

Local Access Forum Vehicle Sub-group Meeting 5th August 2010 – Losehill Hall

Purpose of Meeting

To advise relevant partners of potential future management proposals for green lanes within the Peak District National Park identified by the Sustainability of Routes survey.

Present

Wayne Bexton (DCC)
Richard Entwistle (LAF)
Henry Folkard (LAF)
Charlotte Gilbert (LAF)
Mike Johnson (LAF)
James Kellie (LAF)
Richard Pett (PDNPA)
Mike Rhodes (PDNPA)
Richard Taylor (DCC)
John Thompson (LAF)
Sue Weatherley (LAF)

Apologies

Dick Peart (LAF)

Legal Issue

HF expressed concern that the views of the subgroup should be expressly seen as being pragmatic and not in any way suggesting legal rights on lanes for user types. Suggestions given below are therefore given by the group without prejudice to any potential rights, and the recommendations should not be taken to infer any such rights.

This should also be considered the case for all other recommendations made by the group unless BOAT status has already been resolved.

Update – Brough Lane and Long Causeway

WB explained that £30K had been secured by DCC to spend on green lane issues and that officers recommended works take place on these two routes as a priority. Works would be in line with the agreed action plans.

The sub-group noted the plans and supported work to ensure action plans were progressed.

Update – Chapelgate

It was explained that unfortunately the significant funding to carry out the action plan for this route had yet to be identified and members were invited to discuss updating the plan to reflect this.

The group proposed that, in light of vehicles leaving the Highway and damaging the protected land nearby that the PDNPA consider a temporary TRO, discussions took place to suggest that the degradation is now so severe that the issue has ceased to become

a highway issue solely because of the wider impact upon the landscape of the National Park and adverse effect of detritus being washed from the eroding highway onto contiguous agricultural land

A temporary TRO for 18 months should be considered on the following grounds:

- Damage to protected land due to the condition of the highway
- The safety of all users
- To investigate what action can be taken whilst ensuring that in the short-term the condition of the lane does not deteriorate further, potentially increasing costs. This to include the scope for creation of a bridleway adjacent to the track within the area bounded by walls
- To involve all partners in an open discussion on both seeking to secure the funding, repair and ongoing management of the BOAT.

PDNPA Officers said that they would take this recommendation back to managers but stressed that Chapelgate represented a unique challenge in the National Park, and that it would be vital to involve all partners in an open discussion about the future of the route. JT offered to coordinate a report on behalf of the LAF subgroup to support this proposal and submit that to the LAF meeting on 18 September.

Although not part of the specific agenda, members expressed dismay that the school safety officer for DCC had yet to contact the Chair of Great Hucklow Parish Council in relation to School Lane in that parish. The sub-group pressed for meetings to commence without further delay.

Next 7 May be Unsustainable Routes

An open discussion then took place regarding the main purpose of the meeting – to agree recommendations for the next identified routes. The recommendations of the group are highlighted below, together with any ongoing or subsidiary recommendations. All recommendations save those at Bamford Clough were unanimous recommendations of the subgroup.

Bamford Clough

The *majority* of the group recommended that:

- In light of safety issues a one way system be introduced – by voluntary restraint – for vehicles. The one way system should operate with vehicles driving uphill for safety of all users.
- Whilst repairs had been undertaken, the concrete surfacing installed was extremely dangerous for all users in wet weather on such a steep slope and alternatives should be looked into as a matter of urgency.
- The ongoing maintenance of the track should be addressed

One member of the group requested that a consultation should be held with a view to making an all-vehicle permanent TRO

Black Harry Lane

The group unanimously recommended that:

- The route should be repaired (with particular attention to the exposed bedrock which could present a danger to riders)
- The route be signed to ensure all users were aware of other potential users
- That the route be maintained to a suitable standard

Upperdale – Brushfield

The group applauded the work of Operation Blackbrook at this location, and the efforts of ranger staff to address illegal trespass.

The group unanimously recommended that:

- They required further information about agricultural access and how this impacted upon the lane
- Funding should be sought to carry out repairs (if such repairs were feasible) in light of further use information and further discussion by the sub-group and investigations made to the suitability of materials
- That it be noted that some form of restriction ‘may reluctantly’ be considered in the future if required.

Chertpit Lane

RE gave the group an update on the meetings that had taken place between the Peak and Derbyshire Vehicle User Group (PDVUG) and the local group rocking the BOAT, and said that PDVUG would continue this dialogue with a view to implementing agreed actions. A proposal had been discussed to clear back vegetation where the route was narrow and that repairs should be made to damaged walling. The route would then be looked at again to see if these measures had addressed concerns. The meeting between PDVUG and the parish council was due in the near future.

The group unanimously recommended that:

- The route should be signed by the County Council
- The sub-group welcomed dialogue between users and the local community
- The subgroup should be kept informed of the proposed works on the site and how they are working
- Any developments to be discussed by the subgroup at a future date as required.

The Cop

RP explained that Dick Lane was not part of the proposed management plan and that only the cul-de-sac section of NCH was to be considered.

Members expressed surprise at the inclusion of this route. RP explained that at the time of the work on action plans this route was being used to facilitate illegal access onto adjacent bridleways. Such use had effectively ceased but an open agreement was in place with the adjacent landowner to contact the PDNPA if illegal use returned.

Members unanimously recommended that:

- No action to be taken at this route unless illegal activity returns.

Monksdale

The group unanimously recommended that:

- The legal status of the route may have a bearing upon its future use, but for the time-being minor maintenance needs to be carried out and no further action needs to be taken.

Pin Dale

The group welcomed the proactive work of all those involved in trying to address illegal trespass at land adjacent to the lane.

The group unanimously recommended that:

- Their support for the ongoing work be noted
- The situation is clearly developing and they should be kept informed of any significant developments
- The proposed actions of English Heritage were noted with a request for details to be made available.

Order of priority for works

The subgroup recommended that, following the review of the situation at these lanes, they should be reassessed in terms of priority, and that in their view works should be addressed in the following order for this batch of 7 routes (descending in importance):

1. Bamford Clough
2. Upperdale – Brushfield
3. Chertpit Lane
4. Pin Dale
5. Black Harry Lane
6. Monksdale
7. The Cop

Other Matters

In light of concerns about damage being caused to the Roych, the (sustainability) score for this route had been reviewed and it was felt by officers that an inspection should be arranged for sub-group members with a view to recommending actions. RP would arrange this in due course.

Concerns had been raised by Outseats parish council in relation to Hurst Clough, in view of this concern the sub-group felt the route should be investigated to see if the orange designation was still appropriate. Some members expressed concern that, whilst the ongoing work was inevitably subject to developments, that officers should carry out any reviews and then report to the sub-group, and not the other way round.