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Peak District
Green Lanes Alliance

June 2013 Newsletter

Reminder of Chapel Gate Traffic Regulation Order Consultation

PDNPA is currently consulting with the public on a permanent Traffic Regulation Order (TRO) on Chapel Gate, Edale. The consultation ends on **28 June 2013**. Details of how to respond can be found in our May 2013 newsletter which can be seen at <http://pdgla.org.uk/wp/wp-content/uploads/2013/05/PDGLA-May-2013-newsletter.pdf> or at <http://consult.peakdistrict.gov.uk/details.cfm?TROID=6>
If you haven't already told PDNPA your views on this proposal, please do so as soon as possible. It is up to you, but we would suggest concentrating on supporting the reasons advanced by PDNPA rather than surface conditions.

DCC to extend the Temporary TRO on Chapel Gate

DCC are extending the Temporary TRO on Chapel Gate and Edale Footpath 4 until 30 June 2014. Until then the route will be closed to all users from the Barber Booth end until the junction with Edale Footpath 2. The reason for the closure is to facilitate public safety during essential maintenance and drainage works. Details of the closure can be found at http://www.derbyshire.gov.uk/leisure/countryside/access/rights_of_way/path_closure_register/search_the_register/details.asp?AppID=4404&men_1975=Edale

Route of the month – Macclesfield Old Road, Hartington Upper Quarter



General view of Macclesfield Old Road: February 2013

This month we have deliberately chosen a route which is not on PDNPA's list of Priority Routes to highlight that the problems caused by off-roading are not confined to routes on that list.

Macclesfield Old Road is an ORPA (shown as an Other Route with Public Access on OS maps) from Burbage on the western side of Buxton (SK036724) to the River Goyt at SK 018716. It's part of the original 1759 turnpike road from Buxton to Macclesfield, said to be to be the third

highest turnpike road in England. It was replaced by the improved turnpike (which the modern A54/A537 follows)) which was completed in 1823 and had easier gradients at the expense of extra distance. It is a wide route, between walls, because its width was set out as 60 feet in the Hartington Enclosure Award of 1807. It crosses the relatively wild Axe Edge Moor with extensive panoramic views of the surrounding moors.

The main problem is not the surface of the route itself, which although rough in places is wide and presents no problems for able bodied walkers, but the amount of vehicle activity on the verges beside the track. Some of this activity is extensive; destroying the character of the route and detracting from the seemingly untouched wildness of the area. This widening is unfortunately legal because users are entitled to use the full width of the route as defined in the enclosure award. Before the days of surfaced and sealed highways, it would have been sensible to allow users to vary the track taken to bypass impassable sections. However, given there is now a surfaced track in the middle of the awarded route, this behaviour seems unnecessary and irresponsible. It is another example of how the existing, historically based, approach to rights of way law does not meet modern requirements. It also demonstrates how the attraction of off-roading to some participants is the challenge of coping with difficult conditions rather than enjoying the natural beauty of the countryside.

All the pictures below show widening of the route and were taken in February 2013.



Surfaced route is to the right



Surfaced route is just visible towards the top in the centre of the picture

TRO of the Month – Beresford Dale, Hartington



Beresford Dale: July 2011

This route, also known as Hartington Town Quarter BOAT 34, goes from the minor road which stops at the footbridge on the River Dove at SK 128586 to the minor road to the south east of Wolfscote Hill at SK 133584. DCC approved this TRO on 5 July 2007. The only leisure users who can use the route now are pedestrians, equestrians without carriages and pedal cyclists (not our stilted language but that of the report.)

DCC was concerned to protect the environment. The report prepared for councillors said:
“The impact on leisure vehicle users was recognised, however taking into account, in particular, the opinions expressed by the Environment Agency and English Nature, it was apparent that unrestricted use of the road at the ford in the River Dove would be at risk of causing environmental damage, including adverse effects on protected species and a Site of Special Scientific Interest and Special Area of Conservation.”

You can see the council minutes at http://www.derbyshire.gov.uk/images/2007-07-19%20ES%20Mins%205%20July%202007_tcm44-13424.pdf

Currently DCC is restricting its efforts on “green lanes” to repairing damage, rather than sharing the burden of imposing TROs with PDNPA. We wish DCC would be much more active on the TRO front; showing the same concern for the environment as it manifested in Beresford Dale. Regrettably neither DCC nor PDNPA publicise the Beresford Dale TRO on their websites.

Repairs to Mill Lane, Eyam and Stoney Middleton



Mill Lane: March 2011



Mill Lane: May 2013

DCC have completed their repairs to Mill Lane, a BOAT running between Stoney Middleton and Eyam villages. The main repair has been to place limestone

chippings on the section that was previously muddy in wet weather (the part nearer Eyam than Stoney Middleton) and improve the drainage in that area. Local residents are however still concerned that this route is not on the Priority List.

Pretty Wood, Eyam – further update

In our May 2013 Newsletter, we told you that there had been appeals following the decision of the Planning Inspectorate about the status of this route. The May newsletter which can be seen at <http://pdgla.org.uk/wp/wp-content/uploads/2013/05/PDGLA-May-2013-newsletter.pdf> The Planning Inspectorate has announced that the public hearing to consider the changes proposed following the previous inquiry will be on Tuesday 17 September, at Eyam Church Centre.