

**Route Summary Report  
Nether Bretton  
March 2018**



**Description**

Nether Bretton commences approximately 50 metres west of Sir William Hill Road and heading north west to the classified road at Nether Bretton.

Legal Status: Byway Open to All Traffic

County: Derbyshire

Parish: Eyam

Grid Reference: SK203782 to 209777

Length: 800 metres

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

Sir William Hill road 50m east.

**Sustainability Analysis**

Undertaken in 2007

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

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

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

Comments: Mostly local complaints

**Score: 1** (few or no complaints)

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

Comments: Much of the route is surfaced but some sections have minor damage

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

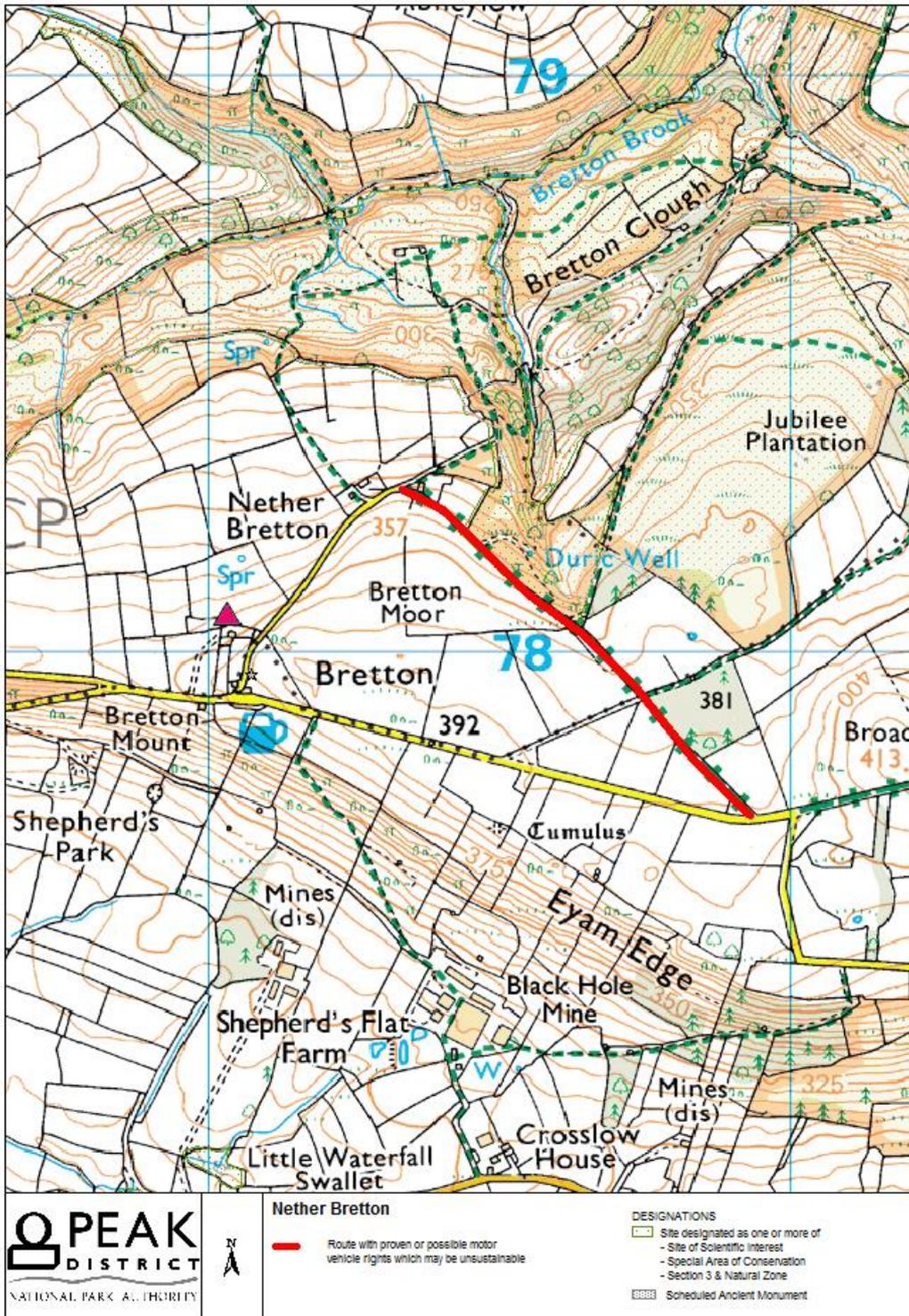
Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: Good visibility

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

**Total Score = 6/15**





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

### Friday 29 June 2012 – Wednesday 26 July 2012 (28 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	20
Tuesdays	1	20
Wednesdays	3	29
Thursday	2	18
Fridays	1	14
Saturdays	22	38
Sundays	4	106
Mon-Fri Total	7	101
Sat-Sun Total	26	144
Overall Total	33	245
Average Per Day	1.2	8.75

### Thursday 7 April 2016 – Friday 6 May 2016 (30 days)\*

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	0	3
Tuesdays	1	18
Wednesdays	5	20
Thursday	2	3
Fridays	3	15
Saturdays	10	52
Sundays	22	101
Mon-Fri Total	11	59
Sat-Sun Total	32	153
Overall Total	43	212
Average Per Day	1.4	7.1

### Conservation interest

Ecology - An ecological survey was carried out in January 2013 (Appendix 1). A Site of Special Scientific Interest lies adjacent to the route.

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 March 2013 (Appendix 2). No significant archaeological features occur on or adjacent 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:

- Minor maintenance eg fill ruts
- Monitor use and signage

### Issues

#### People

- Disturbance to residents

## The Route

- Route condition – rutted

## The Area

- SSSI

## Appendix 1 - Conservation Report

**Date of survey:** 7 January 2013

### **Description and ecological interest**

The route runs from the end of Sir William Hill Road (BOAT) north-westwards to Nether Bretton.

The route generally runs through semi-improved acid pasture, which borders it completely on the SW side and partially on the north-east; this side also has a plantation of Scots Pine with a narrow fringe of beech along the track. One field west of the public footpath is part of the Abney and Bretton Cloughs SSSI and is designated as open access: it consists of open woodland and scrub, mainly consisting of small rowan trees and runs for 130 m along the track.

The verge on both sides of the track is rough grassland. On the NE side this is dominated by cock's foot and other common species. The SW side has a bank over half its length and in places it supports bilberry and other acid grassland species.

### **Vehicles leaving the highway**

The route is walled on both sides over its entire length and banked on the SW side. There are no signs of off-route vehicle use. There is no vehicle access into the SSSI section.

### **Impacts**

The track has a hard surface but is unsealed except for about 150 m at the NW end between Nether Bretton and The Croft. The condition of the surface is mainly good, though a short section in the middle of the route is rutted but not deeply.

The verge and width of track allows vehicles to pass. No damage to the verge was visible and the most ecologically valuable sections with bilberry are located on a steep bank that protects them from vehicle damage.

## Appendix 2 – Cultural Heritage Report

### **Historic Landscape Character**

Nether Bretton Lane largely runs through land which was enclosed in the mid 19<sup>th</sup> century, having been wastes and commons prior to that. Land at the northern end of the route is known to have been enclosed by 1813 and is characterised by irregular field boundaries, indicating an early date for enclosure.

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

No significant archaeological features occur on, or adjacent to, the route, though the Peak District Barrow survey records a putative prehistoric barrow approximately 70m to the north of the lane (barrow 30.D,E). A possible ring ditch (MDR6808) has been identified from aerial photographs in fields to the south of the route, about 100m from it.

The lane runs between two farm holdings which have detailed archaeological survey, Millhouse farm and Shepherd's Flat farm. Some small stone getting quarries occur in fields to the south of the route, and relatively close to it, on Shepherd's Flat farm land.

### **General recommendations**

This route has not had any detailed archaeological survey. Ideally, the whole length of the lane should be checked by means of a rapid walk-over survey 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 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.

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

### **General**

This route links with several paths (public paths and open access), to the Sir William Road. It is a pleasant track (we heard a cuckoo), with lovely views. It is signed at one end as a BOAT, but with a metal post and no sign at the other end. It seems as though speeding motor cycles are an issue. I think it can be sustainable with ongoing monitoring, appropriate signing and limited surfacing works.

No issue with this and do not regard BOAT status as problematic. It is self evident that routine maintenance is required.

### **Safety Issues**

#### Signage

- Limited and one “BOAT” sign needs replacing
- BOAT signs have been seen, but had been vandalised on the day of this visit
- Signed as a BOAT though sign missing at one end.

#### Surface and Off-site information

- Some parts are metalled (but not sealed), but most is gritstone with areas within the walled route which are grassed with evidence of horses going on sections raised above some ruts. Scope for some relatively minor surface repairs
- No off-site information observed

#### Conflicts of different use

- No particular evidence from the inspection, but problem of speeding bikers mentioned. Need to clarify current usage and whether mostly motor cycles or also 4WD's.
- About half the length of the route is tarmac, serving some residences. It is understood there have been complaints about trail bikes speeding.
- Route is wide with good visibility

#### Width

- Generally good and visibility of oncoming users is reasonable
- About 3 metres between walls, hedges and fences.

#### Speed

- Apparently an issue
- None observed
- Reported problems with speeding motorcycles

### **Causes of Damage**

Some ruts developing.

#### Recreational Use

- Popular with walkers with the links available to other path routes (eg Bretton Clough & Abney) and access land. For motoring use, it just seems to provide a small deviation from the Sir William Hill Road back to the Barrell Inn and Bradshaw Lane.
- Minimal damage

#### Agricultural use / access

- Not noticed
- No agricultural or access use observed.

#### Natural erosion

- Not noticed, erosion & ruts more down to usage on some sections
- The unsealed section shows some signs of water scouring, but there are no serious issues.

**Solutions**

- Replace missing sign
- Consider advisory signage and messages to promote code of conduct
- Fill in the Ruts
- Encourage responsible use and respect for land use and management
- Monitor and Review
- Some of the deeper scoured troughs need back-filling as has already been done in some places
- Improve the water run-off
- 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**

- Repairs to surface as needs be – County Council and Volunteers
- Monitor and Review
- Back-fill depressions as they occur
- Keep drainage working properly
- Monitor use.