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Peak District  
Green Lanes Alliance

## Saving our green lanes from off-road vehicles

### November 2017 Newsletter

#### TRO consultation for Jacob's Ladder, Stoney Middleton

Jacob's Ladder is a Byway Open to All Traffic (BOAT) which leaves Stoney Middleton village near the church (SK 232755) and climbs steeply uphill to join New Road at SK234760. You can see a photograph of how it used to look at <http://places.wishful-thinking.org.uk/DBY/StoneyMiddleton/JacobsLadder.html> Unfortunately it doesn't look like that now as the surface is very eroded and worn, with exposed tree routes in places. The route should not to be confused with the Jacob's Ladder above Edale where recreational motor vehicles use is illegal.



*Jacob's Ladder: July 2017*

Derbyshire County Council (DCC) has agreed to consult on a Traffic Regulation Order (TRO) which if implemented would exclude recreational 4x4s and motor bikes at all times from Jacob's Ladder. The parish council has been pleading with DCC for action on this lane for over 20 years. It is steep and narrow, has two blind bends and is severely damaged. Local residents and horse riders stopped using it some years ago. PDGLA, Peak Horsepower and Friends of the Peak District got involved in the effort to get a Traffic Regulation Order (TRO) when the public inquiry into the BOAT claim was lost in 2012. We are very pleased that DCC has decided to grasp the nettle. The first stage in the TRO process is formal consultation with a list of statutory consultees and with organisations with an interest. Full public consultation takes place at stage two. We will let you know when the public consultation is launched.

## Voluntary restraint started on Minninglow Lane on 4 November 2017

We reported on the condition of Minninglow Lane, Ballidon in last months newsletter. (See <http://pdgla.org.uk/> and the link to the newsletter archive.) It is particularly vulnerable to vehicle use because it is grassed between the junction with the High Peak Trail (SK 205572) and some tumble down farm buildings at about SK 217565. This grassy section is heavily rutted all the year round and becomes water logged in the winter. Voluntary restraint was on PDNPA's Action Plan for 2017/2018.

The off-roaders agreed to start voluntary restraint from 4 November 2017 which will last until 1 May 2018. It may be lifted earlier if the condition of the route miraculously improves.

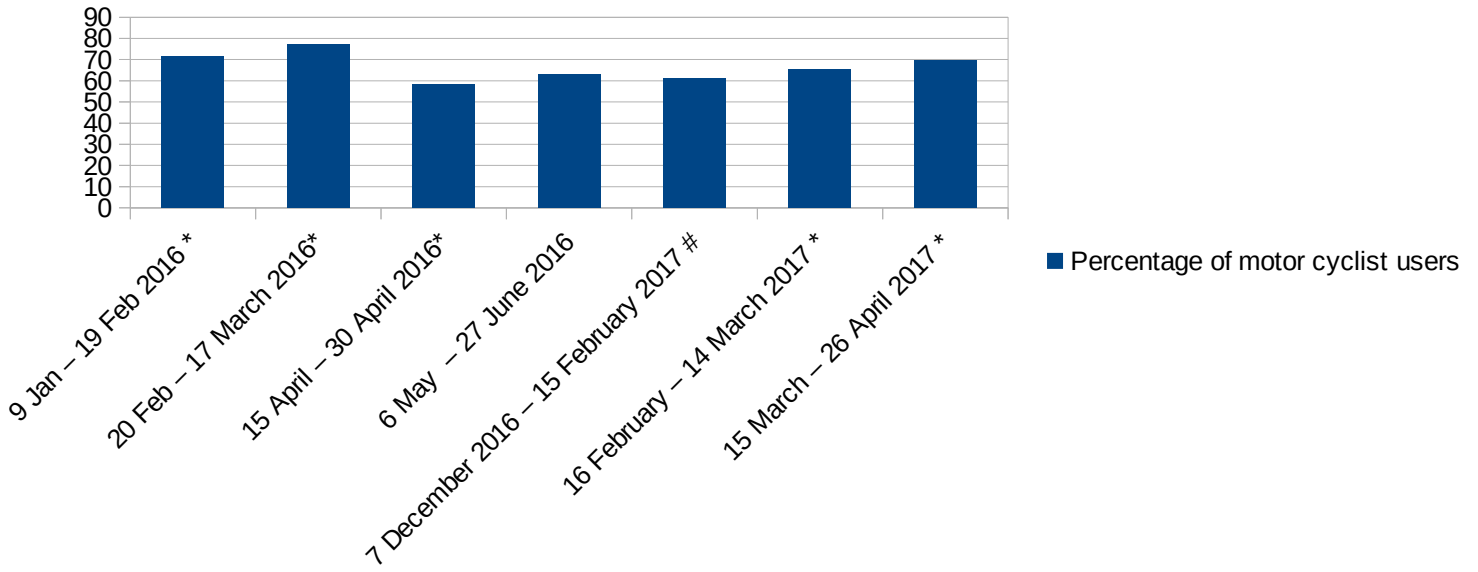


As you can see, the notices about the voluntary restraint are in two parts. This is because all the national organisations representing recreational motor vehicle users agreed for the need for voluntary restraint for 4 x 4s and quad bikes. The Peak and Derbyshire Vehicle User Group (PDVUG), the local vehicle users group, supported this. However, the national Trail Riders Fellowship (TRF), which represents motor cyclists, did

not think the voluntary restraint should apply to their members whilst agreeing (unsurprisingly) that it should apply to 4x4s. Local motor cycling groups are to be congratulated for being more responsible than the national TRF, as they are well aware of the condition of the route and the damage any vehicles will cause in the narrowest, muddiest section. Manchester 17, Manchester TRF, West Yorkshire TRF and East Midlands TRF have all agreed to support PDVUG & GLASS. Hence the second notice applying only to motor cycles.

We think the national TRF is being disingenuous. We have used PDNPA vehicle logging data to calculate the percentage of motor vehicle users who are motor cyclists for each of the vehicle logging periods since January 2016. The chart is on the next page. An \* by the dates indicates that all the logging took place during a period of voluntary restraint. A # by the dates indicates that there was some voluntary restraint within the period. As you can see, motor cyclists are the major motor vehicle users of Minninglow Lane. In the period 20 February 2016 to 17 March 2016, 77% (or over three quarters) of the vehicle users were motor cyclists. We do not think it reasonable to argue that a group who form such a majority of the vehicle users of the lane cause no damage and should be allowed to carry on using the lane during a period of voluntary restraint.

Motor Cycle Users as a Percentage of Vehicle Users of Minnnglow Lane Since January 2016



*Part of the route on 6 November 2017. The narrow strips of ground between the ruts are very muddy, so walkers face slipping into the ruts. The strip next to the wall actually slopes steeply and in places has been churned up by vehicles. So although it looks green and pleasant, it is not easy walking.*

We believe that currently the route is unusable for cyclists and horse riders and difficult for walkers to use. Voluntary restraint is not going to improve the condition of the route. At best it will leave the condition no worse than at the beginning of the voluntary restraint. We believe that the route needs repairing in such a way that the green lane character is maintained; and that the current management of the route needs reviewing to ensure that non vehicle users can use it safely all the year round. With current conditions that will only be achievable with a traffic regulation order.

### **Hollinsclough Rakes Update**



*The boulders at one entrance/exit.  
October 2017*

Limer Rake and Swan Rake (in Hollinsclough parish) are both closed to all users by a Temporary Traffic Regulation Order (TTRO). They are awaiting repairs. Staffordshire County Council has placed boulders at the 3 ends where access is possible but still has no notices informing users of the TTRO.

As you can see from the photograph, motor cyclists can still squeeze past the very substantial boulder. And some are continuing to ride along both Limer and

Swan Rake in spite of the TTRO. Whilst notices will not deter those determined to ignore the TTRO, they might make clear to the more law abiding that the TTRO does not apply only to 4x4s and quad bikes.