



Le Tour de Stocksbridge: a challenge for Polka Dot riders

This cycle ride is a challenging 25 mile (40 km) ride which circles the town of Stocksbridge. It 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 some prominent electricity pylons.



Above: Peck Pond

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 drovers taking cattle to market and pack horses travelling along the Cheshire to East Yorkshire Salter's Way. In 1741, this road became the Turnpike Road to Manchester. The walls are built through the pond to allow two lots of livestock to water simultaneously.

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.

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.



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).
8. Turn left. Opposite Bank View Café on your left, turn right by the Wagon and Horses (pub), 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, and is now managed by Yorkshire Water. It is around a mile long, with an area of 51 hectares and a depth of 29 m. It supplies water to Sheffield and Barnsley. A temporary village of corrugated iron huts was built near Langsett village to house construction workers. This included hospital, canteen and recreational facilities.

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.
- 10.
11. At the T junction turn right uphill following the Strines Derwent Valley signs. Initially you are on Shaw Lane. This becomes Gill Royd Lane. At the T junction, turn right onto Mortimer Road.

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 will reach a clump of trees on your right (see photo). 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.

12. Continue along Mortimer Road, take note of, and pass, the road signed 'Bolsterstone,' on your left.



13. 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.

14. Note a cross roads 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.
15. At the T junction turn left, onto White Lea Lane (Note the white marker stone with arrows pointing to Midhope and Bolsterstone).
16. Follow bends steeply downhill to a cross roads and another white marker stone. Turn right down hill (Green Lane which becomes Bank Side).
17. Descend steeply and watch for a farm building where the road bends to the right. Here turn very sharply left downhill following the Ewden Village/Bolsterstone road sign.
18. 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 were 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.

19. At the stone gates turn very sharply left uphill, following the Bolsterstone road sign (More Hall Lane which becomes Sunny Bank Lane). Do not join the main road at this point.

20. At the T junction turn right into Bolsterstone Village passing the Castle Pub on the 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 and lies on a Salt Route between Cheshire and Yorkshire. The village stocks are adjacent to the church wall. In St.Marys' churchyard (see photo) there are two Bolster Stones. It is suggested that the twin mortice holes, in the top stone, might have supported Anglo Saxon crosses. Heads Lane is one of the routes by which salt was carried across the Pennines; it links with other routes running both north and south.

21. Descend steeply to a T junction opposite The King and Miller Pub. Turn right to traffic lights then turn left, over a bridge and then under a railway bridge. Immediately after the railway bridge take the cycle path which crosses the access road to the A616 (signed Manchester) following the Thurgoland /Green Moor road sign (do not follow signs to Manchester).

22. Where the cycle path ends turn left downhill at the Thurgoland road sign (THE SIGN HAS FALLEN DOWN AND NEEDS REPLACING) towards a river bridge with obvious black and white chequered painting on its sides (do not venture onto the A616 which is only 50 metres further).

The 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.



23. Continue along Sloughley Lane, following the river on the left to a T junction. Turn left direction Thurgoland, Green Moor and Wortley Top Forge (Forge Lane).

24. 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 30' vertical ladder and a 20' stone passage provide access to the well head. It is managed by English Heritage who periodically allow access for visitors. 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 on 12th. May 1937.



25. 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.





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Historical information on the area is available from Stocksbridge and District History Society: <http://www.stocksbridgehs.co.uk/>

if you wish to suggest any amendments to these instructions please contact Stocksbridge Community Events

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