



Rushup Edge resurfacing
A response to Derbyshire County Council
November 2014



**Peak MTB:**

Peak District MTB is an advocacy group aimed at using the collective voice of the Peak District's resident mountain bike community and seeks to improve, preserve and promote access interests for mountain bikers who live and ride within the Peak District National Park.

This document has been prepared in response to Derbyshire County Council's work recently undertaken on Rushup Edge.

The work has prompted protest from Peak District MTB, with Ride Sheffield, Keeper Of The Peak, the Peak District National Park Authority, the British Mountaineering Council, the Friends of the Peak District and thousands of trail users.

The response has been unprecedented with outdoors enthusiasts from all disciplines - walkers, horse-riders, cyclists, climbers and many more - speaking out against the actions taken by the county council.

Here we will look at Derbyshire County Council's justification for the work with a simple aim:

That Derbyshire County Council stop the current work, consult adequately with all affected user groups and that they ensure open and clear dialogue with all users from now on.

Peak District MTB

Contents

| | |
|---------------------------------|-------|
| Summary | 4 |
| Consultation | 6 |
| Financial | 14 |
| Opinion: Surveyed | 20 |
| DCC: Previous | 30 |
| Volunteers | 36 |
| Conclusion | 44 |
| Appendix: Local Businesses | 46-51 |
| Local business support | |
| Engineer's Appraisal | |
| Failure to consult - admission | |
| Natural England - SSSI concerns | |





Summary

In October 2014 Derbyshire County Council (DCC) began work to resurface Rushup Edge, a high moorland byway close to Chapel-en-le-Frith in the High Peak.

Despite their claims to the contrary, users of the trails felt that DCC hadn't adequately consulted with them about the works and both the scope and level of repair came as a shock to many. This shock soon turned to anger.

Using social media, this anger turned to protest and this protest turned into a campaign. Within a week the campaign had been covered by local press and radio, and had appeared on a number of major websites.

A dismissive press release from DCC only served to anger the groups further, with many feeling insulted that they had been simply brushed off with a repeatedly copied and pasted response.

In a few short weeks, DCC's actions have galvanised a huge number of outdoors enthusiasts in an appeal against the work on Rushup Edge, and any similar future work.

This document breaks down DCC's argument for the work point by point.



consultation

“We consulted the Peak District Local Access Forum about the work we’re doing at Chapel Gate and our plans were reported to its meeting on 5 December 2013.”

Derbyshire County Council

At first glance this is indeed true, however a proper investigation shows that DCC misled the Local Access Forum (LAF) with inadequate information and then failed to respond to the LAF request for further complete information. Similarly, whilst they informed Peak District National Peak Authority (PDNPA) of the work they planned, they then ignored their request for a site meeting. PDNPA only became aware work had started when they began receiving comments via social media from concerned members of the public. Members of the public spent time writing to DCC and their elected councillors, attempting to engage in dialogue after finding out about the works. Unfortunately enquiries were answered with a generic response; essentially copy & pasted from the DCC’s first version of their website response. This left many feeling ignored, frustrated and disappointed not have had their specific questions properly addressed.

Derbyshire County Council’s view of what constitutes adequate consultation is out of alignment with the bodies with whom they should be consulting and the public they serve.

Since DCC’s original ‘consultation’ with the LAF, motorised vehicles have been permanently banned from the route. A major change, announced nine months before work began and legally in force five months before, yet no further consultation took place.

In November 2013 DCC’s 2013/2014 Green Lane Action Plan was circulated to the LAF members, detailing work on this area (referred to as Chapel Gate in LAF minutes). But, as evidenced later is this document, it lacks detail and is somewhat

misleading about where and what is proposed. Further information was requested by the LAF, but this was never provided to members to allow consultation.

However, even if DCC had consulted the LAF in a proper manner, do we really support DCC's assertion that the LAF is the group they should have to consult? DCC suggests that the public should put all their complaints about DCC's work on this route to the LAF and not to DCC or their councillors, yet the LAF's own webpage offers no suggestion that they take input from the members of the public or user-groups, only that they can request "information about" the LAF. Given that, it appears the LAF failed to hold DCC to account when DCC failed to respond to the LAF's request for full information.

We feel they should not be the sole consultee on work of this sort carried out by DCC in the National Park. We think all interested user groups need to be consulted (properly, not dictated to) in the initial stages, well before any work begins. We request that Derbyshire County Council respect the importance of the LAF as a legally recognised representative of users of Rights of Way. In order for adequate consultation we recommend that the LAF members receive adequate information in a timely manner in advance of any proposed works to allow them to make recommendations. Adequate consultation should also include discussion with other user groups, recognising their expertise and potential for collaboration prior to works of this nature.

Who are the LAF and what are their powers?

"The Peak District Local Access Forum is an independent group that meets [every three months] to review and advise the National Park Authority and Derbyshire County Council on improvements to public access to the countryside of the Peak District. ... Its [20] members bring experience of a broad range of interests including walking, climbing and cycling, farming,

land management, conservation and local business.”

<http://www.peakdistrict.gov.uk/looking-after/local-access-forum/lafmembers>

“[Derbyshire County Council] is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions. ... ‘Having regard’ means that although not bound to follow such advice, [Derbyshire County Council is] legally required to take it into account in carrying out their functions.”

www.peakdistrict.gov.uk/__data/assets/pdf_file/0003/177870/laf-guidance.pdf#page=11

DCC describe the LAF as:

“The Peak District Local Access Forum is a statutory body set up to advise the county council on matters relating to outdoor recreation, rights of way and access to the countryside. It includes representatives from a range of countryside user groups.”

Breakdown in communication with PDMTB and DCC

Following a seemingly positive meeting between PDMTB and DCC in March, DCC has not provided a document or offered dates for a meeting that were previously agreed. This is detailed in email extracts below. Additionally, despite extensive searching we have been unable to find a document detailing DCC's Green Lanes Action Plan 2014/2015 online and conclude it has not been made publicly available (as of 9/11/2014).

<http://www.peakdistrictmtb.org/index.php/25-derbyshire-cc-meeting-report>

"Peter, you mentioned a list of routes that are currently being repaired and a list of those that will be scheduled for repair, would it be possible to have sight of these lists or a link to where we are able to download them?" - Paul, PDPMTB, 2/4/2014

[Reply relating to other topics.] - Peter White, DCC, 11/4/2014

"just a quick email to ask if the next plan of works on rights of way is available? ... I asked in a previous email if you and your colleagues would be willing to speak to a gathering of MTB riders to explain the legal aspects, regulations and processes you have when maintaining rights of way, with a chaired Q&A to allow riders to better understand DCC's position." - Paul, PDMTB, 5/6/2014

"No list at present and we're aiming for July. Happy to find someone to talk to a gathering, it may be me but we can oblige." - Peter White, DCC, 5/6/2014

"Any news on the list? Also, any news on dates you or your colleague would be available to come and meet a gathering, en

evening or weekend would be preferable for us but an opportunity at any time would be appreciated.” - Paul, PDMTB, 12/8/2014

“No list as yet and my colleague who will attend your meeting is on leave until next week. We’ll be in touch.” - Peter White, DCC, 12/8/2014

“It’s now September, James and I met with you in March, I would expect even that DCC could have furnished us with a report and dates for a meeting by now. Your last email promised meeting dates upon your colleagues return in mid August. If I were so minded I may begin to think that this has been a summer of stalling tactics, allowing DCC to undertake some quite different trail repairs to those you discussed with us! I look forward to a report and some dates.” - Paul, PDMTB, 3/9/2014

“It is very disappointing not to have had any update since 12 August, a lot has happened on the ground in that time and the open communication has not materialised despite the requests made of DCC. Could we please see the list you promised and have a date, or contact details of the colleague, to progress the meeting?” - Paul, PDMTB, 15/9/2014

No further communication has been received from DCC since 12/8/2014 (as of 9/11/2014).

Peak District National Park Authority (PDNPA) Consultation Failure Evidence:

There have been a lot of comments made by officials from organisations like Peak District National Park Authority (PDNPA), including significant figures claiming no knowledge of these works. It is very concerning that one of the key consultees for these maintenance works is claiming inadequate consultation and communication from DCC.

"In early 2014 DCC contacted PDNPA to say that they had funds to carry out further repairs to Chapel Gate. PDNPA asked for a site meeting with DCC before work commenced.

On 24th October PDNPA were alerted to the the planned MTB (picnic) protest via Twitter. PDNPA had not been informed of (the) start of work (no site meeting had taken place with DCC).

On 27th October PDNPA requested info from DCC confirming they had started work. PDNPA requested that they stop work until a proper consideration of the specification had been made and PDNPA had commented on it.

PDNPA rights of way officer visited site on 29th October and discussed with DCC (Peter White). DCC indicated they intended to resume work in the next couple of weeks."

Jim Dixon *@PeakChief*

"@peakdistrict staff have asked @Derbyshirecc staff to pause on repairs to Chapelgate. We're visiting later this week to agree improved work" -

Jim Dixon, Chief Executive, Peak District National Park Authority
<https://twitter.com/PeakChief/status/526985128074305536>

"Following the unexpected commencement of works at Rushup Edge, we have contacted DCC and asked them to arrange an urgent site visit to look in detail at what work they are planning there before work progresses any further, to ensure that they understand our requirements as outlined above.

Our CEO, Jim Dixon has written to Mike Ashworth, Head of DCC Environmental Services stressing the need for consultation on repairs of this nature. We await developments..." -

Mike Rhodes, Access and Rights of Way Manager, Peak District National Park Authority
<http://www.ridesheffield.org.uk/2014/10/rushup-edgechapel-gate-story-so-far/>

Peak District Local Access Forum (LAF) Consultation Failure Evidence:

In publicly available documents the December 2013 meeting of the Peak District Local Access Forum (LAF), Item 7.3 from Nov 2013, it references DCC's schedule of repairs for 2013/2014:

http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0011/397091/PDNPA-LocalAccessForum-2013-12-05-Item7-3.pdf#page=3

http://www.derbyshire.gov.uk/images/2013-11-12%20Management%20Green%20Lanes_tcm44-234176.pdf#page=4

Noting:

“Derbyshire County Council’s schedule of repairs for 2013/14 was **circulated**” (link above)

“Phase 4 of **Chapel Gate**”...

“Members requested ... details of the surfacing and also the fencing previously identified for **Chapel Gate** as they considered that this could be intrusive.”

“**ACTION: DCC** to provide an update to the December LAF meeting”

December’s LAF meeting minutes do not show this to have happened. A reasonable person would conclude DCC ignored the LAF’s request.

http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0008/424178/LAF-Minutes-131205.pdf

The circulated document describes the future work as:

“**Chapel-en-le-Frith BOAT 144 (Chapelgate Phase 4). Continue** with surfacing and improve drainage.” (all emphasis added)

Whereas the previous year’s work was:

“Edale - BOAT 16 (Chapelgate) Phase 3”

A different track number and a different parish.

When DCC said they would “Continue” work on “Chapel Gate”, any reasonable person would imagine the big smooth track, covered in black road planing, visible from Edale and expect more upkeep on this, not an entirely new project on a previously untouched high moorland trail on the other side of the hill.

DCC’s failure to respond to the LAF on the critical detail of surfacing is a major concern. The terming of the Rushup Edge track as Chapel Gate and information they provided appears to have misled the LAF and members of the PDNPA.

The lack of transparency in not providing grid references, maps, pictures of the current state, or a detailed specification of the proposed work (which would have eliminated any possible confusion), explain the claimed lack of awareness on the part of the PDNPA and the LAF.

Change in status and use of the route since the LAF consultation

PDNPA public announced on 24 January 2014:

“The Peak District National Park Authority has confirmed legal orders to exclude trail-bikes and 4x4s from two green lanes at the Roych and Chapel Gate, near Chapel-en-le-Frith.”

www.peakdistrict.gov.uk/learning-about/news/current-news/trail-bikes-and-4x4s-banned-on-two-green-lanes-in-peak-district-national-park2

The Peak District National Park Authority (Chapel Gate Prohibition of Mechanically Propelled Vehicles) Traffic Regulation Order 2014 came into force on 22 May 2014:

http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0008/444869/1405-Chapel-Gate-Order.pdf

DCC claims:

“*In September 2014 the Peak District National Park Authority implemented a Traffic Regulation Order preventing its use by motorised vehicles.*” -

November 2014

<http://www.derbyshire.gov.uk/leisure/countryside/access/latest-work/chapel-gate/default.asp>

Rushup Edge Picnic Protest

£70K SPARE?

Instructions!

1. Write a message to Derbyshire County Council (polite!!)
2. Hold up this sheet in front of you
3. Take a selfie
4. Post it on the PeakDistrict MTB Facebook page
5. Tweet it and include:
@DerbyshireCC @PeakDistrictMTB and hashtags #peakdistrict #mtb
6. Share it far and wide

Let's spread the message - No Mural



Financial

DCC spending on changing the surface and condition of trails used by mountain bikers and horse riders in the Derbyshire Peak countryside:

- 2013 - £140,000
- 2014 - £140,000
- 2015 - £345,000

The true costs of these works is difficult to establish and may be significantly higher once maintenance on other bridleways is taken into consideration. Extensive attempts have been made to obtain further information: in some cases in order to establish the costs of specific projects it has required Freedom of Information requests.

Whilst we are unhappy with the majority of work carried out by DCC we recognise that some maintenance may be necessary. An example of appropriate work is the £20,271 spending by DCC (+£3,500 grant) on the sensitive work on the Roych section of the Pennine Bridleway conducted by an external contractor (see the case study). These works were not only conducted in a more sustainable and acceptable manner to users, but appear to represent a significantly more efficient method of maintenance.

As a public authority DCC has a duty to spend money given by the tax payer efficiently. It claims they are spending every penny wisely and must cut important public services, yet persist in excessively expensive and unnecessarily heavy-handed works on rural byways and bridleways.

Even if it is generally the case that money allocated to the highways budget can usually only be spent on these purposes;

are there no roads in Derbyshire that need money spending on them? Are Derbyshire's roads already maintained to such a high standard that high moorland paths like Rushup Edge are all there is left to spend this money on? Seemingly not when they need an additional central government grant of £2.5 million for potholes. We have no objection to this money being spent in other areas where the need is more apparent.

Ongoing maintenance

It is unclear how DCC identify the priorities for maintaining the rights of way we question, especially when there are many other rights of way in the area that are in urgent need of repair. It has been accepted by the DCC that they have not collected any evidence of usage on this track. Our survey found that less than 3% of respondents thought the route was unsafe and only 2% felt that it required the extensive work proposed. Whilst maintenance may be necessary there is no legal requirement to maintain all routes to a generic standard. The nature of the route and user group should be considered but DCC have failed to establish these factors.

Unwanted expenditure and inefficiencies in the face of severe cuts

In response to the need to make £157 million cuts to DCC's expenditure before 2018, DCC Labour Council Leader Anne Western claims:

"We are committed to doing all we can to put our own house in order by modernising the council and squeezing all possible efficiencies out of our budgets and services. We're making sure every penny available to us is spent wisely. That is why we are reviewing all areas of spending to ensure the cash is used where it is needed most."

“We’re already using some money from reserves - which is cash set aside for unexpected costs and emergencies”

“We do not want to make these unrelenting cuts which will affect services we are proud of and local people rely on”

Derbyshire County Council’s proposed cuts for 2015 include:

- A loss of over 1,000 jobs
- Closure of children’s centres and school crossing services
- Less gritting and maintaining roads
- Cuts to social care for older people
- Fewer council-supported bus services
- Reducing opening hours for libraries

DCC’s costly approach to rights of way disputes

In recent years significant money has been wasted by DCC as a result of their management of rural paths. One case involving a Derbyshire resident only concluded after a 6 year legal battle. DCC were described by the judge as

“...a public authority which has dragged its feet for a considerable period of time, and altered its position in important matters of principle...”

The resident was required to take DCC to the High Court. As a result of their actions the ruling required DCC to pay £459,000 in costs to the resident. The judge said:

“The Council’s conduct fell significantly short of what could reasonably be expected of a public authority in the present

context”.

It is unclear what the final costs to DCC were of this long running dispute over a small footpath or what changes have been made to address the DCC's methods when dealing with these issues.

The wider economic impact on leisure and tourism

As well as wasting money under their own control, DCC's are creating a potentially much further reaching economic loss to the county and its small businesses. The outdoor economy and tourism is a significant contributor to rural economy in Derbyshire. There are over 70 bicycle businesses alone in Derbyshire and tourism sustains many local services including local transport, shops, hotels and food outlets.

A survey by mountain bike advocacy group Ride Sheffield earlier this year in response to trail works by DCC demonstrated the importance of one major user group (mountain bikers). It received over 1,200 respondents that used Derbyshire and Peak District rights of way.

It found that:

- Continuation of this type of work to bridleways and byways would significantly affect the riding habits of 39% of riders by making them ride there less often or putting them off riding in the Peak District altogether.
- Mountain bikers each spend, on average, £768/year in the Peak District.
- Survey respondents alone estimate spending almost £1m a year in the Peak District.

Many visitors in the Peak District originate from the four major cities (Sheffield, Manchester, Birmingham, Nottingham) bordering the park and historically, are attracted to the park because of its rural, beautiful and wild surroundings. It is likely that with continued urbanisation of the Peak District National Park in Derbyshire, tourists will choose other areas which are also within easy reach of these cities to spend their money such as this user described on twitter:

“Great racing round Cheshire Peak @DarkWhiteEvents Ramblers, runners, horses, and bikers all enjoying the trails together

@PeakDistrictMTB”

Evidence Documents

DCC Green Lane (BOAT etc) 2012/2013 Approved Estimated Spending - £140,000

https://www.derbyshire.gov.uk/images/%284%206%29%20Management%20of%20Green%20Lanes_tcm44-209719.pdf

DCC Green Lane (BOAT etc) 2013/2014 Approved Estimated Spending - £140,000

http://www.derbyshire.gov.uk/images/2013-11-12%20Management%20Green%20Lanes_tcm44-234176.pdf#page=4

DCC Green Lane (BOAT etc) 2014/2015 Approved Estimated Spending - £140,000

DCC 2014/2015 Green Lane Action Plan not published as of 5/11/2014, figure from PD LAF document: “Derbyshire’s Rights of Way Improvement Plan (RoWIP) in 2014/15. ... A further £140,000 of repairs will be undertaken on vehicular routes identified in the Green Lane Action Plan” - Gill Millward, Countryside Access Improvement Officer, Derbyshire County Council, Thursday 19th June 2014.

http://www.peakdistrict.gov.uk/__data/assets/pdf_file/0005/455990/LAF-2014-06-Item11.pdf

DCC Rights of Way Maintenance 2014/2015 - £205,000

http://www.derbyshire.gov.uk/images/ETE%20Service%20Plan_tcm44-246953.pdf#page=64



Rushup Edge Picnic Protest

TALK TO
US



Opinion

In November 2014, in response to users' concerns about Derbyshire County Council's works on byways and bridleways within the Peak District and Derbyshire an online survey was conducted. This survey was advertised on social media, local and national press and by word of mouth. The importance of representing the views of the all user groups was paramount and members of all outdoor communities were contacted to share the survey.

1403 people responded to the survey. The results represent the largest (and perhaps only) consultation with all user groups in the area. Many respondents were members of recognised groups that are involved with the Peak District rights of way, but significantly, over 1000 were not represented by traditional channels of consultation.

Mountain bikers and walkers represented a majority of respondents, which reflects Derbyshire County Council's previous assessment of the use of Rushup Edge which found that these are the two most common means of travel along the byway.

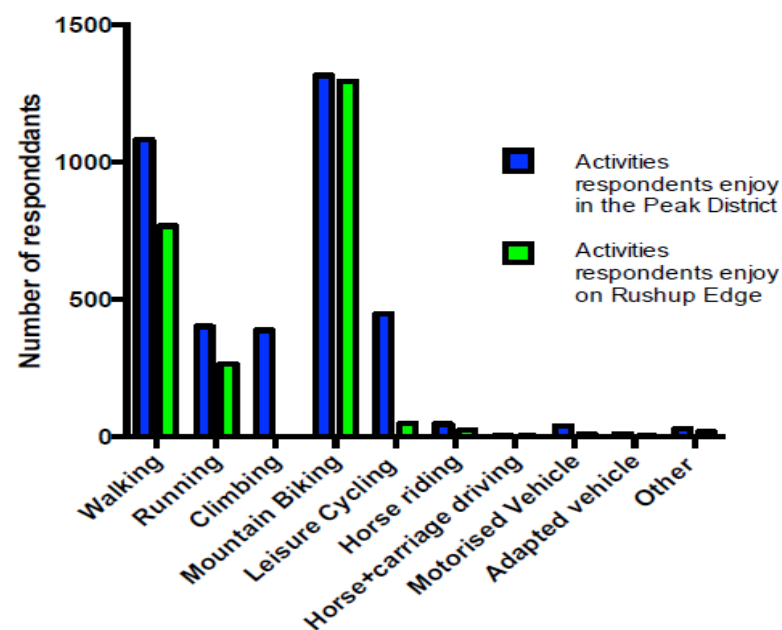
Few respondents were aware of the proposed work on Rushup Edge and only 21 (2%) were aware of the work and felt that the work was as they expected. 1169 (89%) felt DCC had not adequately consulted on this subject.

Only 32 (3%) felt the route was unsafe and only 27 (2%) felt that extensive works were required. 90% thought that the works would decrease their enjoyment of the track and only 3% thought it would increase their enjoyment.

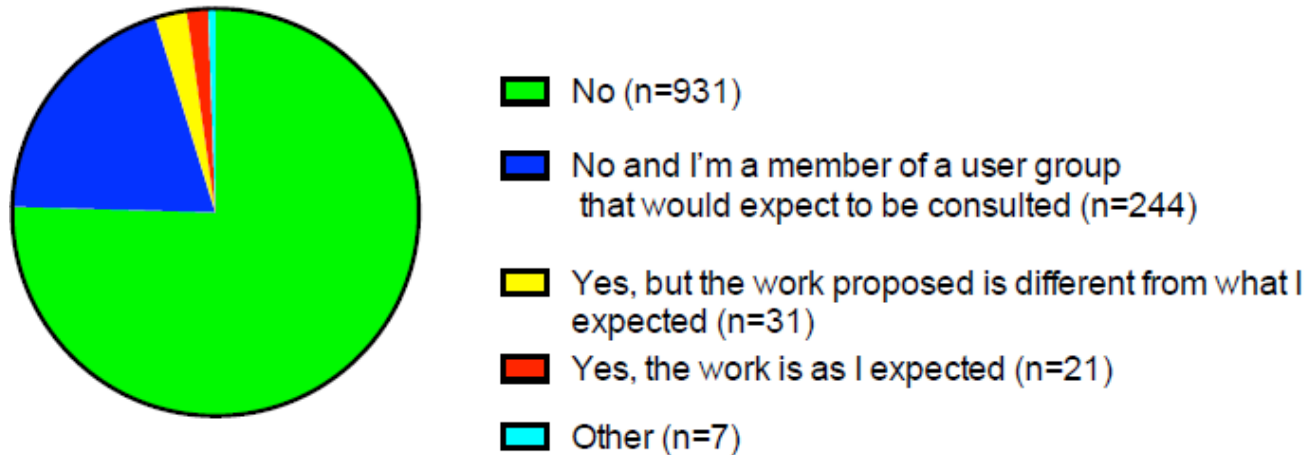
Horse riders were represented, and their individual opinions have been additionally reported to ensure the views of minority groups are represented. Most felt the track was not unsafe, felt the works would reduce their enjoyment of the track and supported minimal or no work on these type of tracks.

289 respondents lived in Derbyshire, 173 worked in, and 46 owned Businesses in Derbyshire.

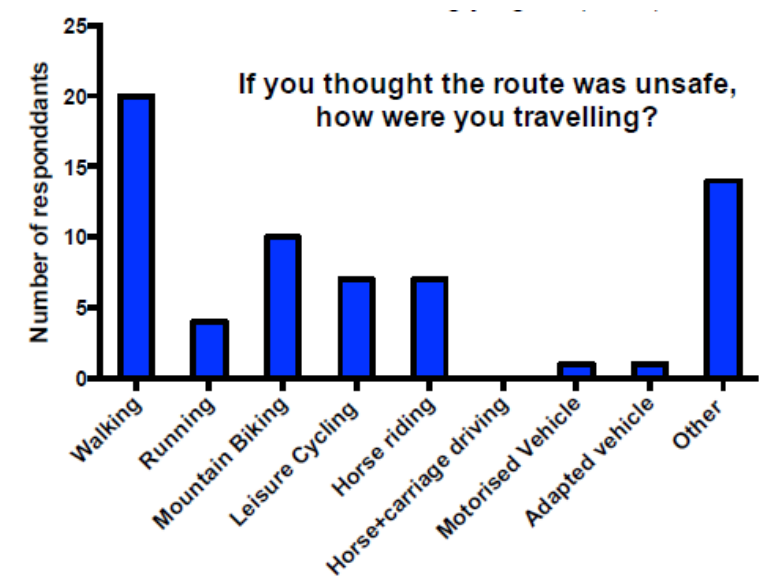
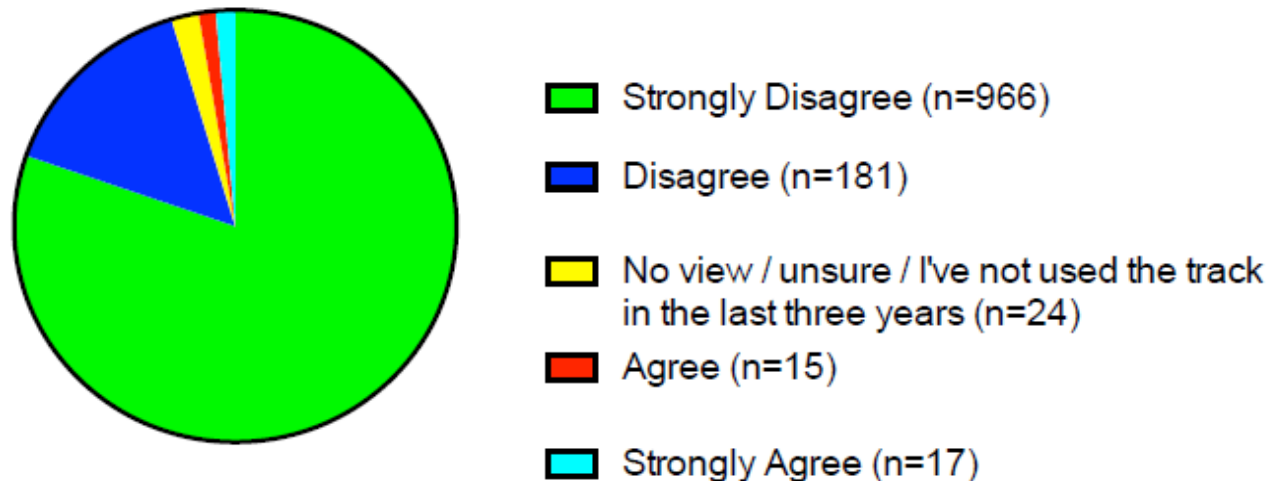
| | Number of respondants |
|--------------------------------|--------------------------|
| The Ramblers Association | 30 |
| British Mountaineering Council | 229 |
| Friends of the Peak District | 56 |
| National Trust | 370 |
| Peak District Local Access | 6 |
| Peak District MTB (PDMTB) | 314 |
| Ride Sheffield | 229 |
| CTC | 203 |
| Peak Horsepower | 10 |



Were you aware of the work DCC have proposed on Rushup Edge?



Prior to the current works did you feel that this track's surface or "rock steps" was unsafe for your use?



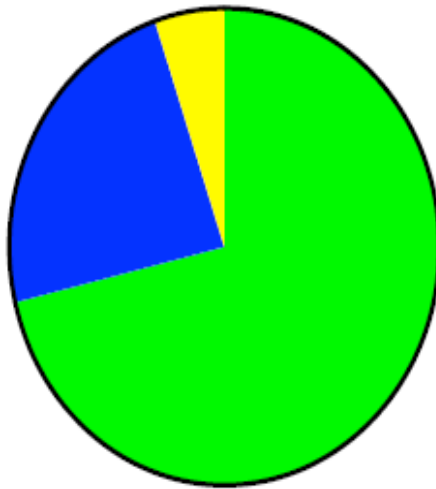
How will the work affect your enjoyment of Rushup Edge?






How will the work on Rushup Edge affect your use of the track?

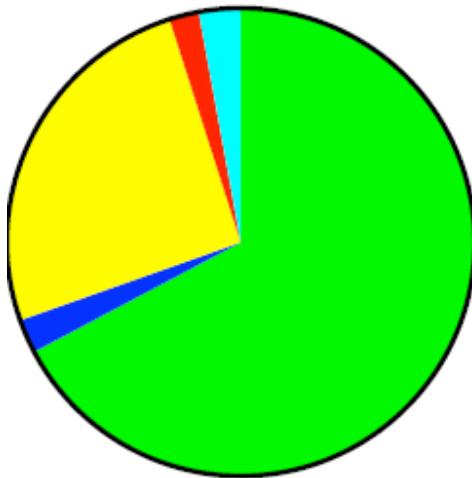







How will the work on Rushup Edge affect your use of the path on the bank which runs alongside the track?



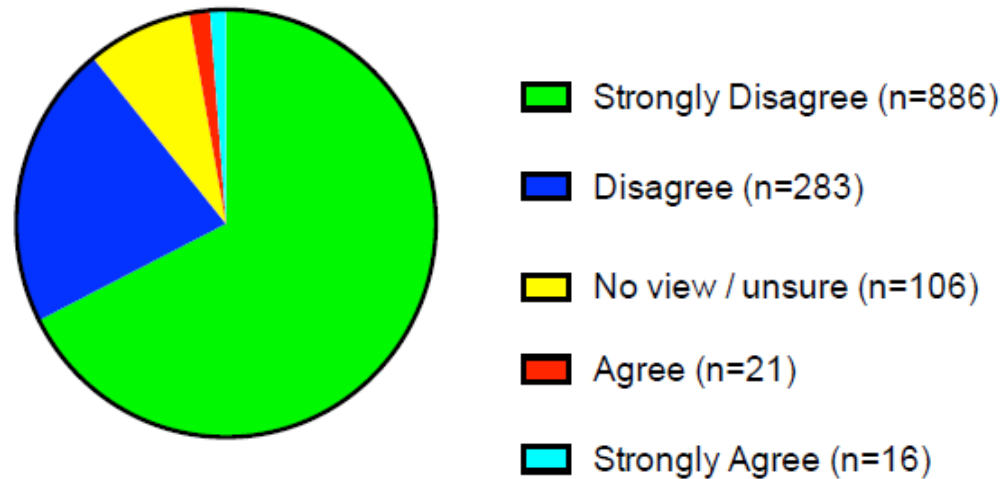
-  It will increase the chance I will use the bank (n=994)
-  It will not change the chance I will use the bank (n=328)
-  It decrease the chance I will use the bank (n=73)

Do you think any repairs were required on Rushup Edge?



-  No repairs needed carrying out (n=889)
-  No view / unsure / I've not used the track in the last three years (n=31)
-  Some minor repairs may have needed carrying out (n=337)
-  The extensive work proposed by DCC needed carrying out (n=27)
-  Other (n=38)

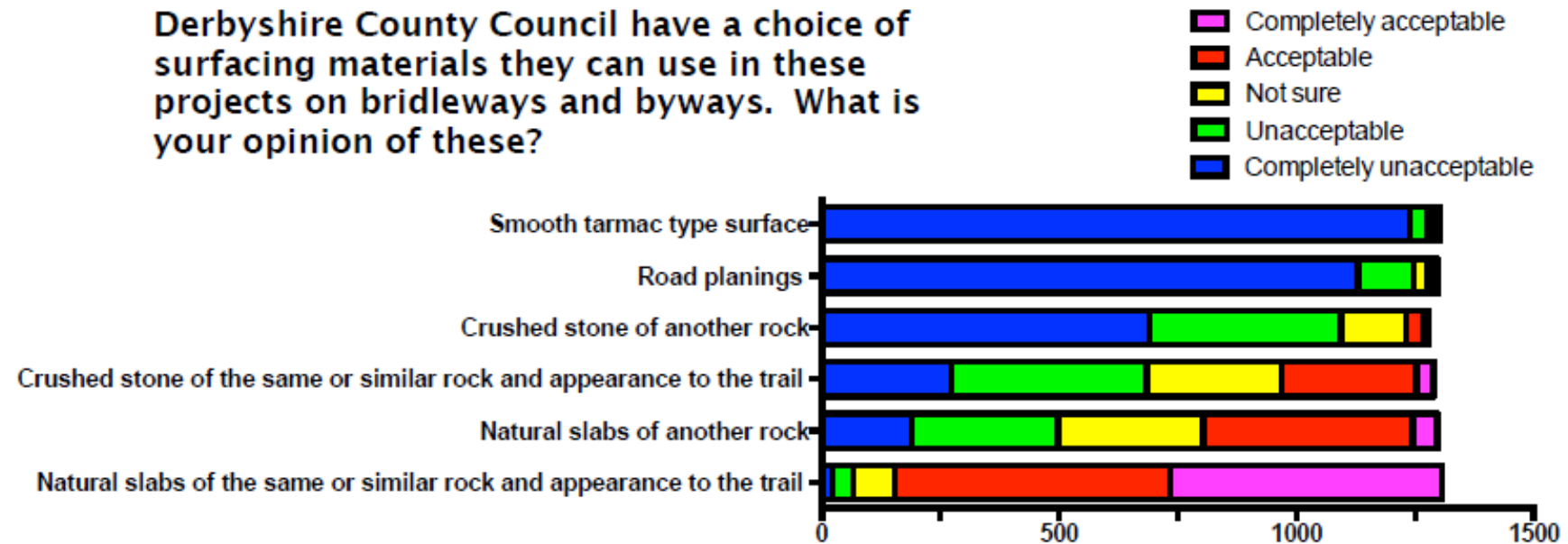
**Do you think Derbyshire County Council
adequately consulted and responded to the views
of the public?**



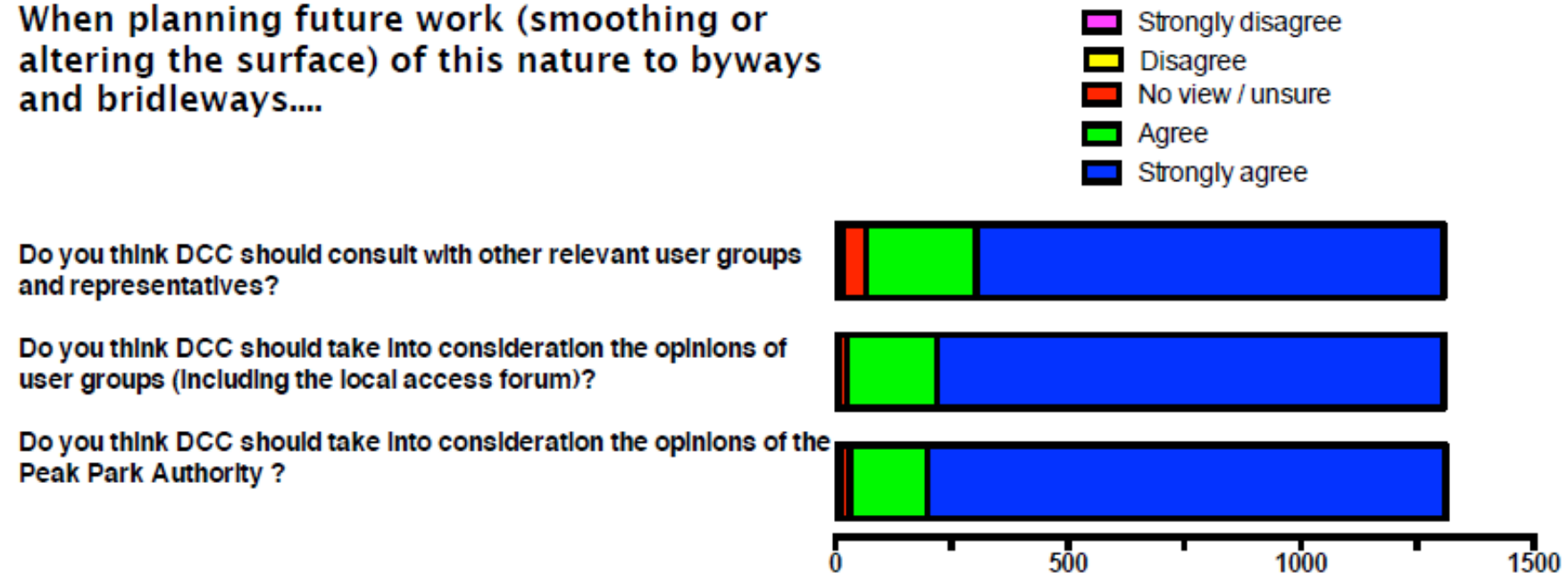
**Do you think work on the Rushup Edge track and all works of this nature
(resurfacing of byways and bridleways) should be halted immediately and
not restarted until after full public consultation (including the Local Access
Forum, Peak District National Park Authority and all interested user
groups)?**



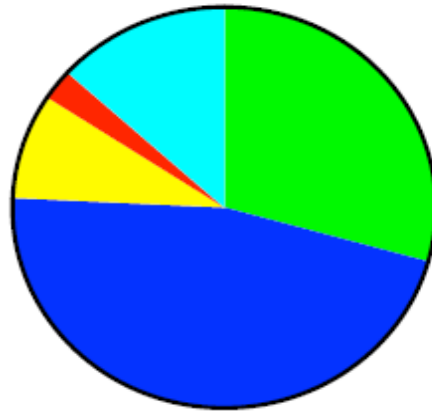
Derbyshire County Council have a choice of surfacing materials they can use in these projects on bridleways and byways. What is your opinion of these?



When planning future work (smoothing or altering the surface) of this nature to byways and bridleways....



How do you think DCC should be spending taxpayer's money on these kind of works?



- No public money should be spent on works of this nature (n=401)
- Less money should be spent on works of this nature (n=634)
- The current level of public money should be spent on works of this nature (n=116)
- More public money should be spent on works of this nature (n=34)
- Other (n=181)

What do horse riders think?

45 people replied to the survey and stated they rode in the Peak District. 10 stated that they were members of Peak Horsepower, a riding advocacy group based in the Peak District. One stated that they rode a horse and carriage in the 1980s.

Did riders feel the track was unsafe?

Nine agreed or strongly agreed that the track was unsafe. 31 disagreed or strongly disagreed that the track was unsafe. Five did not answer.

What did riders think of the proposed works?

36 felt the proposed works would decrease their enjoyment of the track whilst 8 would increase or not change their enjoyment. Only seven respondents felt that the extensive works proposed by DCC are required. When asked whether work on the Rushup Edge track and all works of this nature (resurfacing of byways and bridleways) should be halted immediately and not restarted until after full public consultation only nine disagreed.



A dramatic landscape photograph featuring a sunset or sunrise. The sun is a bright, glowing orb positioned low on the horizon, partially obscured by a layer of clouds. The sky is filled with large, dark, textured clouds that are illuminated from below, creating a range of colors from deep purples and blues to bright oranges and yellows. The foreground shows the dark, silhouetted outlines of rolling hills or mountains. The overall mood is serene and majestic.

DCC...Previous

Derbyshire County Council has a history in recent years of resurfacing sensitive byways and bridleways in the Peak District National Park. Some routes have been widened, flattened and covered in loose tarmac chippings. These not only produce a slippery, unnatural and urban appearance to the trail and tend to wash off the trail into the surrounding landscape but they can damage horses hooves.

The British Horse Society has recommended these are not used and this objection is reflected in the PDMTB survey which demonstrates a virtually unanimous objection to this material and instead, strong support for using natural, stable slabs to repair trails.

The work conducted on the Pennine Bridleway Roych section demonstrates where a cost effective, sensitive, and sustainable repair can be made to a trail which is acceptable to all users.



Stanage Causeway, Hathersage - SK232848

Work Authorised/Overseen By: DCC Work carried out by: DCC Highways Contractors

Inside PDNP?: Yes

Materials used: Gritstone aggregate

Status: BOAT with TRO banning motor vehicles

Date: 6-2014 - 8-2014 & 2013

Cost: £20,000+ (Unclear)

2012/2013 Estimate: £20,000

2013/2014 Estimate: Not present in Green Lane Action Plan.

2014/2015 Estimate: Not published.

<http://www.ridesheffield.org.uk/2014/02/the-fight-for-stanage-causeway-goes-on/>

<http://singletrackworld.com/forum/topic/stanage-causeway-is-getting-flattened>

<http://www.ridesheffield.org.uk/2014/07/stanage-causeway-works-resume/>

<http://www.pennineranger.blogspot.co.uk/2014/07/the-new-look-stanage-causeway.html>



Brough Lane, Bradwell – SK181814

Work Authorised/Overseen By: DCC Work carried out by: DCC Highways Contractors

Materials used: Road planings (loose tarmac chippings)

Inside PDNP?: Yes

Status: BOAT

Date: 3/2014 & 2013

Cost: £54,729

2012/2013 Estimate: £34,729

2013/2014 Estimate: £20,000

2014/2015 Estimate: Not published



Roych Clough, Chapel-en-le-Frith – SK074835

Work Authorised/Overseen By: DCC Work carried out by: Pennine Way Specialist Contractor

Materials used: Layed and arranged gritstone block and cobbles

Inside PDNP?: Yes

Date: 11/2013

Cost: £23,771 (Includes £3,500 grant aid from Natural England)

2012/2013 Estimate: £23,771

<http://www.ridesheffield.org.uk/2013/10/the-roych-its-going-to-be-ok/>

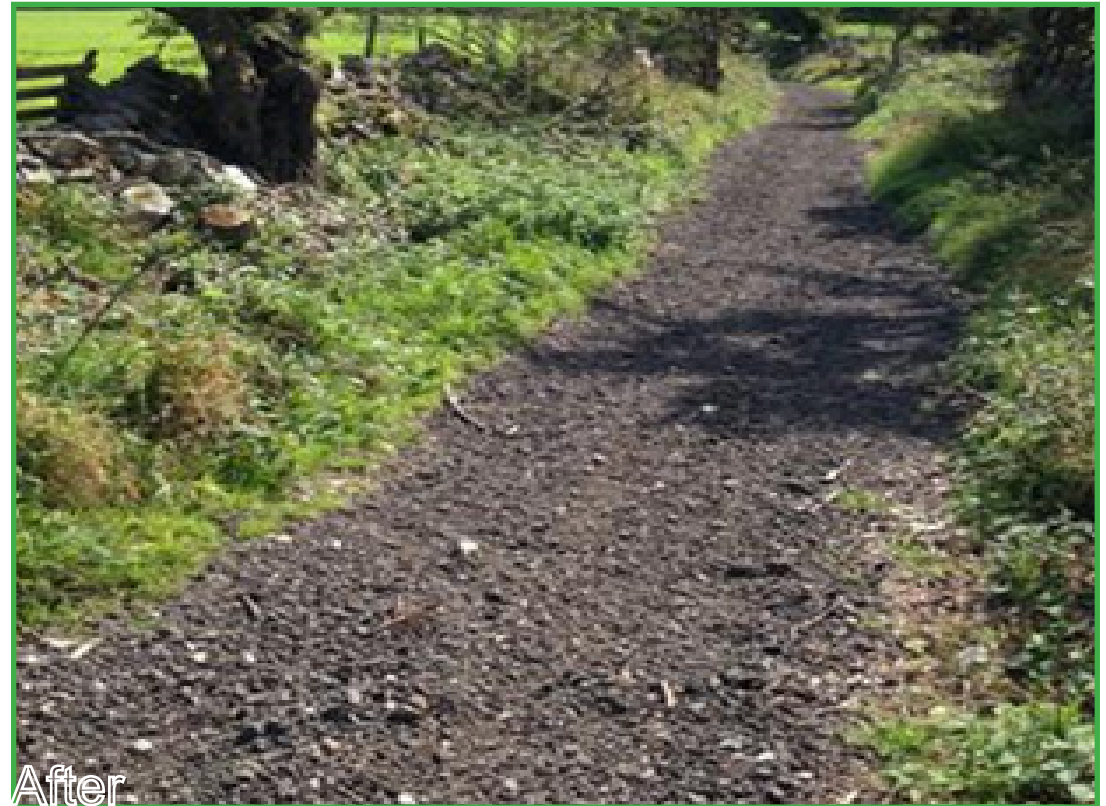
<http://www.bikegarage.co.uk/update-on-roych-clough/>



Before

Wigley Lane, Rowlands, Great Longstone - SK214733

Work Authorised/Overseen By: DCC Work carried out by: DCC
Highways Contractors
Inside PDNP?: Yes
Materials: Road planings (loose tarmac chippings)
Status: Restricted Byway
Date: 8-2013 (17 July 2013 to 07 August 2013)
Cost: £59,552 (as of Oct 2013, established only after a Freedom
of Information request was made)
2012/2013 Estimate: Not published.
2013/2014 Estimate: Not published.



After



Volunteers

Mountain bikers have a long tradition of maintaining trails to prevent erosion and promote better drainage and safer tracks. Since 2009 volunteer mountain bikers, under the guidance of Martin Sharp, PDNPA Pennine Way Ranger, have worked to maintain several trails in Derbyshire. We ask DCC to recognise this large pool of volunteers and consider whether their skills could be harnessed to support improvement of other trails in the area.



Mam Tor to Greenlands (Edale) - SK125839 - 2009-2010

A large job doing maintenance on the bridleway which runs from the lay-by on the north side of Mam Tor to a junction with the bridleway from Hollins Cross at Greenlands and the track from Greenlands to Edale.

The main aims of the job were:

- Removed tight gullied and rutted sections
- In places where the route had split up; get everyone back on one path
- Get the water off the track (water flowing down tracks causes a lot of erosion)
- But at the same time, keep the character of the track
- Ensure the work was suitable for walkers and horse-riders (per statutory requirements)

<http://monkeyspoon.com/2010-02-06-mam-tor-to-greenlands-track-maintenance-by-ride-the-peak>



Bradwell Edge Bridleway - SK180808 - 2013

Cutting back of overhanging vegetation, opening up trail. Minor drainage works.
<http://www.bikegarage.co.uk/bradwell-edge-bridleway-maintenance-141113/>

Derwent Edge Bridleway - SK195880 - 2009-2014

Digging/unblocking of surface drains to remove standing water.

<http://www.peakdistrictmtb.org/index.php/31-soggy-trails>
<http://monkeyspoon.com/2009-05-04-derwent-edge-bridleway-maintenance>



Brinks Road Bridleway (Roman Road near Hope) - SK169858 - 2014

Unblocking drains to remove large amounts of surface water. Large sections where trail had become submerged.



Grouse Inn Bridleway, Grindleford - SK261780 - 2009

Unblocking a stream that was overflowing into the field and creating a large water-logged area. Creating a drainage channel in the field. Other minor drainage work further up the track.



Bridleway behind Ladybower Inn – SK200864 - 2013-2014

Repairing bridleway after Electricity contractor's caused excess surface damage during installing new infrastructure. Installation of drains to stop surface wash out and boggy section due to standing water. Creating a single line of definitive trail, helping vegetation on the bank to grow back the following spring.

Bridleway behind Ladybower Inn – SK200864 - 2013-2014

Clearing existing drain and installation of a soak-away drain to stop a boggy section due to standing water.

<http://www.peakdistrictmtb.org/index.php/31-soggy-trails>





Hollins Cross to Greenlands SK130846 - 2009

Digging out a stream crossing that had backed up around gateway

Aston Bridleway - SK179852 - 2008-2014

Clearing of cross channel drains, to prevent a stream running down the track and causing erosion.





Conclusion

It's clear that Derbyshire County Council had not anticipated the anger of collective user groups to the work they were undertaking on Rushup Edge. For the first time, diverse groups have united to shout a resounding 'No' to the councils actions, and that has been heard much further afield than the High Peak or the offices of DCC.

We, collectively, are realistic. We accept work does need to be done. But we demand that we - as groups passionate about the Peak District - are listened to and that our opinion, skill and knowledge is used.

We are not simply recreational outdoors enthusiasts, but also experts in a range of fields. We invite Derbyshire County Council to work with us openly and collaboratively to ensure every interest party is listened to and respected and that we together protect the Peak District for future generations.

We ask for:

- A cessation to all rights of way maintenance within the Peak District National Park from December 2
 - A cross interest group panel to be established that works with Derbyshire County Council to deliver a design and material specification that works for all user groups
 - A plan of works that is agreed and that fits the criteria above.
-



Appendix

List of local businesses

Holts Cycles
87-89, Nightingale Rd, Derby, DE24 8BG, Derbyshire
Tel: 01332 344193

Bespoke Derby Ltd
159 London Rd, Derby, DE1 2SU, Derbyshire
Tel: 01332 989254

Roy Jervis & Co Ltd
Chapel Street, Ripley, DE5 3DL
Tel: 01773 301099

Bike Garage
within High Peak Garden Centre, Hope Rd, Hope Valley,
S33 0AL, Derbyshire
Tel: 01433 659345

CYCLO MONSTER
76 Derby Rd, Derby, DE21 7LX, Derbyshire
Tel: 01332 902701

BIKE SHOP
100-102, Monk St, Derby, DE22 3QB, Derbyshire
Tel: 01332 413005

Hawk Factory Cycle Stores
960 London Rd, Derby, DE24 8PY, Derbyshire
Tel: 01332 756666

Samways Cycles
20-22, Ashbourne Rd, Derby, DE22 3DR, Derbyshire
Tel: 01332 368849

H & J Supplies
3c, Manners Avenue, Manners Industrial Estate, Ilkeston,
DE7 8EF, Derbyshire
Tel: 0115 944 0850

Pelican Cycles
1 Old Rd, Chesterfield, S40 2RE, Derbyshire
Tel: 01246 767078

The Bike Factory
Vernon House, Beech Rd, High Peak, SK23 7HP, Derbyshire
Tel: 01663 735020

J.E James Cycles
Progress House, Brimington Rd North, Chesterfield, S41
9AP, Derbyshire
Tel: 01246 453453

BELPER CYCLES

110 Bridge Street, Belper, DE56 1AZ, Derbyshire
Tel: 01773 423639

SYS Cycle Servicing & Repairs
17 School Lane, Chesterfield, S44 5BZ, Derbyshire
Tel: 07966 054455

Home Bike Services
62 Weston Rd, Derby, DE72 2AS, Derbyshire
Tel: 07976 926653

Carbon Cycle Repairs
Unit 2, Furnace Lane, Swadlincote, DE12 6AT, Derbyshire
Tel: 01283 229327

Mercian Cycles Ltd
7 Shardlow Rd, Derby, DE24 0JG, Derbyshire
Tel: 01332 752468

Lloyds Cycles
25 West St, Swadlincote, DE11 9DN, Derbyshire
Tel: 01283 214727

Buzz Cycles
12 Bridge Street, BELPER, DE56 1AX, Derbyshire
Tel: 01773 307325

Rails Cycles
Unit 2, Old Station Yard, Ashbrook Close, Matlock, DE4
2EL, Derbyshire
Tel: 01629 733335

Birkins Cycles
1 Sutton Lane, Derby, DE65 5PT, Derbyshire
Tel: 07875 370296

Peak Cycles
The Old School, Main St, Matlock, DE4 2BL, Derbyshire
Tel: 01629 650824

Buzz Cycles
12 Bridge St, Belper, DE56 1AX, Derbyshire
Tel: 01773 821082

Cycle Training
Hucknall Avenue, Chesterfield, S40 4BZ, Derbyshire
Tel: 07725 885151

Cycle Tech Tameside
10 Fay Gardens, Glossop, SK13 1QA, Derbyshire
Tel: 07980 693310

Professional Cycle Marketing
960 London Rd, Derby, DE24 8PY, Derbyshire
Tel: 01268 574040

Hasland Cycle Mobile Service
5 Chapel Lane East, Chesterfield, S41 0AJ, Derbyshire
Tel: 01246 234867

T.R Cycles Services
29 Mansfield Rd, Heanor, DE75 7AQ, Derbyshire
Tel: 07551 229529
Monsal Trail Cycle Hire
Hassop Station, Bakewell, DE45 1NW,
Tel: 01629 810588

High Peak Cycles
2 Smithy Fold, Glossop, SK13 8DD, Derbyshire
Tel: 01457 861535

Sett Valley Cycles
9 Union Rd, High Peak, SK22 3EL, Derbyshire
Tel: 01663 742629

Igloo Cycles
416 Chatsworth Rd, Chesterfield, S40 3BQ, Derbyshire
Tel: 01246 272272

Wheels on Fire
604 Derby Road, Chesterfield, S42 6LY, Derbyshire
Tel: 01246 272376

Moore Large & Co.Ltd
Grampian Building, Sinfen Lane, Derby, DE24 9GL,
Derbyshire
Tel: 01332 274200

Zepnat Bicycles
127 Smedley St, Matlock, DE4 3JG, Derbyshire
Tel: 01629 593631

Big on Bikes
Duffield Road, Derby, DE21 5DR, Derbyshire
Tel: 07866 265804

Holcros Ltd
7 Wash Hills Close, Matlock, DE4 4HR, Derbyshire
Tel: 01629 540393

Mojo Cycles
16 Granby St, Ilkeston, DE7 8HN, Derbyshire

Tel: 0115 930 3657

The Cycle Surgeon
22 Blue Bell Close, Chesterfield, S43 3GE, Derbyshire
Tel: 07583 167575

Stanley Fearn Cycles Ltd
19 Bakewell Rd, Matlock, DE4 3AU, Derbyshire
Tel: 01629 582089

Cyclamania
54 King St, Alfreton, DE55 7DD, Derbyshire
Tel: 01773 836203

Parsley Hay Cycle Hire
Parsley Hay, Buxton, SK17 0DG, Derbyshire
Tel: 01298 84493

Blackwell Mill Cycle Hire & Tuck Shop
8, Blackwell Mill Cottages, Bakewell Rd, Buxton, SK17 9TE,
Derbyshire
Tel: 01298 70838

Leisure Lakes Bike Store
168 Wilsthorpe Rd, Derby, DE72 3AG, Derbyshire
Tel: 01332 872947

Bargain Bikes
659-661, London Road, Derby, DE24 8UQ, Derbyshire
Tel: 07804 925191

18 Bikes
The Court Yard, Castleton Rd, Hope Valley, S33 6RD,
Derbyshire
Tel: 01433 621111

Urbanair BMX
94 Bath St, Ilkeston, DE7 8FE, Derbyshire
Tel: 01332 416817

Eco Republic
5 The Colonnade, Buxton, SK17 6AL, Derbyshire
Tel: 01298 214040

Hassop Station Cycle Hire
Bakewell, DE45 1NW, Derbyshire
Tel: 01629 810588

Other cycling-related businesses in Derbyshire

Local businesses

Cotic Cycles, Calver, Derbyshire
Dark and White Adventure Challenge Events
Thornbridge Outdoors

Cycle Derby

Cycle coaches (from www.abcc.co.uk/find-a-coach)
Chris Mottram
Michael Bradley
Tim Gould
Richard Clark
Glyn Steel
Peter Dungworth

Skills Courses

Lost Earth Adventures
01904 500094
info@lostearthadventures.co.uk
72 Gladstone Street, ? York, ? North Yorkshire, ? YO24 4NG

Dolomite Training
Unit 11, Molyneux Business Park, Whitworth Road, Darley Dale, Derbyshire, DE4 2HJ
01629 735691

Peak Mountain Biking
07917 835639

Mountain Bike Tours
0161 430 0467

AllGood Cycling
Macclesfield, Cheshire,
07954 336986

Parson House Outdoor Pursuits Centre
Parson House OPC (Corporate), Longshaw, Sheffield, S11 7TZ
01433 631017

Carsington Sports and Leisure
Carsington Water, Ashbourne, Derbyshire, DE6 1ST
01629 540478

Hollowford Activities
The Hollowford Centre, Castleton, Derbyshire, S33 8WB
01433 620377

Peak Outdoor Training
Peak Outdoor Training Ltd, 51 Marsh Lane, New Mills, Derbyshire, SK22 4PN
01925 564 281

Other cycling-related businesses in Derbyshire

Cotic Ltd, Calver, Derbyshire
Tel: 07970 853531

Thornbridge Outdoors
Great Longstone, Bakewell, Derbyshire DE45 1NY
01629 640491

Cycle Hire and activities

Peak Tours
1, Sherwood Fold, Charlesworth, Glossop, Derbyshire, SK13 5HW
Tel: 01457 851462 / 07961 052 590

Peak District Cycle Hire - Ashbourne
Mapleton Lane, Ashbourne, Derbyshire, DE6 2AA
Tel: 01335 343156

Peak District Cycle Hire - Buxton
Parsley Hay, Buxton, Derbyshire, SK17 0DG
Tel: 01298 84493

Peak District Cycle Hire - Derwent
Fairholmes, Derwent, Derbyshire, S33 0AQ
Tel: 01433 651261

Brown End Farm Cycle Hire
Brown End Farm, Waterhouses, Stoke-on-Trent, Staffordshire, ST10 3JR
Tel: 01538 308313

Peak Activities Ltd
Station Road, Hathersage, Hope Valley, Derbyshire, S32 1DD
Tel: 01433 650345 - (Administration)

Dark & White Challenge Events Ltd
10 Buscott Drive, Ashbourne, Derbyshire, DE6 1JY
Tel: 01335 348603

Hicks Lodge: National Forest Cycling Centre.
Willesley Woodside, Moira, Swadlincote, Derbyshire, LE65 2UP
Tel: 01889 586593

Bakewell Bikes (Hire, sales & repair centre)
(Opposite Felucini), Off Coombs Road, Bakewell, Derbyshire, DE45 1AQ
Tel: 01629 815077

Cafes/Catering in “honeypot” areas of the Dark Peak.

Outside Cafe, Hathersage, S32 1BB
Pool Cafe, Hathersage
Elliot's, Hathersage
David Mellor Cutlery, Hathersage
Riverside Herb Centre, Hathersage
Coleman's Deli, Hathersage
Cintra's, Hathersage
Bamford Garden Centre
Scarlett Rose, Bamford
Blue Apple, Hope
Old Hall Coffee Shop, Hope
Courtyard Cafe, Hope
Woodbine Cafe, Hope
Rose Cottage, Castleton
Three Roofs Cafe, Castleton

“We'd be more than happy to support the work and aims of Peakdistrict MTB and help in any way that we can. Great work so far, let's keep this up!”

Simon Bownes, 18 Bikes

“Keep up the good work! Small organisations such as Peak District MTB are a vital component in the development and protection of outdoor recreation in the local area. Their work is of benefit to all who enjoy the Peak District trails, not just mountain bikers.”

Shaun Puckering, Hitch n Hike Ltd

“The Bike Garage is very happy to support the work of Peak District MTB. In protecting, promoting and supporting the Mountain Biking community within the Peak District.”

James Irwin, Bike Garage

“High Peak Cycles is happy to support Peak District MTB in representing the mountain bike community and improving the trails of the Peak District.”

Stuart Bowler, High Peak Cycles

Natural England - SSSI concerns

Who are Natural England?

"We're the government's adviser on the natural environment, providing practical scientific advice on how to look after England's landscapes and wildlife."

<https://www.gov.uk/government/organisations/natural-england/about>

Before carrying out any management activity on your SSSI, you must notify Natural England in writing (unless your proposed activity is covered by a management agreement, scheme or notice) and obtain their consent.

<https://www.gov.uk/sites-of-special-scientific-interest-and-historical-monuments>

Why are SSSI Important?

Sites of Special Scientific Interest (SSSI) are important as they support plants and animals that find it difficult to survive elsewhere in the countryside, and they represent the country's best wildlife and geological sites. SSSI are legally protected under the Wildlife and Countryside Act 1981.

<https://www.gov.uk/sites-of-special-scientific-interest-and-historical-monuments>

SSSI are legally protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000 and the Natural Environment and Rural Communities Act 2006. Natural England has powers to ensure farmers and landowners protect and manage their land SSSI effectively.

<https://www.gov.uk/sites-of-special-scientific-interest-and-historical-monuments>

A highway authority has the right to divert a PROW from an SSSI if public use of it is causing damage to the special features of the SSSI. For further information, see the guide on Sites of Special Scientific Interest (SSSI) and historical monuments.

<https://www.gov.uk/public-rights-of-way-local-authority-responsibilities#protecting-wildlife-and-habitats>

Designated Sites

The Edale SSSI covers an area of 14.97294 hectares (see map) An area covered by two additional designations;

- Geological Conservation Review
- National Trust Reserve

<http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1002805&SiteName=&countyCode=10&responsiblePerson=>

Engineer's Appraisal

I have been asked by Peak District MTB to comment on the proposed repair works to the byway known locally as Rushup Edge in particular the Western end of BOAT 144, Parish of Chapel-en-le-Frith.

I am a Chartered Civil Engineer and local mountain biker.

Rushup Edge is a restricted Byway in the Peak District National Park. The area is upland moor and the existing track has eroded to bedrock over time to form a typical rocky track common to the area. DCC propose to undertake repair works to the track due to erosion.

I would note that I have not been provided with a specification or design nor any constraints imposed by the National Park or Natural England. The following observations are based upon the following assumptions from site observations and knowledge of previous repairs undertaken by DCC.

- Formation to be the existing bedrock.
- Sub-base to comprise of 80-100mm single sized gritstone.
- Surfacing to be recycled road planings (unbound).

The above repair would appear suitable (from an engineering perspective) for the areas of eroded moorland track that form the link to Chapel Gate (BOAT 16 Edale Parish) and to the Mam Tor road although the suitability of recycled road planings would be questionable in a National Park and SSSI. A graded capping layer of free draining local stone may be more suitable and in keeping with the location.

I would however note the following concerns with the proposed repair in the area known locally as Rushup Edge (Western end of BOAT 144).

This area consists of a rocky stepped track eroded down to bedrock. The single sized gritstone proposed as a sub-base will not be compactable and will form a voided layer. In normal road construction a Type 1 material would be used. This material is well graded (containing a mixture of stone sizes) to ensure good compaction and eliminate voiding.

The voided nature of the sub-base is likely to encourage sub-surface flow of water which may result in sub-surface erosion and the migration of voids to the surfacing. Due to the inclined nature of the bedrock it is also possible that over time that the material may creep downwards due to water pressures and gravity. This may cause tension cracking in the surfacing and again void migration to the surface.

Both of the above scenarios would over time present hazardous situations for all users but especially horse riders and walkers/runners.

It is not known why single sized gritstone is being used in place of a well graded fill. Although there may be constraints imposed by the National Park or Natural England there is no point in using an unsuitable engineering material to meet a constraint simply to surface over with another material.

With regards to the proposed surfacing this has been successfully used in other areas such as disused railways used as cycle routes, canal towpaths etc. I would however question the suitability of this material in this location. The combination of a smooth and loose surface on a relatively steep gradient is especially hazardous for cyclists. I also note that generally this surfacing is not preferred by horse riders due to the risk of small stones getting into hoofs.

In my opinion the most appropriate engineering solution is to retain the existing bedrock as any new surfacing would require deep layers of fill to smooth out the steps. This may result in premature degradation of the surface and migration of voids for the reasons outlined above. As the route has been restricted to motorised traffic I see no engineering reason for the repairs as the track is easily passable by all users who might be travelling in an upland moor environment.

Richard Johnson
CEng MICE

Failure to consult - admission

From: White, Peter J (Economy, Transport & Environment)

Sent: Wednesday, November 12, 2014 4:04 PM

To: John Thompson

Cc: Millward, Gill (Economy, Transport & Environment) ; mike.rhodes@peakdistrict.gov.uk ; Richard.Pett@peakdistrict.gov.uk ; edwina.edwards@bect.org.uk

Subject: RE: Rushup Edge

John

In advance of your meeting here are the answers to your questions:

1. Is there any work planned on the route beyond the junction of Chapel Gate and the bridleway over Rushup Edge? The 'steps' referred to on the DCC website are all before this point. I think we would all be very concerned about re-surfacing on the open moor section of the route.

a. The proposed works are to be carried out on the existing track between its junction with Rushup Edge and the southern end of Edale Public Footpath 2. Works will be localised along a 1.3km length of the track and consist of regulating out stone steps formed by erosion and exposure of natural bedrock. Also two short sections of the byway will be reinstated on its definitive (legal) alignment. The existing track surface is to be stone picked and any loose material (50mm above) is to be removed and recycled to regulate the track surface where bed rock is exposed and steps have formed. Additional 50 – 100mm Gritstone will be imported from Marchington Stone to supplement stone won on site. Regulated areas will be overlaid with GSB (Granular Sub-Base) Type 1 Gritstone. The thickness of stone laid shall be nominally 100mm, but will vary depending on the existing terrain. The two sections of the byway where it is proposed to reinstate the definitive line the existing vegetation will be stripped and if acceptable, it will be reused to reinstate eroded areas of moorland adjacent to the byway under the supervision of Natural England. 150mm GSB Type 1 Gritstone will be laid and compacted this will then be overlaid with 50mm of GSB Type 1 Gritstone to form a camber and then compacted. In areas where there is extra depth of stone required, 75mm to dust shall be used as regulating material, and top dressed with 25mm to dust. The existing track will not be widened from its existing extents and may be narrowed where erosion has taken place. The typical width of the track will be 2.5 metres. Chapel Gate is to be closed for the duration of the works.

2. What kind of 'top dressing' is planned for the stone that has already been put in place. Will the end result look like the earlier work done on the route as it drops down towards Edale or would it look more like the work done on Long Causeway.

a. Gritstone

I am sending you 2 sets of photos from a site visit by Edwina Edwards (our Chair) on Sunday – any comments welcome in relation to the following questions as well please:

1. What consultation has actually taken place with users and the LAF?

a) Project reported to the LAF on 5th December 2013. **No consultation directly with users as we use the LAF as our advisory body.**

2. Why has DCC decided to resurface this area rather than continue to maintain Chapel Gate?

a) The highway is in disrepair and it is a continuation of Chapel Gate, the byway open to all traffic.

3. What are the priorities for DCC maintaining Chapel Gate or resurfacing Rushup Edge?

a) **The route was identified as a high priority route published by the National Park in 2009.** That report identified its dangerous condition and recommended repairs. There is a statement in the report which is of particular importance – “All user groups would, **in our opinion**, find certain sections of the route difficult, PDNPA staff have seen motor bikers and mountain bikers fall and risk injury and it is our opinion that use for many groups whilst the route remains in its present state of repair, is not only difficult, but dangerous.”

4. Did the resurfacing need doing on Rushup Edge as the “slabs” and surface did not seem to be a problem with users?

a) **Or are users being put off by its condition? I don't think we will know the full answer to that question** however we have received email thanking us for the improvement and we hope that the final result will allow a wider range of users to enjoy this part of the countryside. Our work will hopefully reduce trespass over the SSSI, a concern, albeit it verbal, received from the National Trust.

Overall John, apart from the fact DCC did not consult the National Park on the detail of the work, for which we have apologised and put in place measures to avoid this happening again, our aim is to provide a highway that is safe for a **variety of users entitled to use it.**

Regards

Peter

Peter J White

Rights of Way Officer

Produced by:



www.peakdistrictmtb.org

With special thanks to:

Jeff King - monkeyspoon.com

Dr Esther Hobson

James Irwin - Bike Garage

Keeper of the Peak - @KoftheP

Andrew Burdett - Andrew Burdett Design

Richard Johnson C.Eng MICE
