
SK112774; SK128778
ORPA; March 2011*



*Hurst Clough Lane
SK213829; SK225832
BOAT; January 2012*



*Long Causeway
SK227843; SK247844
BOAT May 2012*



Minninglow Lane
SK192577; SK222565
ORPA; February 2013



Monksdale Lane
SK137753; SK148742
ORPA; June 2012



Moorlands Lane
SK262589; SK270592
ORPA; December 2012



Nether Bretton
SK203783; SK209777
BOAT; August 2011



Pin Dale
SK142812; SK161824
ORPA; December 2012



Pretty Wood/ Riley Lane
SK231754; SK234760
ORPA; March 2012



School Lane
SK178779; SK182781
BOAT; March 2012



Shatton Lane
SK201815; SK192805
ORPA; April 2011



Slough Lane
SK124703; SK132714
ORPA; May 2012



The Cop
SK124789; SK127794
ORPA; December 2012



The Roych
SK063846; SK192824
ORPA; December 2012



Washgate
SK058680; SK047672
ORPA; December 2012

Lanes outside Derbyshire

PDNPA is updating its list of priority routes to include routes outside Derbyshire. Whilst we welcome extending the focus to other counties in the national park, the co-ordination problem will become worse as other highway authorities and police forces become involved. From what we have seen so far, Staffordshire CC seem even more reluctant than Derbyshire to address the problem (see Limer Rake below). We will give you details of these routes when the list is made public. If you think a route you are familiar with should be included on the list, now is the time to make PDNPA aware of the problem. Write and tell them.

Lane of the month – Limer Rake, Hollinsclough



The start of Limer Rake near Hollinsclough village just after it leaves Swan Rake. February 2013

above Home Farm at SK064665 and climbs in a southerly direction up the hill behind Hollinsclough village to SK065659.

If you google “Hollinsclough” and “winching” you find links to Youtube videos and off-roader forums which describe an extreme form of recreational motor vehicle use - one where the only way of passing along the route is to use a winch attached to another vehicle, tree or telegraph pole to haul yourself up. That is what is happening on Limer Rake in Hollinsclough; a route that is so damaged that local farmers can no longer use their quad bikes on it and local horse riders no longer ride up it.

Limer Rake leaves Swan Rake just in a southerly direction up the hill



The metal gate used to be the entrance to New Barns. It is now 65 cm below the level of the track. February 2013

Local people say it was a packhorse route used in the salt and silk trade. It is shown on a Harpur Crewe estate map dated 1829, so the route has a long history and is part of the historical landscape of the area. Villagers can remember when it was literally a “green lane” and it was possible to run or canter up it.

The route has various problems; destruction of the drainage; use by 4x4 vehicles often involving winching; danger to other users from recreational vehicles; and expensive damage to the walls by vehicles.

Because the track is now below the original level, the setts (gaps in the wall at ground level to allow water to run off the track into the fields) no longer work. All the run-off water from the route, and some from the tarmac road at the top, run down the Rake, eroding the path still further. Use by recreational motor vehicles aggravates this, leading to a vicious cycle of erosion.



The fall beneath the exposed tree trunks was between 50 and 85 cm deep. February 2013



"A switch back." February 2013

Hollinsclough Parish Council has been asking Staffordshire County Council to repair the route for many years with no success. People are now concerned about an additional risk. In places, where the Rake is deeply eroded, the walls are standing on top of steep banks which are being undercut. The fear is that the banks could collapse but Staffordshire County Council do not accept this.



Loose rock and stone where Limer Rake has been eroded. February 2013



Near the bend at the top of the picture, the track is 90 cm below the wall footings. February 2013

As explained earlier in this newsletter, PDNPA is extending the Priority Routes to include routes outside Derbyshire. Limer Rake is included in the draft list that we have seen.