

**Route Summary Report  
Hay Dale  
March 2018**



**Description**

Commences on the Peak Forest-Wormhill Road south of Stone Lea Farm, heading eastward to Hay Dale, then rising gently north east to join the classified road south of Limestone Way Farm. Route shared with Pennine Bridleway.

Legal Status: BOAT  
County: Derbyshire  
Parish: Wheston  
Grid Reference: SK112773 to127778  
Length: 1800 metres

**Nearest Other Byways/Non-classified Highways/Claimed Byways**

Unnamed Non-classified Highway at Wheston (300m south) also carries Pennine Bridleway

**Sustainability Analysis**

Undertaken in 2007

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

Comment: Some minor surfacing issues at time of survey

**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: 2** (the route crosses or abuts a protected area)

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

**Score: 2** (yes from localised sources or individuals)

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

Comments: Some minor damage to surface at time of survey

**Score: 1** (little or no effect/1 or 2 minor areas of damage on the highway)

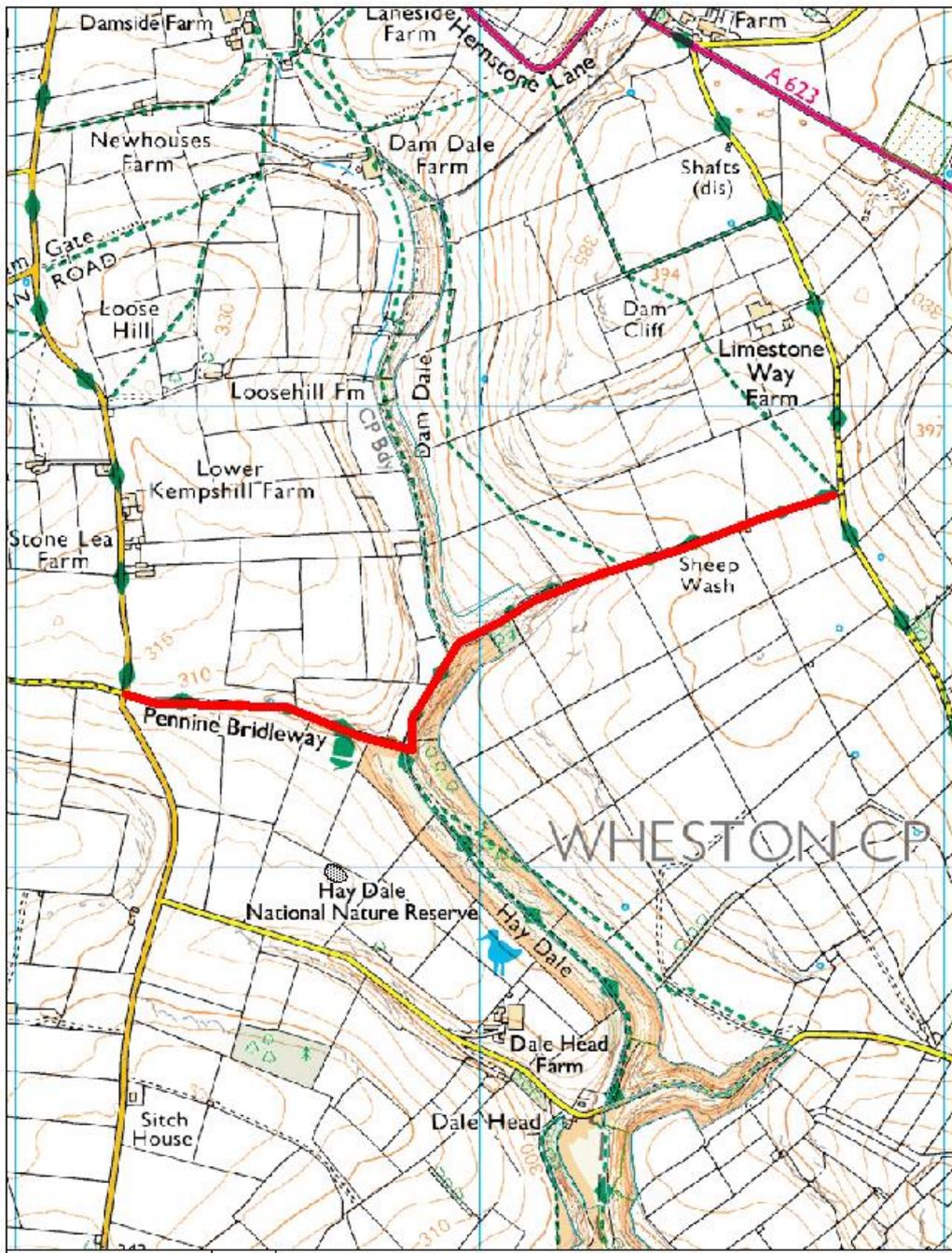
Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: Visibility and width generally good

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

**Total Score = 7/15**





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

Route shared with the Pennine Bridleway.

## Levels of Vehicular Use

### Thursday 9 April 09 – Thursday 14 May 09 (36 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	11	8
Tuesdays	6	5
Wednesdays	6	12
Thursday	4	16
Fridays	8	16
Saturdays	9	17
Sundays	11	44
Mon-Fri Total	35	57
Sat-Sun Total	20	61
Overall Total	55	118
Average Per Day	1.5	3.3

### Thurs 25 March 2010 – Weds 21 April 2010 (28 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	10	3
Tuesdays	5	4
Wednesdays	1	3
Thursdays	3	7
Fridays	11	21
Saturdays	13	14
Sundays	10	21
Mon-Fri total	30	38
Sat-Sunday total	23	35
Overall total	53	73
Average per day	1.9	2.6

### Weds 10 June 2015 – Sat 3 Oct 2015 (116 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	8	25
Tuesdays	5	26
Wednesdays	3	35
Thursdays	2	39
Fridays	7	51
Saturdays	17	177
Sundays	30	168
Mon-Fri total	25	176
Sat-Sunday total	47	345
Overall total	72	521
Average per day	0.6	4.5

## Conservation interest

Ecology - An ecological survey was carried out in January 2013 (Appendix 1). The route is adjacent to a Site of Special Scientific Interest and National Nature Reserve.

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). A section of the route is thought to follow the medieval Peak Forest boundary.

### **Peak District Local Access Forum Comments**

The Green Lanes Sub-group surveyed the route and met in August 2012 and February 2013. Appendix 3 sets out their individual observations. The group recommended:

- Improve signage to reflect the route's importance as Pennine Bridleway and Limestone Way
- Monitor surface and verge. Possible extension of 'verge nature reserve'.

### **Issues**

People

- User conflict – recreational value as part of the Pennine Bridleway National Trail

The Area

- SSSI, verge reserve

## Appendix 1 - Conservation Report

**Date of survey:** 12 January 2013

### **Description and ecological interest**

The route starts on the minor road from Wheston to the A623 (close to Mount Pleasant Farm). It descends westwards, crossing the head of Hay Dale and continues west to the minor road from Peak Forest to Wormhill.

The lower section adjoins the upper part of Hay Dale and Dam Dale, which are part of Monk's Dale SSSI; Hay Dale is also part of the National Nature Reserve. This section consists of high-quality calcareous grassland and is about 425 m in length (25% of the overall route).

The rest of the route passes through semi-improved pasture.

The road is walled / fenced along its entire length and has a hard but unsealed surface.

### **Vehicles leaving the highway**

The route is walled on both sides over its entire length and partly banked in the western section. There were no signs of off-route vehicle use. There is a gate into Hay Dale and this should be kept locked to prevent vehicle access into the NNR.

### **Impacts**

The track remains in fairly good condition but is rutted, pitted and uneven in several places, with loose stones lying on the surface. The worst sections are vulnerable to further damage, especially by 4WD vehicles ascending the slope out of Hay Dale on the eastern side.

The verge and width of track is generally enough to allow vehicles to pass. The verges consist of rough grassland, but patches support vegetation of higher ecological value. However, no signs of damage to verges were visible and the banked character of several sections offers further protection.

## Appendix 2 – Cultural Heritage Report

### **Historic Landscape Character**

Much of the land through which the lane runs was enclosed in the mid 19<sup>th</sup> century by Parliamentary Enclosure Award. It is assumed to have been part of the wastes and commons prior to that. Land to the north of the western section of the route is thought to have been enclosed prior to 1807.

### **Existing Historic Environment Record data, surveys and designations**

The section of the route to the west of Hay Dale is thought to follow the course of the Medieval Peak Forest boundary. This information is on the Derbyshire Historic Environment Record (number: 15902).

Land to the east of Hay Dale, and the north of the route, is covered by a detailed archaeological survey of Wheston House Farm.

### **General recommendations**

As there is no specific survey information for this route 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.

### **General**

This route links minor roads leading from Peak Forest to Hargate Wall and Mount Pleasant Farm to Wheston. It has both the Pennine Bridleway and a section of the Limestone Way using it. It was originally surveyed and listed as a “Red Route” which may be unsustainable, but that preceded works by Derbyshire County Council with Pennine Bridleway funding from Natural England. It seems fine with no issues now, subject to appropriate signage, monitoring and surface repairs when needed. It is a very pleasant route with an attractive roadside landscape and road verge reserves designated by the County Council.

I have no issue with this since it was resurfaced. Signage at the top of it is confusing. The best bit of trackside landscape botanically is paradoxically not that bit which is indicated as being a reserve. Such protection as this affords should be extended to the whole length of the way.

### **Safety Issues**

#### Signage

- Copious signs particularly at the eastern end, indicating footpath and bridleways. DCC signs about a BOAT Order were present at the beginning of 2012
- Clear, but could do with re-visiting so people using it for walking (Limestone Way – Castleton to Matlock and Rocester), and horse riding (Pennine Bridleway) know to expect motor vehicles
- Signed as route of Limestone Way and Pennine Bridleway.

#### Surface and Off-site information

- No off-site information observed.
- Stone (unsealed) surface in good condition now following resurfacing/repairs to a section halfway along (ruts and a quagmire) about three years ago by the County Council.

#### Conflicts of different use

- The road is wide enough to accommodate mixed users. Signage will need to be updated when the BOAT Order is confirmed
- No evidence of problems
- Route wide and with good visibility throughout.

#### Width

- About 5-10 metres between walls of hedges
- Generally good and visibility of oncoming users is reasonable

#### Speed

- None observed
- Does not seem to be an issue

### **Causes of Damage**

The badly damaged section has been repaired and remains in good condition.

#### Recreational Use

- None observed
- Guess it is popular with walkers, horse riders and cyclists, but lack information on that and vehicle usage – 4WD/ Motor Cycle vehicular use. Is vehicle logging happening or planned? That would be helpful and interesting.

#### Agricultural use / access

- None observed
- Presume there maybe some use by vehicles from adjoining farms/farmland. Any information available?

### Natural erosion

- None observed.
- Not noticed, previous erosion was presumably more down to usage on some sections

### **Solutions**

- The centre section of this road about grid SK118773 was badly rutted and repaired about three years ago as part of the Pennine Bridleway. There is no significant deterioration.
- None required
- Clarify status – ref Derbyshire CC consultation
- Re consider advisory signage (e.g. like on The Roych) so people know to expect legal use by motor vehicles, and give messages to promote code of conduct
- Encourage responsible use and respect for land use and management
- Surface repairs as necessary to maintain good condition (albeit Pennine Bridleway resources drying up now)
- Monitor and Review
- Sign route to warn walkers and riders of use of route by vehicles are needed . Monitor use and effect on surface condition.

### **Long-term Management**

- Ensure appropriate signage is put in place
- Keep drainage working properly
- Repairs to surface as needs be – County Council and Volunteers
- Monitor and Review
- Monitor use.