

**Route Summary Report
Bamford Clough
March 2018**



Description

Bamford Clough (Leeside Road) is a straight, steep walled lane which runs in a north-easterly direction from Bamford village to meet New Road just below Bamford Edge. In sections the surface is eroded, in places to bare rock, which has the effect of creating a number of steps in the surface. Vehicle groups have carried out some repair work by concreting over some of the steps. Because of the steepness of the road and the concrete surface it can be slippery to walk on. The route is currently closed pending repairs by Derbyshire County Council as the Highway Authority.

Legal Status: Byway Open to All Traffic.

County: Derbyshire

Parish: Bamford

Grid Reference: SK 20868361 to SK 21418394

Length: 600 metres

Nearest Other Byways/Non-classified Highways/Claimed Byways

Long Causeway lies approximately 1.5 km northwards, and there are various NCHs in the Brough area approximately 2 kms to the south.

Sustainability Analysis

Undertaken in 2007

Physical - Does the route show serious signs of physical damage resulting from usage?

Comment: Sections of the route have been subject to repairs. Other sections have deteriorated since 2007 when the analysis was carried out.

Score: 1 (1 or no user groups would find the route hard to use) – as at 2007

Conservation - Is the route subject to any protective designation (for heritage or wildlife)?

Score: 1 (no areas of protection abut or cross the highway)

Complaints - Have there been any complaints about vehicular use conflicting with other uses?

Comments: Frequent source of concern and complaints due to steep and confined nature of route and proximity to the village.

Score: 3 (yes many complaints from a variety of sources)

Character - Is the character of the route being damaged by vehicular use?

Comments: Route is enclosed and has been subject to repair.

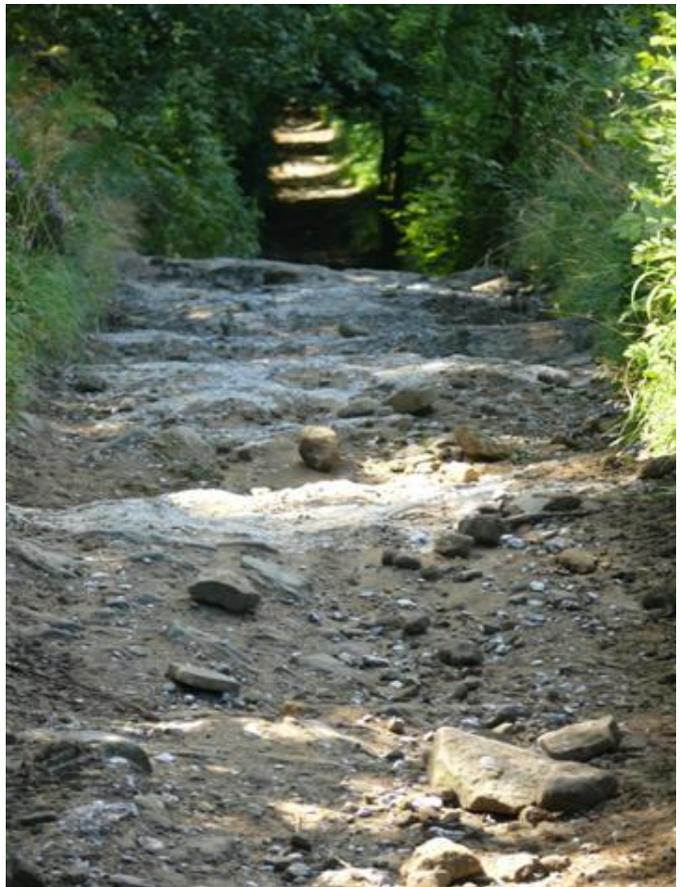
Score: 1 (little or none, including 1 or 2 minor areas of damage on the highway)

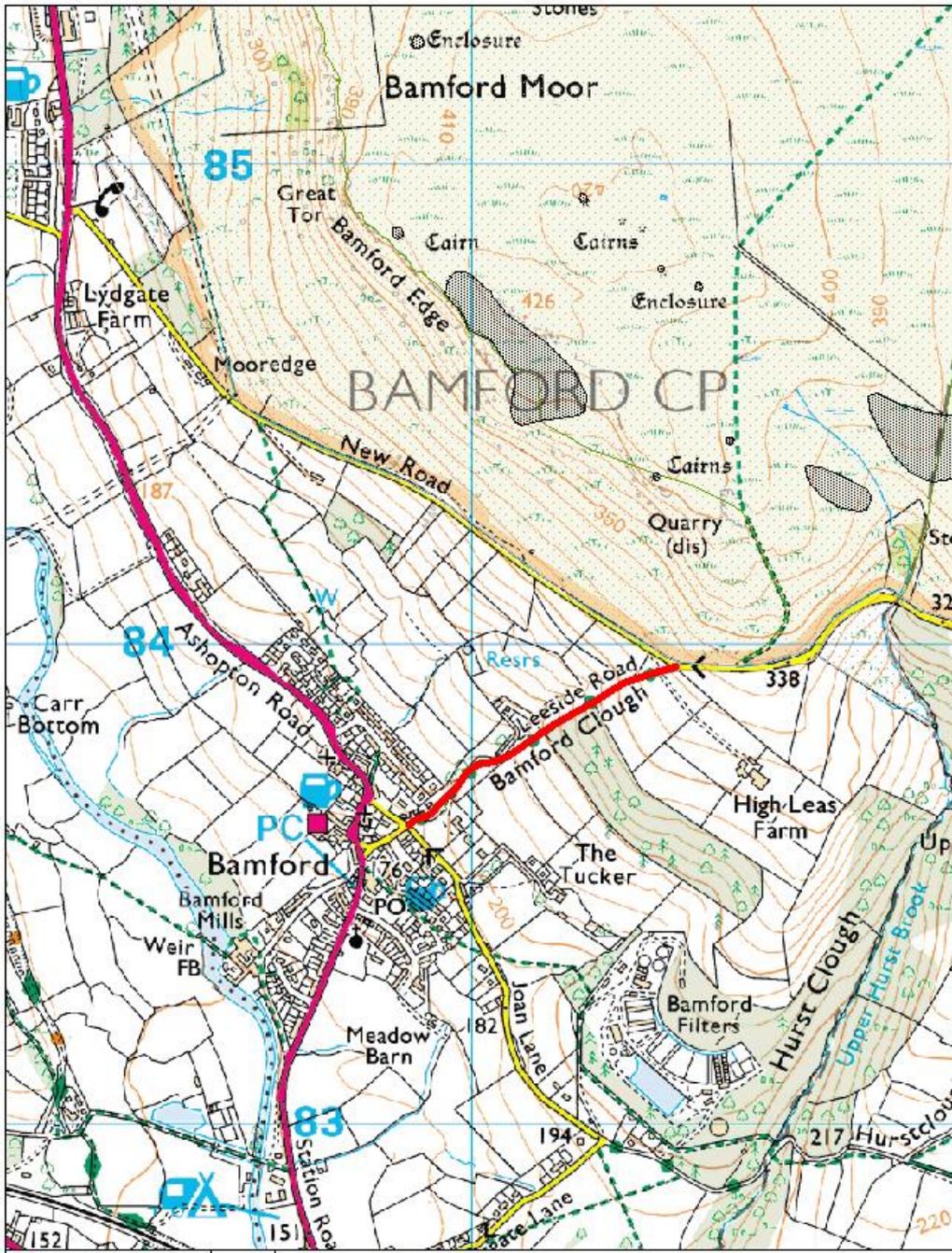
Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: The nature of this route; its gradient and narrowness, make conflict difficult to avoid between users.

Score: 3 (yes, 3 or 4 issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score = 9/15





<p>PEAK DISTRICT NATIONAL PARK AUTHORITY</p>	<p>Bamford Clough</p> <p> Route with proven or possible motor vehicle rights which may be unsustainable</p>	<p>DESIGNATIONS</p> <ul style="list-style-type: none"> Site designated as one or more of <ul style="list-style-type: none"> - Site of Scientific Interest - Special Area of Conservation - Section 3 & Natural Zone Scheduled Ancient Monument
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Representation on this map of a route is no evidence of a right of way.
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Access Requirements

Not used for access to adjoining land except where the farm entrance crosses Lee Side Road near its junction with New Road.

Recreational Importance

The route is important for local residents. The route has been used for the Edinburgh Motor Trial.

Levels of Vehicular Use

Friday 19 December 2008 to Friday 16 January 2009

Daily Totals	Cars/Larger Vehicles	Motorcycles Only
Mondays	18	3
Tuesdays	3	53
Wednesdays	4	20
Thursday	0	4
Fridays	15	35
Saturdays	45	46
Sundays	36	97
Mon-Fri Total	40	152
Sat-Sun Total	81	143
Overall Total	121	295
Average Per Day	4.2	10

Friday 8 July to Friday 28 October 2012

Daily Totals	Cars/Larger Vehicles	Motorcycles Only
Mondays	18	32
Tuesdays	22	44
Wednesdays	16	96
Thursday	30	38
Fridays	36	59
Saturdays	86	432
Sundays	113	343
Mon-Fri Total	122	269
Sat-Sun Total	199	775
Overall Total	321	1044
Average Per Day	2.8	9.2

Conservation interest

Ecology - An ecological survey was carried out in November 2010 (Appendix 1). A field below the plantation is designated a key ecological area.

Landscape - Bamford Clough lies on the boundary of the the Eastern Moors and Derwent valley landscape character areas – a sparsely settled area of gritstone uplands...a continuation of the Dark Peak uplands but...with a narrower moorland top...and a greater proportion of enclosed moorland. This is an elevated landscape which drops away to the Derwent Valley to the west. Edges are a characteristic of the area. There were many (traditional routes) and they were used for cross-Pennine trade. One of the key landforms of the Derwent valley is the wooded slopes and valleys, with 'narrow winding, often sunken lanes'. Also mentioned are the villages and outlying estate farmsteads and field barns'.

Cultural Heritage - An archaeological report summarising predominantly desk-based research was provided in January 2013 (Appendix 2).

Peak District Local Access Forum Comments

The Vehicles Sub-group surveyed the route and met in August 2010. Appendix 3 sets out their individual observations. The majority of the group recommended that:

- A one way system be introduced – by voluntary restraint – for vehicles driving uphill only
- The concrete surfacing is dangerous and needs attention
- 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.

Issues

People

- Disturbance to residents - proximity of village
- User conflict – relatively high levels of vehicular use, speed

The Route

- Route nature – narrow and steep throughout
- Route condition – poor surface

Site: BAMFORD CLOUGH/LEESIDE ROAD

Date of survey: 16.11.2010

Site designations

The route does not pass through or adjoin any SSSI, SPA, or SAC.

One field adjoining on the SE side below Gorsey Lee Plantation is designated a Key Ecological Area - PP:NG225 (species-rich neutral grassland).

Description and ecological interest

Length: 675m. The route (variously named The Clough, Bamford Clough and Leeside Road on different editions of OS maps) starts at the minor road from Yorkshire Bridge to Dennis Knoll and drops down steeply in a south-westerly direction to the north-east edge of Bamford village. It passes through semi-improved fields, alongside a coniferous plantation on the SE side and through broad-leaved plantations at the lower end. The verges are very narrow and steep; vegetation is limited in general to a narrow fringe of coarse grassland with sections of acid grassland containing patches of bilberry at the upper end.

Vehicles leaving the highway

At the upper (northern) end, the route crosses the main track to High Lees Farm. This is unfenced and ungated but there are few visible signs of vehicles detouring from the route into fields on either side. Along almost the rest of its length, the route is confined between low banks topped with drystone walls, providing no vehicle access to adjoining land.

Impacts

The route is narrow and along most of its length there are very few places where two vehicles or a vehicle and horse could pass.

Three drainage gullies sited diagonally across the upper part of the route channel rain water away to the side and reduce water flow down the line of the route thus limiting the effects of erosion.

The gradient is steep and the track is generally stony and uneven. Patches of concrete have been applied at several points on the steepest stretches. In between these, the track bed has been severely eroded away down to a very uneven and rocky surface. This results in a strongly stepped profile, consistent with the scouring effect of 4WD vehicles ascending the steepest gradient in low gear. Continued such use by 4WD vehicles can be expected to increase erosion and further deterioration of the track surface, accentuating the stepped character of the route and thereby making passage by cyclists, horse riders and pedestrians more problematic.

The most ecologically valuable patches of acid vegetation are situated on relatively steep, narrow banks that are not easily damaged by vehicles and no obvious signs of damage caused by vehicles were visible.

Cultural Heritage report – Bamford Clough

Historic Environment Record/archaeological survey information

This route does not correspond with any detailed archaeological surveys. There are no Historic Environment Record sites or features on or near to the route. Much of it does however fall within the Bamford Conservation Area.

Historic Landscape Character

Land which bounds the north-west of the route was largely enclosed in the 19th century. The remainder is of earlier date having been enclosed prior to 1780.

General recommendations

As there is no survey information for this route, or the adjacent land, ideally a rapid walk-over survey of the actual lane should be undertaken and the condition of surviving features be noted. Particular consideration should be given to features such as gateposts, walls and wall furniture and earthworks. The results of this work would form good basis for recording damage to any features which might have occurred already, as well as monitoring on-going damage. On the basis of the information collected recommendations for damage mitigation could be made. This could also inform the nature of any repairs to the route.

Appendix 3 - Peak District Local Access Forum Vehicle Sub-Group – Individual Comments

1. Physical Works - Clarify the appropriate surface treatment required by the Highway Authority and ensure that is delivered to required standards in the interests of safety and all users.
2. Appropriate signage at either end on status (when resolved) and risks/care needed
3. Look at Voluntary Restraint and One Way vehicle circulation?
Long-term- May need to look at a TRO at specified periods

This area is probably best restricted to non-motorised transport.
Management – Traffic Restriction Order?

Solutions: The main problem is that this route very steep and straight and therefore dangerous, if any user could not stop on the way down other users would be at severe risk. It is heavily used by motorbikes and 4x4 vehicles. The risk of accidents and injury is high. Repair to the surface is unlikely to significantly reduce this risk.

Long-term management options: TRO with exceptions for the rally and other special events known about and planned for in advance.

My recommendation is ... for a permanent TRO. There are however two further relevant points. The first is that it is long established by tradition for the Clough to form part of an annual vehicular event in the form of a hill climb. With proper notice it would seem reasonable to make exception for this to continue. In considering whether this approach might form the basis for some less restrictive recommendation in the form of a one way system going up hill, my conclusion is that this would be impracticable because safety would also be dependent upon prevailing weather conditions. The second point relates to nearby routes, particularly the Long Causeway, where again surface conditions make current levels of use unsustainable. In the event that surface conditions on both ways were sufficiently improved to be able to tolerate likely volumes of recreational use a one way system for both routes broadly from south to north would offer one solution, though this would entail revisiting the current recommendation on the Long Causeway which is for a one way system in the opposite direction.

A Cut grooves in the concrete to provide traction and to take water away from the main carriageway

B Refer to MBOB Distress Information Sheet 8

Long-term – Manage water run-off