

**Route Summary Report
Pin Dale
March 2018**



Description

Pin Dale is a steep, rocky and eroded way which passes through a disused quarry, parts of which are a Site of Special Scientific Interest and a Scheduled Monument. Boulders, fencing and signage have been placed at the side of the track to limit deviation onto the adjacent SSSI land.

Legal Status: Non-classified Highway, status being investigated.

County: Derbyshire

Parish: Castleton and Bradwell

Grid Reference: SK 15578195 to 16088242

Length: 700 metres

Nearest Other Byways/Non-classified Highways/Claimed Byways

Dirtlow Rake – 100m west, and the continuing network of NCHs. Brough Lane lies approximately 4km east

Sustainability Analysis

Undertaken in 2007

Physical - Does the route show serious signs of physical damage resulting from usage?

Comment: Some sections of the path are badly rutted or comprise of loose surface stone

Score: 2 (2-4 user groups would find the route hard to use)

Conservation - Is the route subject to any protective designation (for heritage or wildlife)?

Score: 3 (Crosses SSSI and abuts Natural Zone and Scheduled Ancient Monument)

Complaints - Have there been any complaints about vehicular use conflicting with other uses?

Comments: Most complaints come from bodies working to protect the special nature of the dale.

Score: 1 (few or no complaints)

Character - Is the character of the route being damaged by vehicular use?

Comments: Serious issues of trespass away from the lane and damage to adjacent designated land.

Score: 3 (the highway and adjacent land are affected)

Conflict - Is the free passage of non-motorised users being prejudiced?

Comments: The narrower southern sections of the route have width and gradient issues.

Score: 2 (yes, 1 or 2 issues regarding the width, visibility, slope and speed of use by vehicles)

Total Score = 11/15





<p>PEAK DISTRICT NATIONAL PARK AUTHORITY</p>	<p>Pin Dale</p> <p> Route with proven or possible motor vehicle rights which may be unsustainable</p>	<p>DESIGNATIONS</p> <ul style="list-style-type: none"> Site designated as one or more of <ul style="list-style-type: none"> - Site of Scientific Interest - Special Area of Conservation - Section 3 & Natural Zone Scheduled Ancient Monument
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Representation on this map of a route is no evidence of a right of way.
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Levels of Vehicular Use

Wednesday 25 February to Wednesday 22 April 2009

Daily Totals	Cars/Larger Vehicles	Motorcycles Only
Mondays	1	59
Tuesdays	6	39
Wednesdays	1	103
Thursday	8	33
Fridays	15	90
Saturdays	30	179
Sundays	67	395
Mon-Fri Total	31	324
Sat-Sun Total	97	574
Overall Total	128	898
Average Per Day	2.2	15.7

Thursday 1 October 2009 to Friday 13 November 2009

Daily Totals	Cars/Larger Vehicles	Motorcycles Only
Mondays	6	28
Tuesdays	7	7
Wednesdays	3	27
Thursday	8	20
Fridays	10	31
Saturdays	59	150
Sundays	62	241
Mon-Fri Total	34	113
Sat-Sun Total	121	391
Overall Total	155	504
Average Per Day	3.5	11.5

Friday 13 November 2009 to Friday 22 January 2010

Daily Totals	Cars/Larger Vehicles	Motorcycles Only
Mondays	6	40
Tuesdays	0	11
Wednesdays	4	46
Thursday	1	28
Fridays	4	23
Saturdays	38	98
Sundays	82	181
Mon-Fri Total	15	148
Sat-Sun Total	120	279
Overall Total	135	427
Average Per Day	1.9	6

Saturday 18 February 2016 – Thursday 31 March 2016 (43 days)

Daily Totals	Large Vehicles only	Motorcycles Only
Mondays	17	3
Tuesdays	6	1
Wednesdays	0	9
Thursday	8	5
Fridays	30	24
Saturdays	51	81
Sundays	56	130
Mon-Fri Total	61	42
Sat-Sun Total	107	211
Overall Total	168	253
Average Per Day	3.9	5.9

Conservation Interest

Ecology - An ecological survey was carried out in November 2010 (Appendix 1). The route runs through a SSSI and is adjacent to Natural Zone and a key ecological area.

Landscape – Pin Dale lies within the White Peak landscape character area – an elevated limestone plateau dissected by deeply cut dales and gorges. Regular field boundaries have generally been built using quarried stone, (and) isolated stone field barns are often incorporated within the pattern of stone walls. Lead-mining and quarrying (have produced) industrial features very important to the White Peak landscape character. The pattern of straight roads (is) defined by stone walls, reflecting the late enclosure of the land from common and waste.

Cultural heritage - An archaeological report summarising desk-based research was provided in January 2013 (Appendix 2). The route runs through an area of early enclosure and an area of highly significant archaeological and historic landscape remains. It is within a High Priority lead mining site and landscape and is also a Scheduled Monument. A further Scheduled Monument, a prehistoric enclosure, occurs some 50m from the route.

Peak District Local Access Forum Comments

The Vehicles Sub-group surveyed the route and met in August 2010. Appendix 3 sets out their individual observations. The group welcomed the proactive work of all those involved in trying to address illegal trespass at land adjacent to the lane.

The group unanimously recommended that:

- Their support for the ongoing work be noted
- The situation is clearly developing and they should be kept informed of any significant developments

Issues

People

- Disturbance to residents – proximity of house
- User conflict - relatively high levels of vehicular use

The Route

- Route nature – narrow and steep section
- Route condition – loose surface

The Area

- SSSI, Natural Zone, SAM
- Impact on adjacent land – illegal use of adjacent SSSI/SAM

Appendix 1 - Conservation Report

Site: PINDALE ROAD

Date of survey: 16.11.2010

Site Designations

The route runs through Dirlow Rake and Pindale geological SSSI.

The northern side of the route is designated as Section 3 Limestone Dale along almost all its length up to the buildings at the lower end.

The northern side, and one section of the southern side, are also designated a Key Ecological Area PP:CG430 (species rich calcareous grassland)

Description and ecological interest

Length 0.75 km. The route runs down the centre of Pin Dale from the top of the dale to the minor road between Hope and Castleton.

The route runs through calcareous grassland and its central section runs along the foot of a steep bank of lead mine spoil, containing valuable lead rake vegetation communities (a UK and European priority habitat) and also of archaeological value. The lower section passes through developing scrub. An old quarry lies on the south side of the central part of the route.

Vehicles leaving the highway

The route is open at both ends. The first section is walled on both sides so off-route vehicle access is difficult or impossible, except where an old quarry track to the right shows occasional use by vehicles. The central and lower sections are open on both sides and show ample signs of off-route use, both on the dale slopes on the northern side and in the old quarry to the south.

Impacts

1. The whole track bed is very rough, uneven, largely covered in loose rocks and stones and at the steeper, upper end is eroded down to the bedrock in places.
2. A short alternative 4WD track has been created over a hump on the northern side. This has worn a deep scar with one pocket down to a depth of 75cm.
3. Over a distance of about 175m in the central section, the lower part of the lead spoil bank is criss-crossed with vehicle tracks and gouged ruts as motor cyclists and 4WD owners have sought more adventurous alternatives. This has caused severe damage to the fabric of the slope and to the vegetation, destroying part of one lead rake altogether. The resulting scarring is also visually intrusive.
4. On the south side, several motor cycle and 4WD tracks are visible descending a steep bank into the old quarry floor.
5. Another alternative stretch of route has been created below this section, again to avoid a heavily eroded piece of track. This now ends in a very wet and muddy patch and it is not clear whether it still presents a viable alternative route.
6. The lower section shows no signs off off-route use but the track surface is also rough, rocky and loose.

The very poor condition of the track is consistent with regular use by motor cycles and 4WD vehicles, in particular churning and gouging on the steeper sections while ascending. Continued vehicle use can be expected to cause further deterioration and erosion of the surface, and creation of more alternative routes as vehicle users seek to avoid the roughest sections.

The severe damage to the lead spoil bank clearly results from recreational use by motor cyclists and other vehicle users. The lead spoil is relatively soft and only partly compacted, so is highly susceptible to irreversible damage through this kind of use. Continued off-route driving brings the high risk of new route creation and subsequent destruction of the whole of the lower part of this spoil bank, which is the most valuable part of the site, both ecologically and archaeologically.

Appendix 2 – Cultural Heritage Report

Historic Landscape Character

This route runs through an area which was known to have been enclosed as early as the late 17th century, having been wastes and commons prior to that. Current enclosure boundaries were present by 1819.

Existing Historic Environment Record data, surveys and designations

This route runs through an area of highly significant archaeological and historic landscape remains. It is within a High Priority lead mining site, Pin Dale side veins, which is component of a High Priority lead landscape under the Lead Legacy initiative. Pin Dale Side Veins is also a Scheduled Monument (SM 1017651) which covers an extensive area. A further Scheduled Monument, a prehistoric enclosure (SM 1020306), occurs some 50m from the route.

The route is also within an area which has had a detailed archaeological survey, 'Aston Hall farm – land at Castleton'.

General Recommendations

There is already survey information for some areas of land which are adjacent to this route, this may not relate specifically to the green lane however. Ideally a rapid walk-over survey of the actual lane should be undertaken and the condition of surviving features be noted. Particular consideration should be given to features such as gateposts, walls and wall furniture and earthworks. The results of this work would form good basis for recording damage to any features which might have occurred already, as well as monitoring on-going damage.

On the basis of the information collected recommendations for damage mitigation could be made. This could also inform the nature of any repairs to the route.

Appendix 3 - Peak District Local Access Forum Vehicle Sub-Group – Individual Comments

1. Physical Work - Continue to work to deter/prevent motor cycles getting off the main though route, hopefully urging the owners (Blue Circle) to take a lead on that for environmental reasons with further use of boulders.
2. More effective signage when physical works have defined the route.
3. Ongoing monitoring by Police and Rangers and action (S.59) to confiscate motor cycles where unlicensed.

Long-term - Depends on outcome of status review. At present claimed as a BOAT, but the duty to investigate has not been triggered (incomplete application). However as a non – classified highway the route is exempt from classification until the Highway Authority investigates the route.

As previously mentioned a speed limit should be considered. Also signage warning non-motorised users of the likely presence of motorised users.

Management –

If a dedicated area for off-roading was to be established in the area, this would seem to be suitable.

Solutions: The priority must be to stop the illegal activity.

Long-term management options: The illegal use of the surrounding area must be tackled as the first priority. It is pointless to spend any money on repairs while there is still so much illegal activity. Once this stopped monitor use and repair accordingly.

My recommendation is for regular monitoring of the state of the way, and for any subsequent action to be dependent upon the outcome of that monitoring.

A Refer to MBOB Distress Information Sheet 8

B Maintain the signage especially at the northern, quarry end.

Long-term management options

A Manage water run-off in the upper section

B Maintain signage