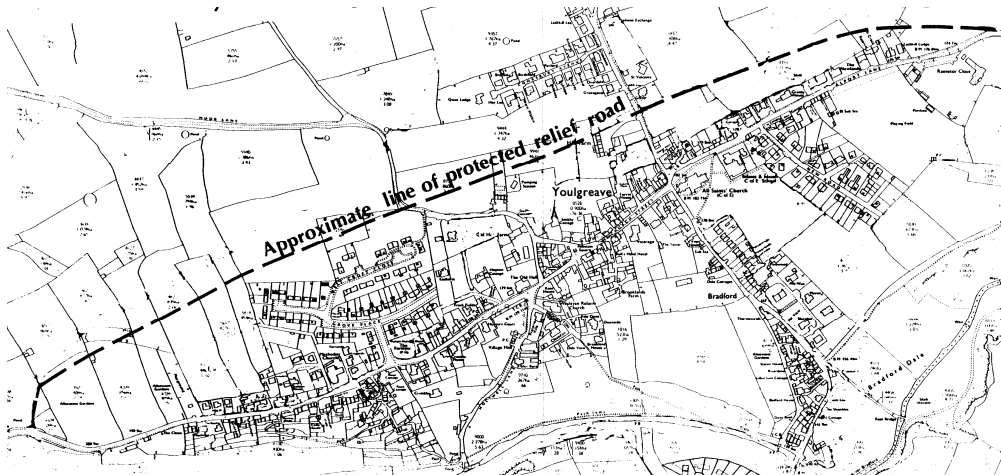


The Youlgrave by-pass: a road that never was



Newer residents and visitors to Youlgrave may be interested to learn that there was once a serious proposal to build a relief road and take ‘through traffic’ away from the village centre (and this is NOT an out of season April Fool’s tale!). It was before the road was downgraded from ‘A’ to ‘C’ category – from the A524 to the C288, to be precise – and prior to the imposition of a weight restriction order in order to stop heavy lorries travelling along the narrow village streets.

The line of the so-called Youlgrave Bypass was carefully plotted. It was to leave Alport Lane towards the top of Alport Hill, then cut across the fields behind Granby House and the Garage and cross Conksbury Lane near Hall Farm. It would then continue parallel with Church Street and Main Street, passing behind Arrowdale Farm and Grove Place and rejoining the main road at the Middleton side of the Parish Council’s Coldwell End allotments.

The Peak Park Joint Planning Board and Derbyshire County Council formally ‘safeguarded’ the route for several years, protecting the line of the proposed road from any detrimental planning decisions. However, traffic figures showed that despite 700-800 vehicles entering Youlgrave by the main road each day, only 5% of these were HGVs, and so the economic justification for a full relief road was not met.

By the time that the Peak District National Park’s Local Plan was adopted in 2001, the Youlgrave by-pass was officially abandoned and the route no longer safeguarded – together with similar relief road proposals for Grindleford, Hathersage, Baslow and Rowsley.