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Peak District  
Green Lanes Alliance

## Saving our green lanes from off-road vehicles

### July 2017 Newsletter

#### Washgate TRO came into effect on 21 July 2017

The long awaited PDNPA Traffic Regulation Order (TRO) came into effect on 21 July 2017. The order bans recreational motor vehicle users from Washgate between Booth Farm in Derbyshire (SK 058680) and Tenterhill in Staffordshire (SK0486773). The route crosses the River Dove by an historic packhorse bridge and is a beautiful route for non vehicle users.

There is an exemption in the Order for two motor vehicle trials – the Bemrose Trial and the Reliance Cup Trial - “on such terms as may be required by PDNPA.” There are the normal exemptions for the emergency services, land management and invalid carriages.



*Competitors on the Reliance Cup Trial in June 2017. The competitors, on pre 1967 motor cycles, were all very polite and rode slowly and considerately.*

This year neither trial had a competitive stage (where competitors have to ride a short distance without their foot touching the ground) either in the River Dove or on the “steps” on the Staffordshire side. Whilst not enthusiastic about the exemption for motor cycle trials, members who saw both the Reliance Cup and the Bemrose Trials felt that the considerate behaviour of the riders made the presence of the trials acceptable to walkers using the route on the day of the trials. There may be

problems for horse riders who would find it harder to get out of the way. And there may be continuing surface damage.

We're delighted that PDNPA has finally protected this historic lane and its packhorse bridge. A big thank you to all who took part in the consultations.

Once the TRO has been in effect for a time, if you see any recreational vehicles on Washgate (except during the two trials), ring the police on the non emergency 101 number. Don't expect blue flashing lights, but information about illegal activity will help to prioritise police enforcement action.

### **Chapel Gate Temporary Traffic Regulation Order extended until 30 June 2018**

Chapel Gate (also known as Chapel en le Frith BOAT 144 and Edale BOAT 16) is a route starting at an unnamed "brown" road at SK 113843 which climbs up to the end of Rushup Edge and joins the Sheffield Road (also known as the Chapel Road) at SK 093825. It has a PDNPA Traffic Regulation Order on it preventing its use by all recreational motor vehicles since May 2014.

It has been closed to all users from the junction with Edale Footpath 2 (SK 100835) to the junction with Sheffield Road (Rushup Edge) by Derbyshire County Council Temporary Traffic Regulation Orders (TTROs) since at least 11 December 2014 (and probably from October 2014 or earlier) for repairs.



*The steps in August 2014. Many users found these difficult to use and an alternative path had been created on the bank above the steps (on the right hand side of this photo – but not shown in the photo).*

Repair work started on 20 October 2014 and was then halted on 24 October 2014 due to representations made by mountain bikers. They objected to covering the rock steps which have, for many years, provided a challenge to biking enthusiasts. In addition, horse riders had doubts about the suitability of the stones being used for repairs to the surface.

DCC then consulted 21 organisations who were thought to have an interest in the type of repairs to be carried out. A report was presented to the meeting of the Cabinet Member (Highways, Transport and Infrastructure) on 7 July 2015. The report recommended "implementation of the scheme with the revisions outlined in the light of the consultation feedback in liaison

with the Peak District Local Access Forum." The minutes show this recommendation was accepted. As far as we know, the repairs were never restarted after the July 2015 meeting.

Instead, in the Autumn of 2016, DCC had a further (public) consultation which sought views on their proposal to carry out significant work to the surface and drainage of a short section in order to stabilise the surface. PDGLA felt that the proposed repairs

(2016 consultation) did not adequately address the drainage issues, since there were no outlets for the cross drains in the sunken section! We are not aware of the results of this consultation being published. It is also not clear why this further consultation was even undertaken since it was agreed the work should go ahead in July 2015.

The TTRO expiring in mid 2017 has just been extended to 30 June 2018 or until the work is completed “whichever is the sooner”. The reason for this TTRO is “to allow for public safety during maintenance work”. PDGLA is not aware of any repairs being carried out on Chapel Gate since the work was halted in October 2014 and believes that the closure of part of the route to walkers, horse riders and cyclists for such a long period when no work has been done since October 2014 is unacceptable. Local residents, horse riders and cyclists are equally in the dark about what is going on and when any repairs might start.

### **Update on the Hollinsclough Rakes Temporary Traffic Regulation Order**



### **Sketch map showing the location of the Hollinsclough Rakes**

Staffordshire County Council (SCC) has closed Limer Rake and Swan Rake in Hollinsclough to all users by a Temporary Traffic Regulation Order (TTRO). Both these routes are ORPAs (other routes with public access on OS maps). The TTRO lasts until September 2018 and is to allow SCC to make the Rakes safe for users.

We believe the safety issue concerns the stability of the walls. In places they have been undermined by water erosion and the cumulative effects of off-roading. One

Hollinsclough resident can remember being able to canter up Limer Rake (which then had a grassy surface) on her horse. Before the closure, very few horse riders would care to ride up either Rake because of the poor surface condition. Many walkers and cyclists also found the surface difficult.



*Limer Rake: Wall footings undermined. July 2015*



*Limer Rake: Surface damage. August 2016*

Unfortunately there were still no signs or notices on the route to advise of the closure and the boulders which were going to be placed to stop entry to the routes were not in place in early July. If users are not made aware of the TTRO when they reach the route, there is no chance of it being observed.



*Photograph: The steps on Swan Rake. The small red object is an OS Map to give an idea of the size of the step. August 2016.*

We suspect that making the walls safe will be difficult because of the depth the route has been eroded.

PDGLA would like to see a Traffic Regulation Order (TRO) banning recreational motor vehicles from both routes. This would stop further deterioration of the surface of the route due to off-roading and protect walls from damage when vehicles are being winched on the route and get out of control. SCC proposes developing a county wide policy on “green lanes” but this will take some time to do as it will involve consultations with interested organisations and a general public consultation.

We are concerned that the Rakes could be closed by a series of TTROs without any repairs being carried out (as has happened on Chapel Gate.) We will continue to monitor what is happening on the Hollinsclough Rakes. Temporary TROs are only

intended to deal with short term problems such as closure during repairs or until work is carried out to make the route safe again. They are not intended be renewed indefinitely.