

**Route Summary Report
Minninglow & Gallowlow Lanes
March 2018**



Description

Enclosed surfaced route (stone and tarmac) which crosses the High Peak Trail (Midshires Way) and enters enclosed area where route is unsurfaced, crossing farmland and access for farm buildings where route is again partly surfaced. Surfacing works proposed by Derbyshire County Council.

Legal Status: Byway Open to All Traffic.

County: Derbyshire

Parish: Ballidon

Grid Reference: SK197576 to 222565

Length: 3000 metres

Nearest Other Byways/Non-classified Highways/Claimed Byways

Links directly to Cardelmere Lane (west) and Roystone Grange access (NCH).

Sustainability Analysis

Undertaken in 2007

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

Comment: Seasonally route becomes rutted and waterlogged in places

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?

Score: 1 (few or no complaints)

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

Comments: Route is rutted in some locations and can become waterlogged

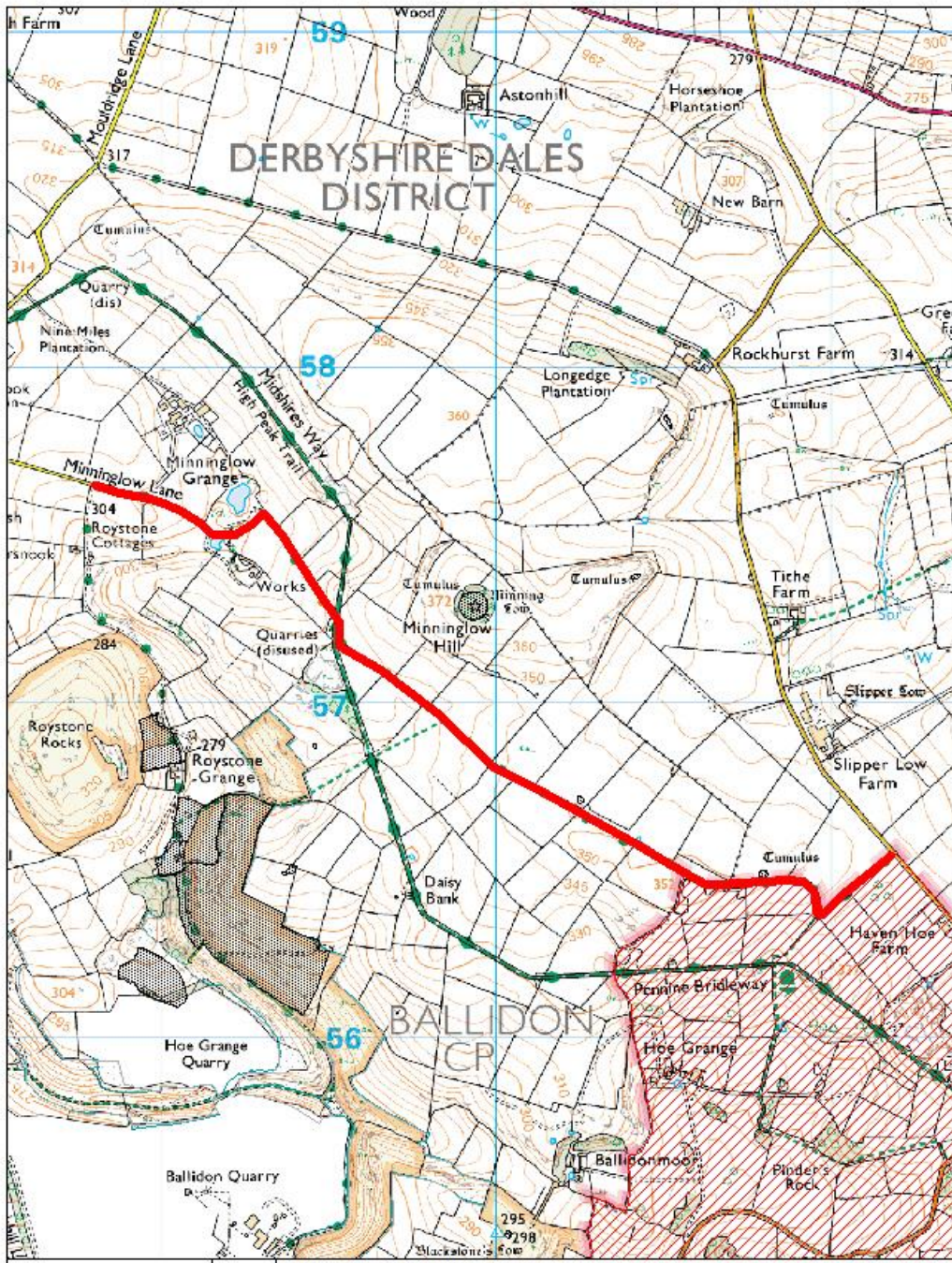
Score: 2 (the highway is affected)

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

Score: 1 (minor/no issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score = 6/15





Minninglow & Gallowlow Lane

— Route with proven or possible motor vehicle rights which may be unsustainable

- DESIGNATIONS**
- Site designated as one or more of
 - Site of Scientific Interest
 - Special Area of Conservation
 - Section 3 & Natural Zone
 - ▨ Scheduled Ancient Monument

Representation on this map of a route is no evidence of a right of way.
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Levels of Vehicular Use

Friday 30 March 2007 – Wednesday 2 May 2007 (34 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	3	11
Tuesdays	6	2
Wednesdays	3	2
Thursday	0	0
Fridays	0	5
Saturdays	5	9
Sundays	23	29
Mon-Fri Total	12	20
Sat-Sun Total	28	38
Overall Total	42	58
Average Per Day	1.2	1.7

Thursday 19 November 2009- Wednesday 3 February 2010 (77 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	4	7
Tuesdays	0	0
Wednesdays	0	4
Thursday	0	1
Fridays	2	3
Saturdays	2	19
Sundays	14	39
Mon-Fri Total	6	15
Sat-Sun Total	16	58
Overall Total	22	73
Average Per Day	0.3	0.9

Thursday 18 November 2010 - Wednesday 29 December 2010 (41 days)*

***During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	3
Tuesdays	0	1
Wednesdays	0	0
Thursday	0	0
Fridays	0	0
Saturdays	0	2
Sundays	0	4
Mon-Fri Total	0	4
Sat-Sun Total	0	6
Overall Total	0	10
Average Per Day	0	0.4

Thursday 30 December 2010 - Wednesday 23 March 2011 (85 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	2	0
Tuesdays	0	0
Wednesdays	0	2
Thursday	0	0
Fridays	1	8
Saturdays	3	20
Sundays	1	42
Mon-Fri Total	3	10
Sat-Sun Total	4	62
Overall Total	7	72
Average Per Day	0.01	0.8

Friday 24 March 2011 - Wednesday 18 May 2011 (56 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	6
Tuesdays	0	1
Wednesdays	0	6
Thursday	0	3
Fridays	0	7
Saturdays	0	19
Sundays	0	21
Mon-Fri Total	0	23
Sat-Sun Total	0	40
Overall Total	0	63
Average Per Day	0	1.1

Wednesday 2 November 2011 - Wednesday 31 January 2012 (71 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	14
Tuesdays	0	25
Wednesdays	0	20
Thursday	4	9
Fridays	1	28
Saturdays	5	40
Sundays	5	50
Mon-Fri Total	5	96
Sat-Sun Total	10	90
Overall Total	15	186
Average Per Day	0.2	2.6

Wednesday 5 March 2014 - Thursday 3 April 2014 (30 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	4
Tuesdays	0	2
Wednesdays	1	2
Thursday	0	2
Fridays	0	1
Saturdays	1	14
Sundays	6	39
Mon-Fri Total	1	11
Sat-Sun Total	7	53
Overall Total	8	64
Average Per Day	0.26	2.1

Friday 12 Dec 2014 – Wednesday 18 Feb 2015 (69 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	1	3
Tuesdays	0	1
Wednesdays	1	0
Thursdays	2	1
Fridays	2	3
Saturdays	30	27
Sundays	9	42
Mon-Fri total	6	8
Sat-Sunday total	39	69
Overall total	45	77
Average per day	0.7	1.1

Saturday 19 December 2015 – Friday 8 January 2016 (21 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	2	4
Tuesdays	5	0
Wednesdays	7	2
Thursday	0	11
Fridays	0	0
Saturdays	2	5
Sundays	3	9
Mon-Fri Total	14	17
Sat-Sun Total	5	14
Overall Total	19	31
Average Per Day	0.9	1.5

Saturday 9 January 2016 – Friday 19 February 2016 (42 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	5
Tuesdays	8	1
Wednesdays	0	1
Thursday	0	2
Fridays	0	0
Saturdays	8	4
Sundays	9	50
Mon-Fri Total	8	9
Sat-Sun Total	17	54
Overall Total	25	63
Average Per Day	0.6	1.5

Saturday 20 February 2016 – Thursday 17 March 2016 (27 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	0
Tuesdays	0	1
Wednesdays	0	0
Thursday	0	3
Fridays	2	2
Saturdays	0	6
Sundays	6	15
Mon-Fri Total	2	6
Sat-Sun Total	6	21
Overall Total	8	27
Average Per Day	0.3	1

Friday 15 April 2016 – Saturday 30 April 2016 (16 days)****During period of voluntary restraint**

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	1	1
Tuesdays	0	0
Wednesdays	0	0
Thursday	0	0
Fridays	0	2
Saturdays	5	4
Sundays	4	7
Mon-Fri Total	1	3
Sat-Sun Total	9	11
Overall Total	10	14
Average Per Day	0.6	0.9

Friday 6 May 2016 – Monday 27 June 2016 (53 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	2	7
Tuesdays	2	0
Wednesdays	0	8
Thursdays	2	4
Fridays	0	9
Saturdays	7	12
Sundays	23	16
Mon-Fri total	6	28
Sat-Sunday total	30	28
Overall total	36	56
Average per day	0.67	1.05

Wednesday 7 December 2016 – Wednesday 15 February 2017 (71 days)***During period of voluntary restraint**

Daily totals	Large Vehicles	Motorcycles only
Mondays	4	2
Tuesdays	4	2
Wednesdays	6	7
Thursdays	8	10
Fridays	7	4
Saturdays	7	19
Sundays	19	42
Mon-Fri total	29	25
Sat-Sunday total	26	61
Overall total	55	86
Average per day	0.77	1.21

Thursday 16 February 2017 – Wednesday 14 March 2017 (28 days)***During period of voluntary restraint**

Daily totals	Large Vehicles	Motorcycles only
Mondays	0	0
Tuesdays	1	0
Wednesdays	1	2
Thursdays	0	0
Fridays	0	4
Saturdays	7	4
Sundays	1	9
Mon-Fri total	2	6
Sat-Sunday total	8	13
Overall total	10	19
Average per day	0.35	0.67

Thursday 15 March 2017 – Wednesday 26 April 2017 (43 days)***During period of voluntary restraint**

Daily totals	Large Vehicles	Motorcycles only
Mondays	0	3
Tuesdays	0	5
Wednesdays	0	3
Thursdays	0	3
Fridays	0	6
Saturdays	11	15
Sundays	8	9
Mon-Fri total	0	20
Sat-Sunday total	19	24
Overall total	19	44
Average per day	0.44	1.02

Friday 3 November 2017 – Wednesday 3 January 2018 (62 days)***includes period of voluntary restraint**

Daily totals	Large Vehicles	Motorcycles only
Mondays	4	0
Tuesdays	0	2
Wednesdays	2	1
Thursdays	0	3
Fridays	8	5
Saturdays	4	24
Sundays	8	26
Mon-Fri total	14	11
Sat-Sunday total	12	50
Overall total	26	61
Average per day	0.41	0.98

Conservation interest

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

Landscape - The route lies within the White Peak landscape character area – an elevated limestone plateau dissected by deeply cut dales and gorges. Regular field boundaries have generally been built using quarried stone, (and) isolated stone field barns are often incorporated within the pattern of stone walls. Lead-mining and quarrying (have produced) industrial features very important to the White Peak landscape character. The pattern of straight roads (is) defined by stone walls, reflecting the late enclosure of the land from common and waste.

Cultural Heritage - An archaeological report summarising desk-based research was provided in January 2013 (Appendix 2). The area through which this route runs has a high number of Historic Environment Records relating to significant archaeological monuments, some of which are Scheduled.

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:

- Concern over the surface condition – fill in the ruts and address poor drainage
- Seasonal restriction after the ruts are filled to protect character of route

Issues

People

- User conflict – recreational value for all users; crosses the High Peak Trail; used for agricultural access

The Route

- Route condition – rutted, poor drainage

Site: Minninglow-Gallowgate Lane (Ballidon)

Date of survey: 19 February 2013

Description and ecological interest

The route runs begins at the end of the tarmac section of Minninglow Lane at its junction with the track south to Roystone Grange and runs east and south-east, crosses the High Peak Trail, continues southeast then east before turning north-east to the end where it meets the minor road running north from Longcliffe.

1. Start to High Peak Trail: The first section of the route is hard-surfaced but not sealed. It runs mainly through semi-improved / improved pasture fields and is walled on both sides.
2. High Peak Trail to dilapidated farm buildings at 2169.5645: the first section is approx 8m wide and walled on both sides. The last 750m are not shown as a track on the OS map; the route runs through fields, walled on only one side. The surface is softer and is rutted along the whole length to a depth of 15-20cm, occasionally reaching 30cm.
3. Buildings to the minor road: Hard but unsealed surface, walled on both sides and through semi-improved or improved fields.

Vehicles leaving the highway

Most of the route is walled on both sides. The central 750m is open on one side giving access to the fields. There were no signs of extensive off-route vehicle use (tyre tracks) although motor bikes have evidently avoided rutted sections by using the adjoining part of the field thus widening the route.

Impacts

Vehicle impacts are clear along the rutted part of the route. The first walled part of this section is also muddy, with puddles, and is unpleasant to walk along and presumably also to cycle. This can be expected to deteriorate with continued use by 4WD vehicles.

The verges along the rest of the route are generally composed of rough grassland of relatively low biodiversity value.

Historic Landscape Character

The lane runs through a range of different enclosure types and periods. This includes Parliamentary period enclosure (at the eastern end of the route), which is recognisable by its large and regular field parcels, as well as slightly earlier piecemeal and irregular enclosure, which is considered to have been in place by the mid 19th century at the latest.

Existing Historic Environment Record data, surveys and designations

The area through which this route runs has a high number of Historic Environment Records relating to significant archaeological monuments, some of which are Scheduled. Close to its eastern end the route is crossed by the line of the Roman Road (MDR986) from Derby to Buxton. Also in this area, and very close to the route, is a Scheduled barrow, Galley Low Bowl barrow (MDR2804) and immediately to the south of the route a field in which earthworks have been recorded (MDR2972). A further Scheduled barrow, Gallow Low Lane Bowl barrow lies adjacent to the route at SK2125 5670. The iconic Minninglow Neolithic long barrow is highly visible from the route, being located just to the north of it at SK2094 5727.

In addition to these important prehistoric remains a number of features of industrial archaeological interest also occur in this area. Gallowgate Lane runs close to the remains of the High Peak and Cromford Tramway and runs between the 'Minninglow sand pits' complex. It crosses the former Cromford and High Peak Railway (now the High Peak trail) at SK2052 5721 the point at which there used to be a level crossing. Cuttings and boundary walls associated with the railway are also recorded here along with a lime kiln at SK 2057 5737.

Much of the land surrounding the route has been the subject of detailed archaeological surveys. These relate to Oldfields Farm and Minninglow Grange farm.

General recommendations

Whilst there is much information relating to the immediate environs of Gallowgate Lane, there is less survey information for the route itself. Ideally then, 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. In this case, the condition of the Scheduled barrows should be checked in locations as which they are not separated from vehicles by field walls. The results of this work would form a 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 links minor roads and crosses the High Peak Trail/ Pennine Bridleway. It enables enjoyment of great views over the Limestone Plateau, as well as a concession path up to the Minninglow Tumulus and back down to the Trail. There seems to have been some work on parts of the route in the past and I think it can be sustainable with ongoing monitoring, appropriate signing and surfacing works.

Safety Issues

Signage

- Very little signage. An informal sign about change from one property owner to another halfway along.
- None observed
- Limited, but Cycle Route indicated at points along the way

Surface and Off-site information

- No off-site information observed
- On the section from south of Minninglow Grange up to the Trail, the route is generally in good condition, but has some potholes. On the section to the south – east of the Trail, there are some ruts which in places are quite deep. The route crosses some open fields in this area as a grass track before it returns to a walled lane.

Conflicts of different use

- Track wide and good visibility
- The road is wide enough to accommodate mixed users
- Advisory signage would be helpful
- No evidence prior to inspection. I met a chap on the route who seemed to have stock in the fields on the south eastern side of the route. He was interested in what was happening about this route and thought that motor cycles were not a great problem, but 4 WD's did pose some problems and their owners/drivers were often disrespectful.

Width

- No problems with width
- About 3 metres on sealed section up to the High Peak Trail; about 10 metres for the walled, drove road section to grid SK209568; from there to grid SK216564 the track follows the field boundaries until grid SK216564; here it reverts to a 3 metre tarmac road
- Generally good and visibility of oncoming users is reasonable.

Speed

- Not aware of specific problems
- None observed
- Does not seem to be an issue.

Causes of Damage

Ruts are appearing as a result of use of this track by vehicles.

Recreational Use

- Some rutting; worst in the depression around SK208569, where water tends to accumulate.
- It is popular with walkers around the Trail and there was evidence of horse riding and 4WD/ Motor Cycle vehicular use. Vehicle logging which is planned will be interesting.

Agricultural use / access

- Substantial rutting due to agricultural machinery
- There is some use by vehicles from adjoining farms/farmland. The self closing gates are helpful from both user and land management points of view.

Natural erosion

- Minimal generally but in the lowest point water ponding caused the ground to be very soft and susceptible to rutting.
- Not noticed, erosion more down to usage on some sections

Solutions

- This is a green, grassy lane and as such is an attractive part of an ancient landscape. Any repairs to the existing ruts should not change the nature of this route. There should be no question of a hard surface track being created. If the use is too heavy to be sustained by a grassy surface use should be restricted. Possibly a seasonal TRO allowing use in the dry summer months could be considered. When this was tried the results were good but the route has deteriorated since then
- The centre section of the walled part of this road about grid SK206569 needs filling and drainage provided
- Consider advisory signage and messages to promote code of conduct
- Fill in the Ruts
- Consider Voluntary restraint
- Encourage responsible use and respect for land use and management
- Monitor and Review

Long-term Management

- Prevent further damage. Make sure use is at a level that allows for the nature of the track to be maintained.
- If the road still appears susceptible to damage in the winter consider a seasonal restraint.
- Ensure appropriate advisory signage is put in place
- Keep drainage working properly
- Repairs to surface as needs be – County Council and Volunteers
- Monitor and Review