

**LAF Green Lanes Sub-group
Aldern House
27 September 2012**

Attendees:

Edwina Edwards (Chair) Henry Folkard, Richard Entwistle, Charlotte Gilbert, Sue Weatherley, James Kellie, Mike Johnson, Richard Peart
Claire Griffin & Adge Last
Mike Rhodes & Sue Smith

Apologies:

John Thompson

1. Introduction

Edwina Edwards welcomed Claire Griffin and Adge Last to the meeting of the sub-group. It had been agreed at the full Forum meeting that any members who wished to observe/be involved in the Sub-group's discussion on the TRO consultations could attend the sub-group meeting. All members of the sub-group agreed that the additional members present did not affect the balanced representation of the sub-group.

2. Traffic Regulation Order (TRO) Consultations – Chertpit & Leys Lane & Brushfield-Upperdale

Sue Smith summarised the Sub-group's previous advice on these routes by reading out from the route summary reports and action plans and the update notes of the Special meeting of the LAF in March 2012. Sue summarised the questions that were being asked in the consultation letter and the grounds for making a TRO as set out in the Defra guidance document to accompany the regulations. The Authority would consider any proposals at Committee on 9 November.

Chertpit & Leys Lane

Members considered the route to be an important route in the area for vehicle users and residents and previously school children from the outdoor education centre. Use by horse riders is infrequent. There is a significant amount of agricultural access at each end of the route. The relatively recent classification as a BOAT and the publicity surrounding that may have temporarily increased vehicular use.

The sub-group felt that there were safety issues at the pinch point as a result of not being able to get out of the way irrespective of whether other users could be seen. There were concerns that the proposed resurfacing or a one-way system could increase the speed of vehicles. Where speed was not an issue, conflict between various users was inconvenient rather than dangerous. Perception of danger meant that some users were not using the route resulting in a loss of amenity. There was discussion over the actual risk as compared to the perceived risk which is affected by the type of users and the level of vehicle use.

It was considered that issues continue despite measures relating to vegetation cut-back, resurfacing and advisory signs. An alternative route proposed under the Black Harry Trails project did not receive funding or the support of the

landowner at the time. Whilst this would have provided additional benefit it would not be an alternative for Great Longstone residents. Voluntary restraint was not considered to be an option.

It was considered that the Chertpit section from Scrattey to the picnic site (Leys Lane) provided a good access point for walkers.

No consensus was reached by the sub-group. The majority (6 members) considered that there should be a restriction on all vehicles on the Leys Lane section only. 2 members voted for a peak-time ban (as defined by the NPA from reference to vehicle logging data) or at weekends and Bank Holidays on all vehicles along the full length of the route. 1 member recommended a motorbike only ban along the full length of the route. The Chair abstained.

Brushfield-Upperdale

Members considered that the route is quite popular and is of major importance for vehicle users as a through route from Priestcliffe.

The sub-group felt that some of the use on the track and onto adjacent areas was agricultural. There is deviation on the steep section of the route by all types of users, including agricultural, onto adjacent open access areas due to the condition of route. Further along the track, illegal use has been contained by telegraph poles. Fencing is unlikely to be pursued.

The lower section has deteriorated significantly but is containable. Maintenance of the upper section is more problematic. No works have been identified by DCC in the 2012/13 work programme. The challenging aspect of the route for mountain bikers would be lost by resurfacing.

Noise and disturbance to residents has previously been an issue but less so now due to a change in ownership. Alternatives are available for those on foot and a bridleway meets the bottom of the track.

The preferred approach is for the route to be repaired but pending funding being found and an appropriate repair option being identified damage will continue. There were concerns that the use is not sustainable but it was considered that there was a need to see the potential for repairs in the absence of which the case for vehicle regulation could be inconclusive.

No consensus was reached by the sub-group. The majority (7 members) considered that DCC should assess the route and report on the feasibility of adequate repairs and the availability of resources by the February LAF meeting. 2 members considered that until those repairs are complete there should be a temporary restriction on all vehicles

3. Date of Next Meeting

Thursday 18 October 2012, Aldern House