

## DCC Rights of Way Repairs

Notes from comments provided by DCC and PDNPA officers and at site meetings with Peak District Local Access Forum members.

### Chapel Gate

- Key access route by cyclists, horse riders and walkers.
- NPA Traffic Regulation Order on the route prohibiting motorised vehicle use.
- Designations including SSSI, SAC and SPA.
- Repairs to be sympathetic to the surroundings and use ie no requirement to make suitable for motorised users.
- Naturally excavated gritstone to be used; 20mm to dust with incorporation of seed mix in place of hydraulically bound methods (HBM).
- Scope for limited use of HBM on lower section for durability re farm use.
- Scheme to incorporate maintenance of cross-drains, the blockage of which is the principle cause of the water damage.
- Additional cross-drain at the top of the slope.
- Removal of excess road planings previously introduced.
- Inspection and treatment of pitched areas elsewhere on the route.

### Cave Dale

- Start of Limestone Way long distance route.
- Key link route by mountain-bikers, horse riders and walkers.
- SSSI and ephemeral watercourse.
- Tarmac repairs and drain clearance on the initial section.
- Limestone 20mm to dust to infill betwixt exposed bedrock, where deemed necessary.
- Surfacing cambered and additional cross-drains to help shed run-off.
- Stone picking and limited resurfacing or infill between boulders to a minimum width higher up.
- Retention and encouragement of grass adjacent to the route.

### Brushfield

- Key link route by cyclists, horse riders and walkers.
- Provides an access without steps to the Monsal Trail/the [Miles without Stiles route](#) from the NPA's car park.
- Designations including SSSI, SAC and SM.
- Determination of legal status as a bridleway has prohibited use by motorised vehicles save for annual event where consented.
- Use for access and emergency access to Trail on the lower section; use by farmer along whole route.
- Resurfacing using bound limestone to infill areas of lost tarmac.
- Surfacing to accommodate disabled users and to provide a central grass strip for horse riders under bridge to the Trail.
- Elsewhere surfacing where required using limestone 20 mm to dust incorporating seed mix and outcrops of bedrock.
- Where grassed areas, removal of loose stone only (no resurfacing required).
- For joining bridleway, retain grassy verges and combine stone clearance and some cutting back of overhanging branches. No resurfacing required.

### Chertpit

- Key route forming part of the [Black Harry Trails](#).
- NPA Traffic Regulation Order on part of the route prohibiting motorised vehicle use.
- Farm use at either ends of the route.

- Verges designated as key ecological areas/road verge nature reserve; protected species.
- Infill large depression at western end.
- Infill long rut with limestone and grass seed mix; use of HBM as appropriate to manage level of agricultural vehicle use.

#### Jacobs Ladder

- Key link route to Eyam and Grindleford.
- DCC Traffic Regulation Order prohibiting motorised vehicle use.
- Some illegal use by motorised vehicles reported.
- Infill gulleying with gritstone, 20 mm to dust.
- Drainage channels and cambering to deal with run-off.
- Remove loose stone/rubble and rebuild boundary walls.

#### Pindale

Meeting with Authority and NE officers

- Key route for all users to link with Bradwell Moor.
- Camping barn, DoE route, and potential for disabled use.
- SSSI and SM.
- Substantive illegal use on adjacent land by motorised vehicles.
- Infill depressions on top section of track leading from the roadside.
- Hydraulically bound limestone on steep top section with central grass strip.
- Remove loose stone and rebuild boundary wall.
- Reinforcement of boulder barrier with additional boulders (subject to SM consent being obtained).
- Installation of boulder barrier/edge treatment on other side of the BOAT.
- Resurfacing using unbound limestone in the central section.
- No introduction of seed mix on central section at NE's request.
- Regrading of tracked sections permitted but with no importation of material (subject to SM consent being obtained).
- Hydraulically bound material with scooped cross-drains on lower section.

#### Car Road

Not inspected.

#### Moorlands Lane

Not inspected.

SAS/Sept 2021

## DCC Rights of Way Repairs

Notes from comments provided by PDNPA officers and for referral to Local Access Forum members.

### Car Road

- Links to other bridleways and areas of Access Land; forms part of Boundary Walk.
- Legacy of illegal motorised vehicle use and flytipping.
- Reinstatement of ruts adjacent to surfaced track and clearance of overhanging trees to prevent deviation from the track.
- Top dressing of areas where loose cobbles are not bound by grass vegetation.
- Phase works to reduce vehicle tracking over the middle vegetated section of the track.
- Infilling with gritstone and hydraulically binding of extensive area of wash-out in the lower section to improve accessibility.
- Consider use of vehicle barrier at A621.

### Moorlands Lane

- Link to other tracks and lanes; no through route for motorised vehicles.
- Forms part of Limestone Way.
- Lane is of limited width.
- Clear back overhanging vegetation.
- Minor infilling of ruts where developing.

SAS/Oct 2021

## DCC Scheme Details – Nov 2021

### Chapel Gate

Edale end lower - The proposed works involve filling the 1m wide and 400mm deep rut with hydraulically bound granular material. It is proposed to use a gritstone/granite aggregate is a colour to suit the surrounding landscape.

Edale end upper - The works involve picking large loose stones from the path and filling any ruts with locally sourced gritstone granular material. Path surface to have topsoil/grass seed mix (1 part seed to 4 parts topsoil) raked in.

It is proposed to clean out the existing stone cross channels (6 no.) and construct two new channels (see sketch below). Existing ditch to be cleaned out where necessary.

### Cave Dale

Lower - Install 3 number cut-off drains using re-used stone kerbs similar to the existing kerbing used. Alter existing steps to a cut-off drains. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

Upper - The works involve the construction of a path up to 3.0m wide. Rock outcrops restrict the width to 1.5m in places. Pick large loose stones and place to side of path. Use fine limestone aggregate (14mm to dust) to bond path. Finally raking in a dusting of topsoil/grass seed to surface as required.

### Upperdale

Upper - The proposed works involve removing large loose stones from the path (hand picking and placing on drystone wall beside path or used to create stone channel). Applying a layer of fine limestone (10mm to dust) to path in wheel tracks and compact to bind existing surface. Apply a thin dusting of topsoil and grass seed mix to centre of path.

Lower - fill the rutted areas with granular material. A 1.1m wide path is to be created on RHS (looking uphill) utilising the existing tarmac surfacing where present. A 600mm wide path of 10mm asphalt is to be provided on the LHS. The central 600mm wide margin is to have a thin application of topsoil with grass seed. Grips are to be cut into the LHS verge.

### Chertpit & Leys Lane

Western end - Works involve filling this depression with 100mm to 200mm granular material which would shed this water to the ditch beside the path.

Eastern End - Works involve filling the 500mm wide 50mm deep rut with hydraulically bound granular material. Rake in topsoil/grass seed mix to centre of path to promote grass regrowth.

### Jacobs Ladder

The proposed works involve picking large stones, concrete kerbs and fence posts from the path. Filling deep ruts with previously picked material and Type 1 granular material. Constructing 5 stone channels using picked stones or locally sourced material.

### Pindale

The proposed works involve the construction of a 2.3m wide granular path using locally sourced limestone hydraulically bound to suit the surrounding landscape, filling ruts as required and picking large stones from the path. Two stone channels are to be constructed on the lower section to shed water. Drystone wall to be reconstructed using stone which has been pulled/fallen onto the path. Large boulders (24 in number) to be placed beside the path to discourage vehicle use on the surrounding landscape. Potholes infilled.