

**Route Summary Report
Riley Lane
March 2018**



Description

Riley Lane commences east of Town End, Eyam and proceeds generally eastwards on tarmac road, then continuing east through Pretty Wood and finally south east to New Road.

Legal Status: BOAT and footpath
County: Derbyshire
Parish: Eyam
Grid Reference: SK224764 to 234759
Length: 1300 metres

Nearest Other Byways/Non-classified Highways/Claimed Byways

The Bank (Jacobs Ladder) Stoney Middleton (NCH). At western end two routes within Eyam are nearby (within 500 metres) - Town Head (NCH, not a physical through route for vehicles), Mill Lane

Sustainability Analysis

Undertaken in 2007

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

Comment: Eastern sections have surface issues adjacent to Pretty Wood

Score: 2 (2-4 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: Mostly local

Score: 1 (few or no complaints)

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

Comments: Surface near Pretty Wood is rutted

Score: 2 (the highway is affected)

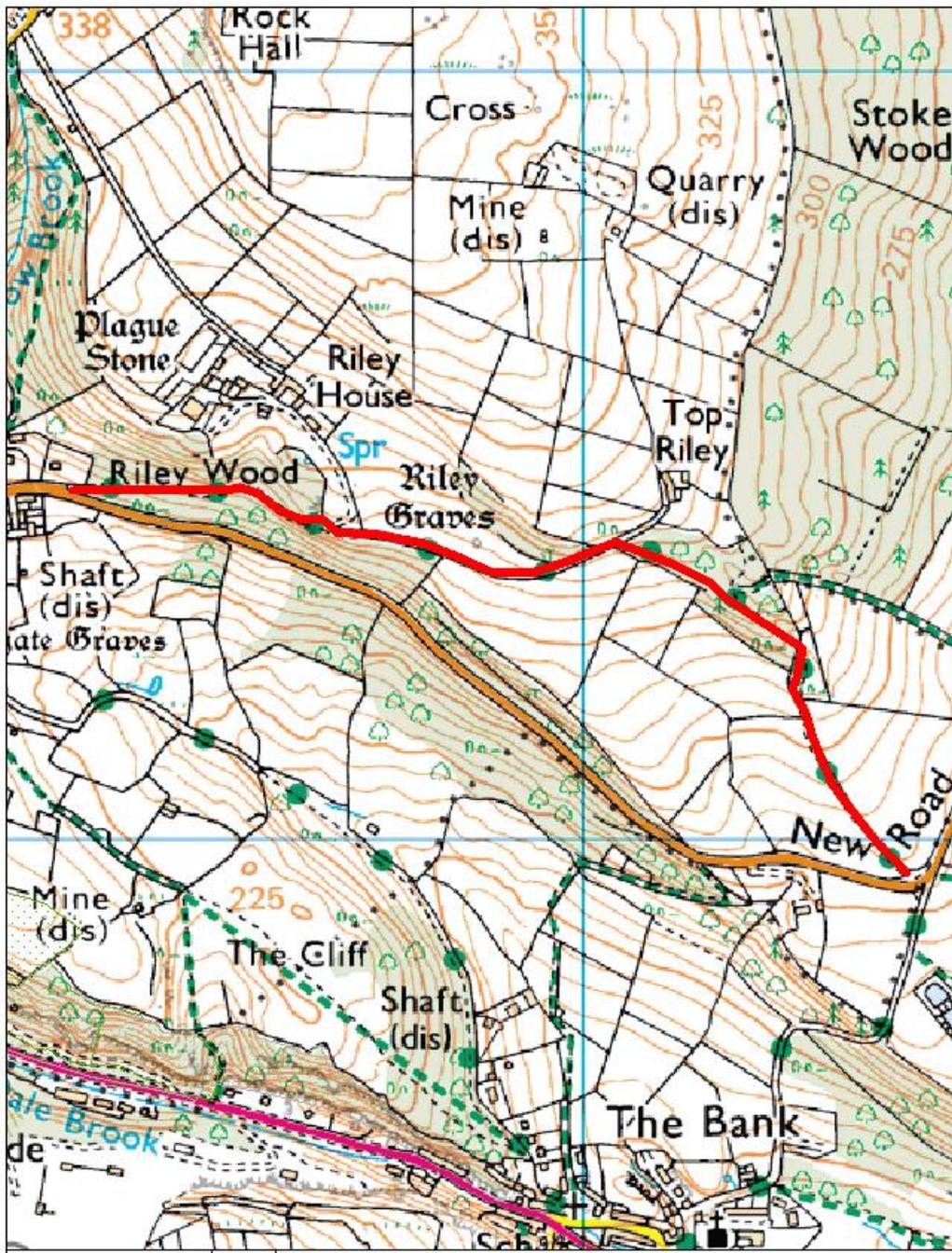
Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: Visibility is an issue in central sections, some width issues.

Score: 2 (1 or 2 issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score = 8/15





<p>PEAK DISTRICT NATIONAL PARK AUTHORITY</p>	<p>N</p>	<p>Riley Lane</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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Levels of Vehicular Use

Friday 19 February 2010 – Thursday 18 March 2010 (28 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	0
Tuesdays	0	2
Wednesdays	0	4
Thursday	0	6
Fridays	0	2
Saturdays	3	19
Sundays	0	6
Mon-Fri Total	0	14
Sat-Sun Total	3	25
Overall Total	3	39
Average Per Day	0.1	1.4

Fri 24 Nov 2014 – Thu 15 Jan 2015 (56 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	3	0
Tuesdays	1	1
Wednesdays	0	3
Thursdays	2	2
Fridays	0	7
Saturdays	14	52
Sundays	21	54
Mon-Fri total	6	13
Sat-Sunday total	35	102
Overall total	41	115
Average per day	0.7	2.0

Mon 23 Nov 2015 – Sun 24 Jan 2016 (63 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	2	17
Tuesdays	5	21
Wednesdays	3	21
Thursdays	0	0
Fridays	1	0
Saturdays	0	6
Sundays	1	1
Mon-Fri total	11	59
Sat-Sunday total	1	7
Overall total	12	66
Average per day	0.2	1

Conservation interest

Ecology - An ecological survey was carried out in January 2013 (Appendix 1).

Landscape - The route lies within Derwent Valley landscape character area - lower lying landscapes associated with the valley of the River Derwent and its tributaries. Separates the limestones of the White Peak from the prominent gritstone edges of the Eastern Moors to the

east and high moorland of the Dark Peak to the North. The settled well-wooded agricultural character is characteristic of this area.

Cultural Heritage - An archaeological report summarising desk-based research was provided in January 2013 (Appendix 2). The Riley Graves enclosure, a grade II listed structure, lies close to the route.

Peak District Local Access Forum Comments

The Green Lanes Sub-group surveyed the route and met in August 2012. Appendix 3 sets out their individual observations. The group recommended:

- Prevent illegal trespass into woods and footpath
- Review condition of route following clarification of legal status

Issues

People

- Disturbance to residents – proximity to village

The Route

- Route nature – narrow
- Route condition – rutted

The Area

- Impact on adjacent land – illegal use

Date of survey: 7 January 2013

Description and ecological interest

The route runs from the eastern edge of Eyam eastwards to below Top Riley where it turns SE. After a short distance the route forks: a path/byway runs ESE and a bridleway/footpath to SE, both ending at New Road. The designation of three sections has been recently amended by DCC and signs and maps dated 3/1/13 have been placed at points C, D and E (see below and map).

1. A-B. A sealed track that runs first through Riley Wood (broad-leaved plantation) then through improved / semi-improved pasture fields.

2. B-C. A short section through an open broad-leaved plantation is unsurfaced. A section of about 40 m is badly rutted, muddy and with many wet sections. According to the DCC notice this section has been redesignated as a BOAT. There is clear evidence of motor-cycle tracks all along this section.

3. C-D. Formerly a Bridleway, but recently redesignated as a 'Footpath' according to the DCC notice. The first section descends through open, planted, broad-leaved woodland and has a soft surface and is fairly rutted and muddy in places. The lower half runs through semi-improved pasture and has a hard but unsealed surface. It is tightly fenced on both sides and used as a farm track. Motor cycle tyre tracks and 4WD tyre tracks are visible all along the section, but in the lower half it is not possible to differentiate between agricultural and recreational use by 4WD.

4. C-E. Formerly a public footpath but recently redesignated as a Restricted Byway by DCC. A short section descends over a soft and rutted surface to a more level section that continues to New Road with a harder but unsealed surface. Most this section is too narrow for 4WD vehicles but it is apparently regularly used by motor bikes (multiple tyre tracks; six motor cyclists passed during the survey).

Vehicles leaving the highway

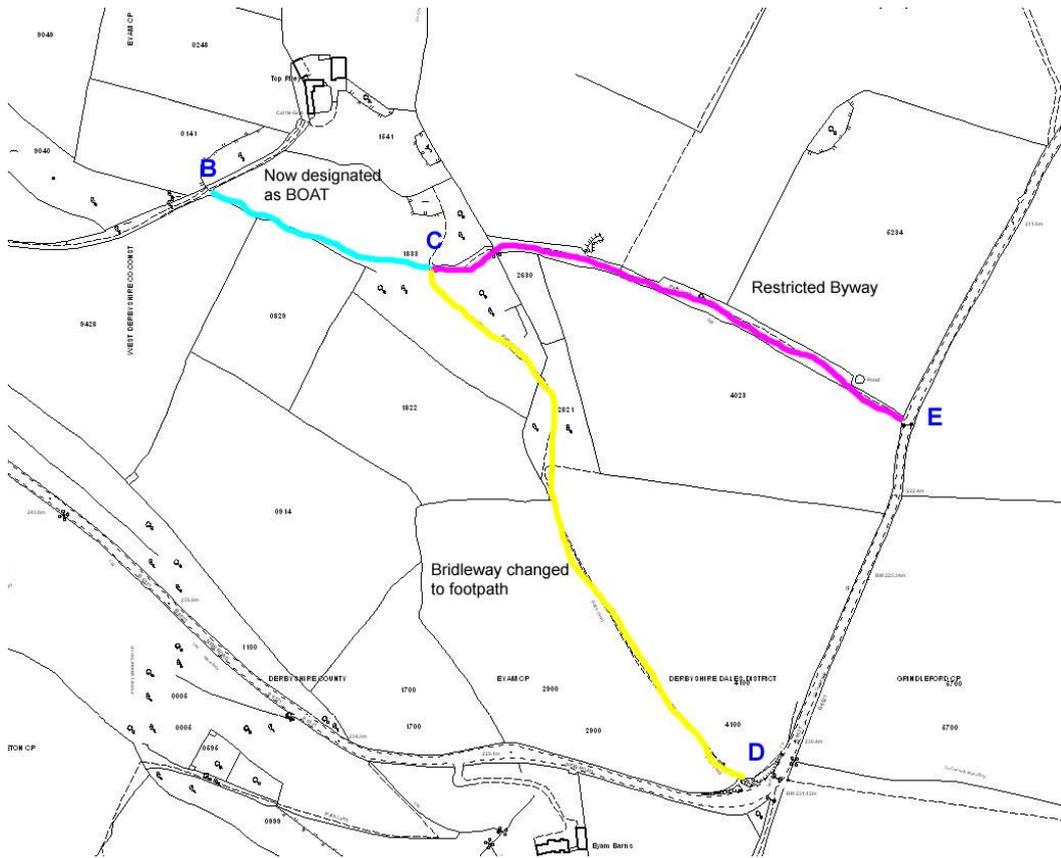
There are few opportunities for off-route vehicle use. The central wood around point C is open and a few motor bike tyre tracks are visible in one uneven section that may mark the site of an old quarry.

Impacts

The whole section B-C, the eastern part of C-E, and north-west section of C-D are rutted and muddy to a varying degree, a factor that is likely to be exacerbated by continued vehicle use.

The south-east half of C-D and the whole of A-B are hard surfaced and not easily susceptible to vehicle damage.

The verges do not contain high botanical interest. The two woodland sections are not Ancient Woodland or Planted Ancient Woodland Sites.



Appendix 2 – Cultural Heritage Report

Historic Landscape Character

Riley Lane runs through land which was largely enclosed by the early 19th century, though the land to the north of the route, around Top Riley Farm was enclosed in the 19th century by Parliamentary award.

Existing Historic Environment Record data, surveys and designations

There is only one significant Historic Environment Record site in close proximity to this route. This is the Riley Graves enclosure (MDR 3909), a plague burial ground, which is also a grade II listed structure. Much of the route also falls within the Eyam Conservation Area.

Over half of the route falls within one farm holding, Riley House Farm, which has had detailed archaeological survey.

General recommendations

Part of the route lies within an area which has had detailed archaeological survey. Ideally, the whole length of the lane should be checked by means of a rapid walk-over survey however, with the condition of surviving features being 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.

General

This route goes from just west of Eyam uphill through woodland, past Top Riley, before descending through woods and fields back to New Road near Eyam Barns. There are good views over and beyond Stoney Middleton Dale. A Public Inquiry into the status is pending. I think this route can be sustainable with ongoing monitoring, appropriate signing, and some surfacing works.

I think this is a contrived assembly of different ways, and not a single route at all. It makes no sense on the ground as a continuous way. A sealed surface way to a dwelling is not problematic, but is essentially a private access road. An abused track leads off this through woodland, and is accessed by very narrow gateposts. Their spacing suggests that vehicular access, whether by horse and cart or MPV, was never intended. My impression was that there is no evidence of any hard surface having been laid along what is a footpath through woods, and is indeed signed as such where another way joins it from the south. The surface of this footpath section is soft and MPV use is not sustainable. The way from the south is itself narrow, and would appear to me to have been an access route to an old quarry, and probably originally a cul de sac route. The surface is basically more solid but is in need of repair. Whatever the status of the three distinct sections of what is called Riley Lane, my view is that the central 'footpath' section is not sustainable as a MPV route and can not easily be made sustainable, even if this were desirable. My own inclination would be to prohibit MPV use (except for private access). Allowing MPV access on the southern arm would be of little merit and likely lead to illegal use of the footpath section.

Safety Issues

Signage

- Limited. There is a "please keep to the Track" notice at the south eastern end, but there are formal notices (DCC, Peak & Police), re illegal use offences in the woodland area south west of Top Riley. A sign is missing (probably public footpath), where the route forks down through this woodland
- An illegible, probably footpath, sign where the track leaves the tarmac drive at SK230764. A footpath sign where the footpath goes straight on and the road turns right, downhill.
- Signs about illegal use in place and a clear sign stating no vehicle use at the path junction in the wood. Signs at the start and end of the route are confusing.

Surface and Off-site information

- The route is generally in good metalled condition up to the point where the track goes down through the woodland where it is unmetalled and there are some parts that are rutted and muddy. The route crosses some open fields further down, but is bounded by a fence.
- No off-site information observed.

Conflicts of different use

- There are cars using the route from the farm properties (no problem), and evidence / knowledge of particularly young motor cyclists from the community using the track and going off it into woodland and on the adjoining public footpath. This appears to be causing problems and conflict.
- The route is used as part of a footpath. Immediately after the above finger post there are disused quarry workings with a number of trees, where there is evidence of off-piste use by trail bikes or mountain/BMX bikes
- Certain sections narrow and sunken with no escape route.

Width

- Generally good and visibility of oncoming users is reasonable
- Open through the wooded section otherwise variable between about 3 metres between
- earth banks or fences.
- Narrow in one or two places

Speed

- Does not seem to be an issue
- None observed

Causes of Damage

There is evidence of illegal use. In the wood surrounding the track this appeared to be lessening, as there were some signs that tracks were fading however there is clearly regular illegal use of the footpath that branches off the route in the wood. The track is being damaged by vehicles and ruts are developing.

Recreational Use

- Vehicle logging information would be interesting, and as mentioned the damage appears
- to relate particularly to motor cycling in the woodland.
- About 40 metre stretch of muddy ruts adjacent to the quarry/wooded section about grid
- SK231763

Agricultural use / access

- There is some use by vehicles from adjoining farms/farmland.
- No agricultural or access use observed

Natural erosion

- Not noticed, erosion seems down to usage on some sections
- Where the track turns right and footpath continues straight on there is a short stretch showing evidence of water erosion between the earth banks.

Solutions

- Consider advisory signage and messages to promote code of conduct
- Fill in the Ruts and boggy areas
- Encourage responsible use and respect for land use and management
- Monitor and Review
- Fence off the wooded quarry area. See the section where the road runs along the edge of a field. A relatively recent fence has been erected there
- Improve the water run-off where the road runs between earth banks
- Fill the slightly rutted section adjacent to the wood/quarry
- The route could be repaired and made safer with signs. If the illegal use was tackled the use of the track as a whole would probably drop which would lessen the damage and make repairs more sustainable

Long-term Management

- Repairs to surface as needs be – County Council and Volunteers
- Monitor and Review
- A fence across the wooded area would undoubtedly need frequent repairs
- Keep drainage working properly
- Tackle illegal use and monitor subsequent levels of use.