

North Yorkshire Local Access Forum**11 October 2017****Deadman's Hill****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To provide a report on the legal position and options in relation to Deadman's Hill.

2.0 Background

- 2.1 At the last meeting of the Local Access Forum, Members requested that officers provide a report on the legal position and options in relation to Deadman's Hill for this meeting.
- 2.2 Officers have provided the attached report, which was originally prepared by the Yorkshire Dales National Park Authority. Although it is six years old, this outlines all the issues including the legal options and it is still valid.
- 2.3 Officers advise that the only amendments to the report would be that a permit approach, which is one of the options listed, would no longer be supported; and that further repairs have been completed this year.

3.0 Recommendation

- 3.1 That the Forum notes the report.

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Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

Dead Man's Hill

Assessment report on the use of recreational motor vehicles

September 2011



About this report

1. The purpose of this report is to present detailed information that has been compiled for Deadmans Hill, an unsurfaced unclassified road, and to provide an assessment of the impact of the use of recreational motor vehicles on that route. The information has been compiled from North Yorkshire County Council (NYCC), Yorkshire Dales National Park Authority (YDNPA) and Nidderdale Area of Outstanding Natural Beauty (NAONB) sources.

2. The structure of the report is as follows:

- The first section provides background information about the route
- The second section provides a detailed assessment of the route which includes information on:
 - Ecological sensitivity
 - Archaeological sensitivity
 - Landscape character
 - Visual character
 - Condition and durability of the route surface
 - Levels of use
 - Importance of the route as part of the rights of way network
 - Effects of the current levels of recreational use on others
- The fourth section is an assessment of the impact of motor vehicular use on the route.
- The fifth section details the management measures that have so far been taken, and the options for future management.

Background

3. Dead Man's Hill is a cross-boundary route connecting Nidderdale Area of Outstanding Natural Beauty (AONB) to the Yorkshire Dales National Park. It runs for 5.2km from Arkleside in Coverdale over Dead Man's Hill into Nidderdale AONB, where it runs close to Shaw Gill before running alongside Scar House Reservoir to the dam at its head. 2.6km are in the National Park, and 2.6km in Nidderdale AONB. Access to the route on the Coverdale side is through the small hamlet of Arkleside, and the route then passes on over Dead Man's Hill to Scar House Reservoir. Access to the reservoir is via the Yorkshire Water road from Lofthouse. (See access map in Appendix 4).

4. A route assessment report was compiled in 2007 by the Yorkshire Dales National Park Authority, which primarily focussed on the part of the route within the National Park. This current report brings up to date the information contained in that report, and has extended it to cover the entirety of the route.

Current right of way status

5. The vast majority of the route is an unsurfaced unclassified county road (NYCC reference number U936), and so it has possible but not proven public motor vehicular rights. The road over the dam at Scar House is byway open to all traffic and a short section of track above this is recorded as bridleway through to the junction with Carle Fell Road. It is within the parish of Carlton Highdale in the National Park, and the parish of Stonebeck Up on the Nidderdale side.

Likely origins of the route

6. Dead Man's Hill is probably an old route running from Horsehouse over the tops into Nidderdale. Horsehouse in Coverdale originally had two inns where the drivers could rest and feed their horses, and the Lodge near Scar House reservoir was another inn. The name Dead Man's Hill, comes from the discovery of three headless corpses which were found buried beside this route in 1728.

Sensitivity Assessment of the route

Ecological sensitivity for the route section within the National Park

❖ Natural England Information

7. The Dead Man's Hill route does not run through, or alongside, land with a national designation for nature conservation, and so Natural England have not been asked to comment.

❖ YDNPA Information

8. The YDNPA Wildlife Conservation Team have made the following comments regarding habitat and species interest for the section of the route within the National Park.

9. Several areas adjacent to the route were surveyed as part of the Richmondshire Habitat Survey 2005-2006. The majority of areas adjacent to the route were surveyed as part of the Phase 1 Survey (1987). Survey results show that the southern and lower part of the route is bordered by a large expanse of semi-improved neutral grassland (low biodiversity value). The northern and higher part of the route is bordered by acid grassland (low biodiversity value), blanket bog (high biodiversity value), and small areas of upland wetland (very high biodiversity value). Blanket bog and small upland wetlands are Local Biodiversity Action Plan (LBAP-Nature in the Dales) habitats. Both habitats are vulnerable to damage by motor vehicles, and are very susceptible to erosion, trampling and physical damage.

10. The Moorland Bird Survey recorded nesting birds (Curlew, Snipe & Golden Plover) within 1km of the route. Motor vehicles are unlikely to have an adverse impact upon these species unless they leave the route.

❖ Nidderdale AONB information

11. Moorland Bird Survey data confirms the presence of Curlew, Snipe and Golden Plover in the vicinity of the route in the AONB. A 1997 survey carried out for Yorkshire Water, English Nature and RSPB also recorded breeding evidence of Oystercatcher, Lapwing, Dunlin and Redshank, together with a significant populations of both Grey Partridge and Ring Ouzel. Annual breeding wader surveys carried out on behalf of the AONB since 2005 support the earlier data. Most of these species are UK Biodiversity Action Plan Priority Species, and feature on RSPB's list of Birds of Conservation Concern (RSPB 2009).

12. The AONB section of the route passes through extensive areas of semi natural dry and wet acidic grassland habitats, plus gill woodland and marginal habitats on the edge of Scar House Reservoir..

Archaeological sensitivity

❖ YDNPA Information for the route section within the National Park

13. There is very little documentary evidence for archaeological features along the length of this route. Ideally further survey work would need to be undertaken to assess the archaeological interest in the area. However, the route itself is historic and is marked on the 1st edition OS map, along with an adjacent path leading out of Arkleside. There are

two quarries of post Medieval age close to the route, and a probable peat cutting also of post Medieval age. The first quarry, after leaving Arkleside, is the opposite side of a dry stone wall from the route, and so the effect on the site will be negligible. And although the remaining two sites are in close proximity to the path, they are not thought likely to be at any risk from recreational motor vehicles.

❖ *Information for the route in Nidderdale AONB*

14. Angram and Scar House reservoirs were built to supply water to the Bradford area. Water from here is transferred to Chellow Heights via the Nidd aqueduct. During construction of the reservoir a village was built just below the dam to house the workforce, and a light railway constructed to transport materials from the railhead at Pateley Bridge.

15. At Lodge are the remains of a medieval monastic farm which was continuously occupied through to the 20th century. No specific information has been gained about the potential vulnerability of these features to motor vehicle use.

Landscape Character of the complete route

16. The *Yorkshire Dales Landscape Character Assessment* identifies the route as being completely though LCA38 Eastern Gritstone Moors and Fells. The route continues on the Nidderdale AONB side in the Gritstone Moors landscape character area, before entering the Upper Nidderdale valley reservoirs area. The key characteristics of these different areas are shown in Appendix 1.

17. The *Landscape Character Assessment* for Harrogate District includes Scar House in the Upper Nidderdale Valley Reservoir area, which is noted as 'sensitive to change due to its openness and remoteness'.

Visual Character for the complete route

18. The start of the unsurfaced route over Dead Man's Hill begins just beyond the small hamlet of Arkleside in Coverdale. The surrounding valley has small areas of woodland, and fields with characteristic drystone wall boundaries. The stone track initially climbs steeply up the side of the valley and there are fine views both up and down Coverdale. After a short section of zig zags the route runs directly up the hillside with a good wall on its north side, to the point where a bridleway leaves the route to West Scafton and a footpath goes directly up to Dead Man's Hill on a good track.

19. The route then turns in a more south-westerly direction and continues at a gentler gradient. The gritstone influence is clear, with the track surface showing characteristic blocks with a sandy surface, and the presence of small gritstone crags and boulders all around. The browns of this eastern gritstone area contrast strongly with the greens of the valley below. The peak of Little Whernside is particularly prominent throughout this section, with its broad flat top above steep sides, presenting a dramatic profile.

20. The track continues over a broad flat col and crosses into the watershed of the River Nidd. New views open out to the south and west with the dramatic appearance of Angram Reservoir and dam, with the surrounding moorland of the upper Nidderdale area.

21. On the descent into Nidderdale the track descends steeply alongside Shaw Gill with a number of tight turns. At the bottom of the slope the route turns sharply eastwards and follows the side of Scar House Reservoir past the ruins of Lodge. The eye is drawn to the reservoir with the dam at its end and the slopes of In Moor beyond.

22. This route is visible from a wide area on both sides of the watershed as can be seen from the Visual and Landscape survey in Appendix 4. This includes from the village of Braidley and the road up Coverdale, as well as the area around Scar House Reservoir car park, and the surrounding peaks of Dead Man's Hill and Little Whernside.

Condition and durability of the route surface over the complete route

❖ Findings of the NYCC condition surveys

23. NYCC conducted a condition survey of the full route in July 2007 and a follow up survey of the section of the route in Nidderdale in February 2011. The 2007 survey was conducted from north to south, and the 2011 survey from south to north. A full comparison of the surveys is, therefore, impossible.

24. The findings from the condition survey which was conducted in July 2007 were that there was signs of use by walkers, cyclists, horse riders, motorcyclists, 4x4s and farm vehicles. This route was, in the main, a good stone track that was well drained, with little or no obstructions to impede progress. Only one small area, on the Nidderdale side, is difficult to travel over, being on a steep gradient and having a surface that is very soft and easily eroded. Appendix 2 contains the condition survey sheet, and a series of photographs at approximate 400m intervals.

25. The route leaves Arkleside at a gate, and has a stone surface which is in good condition. It climbs steeply through a zig zag section and then directly up the hillside. The route is well drained, and the drainage has been well maintained. The good condition is maintained through to the National Park boundary, and for some distance beyond.

26. There is then an area of significant damage on the steep descent alongside Shaw Gill. The main route is deeply rutted and now suffering water erosion. There is also a deeply rutted track short cutting the zig zags which has developed. And a number of other secondary tracks are also developing, presumably by people trying to avoid the damage.

27. There is minor damage to the track below this area with ruts and loose stone on the track, and evidence of use to the sides of this track. After the track levels out it returns to being in good condition.

❖ Comparison with the 2011 NYCC survey

28. NYCC officers carried out a condition survey of the Nidderdale section in February 2011. This survey shows that a significant deterioration has occurred in surface condition. Between Scar House Reservoir and Lodge there are a number of areas where drainage is poor and large areas of standing water have developed. These are leading to side tracks and the removal of walling stone to form "stepping stones".

29. The area of minor damage below the zig zags has developed into an area of major rutting, with the old track having been washed out over a distance of approximately 100m, and side tracks developed to either side. This damage appears to be caused through water erosion, with the side tracks being formed by 4x4 use.

30. The zig zags themselves have also deteriorated markedly. There are three main tracks in this area, all with very deep ruts. In 2007 the deepest ruts were recorded at 400mm in this area – in 2011 the eastern track has an area with a maximum rut depth around 1500mm, and on the western track a maximum depth of around 1000mm. In this area the track erosion appears to be through a mixture of water and 4x4 use. Despite the significant depth of erosion, no bedrock is present and the situation is likely to continue to deteriorate.

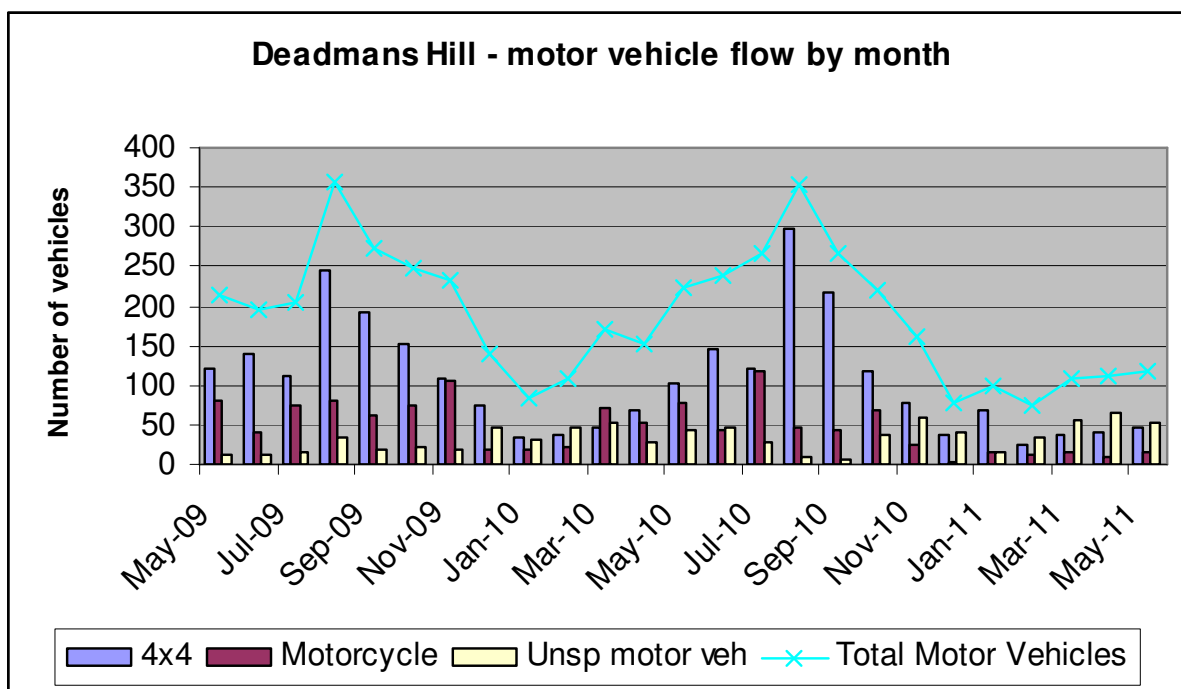
❖ Maintenance and engineering works

31. Repair work has been carried out on this route on the steep section through the zig zags above Lodge in a joint project with recreational motor vehicle user groups around 10 years ago. This involved clearing drainage ditches and resurfacing on the flat moor top area. These works are largely intact with just some additional surface dressing required. The repairs to the zig zags have now broken down completely.

Levels of Use

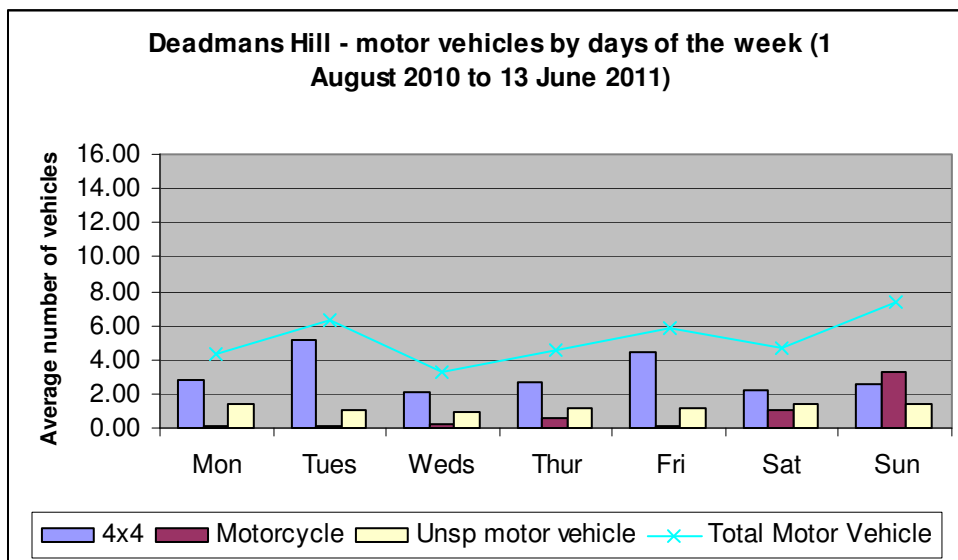
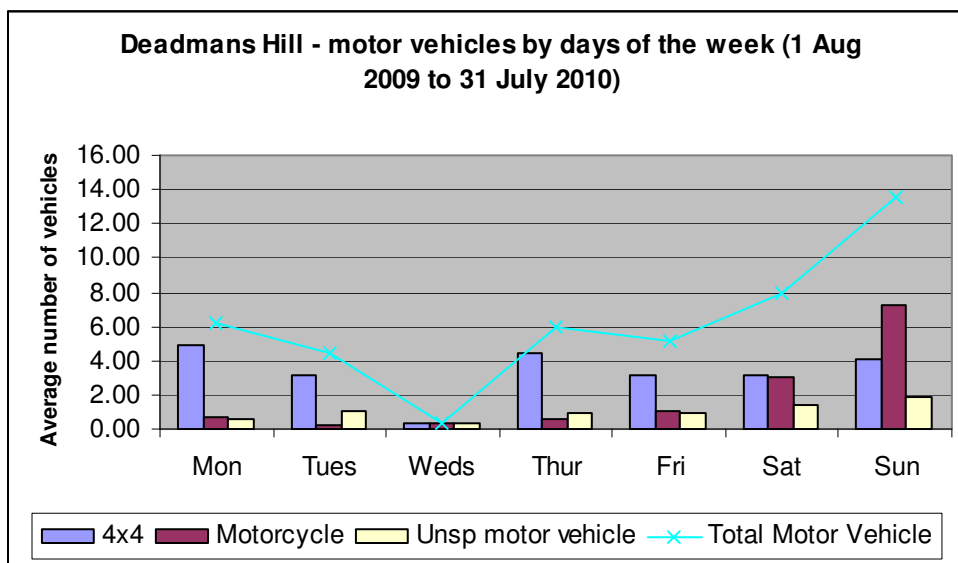
❖ Data from YDNPA vehicle logger

32. A vehicle logger has been in place on this route since March 2007 and a complete set of data is available. However, the graph below show levels of motor vehicle use recorded on Dead Man’s Hill for the past two years only to give greater clarity whilst still allowing trends to show. The logger is located on the Arkleside part of the route.



33. There is a striking seasonal pattern to the data with August and September being the busiest months for motor vehicle traffic, related to the grouse shooting season which takes place on the moor above Arkleside. It should be noted that the bulk of motor vehicles using the route for moorland access leave it at SE048 795 and use the southwards trending track. This data also shows that the usual increase in traffic following the winter low-point has not occurred in 2011 – presumably because of the affect of the temporary traffic regulation order in place on the route. Further evidence of this is apparent in the days of the week analysis below.

34. This route carries considerable motor vehicle traffic with 194 motor vehicle movements recorded on an average month at the vehicle logger location over the complete data available. This is split between different types of vehicle with 100 4x4 type vehicles on average, 54 motorcycles and 39 unspecified motor vehicles.



35. The days of the week analysis has been carried out over two recording periods. The first is 1 August 2009 to 31 July 2010 – which should reflect a ‘normal’ year’s usage. The

second period is from 1 August 2010 to 13 June 2011 during which period a temporary traffic regulation order restricting use by recreational motor vehicles has been in place.

36. For the first period, there is clearly a base of agricultural/land management use, including access to the grouse moor, with increased use at weekends showing the recreational use of the route. Dead Man’s Hill is clearly used both by recreational motorcyclists and 4x4 users. Overall agricultural use accounts for approximately 66% of motor vehicle use, with 34% being recreational.

37. In the second period the impact of the temporary TRO is apparent in the reduced weekend usage of the route. This analysis suggests that agricultural/land management use of the route is now approximately 80% of the total motor vehicle usage.

38. As the vehicle logger is located above Arkleside it is not clear what level of use, and balance between agricultural and recreational use, applies on the Scar House side of the route.

❖ Data from YDNPA balance of use surveys

39. 20 balance of use surveys have been carried out on this route between June 2007 and July 2010. No surveys of this kind are being carried out at present. These surveys are simply tallies of the number and type of users seen by an observer during a period spent on the route, and confirm the popularity of this route with recreational motor vehicle users.

Results for Dead Man’s Hill June 2007 to July 2010 (20 surveys)						
Walkers	Cyclists	Horse riders	Recreational 4x4	Recreational motorcycles	Tractors	Agricultural quads and 4x4
32	10	0	16	43	0	5

❖ Data from NYCC open access patrols

40. As part of monitoring work on the use of open access land, volunteers for NYCC also note occurrences where recreational motor vehicles are observed. Between January and June 2011 a total of 16 4x4s and 31 motorcycles were seen during 15 patrols. Most of the vehicles were observed in the section between Scar House Dam and Lodge.

The importance of the route as part of the rights of way network

❖ Views of the NYCC Countryside officers and YDNPA officers

41. Dead Man’s Hill provides a connection between Coverdale, over the watershed, into the upper Nidderdale area and is important for all users.

42. For walkers Dead Man’s Hill can be used to connect the two areas and also gives access to the footpath which runs along the ridge of Little and Great Whernside. Apart from very close to Arkleside, the route is completely within open access land.

43. Dead Man’s Hill also links well to the wider rights of way network. On the Coverdale side there are connections to bridleways over Braidley and Horsehouse Moors, as well as a bridleway running through to West Scrafton. On the Nidderdale side a bridleway runs eastwards to Hunter Sleets, and other routes run west from Scar House Reservoir, and

over In Moor to Middlesmoor. Dead Man's Hill is the only unsealed and well surfaced recreational route between upper Nidderdale and the National Park.

44. For recreational motor vehicle users Deadman's Hill links well to other routes in Nidderdale AONB such as routes on Fountains Earth Fell.

45. Scar House Reservoir is a popular starting point for recreational users and the route around the reservoir is promoted by Yorkshire Water for walking, cycling and horse riding. The reservoir is also used for angling by Nidderdale Angling Club. This is undoubtedly the most popular section of the route with many people walking around the reservoir. The lack of obvious circular routes along the main part of the route means that whilst it is well used, it is not as popular as other routes in the area with walkers and cyclists.

46. Arkleside Moor is a managed grouse moor and shooting takes place here, both for grouse and in the lower valleys for pheasant. Part of the route is used to access the shoots and for associated land management.

The effect of current levels of recreational use on others

❖ Records from the YDNPA Sightings and complaints register and NYCC Countryside Service

47. There is one record for this route in the YDNPA recreational motor vehicles Sightings and Complaints Register for the period 2002 to present, which was a sighting record of a group of motorcyclists and a group of 4x4s.

Any changes in the use by motor vehicles or other users, in recent years

❖ Records from the YDNPA and NYCC

48. This route appears to have a well established use pattern, and there are no obvious reasons why use levels should have altered over recent years.

49. A temporary traffic regulation order has been in place on the route since July 2010 and the reduction in use by recreational motor vehicles is now becoming apparent.

Summary of what the route has to offer in terms of natural beauty and recreation

50. This section of the report summarises the ways in which the route's specific area, meets natural beauty and recreation tests associated with the areas' designation as a National Park. (See Julie Martin (2007) Pennine Bridleway: Assessment of the Landscape and Visual Impacts of construction and ongoing recreational use –Final Report for further information about this).

51. It is worth noting that the landscape tests associated with National Park designation, are the same as for the designation of an Area of Outstanding Natural Beauty (AONB), and so factors within the Nidderdale AONB are also including in this section.

52. To this end it is helpful to summarise, below, how the ecological, archaeological, landscape and visual character of the route, established in the previous section, contribute to the 'natural beauty' of the route. Then to identify how these 'special qualities' contribute to the opportunities for the public to enjoy open-air recreation and the amenities of the area. Particularly, in the context of a National Park, how they contribute to the 'markedly superior recreational experience' - associated with designation.

Natural beauty

53. **Landscape quality** ie condition, that is the intactness of the landscape, the condition of its features, its state of repair, and the absence of man-made or incongruous elements. For this route the relevant aspects are:

- Landscape elements and features in good condition
- No incongruous features in vicinity of route. Presence of the reservoirs adds to the drama of the setting.
- Landscape very unspoilt and has extensive feel
- Route is in an expansive landscape and can be seen from many places

54. **Scenic quality** ie appeal to the visual senses, for example due to important views, visual interest and variety, contrasting landscape patterns, and dramatic topography or scale. For this route the relevant aspects are:

- Extensive views along much of the route, including views of Coverdale and upper Nidderdale
- Dramatic views of Angram and Scar House reservoirs and dams
- Little Wherside is a dominant peak along the route

55. **Relative wildness** ie the presence of wild (or relatively wild) character in the landscape due to remoteness, lack of human influence, or evidence of the passing of time and a return to nature . For this route the relevant aspects are;

- Remoteness reinforced by open characteristics and expansive views of surrounding fells and ridges
- Cross fell route and journey between valleys adds to sense of wildness
- Contrast between the farmed valley bottoms and open heather moorland

56. **Tranquillity** ie freedom from disturbance and presence in the landscape of factors such as openness, perceived naturalness, rivers, peace and quiet. For this route the relevant aspects are:

- Whole route section is in a tranquil area being remote from significant noise sources
- Factors that contribute to tranquillity are very strongly represented
- The route links two tarmac roads but these are both lightly trafficked with only hamlets nearby
- No major noise sources or incongruous features nearby

57. **Natural heritage features** ie habitats, wildlife and features of geological or geomorphological interest that may contribute strongly to the naturalness of a landscape. For this route the relevant aspects are:

- Good area for breeding birds including grouse, curlew, lapwing and skylark. Snipe and golden plover also nest in this area.
- The East Nidderdale Moors SSSI is close by
- Extensive open gritstone moorland area, with interesting topographical features

58. **Cultural heritage features** ie archaeological, historical and architectural characteristics or features that may contribute to the perceived beauty of the landscape. For this route the relevant aspects are:

- Angram and Scar Reservoirs
- Remains of medieval monastic farm at Lodge
- Remains of Scar village
- Nidd aqueduct and old railway
- Historic route in its own right

59. **Associations** ie connections with particular people, artists, writers, or events in history that may contribute to perceptions of beauty in a landscape or facilitate understanding and enjoyment . For this route the relevant aspects are:

- Building of the reservoirs provides important physical link to the history of Bradford.

Opportunities for open-air recreation

60. **Access to high quality landscapes, memorable places and special experiences** ie opportunities to enjoy scenic quality, wildness, tranquillity etc. For this route the relevant aspects are:

- Good opportunities to enjoy all these special qualities
- Outstanding views from all parts of the route, with an element of 'surprise' as the watershed is crossed
- Connections to an important ridge walk and large area of open access land
- Connects to good range of other bridleways in the area

61. Presence of a wide range of natural or cultural heritage features, landmarks and designations that cumulatively enrich the landscape experience. For this route the relevant aspects are:

- Close to the large East Nidderdale Moors SSSI
- Angram and Scar House reservoirs are important cultural heritage features
- Extensive heather moorland on upper slopes.

62. Range of outdoor recreational experiences that reflect the qualities of the area and do not detract from the enjoyment of the area by others ie quiet outdoor recreation. For this route the relevant aspects are:

- Scope for moderate and long distance walks
- The part of the route around Scar House reservoir is a Yorkshire Water promoted route
- Popular route with cyclists.

Assessment of Effects

63. In accordance with the Framework - management of the use of unsealed routes 'green lanes' in the Yorkshire Dales National Park, this report has looked at evidence to help identify the impact of walkers, cyclists, horse riders and recreational motor vehicles, as well as other users, on factors such as:

- Ecological sensitivity
- Archaeological sensitivity
- Landscape character
- Visual character
- Condition and durability of the route surface
- Levels of use
- Importance of the route as part of the rights of way network
- Effects of the current levels of recreational use on others

64. The next stage is to 'assess' this information and judge its significance. To ensure this is done in a structured way a series key issues and corresponding questions are asked as follows:

Key issue	Information used	
Conserving the character, amenity and/or natural beauty of the route	<ul style="list-style-type: none"> • <i>Ecological sensitivity</i> • <i>Archaeological sensitivity</i> • <i>Landscape character</i> • <i>Visual character</i> • <i>Condition and durability of the route surface</i> • <i>Levels of use</i> 	
Key questions	Assessment	Advisory group comments
Do reports from Natural England, NAONB or YDNPA staff indicate the ecology of the route is vulnerable to motor vehicle use, or is being damaged by motor vehicle use? What measures could be taken to mitigate potential damage?	There are no vulnerable features identified on the route within the National Park or Nidderdale AONB. There are some potentially vulnerable habitat and bird species close by, but these are only vulnerable if motor vehicles leave what is a clearly defined route. No measures necessary at present	
Do reports from NAONB or YDNPA staff indicate the archaeology of the route is vulnerable to motor vehicle use, or is being damaged by motor vehicle use? What measures could be taken to mitigate potential damage?	Some heritage features identified close to the route in the National Park, but not thought to be vulnerable. The remains of the farmstead at Lodge is potentially vulnerable to damage. No measures necessary at present within National Park. Repairs to the route through Lodge farmstead required.	

<p>Does the presence of recreational motor vehicles affect the intrinsic character and value of the landscape?</p>	<p>There is data from a vehicle logger for a four year period showing average motor vehicle levels were 193 per month split between 4x4s (100 per month), motorcycles (54 per month) and unspecified motor vehicles (39 per month). Motor vehicle activity on the Arkleside end of the route is weighted towards agricultural and land management use which is approximately 66% of the total motor vehicle use. Sunday levels of motor vehicle use are 13.6 on an average Sunday (when TRO not in place) consisting of 4.1 4x4s, 7.2 motorcycles, and 1.9 unspecified motor vehicles. This peak of motor vehicle use coincides with the most popular time with other non-motorised recreational users.</p> <p>Dead Man's Hill is a classic cross fell route linking Coverdale and upper Nidderdale. The route has a wide Zone of Visual Influence and noise from motor vehicles on the route would be likely to affect a wide area; both the valleys and along the prominent ridges.</p>	
<p>Where a route is undamaged at present, is increased use likely to lead to damage?</p> <p>What is the likelihood of increased use?</p> <p>What would be the affect of repairing or maintaining the route to cope with possible increased use?</p>	<p>The undamaged sections of the route are mostly well drained and maintained with a stone surface, although some sections of the route alongside the reservoir are affected by impeded drainage . Higher levels of use should not impact on the undamaged sections, unless this is a much higher level of use, or the drainage is impeded.</p> <p>Levels of motor vehicle use are not expected to increase.</p> <p>This is already a wide stoned track, and so any works are unlikely to adversely affect the landscape character of the area.</p>	

Key issue	Information used	
Preventing damage	<ul style="list-style-type: none"> • <i>Ecological sensitivity</i> • <i>Archaeological sensitivity</i> • <i>Landscape character</i> • <i>Visual character</i> • <i>Condition and durability of the route surface</i> • <i>Levels of use</i> 	
Key questions	Assessment	Advisory group comments
<p>Is damage by recreational users evident?</p> <p>If so, how serious is it and which user groups appear responsible?</p>	<p>Significant damage is evident on the Nidderdale side. The steep slope above Lodge is eroded, and the zig zag section is badly damaged, with secondary tracks present.</p> <p>Damage is serious with deep ruts and loose surface. Water erosion and 4x4 use is thought to be responsible.</p>	

In the long term, does the damage appear to be getting worse or better?	There has been a marked deterioration in surface condition between 2007 and 2011, both in the zig zag section, and between there and Lodge. A less marked deterioration has occurred between Lodge and Scar House Reservoir.	
Has any major repair and/or engineering works been carried out on this route?	The Nidderdale side and moor top has been repaired before in a joint project involving recreational motor vehicle users. Clearly the zig zag section of the route has since deteriorated, although the moor top works have proved sustainable.	
What has been the effect of this work?	Initial improvement but has since deteriorated.	

Key issue	Information used	
<i>Affording better opportunities to enjoy the area</i>	<ul style="list-style-type: none"> • <i>Special qualities</i> • <i>Visual character</i> • <i>Levels of use</i> • <i>Effects of the current levels of recreational use on others</i> 	
Key questions	Assessment	Advisory group comments
Is the ability of visitors to enjoy quiet open-air recreation and the special landscape qualities of the National Park being affected, and if so, over what area?	<p>Dead Man's Hill is a cross fell route linking two valleys. Other possible return routes over this ridge, to create circular routes, are more difficult to use. Therefore levels of use by walkers and cyclists are lower than on many other routes of a similar character. The exception is the section around Scar House reservoir which has higher levels of use because of the circular route around the reservoir.</p> <p>The route is visually attractive and set in upland moorland scenery and there are no significant detractors from its tranquil nature in the vicinity. Noise and visual intrusion from motor vehicles using the route is likely to affect a relatively large area, especially along the surrounding ridges, due to the open character of the route.</p>	
Does any damage affect enjoyment of the route by users?	Yes in the one section identified.	
What would be the affect of repairing this damage?	The damaged section has been repaired once before. Restoring the track and preventing off track routes developing would be a benefit to the landscape and improve enjoyment of the area.	

Key issue	Information used	
<i>Avoiding danger and conflict</i>	<ul style="list-style-type: none"> • <i>Visual character</i> • <i>Levels of use</i> • <i>Importance of the route as part of the rights of way network</i> • <i>Effects of the current levels of recreational use on others</i> 	
Key questions	Assessment	Advisory group comments
What is the likelihood of, or current use causing, danger to any group users? Are there any recorded accidents or near misses on the route?	<p>This route has an open aspect with good visibility, and is wide and has usable 'verges' in many places. The risk of an accident between different user groups is therefore low. The most problematic sections are the damaged zig zags, where users would find it more difficult to manoeuvre, and the potential risk to pedestrians crossing Scar Dam.</p> <p>No accidents or near misses have been recorded.</p>	
Is use by vehicular traffic of the route unsuitable, having regard to the existing character and effect on adjoining properties?	There are no properties adjoining or close to the route. The hamlet of Arkleside is just before the start of the route in Coverdale. Whilst this part of the road is tarmaced, the route passes close to properties where children play in the road.	

Management options under consideration

65. Having now assessed the key issues affecting the route the possible options for management include:

- Do nothing
- Repair the route
- Maintain the route
- Seek voluntary restraint on use of the route from specified users
- Place legal restriction (traffic regulation order) on use of route from specified users eg:
 - Limit use of the route to a specified number of users each month (a permit system)
 - Seasonal restriction on use (preventing use at specified times of year)
 - Other partial restriction (eg just restricting 4x4s)
 - All year round restriction on recreational use
- Combination of measures

66. The route assessment report of 2007 was considered by the Yorkshire Dales Green Lanes Advisory Group at its meeting of 6 September 2007. The recommendation of the group was:

The advice of the group is that there is a need to continue to monitor the impact on tranquillity, and there were issues around motor vehicles leaving the route. There is a need to carry out repairs on the zig zag section, and prevent vehicles short cutting on this section. Consideration should be given to place signs warning motor vehicle users that leaving the route could result in restrictions on use being put in place.

67. This advice was reported to YDNPA Access Committee at their meeting of 17 January 2008, with an officer recommendation to:

- (a) Continue to monitor the route
- (b) consider signage saying that leaving the route may result in restriction.

68. This advice was accepted by the Access Committee.

69. In July 2010 NYCC placed a temporary traffic regulation order on the route because of the likelihood of danger to the public, and of serious damage to the road. This order is due to expire in January 2012.

Landscape character areas within and outside the National Park

Appendix 1

Key Characteristics of LCA38: Eastern gritstone moors and fells

- Narrow band of elevated gritstone moorland, falling north and south from a central highpoint and forming the western edge of the much larger Nidderdale Millstone Grit plateau.
- The main plateau comprises gently rounded hills with occasional stepping, giving way to more pronounced, lumpy knolls in the south of the area. Appletreewick Moor drains internally, feeding Grimwith reservoir.
- Gritstone crags and screes punctuate the rounded landforms, and are most prominent on the western edge of the plateau.
- An exposed pocket of limestone geology forms a miniature karst landscape at Trollers Gill, with cliffs, screes, limestone grassland and ash/sycamore tree cover.
- Steep-sided or rocky gills are cut through the gritstone, exposing underlying limestones and forming small waterfalls where rock ledges are crossed. In areas of deep drift deposits frequent erosion gulleys give hillsides a ribbed appearance.
- Streams are shallow and rocky with steep, eroded sides of grass/heather covered banks, broadening to small rocky rivers at lower elevations.
- Landcover is primarily acid grassland with extensive areas of upland heath, which are managed for grouse shooting and of international nature conservation value.
- Tree cover is often absent from the open moors, with scattered oak, mountain ash and birch on lower slopes or contained within sheltered gills. Linear stands of alder line watercourses at lower elevations. Conifer plantations create an alien effect at the northern and southern edges of the area.
- Settlement is sparse primarily comprising farmsteads along road corridors, and also around Grimwith Reservoir and on the dales fringes. Buildings are a mixture of traditional and modern with associated tree cover, walled pasture and meadow and infrequent field barns.
- Grimwith Reservoir forms a large-scale man-made feature in the centre of Appletreewick Moor but is broadly in sympathy with the open character of the moors.
- The remains of lead mining, in the form of waste tips and disturbed ground, are strongly evident on Grassington and Conistone Moors and to a lesser degree in other areas at Trollers Gill and along the B6265 corridor.
- With the exception of the busy A59 and, to a lesser extent the B6265, roads and footpaths are isolated in character with panoramic views of the eastern dales, southern dales fringe and east across the Nidderdale AONB.
- Drystone walls enclose the dale fringes giving way to larger areas of moorland enclosure or open moor, which is contiguous with the Nidderdale Moors. Walls are constructed from gritstone except where exposed limestone geology is crossed where limestone is used.

LCA 1 Gritstone Moor – key characteristics

Description

This is a vast open upland landscape of the lower Pennines covering approximately 230km of the western edge of the District. It is, by far, the largest Character Area in the District. The landform is flat to gently undulating and generally above 300m AOD consisting of the broad upland ridges of the Nidderdale valleys.

The dominant vegetation is heather and cotton grass. The colour changes with the seasons and gives rise to dark hilltops which contrast with the green of the valleys and upland fringe.

Tree cover is limited to narrow gills and sparse elsewhere resulting in open views and an exposed landscape. Occasionally, dark green rectilinear conifer plantations at the moorland edge are a discordant feature.

The wild heather moors are managed for grouse shooting. Large, rectilinear rough grass fields along the moorland fringe are used for sheep grazing.

This is a landscape with many features of historic and archaeological interest. Prehistoric cup and ring marked rocks are scattered throughout. Possible evidence of old field systems and lead mining through the centuries indicate that although comparatively remote now, the landscape has a long history of human activity.

The area is not settled and few public roads provide access into the upland evoking feelings of remoteness.

This is an invigorating landscape within the designated Nidderdale AONB and is an important resource for walkers who use the limited public footpaths to access the moors and appreciate the stunning scenery.

Geology, soils and drainage

- Millstone grit solid geology with slowly permeable, seasonally to permanently-waterlogged peaty soils

Landform and drainage pattern

- Moorland plateau landform exceeding 300m AOD, with convex slopes and occasional gritstone outcrops.
- The moorland is within the catchment for the Rivers Nidd, Washburn and Burn. They are fed by numerous small tributaries arising in the moorland generally draining eastwards.

Land use, fields, boundaries, trees and wildlife

- Heather, cotton grass, bilberry and bracken moorland and mire plus rough grassland. Grouse shooting and low density grazing with grade 5 agricultural land.
- Well-maintained drystone walls indicate the extent of the open moor and its boundaries with the improved enclosed grassland of the valleys, grassland plateau and upland fringe to the east.
- Tree cover is limited to narrow gills and occasional blocks of conifer woodland at the moorland edge.

- Much of the area is designated a candidate Special Area of Conservation, a Special Protection Area and a SSSI.

Settlement, built environment and communications

- Built structures include drystone walls, stone butts, shooting lodges & access tracks.
- Traditional building material is local gritstone.
- Cup & ring marks and evidence of settlement dating back possibly to the Neolithic and Bronze Ages.
- A few long and isolated public footpaths and tracks reach into the moorland plus access tracks for landowners.

LCA 2 Upper Nidderdale Valley reservoirs – key characteristics

Description

This Character Area covers approximately 3km and incorporates the upper reaches of the Nidd Valley where it incises the upland moorlands in the west of the District. The narrow V-shaped valley floor has been flooded to create two reservoirs and here only the broader, shallow upper valley sides remain exposed. This is a landscape dominated by the vast expanse of water of the reservoirs and their engineered stone dams which are of historic and architectural interest. Tree cover is sparse and limited to tributaries and gills. Small clumps grow along the south facing valley side just above Scar House Reservoir. The landscape is open with extensive views both along and across the valley into the moorland beyond.

The valley sides have a regular pattern of parliamentary enclosure grass fields. They are bound by stone walls, some of which are derelict, and there is a distinct boundary between the fields of the upper valley edge and the gritstone moor. The area is remote, accessible by a minor road and approximately 10 miles from the nearest major settlement of Pateley Bridge. There are remains of a Medieval monastic farm which was continually occupied up to the 20th century at Lodge, which is highly vulnerable to damage from walkers and stock. Stone walls of the field system (flooded by the reservoir) are still visible when the water level is low. It is a valuable recreation resource and lies within the designated Nidderdale Area of Outstanding Natural Beauty offering a doorway into a stunning landscape that is well used by walkers.

Geology, soils and drainage

- Millstone grit solid geology with slowly permeable, seasonally-waterlogged, fine loamy and fine loamy over clayey soils with an acidic peaty topsoil.

Landform and drainage pattern

- Narrow V-shaped flooded valley rising between 330m AOD in the valley bottom to approximately 470m AOD up the valley side.
- Scar House and Angram reservoirs flood the valley floor and are fed by numerous tributaries at this the source of the River Nidd.

Land use, fields, boundaries and trees

- Rough and semi-improved grassland above reservoirs is managed for livestock and is typically grade 4 agricultural land.

- Large rectangular fields with stone wall boundaries. Many of the walls are in a state of disrepair.
- Small areas of deciduous woodland along tributaries and gills, both established and new.

Settlement, built environment and communications

- A house at Scar House dam plus a public car park and toilet facilities.
- Several field barns in various states of repair.
- Disused quarries along valley rim provided the gritstone used to build dams and possibly stone walls and barns.
- Public access around the lower reservoir, with the Nidderdale Way public footpath crossing the Scar House Reservoir dam.

Green Lane Survey Information

1 Width of Gateway

From gatepost to gatepost in **metres**.

2 Surface Type

NR	Natural Rock (eg. Limestone)
MR	Mixed Natural Rock
V	Vegetation/Soil
PV	Peat Vegetation/Peat
MM(P)	Man-made surface (pieces/broken stone)
O	Other – specify in comments box

3 Evidence of Use

NM(T)	Non-motorised trampling (feet and/or horse)
NM(W)	Non-motorised wheeling (mountain bikes)
M(B)	Motorised (motorcycles)
M(4W)	Motorised (4-wheeled vehicles)
M(F)	Motorised (farm vehicles)

4 Width of Rut Damage

Width of continuous ruts, i.e. width of the area of concentrated damage, not including “outlying ruts”. In **metres**.

5 Depth of Extreme Rut

Depth of deepest rut in **millimetres**.

N.B. Use comment boxes to clarify records or add information.

The survey should be carried out every 200m along the route.

Additional surveys should be carried out when there is a marked change in the surface and where there is significant damage.

Photographs should be taken whenever the survey is carried out.

Green Lane Condition Survey

Route Name:U936 (RD134/SN503)	Start Point: Arkleside Grid Ref: 404324 480399	End Point: Scar House Reservoir Grid Ref: 406650 477146	Surveyors Name: SM & AF Survey Date: 31/07/07
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Parishes: Carlton Highdale & Stonebeck Up

General Comments: This route is in the main a good stone track that is well drained, with little or no obstructions to impede progress. Only one small area is difficult to travel over, being on a steep gradient and having a surface that is very soft and easily eroded. This area has suffered from use by motorised traffic in the past, and may never recover without some form of intervention.

Photo No.	Location: (m) from a fixed point	Width m	Surface Type	Evidence of Use	Width of Rut Damage	Depth of Extreme Rut	Comments
1 Gate	0	3.1	MR	M(F),M(4W),M(B) NM(T),NM(B)			Start at Gateway end of Surfaced road
Gate	30	3.6	"	"			Good Track no rutting
	40	2.2	"	"			
2	200	2.2	"	"			
3 Gate	361	2.8	"	"			
4	200	2.3	"	"			
5 Gate	379	3.3	"	"			
6	200	1.9	"	"			

Photo No.	Location: (m) from a fixed point	Width m	Surface Type	Evidence of Use	Width of Rut Damage	Depth of Extreme Rut	Comments
7 Gate	352	2.5	MR	M(4W),M(B) NM(T),NM(B)			
8 Junc Left	130	2.4	"	"			Footpath off to the left (Deadman's Hill ¾ml)
9	200	2.0	"	"			
10	400	"	"	"			
11	600	2.2	" very loose	"			
12	800	2.3	"	"			
13	1000	"	MR	"			
14	1200	"	"	"			
15	1400	"	"	"			Boundary Stone on the left at 1395m
16 Gate	1522	2.3	"	"			National Park & Parish Boundary Footpath right (Braidley 1½ mls) Footpath left (Deadman's Hill)
17	200	2.1	"				

Photo No.	Location: (m) from a fixed point	Width m	Surface Type	Evidence of Use	Width of Rut Damage	Depth of Extreme Rut	Comments
18	400	2.1	MR	M(4W),M(B) NM(T),NM(B)			
19	"	"	MR/V	"	2.8	400mm	Deep Rutting on track to the left
20	430	2.4	"	"	"	"	Track splits into two both Tracks are eroded
21 Track on the right	440	"	"	"	2.4	"	Mixed surface - Rock,Sand Peat and Clay
22 Track on the right	466	"	"	"	"	300mm	"
23 Track on the left	464	"	"	"	"	350mm	"
24 Track on the left	484	"	"	"	"	400mm	
25 Track on the left	502	"	"	"	"	200mm	Reverse Photograph back up the left Track
26 Track on the right	560	2.8	MR	"			Reverse Photograph Both Tracks join back together
27 Gate	596	2.9	"	"			
28	125		"	"	2.6	400mm	Wash out
Photo No.	Location: (m) from	Width	Surface Type	Evidence of Use	Width of	Depth of	Comments

	a fixed point	m			Rut Damage	Extreme Rut	
29	200	2.9	MR	M(4W),M(B) NM(T),NM(B)	2.6	500mm	Wash out
30 Gate	373	"	"	"			
	117	"	"	"			Junction right - old road down to Reservoir and Bridleway
31	200	1.8	"	"			
32	400	"	"	"			The Lodge (ruins) at 360m
33 Gate	466	2.3	"	"			
34	200	"	"	"			
35	400	"	"	"			
36	600	"	"	"			
37	800	"	"	"			
38 Gate	900	3.2	"	"			
Photo No.	Location: (m) from a fixed point	Width m	Surface Type	Evidence of Use	Width of Rut Damage	Depth of Extreme Rut	Comments

39	200	2.2	MR	M(4W),M(B) NM(T),NM(B)			
40	400	"	"	"			
41	600	2.6	"	"			Track left Nidderdale Way footpath only
42 Reverse	760	2.8	"	"			End at Surfaced road over Scar House Reservoir Dam



Arkleside – 0m



361m



740m



1292m



1692m



2092m



2492m



2814m



3208m



3608m



4074m



4474m



4774m



Scar House Reservoir – 5174m

Comparisons of Condition Surveys 2007 and 2011

A full comparison of condition surveys is not possible because the 2011 survey was only partial and travelled in the opposite direction. The images below are not intended to represent the situation for the whole of the route, they are simply to show the deterioration in condition at the two key places where surface condition issues have been identified.



NYCC July 2007, eastern zig zag



NYCC Feb 2011, eastern zig zag



NYCC July 2007, section between zig zags and Lodge



NYCC Feb 2011, same section looking uphill to the gate

Mapped information on access, landscape character, designated features, and visual influence

Dead Man's Hill

Access Map

Scale 1:27500

Compiled by YDNPA on 14 August 2007

Colvend
Hebden Road
Grassington
Skipton
North Yorkshire
BD23 5LB



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Dead Man's Hill

Landscape Character and Designations

Scale 1:27500

Compiled by YDNPA on 14 August 2007

Colvend
 Hebden Road
 Grassington
 Skipton
 North Yorkshire
 BD23 5LB



	Assessment Section		Conservation Area		SAC
	National Park Boundary		Limestone Pavement Order		SPA
	Landscape Character Area		NNR		SSSI
	Scheduled Monument		Ramsar		Local Nature Reserve

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Dead Man's Hill

Landscape and Visual Survey

Scale 1:27500

Compiled by YDNPA on 15 August 2007

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 North Yorkshire
 BD23 5LB



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