

**Route Summary Report
Rake Head Lane
March 2018**



Description

Non-classified road commencing at road at Hollinsclough Moor, heading generally east, passing south of rake head (farm) and then descending short embankment to Hollinsclough Rake (Road).

Legal Status: Non-classified Highway
County: Staffordshire
Parish: Hollinsclough CP
Grid Reference: SK 0581 6662 to 0614 6670
Length: 420 metres

Nearest Other Byways / Non-classified Highways / Claimed Byways

There is a small network of non-classified roads and a byway nearby in Hollinsclough

Sustainability Analysis

Undertaken in 2013

Physical - Does the route show serious signs of physical damage resulting from usage?
Score: 3 (4 or more user groups would find the route hard to use) – as at time of survey

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?
Comment: Concerns raised by various bodies but in particular local people and the parish council
Score: 2 (yes from localized sources or individuals)

Character - Is the character of the route being damaged by vehicular use?
Score: 2 (the highway is affected)

Conflict - Is the free passage of non-motorised users being prejudiced?
Score: 3 (3 or 4 issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score =11/15



Levels of Vehicular Use

Friday 7 October 2016 – Thurs 10 November 2016 (35 days)

Daily totals	Large Vehicles	Motorcycles only
Mondays	2	3
Tuesdays	2	0
Wednesdays	12	1
Thursdays	3	0
Fridays	6	2
Saturdays	14	22
Sundays	19	15
Mon-Fri total	25	6
Sat-Sunday total	33	37
Overall total	58	43
Average per day	1.65	1.22

Conservation interest

Ecology - An ecological survey was carried out in February 2015 (Appendix 1).

Landscape – The route lies within the South-west Peak landscape character area – an area of upland and associated foothills. Roads and tracks cross the landscape...some tracks link upland grazing to lowland settlements, while others are former transport routes. In places 18th century roads follow almost direct routes, while elsewhere such roads were abandoned and more sinuous replacements were built...to avoid steep gradients which wagons could not negotiate in winter. This is a generally peaceful landscape with small winding lanes which are often sunken on slopes.

Peak District Local Access Forum Comments

The Green Lanes Sub-group surveyed the route and met in November 2014. Appendix 2 sets out their individual observations. The group recommended that

- PDNPA approach Staffordshire Highways highlighting the sub-group's concerns about potential wash off of materials from the green lane onto the road

Issues

People

- Disturbance to residents – property adjacent to the route
- User conflict – recreational value for all users

The Route

- Route nature – steep section onto road, limited visibility
- Route condition – loose surface

Appendix 1 - Conservation Report

Site: RAKEHEAD LANE

Date of survey: 15.02.2015

Description and ecological interest

Length: 430 m. The route runs south and west from Hollinsclough Rake (the minor road between Hollinsclough and the A53), beginning at a point 415 m west of Hollinsclough village, to another minor road.

It passes through semi-improved neutral pasture except at the south end where there is a short stretch of open plantation woodland.

The track verges are very narrow and consist mainly of semi-improved neutral grassland of low ecological interest, except at the southern end where there is a small amount of acidic grassland.

Vehicles leaving the highway

The route is walled or fenced along its length and there is no access to adjoining land.

Impacts

The first 150 m between the road and Rakehead farm is uphill, and is loose and rather muddy, though not heavily rutted. From Rakehead farm to the end of the route, it consists of a hard-surfaced farm track which is intact and in good condition.

Only the first, unsurfaced section is potentially susceptible to damage from vehicle use and further loosening of the surface, particularly by 4WD vehicles heading uphill.

There were some signs of pedestrian and possibly cycle use.

General

The problem here is essentially one of sustainability rather than status.

I see no real reason to restrict MPV usage in principle. It is simply that the surface of the lower section of the way shows progressive and increasingly rapid deterioration because of lack of maintenance and levels of use.

A possible interim solution might involve volunteer working parties. Closure during inclement weather might also help, but would be unmanageable so might translate into a seasonal restriction.

As things stand I would favour a 4x4 restriction to prevent bad getting worse and putting any prospect of amelioration beyond prospect, but am not so sure that need apply, anyhow initially, to two wheel vehicles.

General

This lane rises steeply from Hollinsclough Lane and then forms access for property.

I assume it to be popular for walking, horse riding and cycling

It would be helpful to know more about usage and any conflicts re points table information and any vehicle logging and monitoring

My impression was that the route is generally well surfaced, especially down to the farm.

Suggested Objectives:

People

- Reduce impact of use on the local community
- Promote responsible use
- Encourage voluntary action
- Improve amenity and safety for route users

The Route

- Maintain character of the route

The Area

- Protect the environment of the area

General

This is a short connecting track between two roads. There is little evidence of vehicular use. Both ends of the track have clear lines of sight onto the road. I don't think any action needs to be taken and little attention should be drawn to the lane as this might encourage greater use.

Safety issues

Signage

- As far as I can remember there was no signage
- OK
- Review and improve signage as necessary

Surface & Off-site information

- Access to Hollinsclough Rake is a potential problem but visibility is good
- Generally good surface condition at present but repair as necessary

Conflicts of different use

- Use appears to be light. The route is not narrow and visibility is good.
- None known
- More information needed on this please

Width

- Adequate
- 2-4 M
- generally reasonable

Speed

- 10 mph although junction with Hollinsclough rake has loose surface and may be problematic in wet

- Not apparent as an issue from the visit

Cause(s) of DamageRecreational Use

- Use appears to be light.
- Minor
- Vehicle logging which is planned will be important to getting information on existing vehicular use patterns

Agricultural use / access

- Not obvious
- Minor
- Appears reasonable

Natural erosion

- Some breakup of the surface which could be affected by heavy rain.
- There is probably some washout on the descent to Hollinsclough Rake
- does not seem to be an issue

Solutions

- No action needed
- Signage to be clear and encourage appropriate speed, respect etc.
- Encourage voluntary restraint
- Some repairs
- Monitor and review

Long-term management options

- Monitor use
- Monitor and Review
- Seems some way off justifying a TRO approach at this stage, but depends on further information, consultation, monitoring and review