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If you wish to suggest any amendments to these instructions please contact Stocksbridge Community Events (Town Hall, Stocksbridge, S36 2DT)

Further information

Community:

Stocksbridge Community Forum
www.stocksbridgecommunity.org

Cycling:

Stocksbridge Cycling Club
www.stocksbridgecyclingclub.org.uk

Historical:

Stocksbridge and District History Society
www.stocksbridgehs.co.uk

Walking:

Stocksbridge Walkers are Welcome
www.stocksbridge-walkers.org.uk

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Stocksbridge Cycling Club are hosting the
2014 National Hill Climb Championships on
26 October 2014 (11:00 start).



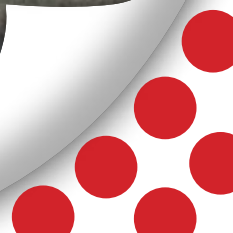
Le Tour de Stocksbridge

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Route research: Jeff Hope

The King of the Mountains
a challenge
for Polka Dot
riders



Strava information available at:
<http://tinyurl.com/nqy2o6x>



This cycle ride is a challenging 40 km (25 mile) ride through the magnificent countryside which circles the town of Stocksbridge. It includes a number of steep ascents (and descents) and can be started at any point.

- 1 Start at Stocksbridge Town Hall (Manchester Road)
- 2 Go down Hunshelf Road. Cross the roundabout and turn left up Hunshelf Bank by the sandwich shop (the 'Lunch Box').
- 3 Go sharp right onto Pea Royd Lane and up steeply over a bridge. This crosses the A616, the Stocksbridge bypass.
- 4 Continue over the summit, keep left and downhill onto Don Hill Height. At the T-junction, turn left onto Hunshelf Hall Lane. This becomes Tofts Lane and passes under prominent electricity wires.

Soon after you leave Green Moor, on your right, you will pass Peck Pond. This is an ancient watering hole which was originally used by pack horses and drovers taking cattle to market. The walls are built through the pond to allow two lots of livestock to water simultaneously. In 1741, this road became the Turnpike Road to Manchester.



On the corner of Dyson Cote Lane and Salter Hill Lane is one of the most unusual guide-stoops in the country. It is, as far as is known, unique in having six sides. It was erected in 1734, by order of the West Riding Justices of the Peace. It lies on the ancient saltway route which links Cheshire, via Woodhead, to Wakefield or Doncaster. There are no directional arrows; instead the user would take the road to the right while facing the name of their destination. There are only five obvious routes leading from the stone, not the six which are indicated.

- 5 At the T-junction go right up hill, then left onto Salter Hill Lane. This becomes Cranberry Road, Mossley Road and finally, Hartcliff Hill Road.
- 6 At the T-junction go left downhill onto Hartcliffe Nick. This becomes Hartcliffe Road. There are superb views of the Dark Peak in the distance.
- 7 At the crossroads, do **not** turn onto the A628. Instead, go 90° left, before the chevrons and with a small red post box on the corner (Fulshaw Lane). Go steeply downhill, onto Gilbert Hill, before meeting the busy A616 (take care). Turn left. The Langsett Barn car park is on the opposite side of the road.
- 8 Opposite Bank View Café on your left, turn right by the Wagon and Horses (pub, renamed for the 2014 TDF as 'The Pedlars Inn'), and cross the dam wall of Langsett Reservoir (you are now following road signs to Strines and the Derwent Valley).

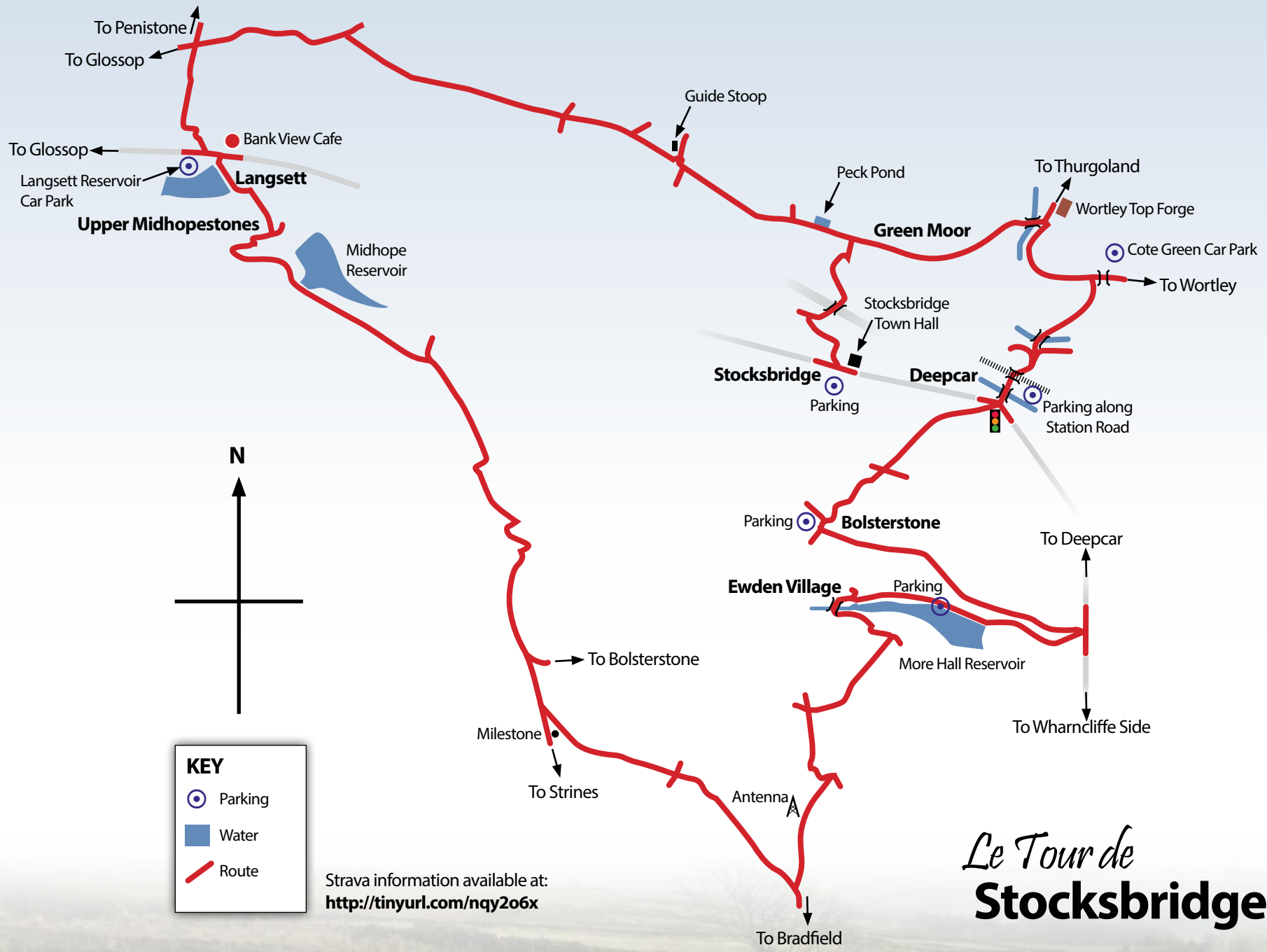
Langsett Reservoir was constructed between 1889 and 1905. A temporary village of corrugated iron huts was built to house construction workers. This included hospital, canteen and recreational facilities. The reservoir is now managed by Yorkshire Water supplying water to Sheffield and Barnsley. It is around 1.4 km long, with an area of 51 hectares and a depth of 29 m.

- 9 At the T-junction at the entrance to Upper Midhope Village, turn right and follow the chevrons and Strines Derwent Valley signs (Back Lane). This becomes Low Moor Lane, then Shaw Lane, then Gill Royd Lane, passing Midhope Reservoir on your left.
- 10 At the T-junction, turn right onto Mortimer Road. You are now on the route of the 2014 Tour de France.

During the Second World War, this area was used by Canadian Servicemen as a training area in preparation for D-day in 1944. On Gill Royd Lane, you pass a clump of trees on your right. At this point, on the other side of the wall, are the remains of a WWII tank washing area. When the tanks returned from the moors, they were washed in order to remove mud and peat. This installation has been unused for a considerable number of years and has trees growing through the wooden remains.

- 11 Continue along Mortimer Road, take note of, and pass, the road signed 'Bolsterstone', on your left.
- 12 Nearing the summit of the climb, by a white milestone, veer left onto Penistone Road, following road signs to Dungworth and Bradfield. (The Strines Derwent Valley route veers to the right.)







The milestone is likely to have existed before the construction of Mortimer Road as it is dated 1740. It shows directions and distances to Penistone, Sheffield, Hope and Bradfield.

13 Note a crossroads where you have right of way and a forest area on the left. As the road begins to descend note an S bend road sign.

After 200 metres turn sharply left uphill, onto Bolsterstone Road, towards an antenna on the brow of the hill. You have now left the Tour de France route.

- 14 At the T-junction turn left, onto White Lea Lane (note the white marker stone with arrows pointing to Midhope and Bolsterstone).
- 15 Follow bends steeply downhill to a crossroads and another white marker stone. Turn right down hill (Green Lane which becomes Bank Side).
- 16 Descend steeply and watch for a farm building where the road bends to the right. Turn sharp left downhill following the Ewden Village/Bolsterstone road sign.
- 17 Cross the bridge between the two reservoirs, and at the crossroads go right alongside More Hall Reservoir (this is marked as a private road, but is open to traffic).

Work started on Broomhead and More Hall Reservoirs in 1913. They officially opened in 1929 after delays caused by the First World War. It was not until 1933 that leaks in Broomhead were sealed. Ewden Village was built to house the labourers and their families. The huts were erected by Walkers, Sheffield timber merchants; each had electric light and hot and cold running water in well fitted bathrooms. There was a Mission Hall, canteen, recreation hall and a general store, run by the Stocksbridge Co-op. Due to the need to move construction materials to the site and take spoil away, the Ewden Railway Company was formed. The connection from the Great Central line to the "Ewden Sidings" started close to the Wharnccliffe Wood signal box with a spur off the main line into a long curve and a 1 in 26 slope. After crossing the River Don and the main road, using girder bridges, the track then ran along the valley and into the sidings.

- 18 At the stone gates turn sharp left uphill, following the Bolsterstone road sign (More Hall Lane which becomes Sunny Bank Lane). Do not join the main road at this point.
- 19 At the T-junction turn right into Bolsterstone Village passing the church on your left. Here follow the road rightwards along Folderings Lane (Sheffield/Deepcar Road sign). Continue into Cockshot Lane, then Carr Road.

Bolsterstone has Anglo Saxon roots. The village stocks are adjacent to the church wall. In St.Marys' churchyard there are two Bolster Stones. It is suggested that the twin mortice holes, in the top stone, might have supported Anglo Saxon crosses.



- 20 Descend steeply to a T-junction opposite The King and Miller Pub. Turn right, then, at the traffic lights, turn left, go over a bridge, then under a railway bridge. Avoiding signs for Manchester, take the second left turn.
- 21 You have passed Station Road on your right just before the railway bridge. The left turn leads downhill towards a river bridge with obvious black and white checkered painting on its sides.

The Stocksbridge by-pass is a remnant of the 1980's M67 scheme which planned to connect Manchester and Sheffield via a new motorway. It was built "on the cheap" in comparison to the full motorway originally proposed. The scheme consisted of a dual carriageway with crash barrier in the middle. However, this was downgraded into a single carriageway with blind crests and no crash barriers, aided by the occasional crawler lane. Two of the four major junctions are, "grade separated" (have flyovers or underpasses), so it's easy to see how this could have been originally meant as motorway.

- 22 Continue along Soughley Lane, following the river on the left to a T-junction. Turn left towards Thurgoland, Green Moor and Wortley Top Forge (Forge Lane). If you turn right at this point, the Cote Green Trans Pennine Trail car park is signed to the left just after the railway bridge.
- 23 After one km, cross the river bridge and immediately turn left uphill to Green Moor (Well Hill Road).

On your left, just after the red telephone box, you will pass a small stone roofed building. This is Green Moor Pump House (well). Originally built in 1904, this provided water for the village until 1951. A ten metre vertical ladder and a six metre stone passage provide access to the well head. It is managed by English Heritage who periodically allow access. Since this photograph was taken, there has been a major housing development adjacent.

On the opposite side of the road are the Ivy Millennium Green and the stocks. The latter were originally situated near Peck Pond and were re-erected to commemorate the Coronation of King George VI in May 1937.

- 24 Note the church in Green Moor village. After 400 metres turn left uphill (Don Hill Height). At the T-junction turn right and after passing rocks on the left, descend back to Stocksbridge crossing the bridge over the bypass and turning sharp left at the T-junction.

