

PDGLA  
PO Box 7976  
Great Longstone,  
Bakewell,  
Derbyshire, DE45 9AY  
Web: [www.pd gla.org.uk](http://www.pd gla.org.uk)  
Email: [sec.pd gla@btinternet.com](mailto:sec.pd gla@btinternet.com)



Peak District  
Green Lanes Alliance

## Saving our green lanes from off-road vehicles

### January 2020 newsletter

#### Chapel Gate – reopened at last

Chapel Gate is a BOAT in the Dark Peak part of the National Park. It was closed to recreational motor vehicles by one of the earliest PDNPA Traffic Regulation Orders (TRO). It climbs uphill from Edale at SK113843 to the west end of Lords Seat and then down to the Sheffield/Chapel Road at SK093825. Part of the route had been closed to all users since December 2014 whilst waiting Derbyshire County Council (DCC) repairs. It was re-opened before Christmas.



*The new track to the left of a waterlogged peat area. January 2020*



*The new track next to an old track made by 4x4s before the TRO. This shows how fragile the peat is and how long it takes to heal. January 2020*

The good thing is that the summit section across bare peat has been repaired which will stop further erosion of the fragile peat.

A limited amount of repairs have been carried out on the stony section leading down to the Sheffield Road. However nothing has been done to improve the drainage in this section and there is always the danger of torrential rain washing repairs and the existing surface away. This happened to some trial repairs that DCC carried out early in 2019 which were washed away.



*An obviously repaired section.  
January 2020*



*The stone steps have been retained.  
January 2020*

Closing a route for five years seems excessive given the minimal work on the stony section that DCC eventually opted to do. And it wasn't shortage of money that was the problem (as money had been allocated) but a lack of ideas on the most effective solutions and two public consultations that didn't appear to achieve much.

We did notice some vehicle tracks at our visit. We weren't sure whether they were from vehicles used in the DCC repairs or from recent illegal off-roading. If you see vehicles that seem to be recreational (rather than farm) please ring the Police on the non emergency 101 number. Any information you can safely obtain such as pictures or registration numbers will help the Police trace the miscreants.

### **Minninglow Lane repairs completed**

Minninglow /Gallowlow Lane is a BOAT in Ballidon, Derbyshire. The section east of the High Peak Trail (SK 205572) to the old farm buildings at about SK217565 is grassy. Genuine grassy lanes are rare in the Peak District and particularly valued by horse riders. Unfortunately the grassed section had become very rutted with the ruts filling with water after rain and often remaining water logged all Winter. In Summer long grass hid potentially ankle twisting ruts.



*Before the repairs in February 2019*



*After the repairs in December 2019*

DCC carried out repairs this Autumn and the route has now been re-opened to all users.

We hope the repairs will stand up to recreational motor vehicle use as previous repairs to the western end of the grassy section, carried out by one of the farmers in 2012, were by 2015 deeply rutted – mainly by 4 x 4s.

We think this route would be suitable now for inclusion in the PDNPA “Miles without Stiles”. It is of historic interest as it is part of the old packhorse route between Hartington and Wirksworth. It passes through a landscape of historical interest crossing the disused railway line and is beneath the hill containing the chambered cairn on Minninglow Hill (with a concessionary footpath allowing access to Minninglow Hill.) Although it may not be dry in Winter or periods of very wet weather, if the route information warned potential users of this, users could decide whether this possible wetness would be a problem to them. And of course, the lane allows access to an attractive, typical White Peak landscape.

We believe that this route requires active management because of the potential for damaging its surface and that this would best be provided through a Traffic Regulation Order without waiting to see if the new surface is damaged by continued use by recreational motor vehicles.