

Vehicles in the Countryside - Rights of Way Officers Update

Sustainability – Brough Lane, Long Causeway and Chapelgate/Next 7 routes

The Local Access Forum subgroup met at Losehill Hall on 5th August to discuss the next batch of 7 ‘may be unsustainable’ routes and to give further advice on routes at Brough Lane, Chapelgate and Long Causeway. Notes from the meeting are attached.

Supplementary to this meeting I am delighted to tell you that not only as mentioned in those notes have £30K been sourced to address issues at Brough Lane and Long Causeway, but that Wayne Bexton of DCC has secured another £42K. This entire fund of £72 must be spent in this financial year. We are presently in discussions with DCC about how to spend this funding and presently looking at what effect this sum would have at chapelgate.

In relation to the LAF subgroup’s recommendations that the PDNPA make an experimental TRO at Chapelgate, after discussion with senior management an Environmental Impact Assessment will be carried out by the PDNPA. We wish to ensure that any proposals does not contradict our vehicle policy and of course must ensure that, should the 18 month closure end without concrete results/funding etc, that we establish our position for such an event prior to any proposals.

Bradley Lane and Washgates

135 comments have been received in connection with the proposed TROs. Peter White is preparing a report but obviously this is a lot of work to undertake and may take time.

Shatton Lane

I thought the group would be interested in a before and after shot, showing the lane as it is now – use continues to be very low.

Moorlands Lane Bonsall

Is presently overgrown. I’ve priced the minor repairs required. If there is any funding left over from the schemes above I’ll carry out the work.

School Lane, Great Hucklow

I am pleased to tell members that DCC Highways have visited the site and are prepared to propose a consultation on making a TRO. I will keep you informed and, of course, keep up the pressure to see action at this location.

The Roych

At the subgroup meeting we discussed arranging a site visit to the Roych, which is causing concern to Natural England, and make proposals for the route. I apologise that I have not yet organised this meeting.

Hurstclough Lane, Hathersage

A request has been made by the parish council to reassess this route in light of deterioration to this lane. As requested by the subgroup I have resurveyed this route. My observations are attached in the appendix but my recommendation is that this route should indeed be investigated as a 'may be unsustainable' route and the subgroup should assess the route as part of the final batch of such routes in due course.

Voluntary Restraint – Minninglow/Gallowgate Lane

Pictures of this route are available at the meeting. The images show the repairs that have been carried out by the local farmer on this lane. We believe the lane needs a good season's growth to enable it to recover and have asked PDVUG to approach LARA asking all vehicle users to refrain from using this route from 1 November 2010 - May 2011 when we will reassess the situation.

I am delighted to say thanks to Richard Es work LARA have agreed to this voluntary restraint, I'll keep you posted on developments.

Illegal Activity

Use continues to be low at illegal sites where works have taken place.

A curious group of readings on one site where vehicles have been driving at 2-3am has been passed to the police and is being investigated.

Logged Use

Logger data has been collected at 28 locations so far this year.

Appendix - Hurstclough Lane, Hathersage

The parish council requested that the current sustainability score (orange) be reinvestigated as the route is deteriorating. At the request of the subgroup I have resurveyed the route and agree with the parish council that the route has indeed deteriorated since the original survey. Photographs are provided for the meeting. I believe that the existing tarmac surface has now become so poor in places that some user groups may have safety issues. I have therefore reapplied the scoring criteria and the route should now be categorised as ‘may be unsustainable’:

Physical¹	Conservation²	Complaints³	Character⁴	Conflict⁵	Total
2	1	1	2	2	8

For information, this score puts the lane in the same score category as Sough Lane, Taddington and Riley Lane Eyam, both of which have obviously yet to be investigated by the LAF subgroup.

¹ Does the route show serious signs of physical damage resulting from usage? ***Is it difficult for user groups to use this route (for users groups we have defined walking, cycling, horse-riding, carriage driving, and vehicles)*** 3 points – 4 or more user groups would find the route hard to use, 2 points – 2-4 user groups would find the route hard to use 1 point 1 or no user groups would find the route hard to use.

² Is the route subject to any protective designation (for heritage or wildlife)? ***We have defined protective designation as Scheduled ancient monument, Site of Special Scientific Interest, Special Area of Conservation or Section 3 and Natural Zone.*** 3 points a route crosses or abuts a protected area and vehicle users are (for whatever reason) leaving the highway, 2 points – the route crosses or abuts a protected area, 1 point – no areas of protection abut or cross the highway

³ Have there been any complaints about vehicular use conflicting with other uses? 3 points Yes many complaints from a variety of sources, 2 points yes from localized sources or individuals, 1 point – few or no complaints

⁴ Is the character of the route being damaged by vehicular use? 3 points – are the highway and adjacent land are affected, 2 points – the highway is affected, 1 point – little or no affect (including 1 or 2 minor areas of damage on the highway)

⁵ Is the free passage of non-motorised users being prejudiced? ***Are there issues regarding the width, visibility, slope and speed of use by vehicles.*** 3 points yes (3 or 4 issues), 2 points yes (1 or 2 issues), 1 point – minor/no issues