

Peak District Local Access Forum

Date: 9 December 2021

Item: 7

Title: Green Lanes Update

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Purpose of the Report

The report provides an update on repairs on Green Lanes and other routes in the National Park.

Background

The Forum represents a range of different user groups and interests, and has expertise in multi-user routes through its Green Lanes work. The Forum has previously expressed its willingness to provide comments on schemes of repair undertaken by the Highway Authorities.

In August 2021, the LAF was consulted by Derbyshire Council Council on a number of routes being proposed for repair. In September, the Green Lanes Sub-group met to inspect a number of these routes. Further routes have been identified subsequently for the Forum's involvement. Note that this includes some routes which are multi-user, but which are not Green Lanes.

Major Schemes of Repair

The routes identified for major repairs are shown in Appendix 1.

The Green Lanes Sub-group inspected the proposed works at Chapel Gate, Cave Dale, Brushfield, Chertpit, and Jacob's Ladder. Their comments are provided in Appendix 2.

Officer comments on Pin Dale, Car Road, and Moorlands Lane have been circulated to the LAF, and are set out in Appendix 3.

The proposed works are summarised in Appendix 4. All the identified schemes are due to be completed by end of March 2022. Works have commenced at Chapel Gate and Car Road.

The Green Lanes Sub-group have also inspected proposed works at Beeley and Hayfield. Their comments are provided in Appendix 5.

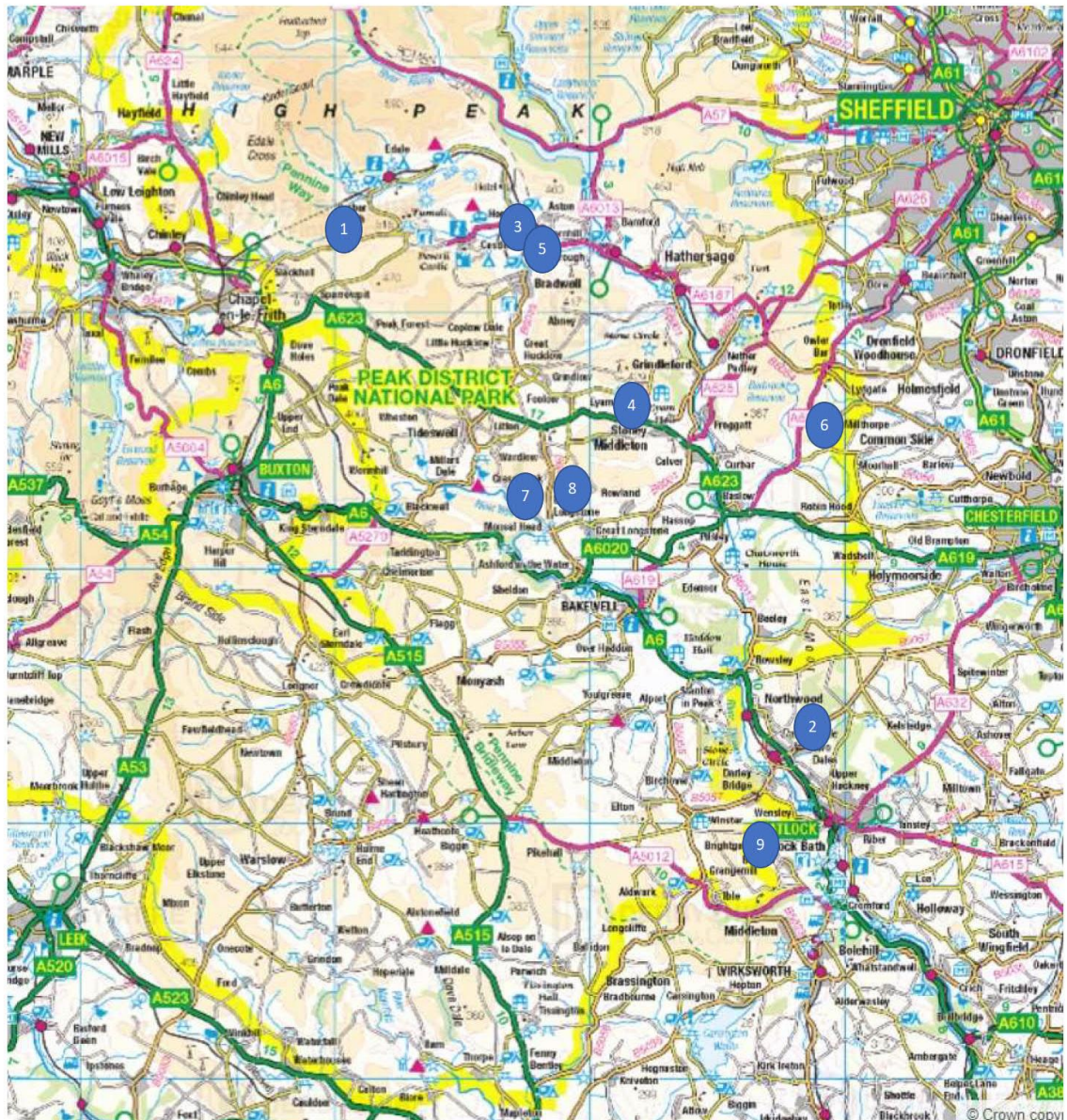
Maintenance

Work has also been identified for routine maintenance on Brough Lane, Hurstclough Lane, and Long Causeway. This will include gulley clearing, minor resurfacing, and barrier replacement.

Recommendation

- 1. That the report is noted.**
- 2. That the LAF consider whether they wish to make any additional comments on the views expressed.**

Appendix 1



1. Chapel Gate, Edale
2. Back Lane, Darley Dale
3. Cave Dale, Castleton
4. Jacob's Ladder, Stoney Middleton
5. Pin Dale, Castleton
6. Car Road, Holmesfield
7. Brushfield, Little Longstone
8. Chertpit Lane, Little Longstone
9. Moorlands Lane, Bonsall

Appendix 2

Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided at site meetings on 7th and 9th September 2021 with Peak District Local Access Forum members.

Chapel Gate

- Key access route by cyclists, horse riders and walkers.
- NPA Traffic Regulation Order on the route prohibiting motorised vehicle use.
- Designations including SSSI, SAC and SPA.
- Repairs to be sympathetic to the surroundings and use ie no requirement to make suitable for motorised users.
- Naturally excavated gritstone to be used; 20mm to dust with incorporation of seed mix in place of hydraulically bound material (HBM).
- Scope for limited use of HBM on lower section for durability re farm use.
- Scheme to incorporate maintenance of cross-drains, the blockage of which is the principle cause of the water damage.
- Additional cross-drain at the top of the slope.
- Removal of excess road planings previously introduced.
- Inspection and treatment of pitched areas elsewhere on the route.

Cave Dale

- Start of Limestone Way long distance route.
- Key link route by mountain-bikers, horse riders and walkers.
- SSSI and ephemeral watercourse.
- Tarmac repairs and drain clearance on the initial section.
- Limestone 20mm to dust to infill betwixt exposed bedrock, where deemed necessary.
- Surfacing cambered and additional cross-drains to help shed run-off.
- Stone picking and limited resurfacing or infill between boulders to a minimum width higher up.
- Retention and encouragement of grass growth adjacent to the route.

Brushfield

- Key link route by cyclists, horse riders and walkers.
- Provides an access without steps to the Monsal Trail/the [Miles without Stiles route](#) from the NPA's car park.
- Designations including SSSI, SAC and SM.
- Determination of legal status as a bridleway has prohibited use by motorised vehicles save for annual event where consented.
- Use for maintenance and for emergency access to Trail on the lower section; use by farmer along whole route.
- Resurfacing using bound limestone to infill areas of lost tarmac.
- Surfacing to accommodate disabled users and to provide a central grass strip for horse riders under bridge to the Trail.
- Elsewhere surfacing where required using limestone 20 mm to dust incorporating seed mix and outcrops of bedrock.
- Where grassed areas, removal of loose stone only (no resurfacing required).
- For joining bridleway, retain grassy verges and combine stone clearance and some cutting back of overhanging branches. No resurfacing required.

Chertpit

- Key route forming part of the [Black Harry Trails](#).
- NPA Traffic Regulation Order on part of the route prohibiting motorised vehicle use.
- Farm use at either ends of the route.
- Verges designated as key ecological areas/road verge nature reserve; protected species.
- Infill large depression at western end.
- Infill long rut with limestone and grass seed mix; use of HBM as appropriate to manage level of agricultural vehicle use.

Jacobs Ladder

- Key link route to Eyam and Grindleford.
- DCC Traffic Regulation Order prohibiting motorised vehicle use.
- Some illegal use by motorised vehicles reported.
- Infill gulleying with gritstone, 20 mm to dust.
- Drainage channels and cambering to deal with run-off.
- Remove loose stone/rubble and rebuild boundary walls.

Appendix 3

Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided by PDNPA officers.

Pindale

- Key route for all users to link with Bradwell Moor.
- Camping barn, DoE route, and potential for disabled use.
- SSSI and SM.
- Substantive illegal use on adjacent land by motorised vehicles.
- Infill depressions on top section of track leading from the roadside.
- Hydraulically bound limestone on steep top section with central grass strip.
- Remove loose stone and rebuild boundary wall.
- Reinforcement of boulder barrier with additional boulders (subject to SM consent being obtained).
- Installation of boulder barrier/edge treatment on other side of the BOAT.
- Resurfacing using unbound limestone in the central section.
- No introduction of seed mix on central section at NE's request.
- Regrading of tracked sections permitted but with no importation of material (subject to SM consent being obtained).
- Hydraulically bound material with scooped cross-drains on lower section.

Car Road

- Links to other bridleways and areas of Access Land; forms part of Boundary Walk.
- Legacy of illegal motorised vehicle use and flytipping.
- Reinstatement of ruts adjacent to surfaced track and clearance of overhanging trees to prevent deviation from the track.
- Top dressing of areas where loose cobbles are not bound by grass vegetation.
- Phase works to reduce vehicle tracking over the middle vegetated section of the track.
- Infilling with gritstone and hydraulically binding of extensive area of wash-out in the lower section to improve accessibility.
- Consider use of vehicle barrier at A621 and signage.

Moorlands Lane

- Link to other tracks and lanes; no through route for motorised vehicles.
- Forms part of Limestone Way.
- Lane is of limited width.
- Clear back overhanging vegetation.
- Minor infilling of ruts where developing.

Appendix 4

DCC Scheme Details

Chapel Gate

Edale end lower - The proposed works involve filling the 1m wide and 400mm deep rut with granular material. It is proposed to use a gritstone/granite aggregate is a colour to suit the surrounding landscape.

Edale end upper - The works involve picking large loose stones from the path and filling any ruts with locally sourced gritstone granular material. Path surface to have topsoil/grass seed mix (1 part seed to 4 parts topsoil) raked in.

It is proposed to clean out the existing stone cross channels (6 no.) and construct two new channels. Existing ditch to be cleaned out where necessary.

Cave Dale

Lower - Install 3 number cut-off drains using re-used stone kerbs similar to the existing kerbing used. Alter existing steps to a cut-off drains. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

Upper - The works involve the construction of a path up to 2.0m wide. Rock outcrops restrict the width to 1.5m in places. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

Upperdale

Upper - The proposed works involve removing large loose stones from the path (hand picking and placing on drystone wall beside path or used to create stone channel). Applying a layer of fine limestone (10mm to dust) to path in wheel tracks and compact to bind existing surface. Apply a thin dusting of topsoil and grass seed mix to centre of path.

Lower - fill the rutted areas with granular material. A 1.1m wide path is to be created on RHS (looking uphill) utilising the existing tarmac surfacing where present. A 600mm wide path of 10mm asphalt is to be provided on the LHS. The central 600mm wide margin is to have a thin application of topsoil with grass seed. Grips are to be cut into the LHS verge.

Chertpit & Leys Lane

Western end - Works involve filling this depression with 100mm to 200mm granular material which would shed this water to the ditch beside the path.

Eastern End - Works involve filling the 500mm wide 50mm deep rut with unbound limestone. Rake in topsoil/grass seed mix to centre of path to promote grass regrowth.

Jacobs Ladder

The proposed works involve picking large stones, concrete kerbs and fence posts from the path. Filling deep ruts with previously picked material and Type 1 granular material. Constructing 5 stone channels using picked stones or locally sourced material.

Pindale

The proposed works involve the construction of a 2.3m wide granular path using locally sourced limestone to suit the surrounding landscape, filling ruts as required and picking large stones from the path. Two stone channels are to be constructed on the lower section to shed water. Drystone wall to be reconstructed using stone which has been pulled/fallen onto the path. Large boulders (24 in number) to be placed beside the path to discourage vehicle use on the surrounding landscape. Potholes infilled.

Car Road

Lower - The works involve filling a 385m long rut which is up to 700mm deep and 1m wide. Then overlay with 75mm granular material to form path 2.3m wide. It is proposed to use locally sourced gritstone/granite to suit the surrounding landscape.

Middle – In areas of disrepair, an overlay with 75mm granular material will be provided to form a path 2.3m wide. It is proposed to use locally sourced gritstone/granite to suit the surrounding landscape.

Upper – Where necessary, the shoulders of the path will be reconstructed. It is proposed to do this using a Geogrid stabilising layer between two layers of granular fill. This will then be overlaid with 75mm thick granular material to form path 2.3m wide. Locally sourced gritstone/granite will be used to suit the surrounding landscape.

Moorlands Lane

The works involve an overlay of 50mm thick overlay of granular material, predominantly in the rutted areas, to form a path 1.5m wide. It is proposed to use locally sourced limestone to suit the surrounding landscape.

Appendix 5

Derbyshire CC Rights of Way Repairs 2021/22

Notes from comments provided at site meetings on 25th November 2021 with Peak District Local Access Forum members.

Beeley Lane

- Key route for all users and for links to adjacent moorland and permissive routes in adjacent woodland.
- Adjacent designations including SSSI, SAC, SPA and SM.
- Potential to provide for a Miles without Stiles route through surfacing repairs and drainage improvements.
- Drainage capacity/run-off is an issue. Meeting to be arranged with landowner and tenant to discuss.
- Resurfacing using unbound gritstone to provide a level surfaced track and to prevent undermining of walls.

Coldwell Clough, Hayfield

- Important bridleway connecting with Edale and the Pennine Bridleway. Links to the Pennine Way and the Kinder Plateau and extensive areas of Access Land.
- The route leading to the bridleway is an unclassified road. A permissive path in this lower section provides a level alternative.
- Designations include SSSI, SAC, SPA, SM at Edale Cross, Grade II Listed Building at Coldwell Clough.
- Complaints received about the surfacing when works undertaken on a section of the route several years ago, and which has now grassed up to some extent.
- Surfacing in the worst affected sections only, to include stone pitching and gritstone infill, and to encourage users to keep to the track.
- Works will require clearing out of gullies and also identifying their ongoing maintenance to help prevent future erosion.
- Construction of a slab bridge at Stoney Ford for walkers who wish to keep their boots dry.