

Committee: ACCESS
Date: 17 January 2008

Report: HEAD OF DEPARTMENT REPORT

ACTIVITIES

Attendance at meetings:

Yorkshire Tourist Board to discuss 'year of adventure' website development
Sustainable Travel Partnership
Cumbria Countryside Access Partnership
Yorkshire Dales Millennium Trust about the Go Dales project and external funding
Active Craven
Yorkshire Dales Access Forum
Pennine Bridleway Steering Group
Public Toilet Review Group
Leeds Met University
National Trust
Craven District Council, partnership working car park management
Richmondshire District Council, the same
North Yorkshire Fire & Rescue, Moorland Association Wildfire Liaison Group
National Parks Ranger Services Managers Meeting
North Yorkshire County Council PRoW Liaison Group
Interviews for members of YDAF

ISSUES FOR MEMBERS CONSIDERATION

Cumbria Countryside Access

1. Since the last access committee meeting there has been one meeting of the Partnership Board, Operational Steering Group, and each of the tasks groups (promotion, maintenance and improvement) have met.
2. The Partnership Board is attended by the Access and Recreation Member Champion. The partnership have asked for a named substitute for the partnership board, if the Access and Recreation Member Champion is unable to attend.

Recommendation:

3. That the Chair of Access Committee be the named substitute, for the partnership board, if the Access and Recreation Member Champion is unable to attend the Partnership Board.

ISSUES FOR MEMBERS TO NOTE

Transforming Outdoor Yorkshire – Update

4. The development of a ‘year of adventure’ micro website linked to the YTB website and destination management system has now gone out to tender. Three companies have submitted tenders and it is hoped that the design consultants will be appointed by the time of the Access Committee. It is anticipated that the website will be up and running by the launch of the Outdoor Show on 14 March 2008.

5. Asken consultants have been awarded the contract to look at the feasibility of a Coast to Coast mountain bike route linking the North York Moors, Lake District, and Yorkshire Dales National Parks. They have just produced their first progress report, and it is expected that the final report will be produced at the end of March 2008.

Yorkshire Dales Local Access Forum Appointments

6. The Yorkshire Dales Access Forum (YDAF) was formed in 2002 and has 18 members, 3 of which are also Authority Members. Members are appointed to make up a ‘balance’ of interests, (recreational users, landowners, and other interests) as far as possible. Members were, originally, recruited to the forum on a rolling programme of one, two and three years so that one third of the members would be up for reappointment on a yearly basis.

7. During 2007 one member of the YDAF resigned due to a heavy workload. Additionally, of the six members up for reappointment, three chose to stand down. This resulted in the following vacancies:

Interest	Vacancies
• Recreational users of the countryside. (RoW and access land).	2
• Landowners, occupiers and land managers.	2
• Other interest groups relevant to the area.	3

8. Following advertisement in local papers, and consideration of applications, interviews took place on 7 December 2007 and 7 January 2008. The interview panel consisted of Carl Lis and Kevin Lancaster with Malcolm Petyt, as an observer and providing an overview of the work of the YDAF. There were a total of six applicants and the following were appointed for a three year term:

Recreational Users:

- Geoff Wilson representing recreational 4x4 driving and trail-riding.
- David Gibson representing walking.

Other interests:

- Robert Mayo representing the built environment.

- Guy Keating representing ecology and climbing.
- Phil Woodyer representing outdoor education and recreation.

Landowners

- There were no applications from landowners. A separate recruitment campaign will follow.

Recommendation

9. Members are asked to note the report.

Jon Avison
Head of Park Management

January 2008

Background documents: none

**Yorkshire Dales Green Lanes Advisory Group Meeting
6 September 2007
The Victoria Centre, Settle**

Notes of Meeting

Present:

Chair:

Dr Malcolm Petyt, YDNPA Recreation Management Member Champion

Members:

Ben Heyes (Landowner representative & LAF)

Jon Beaven (Businessman & LAF)

Michael Bartholomew (GLA& LAF)

Stuart Monk (NYTMAG)

Geoff Wilson (TRF & LAF)

Phil Eckersley (Natural England)

Officers in attendance:

Jon Avison (YDNPA)

Mark Allum (YDNPA)

Doug Huzzard (NYCC)

Apologies:

Mark Sandamass (Mountain biking)

Mark Dale (4x4 users)

Neil Hesletine (Farmer)

Matt Neale (YDNPA)

David Gibson (CCC)

1. Welcome and introductions

Phil Eckersley (Natural England) was welcomed to his first meeting.

2. Notes of previous meeting and matters arising

The group were brought up to date with the works being carried out on Ling Gill and Cam High Road, and the use of a temporary traffic regulation order to facilitate this.

3. Code of conduct leaflet distribution

The code of conduct leaflet has now been printed and the Ranger Service will be distributing copies to local garages and cafes used by trail bikers. Group members also suggested a number of other options:

- Petrol stations along the A65
- A number of motorbike retail outlets
- Local B&Bs specialising in accommodation for motorcyclists
- TRAC members
- TRF distribution

GW also suggested a press release with a scan of the cover.

**Actions: SM will follow up local contacts.
KB to look at a press release**

4. Route assessment report - Windy Pike Lane

The evaluation report had been circulated and the following key points were highlighted:

- Unsurfaced unclassified county road, and a cul de sac route
- No ecological and archaeological issues identified
- 181 motor vehicle movements per month on average, with the overwhelm majority being agricultural
- Fine views from the route
- Stone track up to the vegetation has a mixture of infill materials
- Section on vegetation surface has no distinct track

Recommendation

The advice of the group, which was a consensus, was to continue to monitor the route. In addition it was suggested that consideration be given to the placement of a suitable sign at the Hanlith end informing users that the route was a dead end.

5. Route assessment report – Dead Man’s Hill

The evaluation report had been circulated and the following key points were highlighted:

- Cross-boundary route – part in the National Park and part in Nidderdale AONB
- The route needs to be considered as a whole
- An unsurfaced unclassified county road, with a satisfactory stone surface for the section in the National Park but badly damaged section on the Nidderdale side
- Some potentially vulnerable habitat and bird species close to route
- Historic route and some important heritage features such as Lodge and reservoirs
- 216 motor vehicles per month on average, approximately split 53% agricultural/47% recreational
- Important cross fell route for all users, giving access to a ridge walk, and other bridleways

SM said that this is an important route for recreational motor vehicle users, and that concerns about vehicles leaving the route need to be treated as an enforcement issue.

DH said that in respect of repairing the route there will be priorities on the unsurfaced network, just as there are on the surfaced road network, and that, following assessment of individual routes there will be cases where a proactive approach is justified.

It was acknowledged that noise from motor vehicles, especially on the Nidderdale side, will affect a wide area.

Recommendation

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.

6. Route assessment report - Turbary Road

The evaluation report had been circulated and the following key points were highlighted:

- The route passes through SSSI/SAC but no vulnerable features have been identified on the route itself;
- Earthwork features near the route could be vulnerable to increased usage;
- This is a high level traverse route with great views, and very few signs of human influence along its length;
- There is water erosion on the walled track, and some bad damage on the vegetation section;
- 48 motor vehicles per month on average, approximately split 56% agricultural and 44% recreational use;
- Average of 2.3 motorcycles per Sunday;
- Currently not a through route for 4x4s;
- Route provides limited connections for walkers in terms of footpath network (but does provide access to Open Access land).
- Very important caving area
- Very remote and tranquil area

JB believes that this may not be a through route from an historical perspective. This led to a long debate but no conclusions could be drawn.

Cavers do take motor vehicles along the route, to get nearer the caves - predominantly the first walled section.

Recommendation

There was consensus amongst the group, that this route needs some form of restriction. But no consensus could be reached on the type of TRO, with both a full TRO and a seasonal TRO being considered. It was also suggested that any TRO could create a one way system, and should apply to 4x4s all year round.

7. Route assessment report - Stake Road

The evaluation report had been circulated and the following key points were highlighted:

- No vulnerable ecological or archaeological issues on the route itself, but some vulnerable features close to the route;
- Historic route with good views along its length;
- Overall the route is in good condition;
- 385 motor vehicles per month on average, with approximately 75% of this being agricultural use; [did the group discuss the location of the counter?]
- A long route with good connections to the bridleway network for cyclists and horse riders.

Recommendation

The advice of the group was to continue to monitor the route, and to carry out minor repairs at the Kidstones end, and to continue to carry out regular maintenance along its length.

8. Route assessment report – Long Lane (Helwith Bridge)

The evaluation report had been circulated and the following key points were highlighted:

- The route passes through an SSSI but Natural England see no vulnerable features - unless vehicles leave the track;
- No vulnerable archaeological features identified;
- Great views of Pen-y-Ghent but quarries are major landscape detractor;
- Noise from the road and quarries affect the lower part of the route;
- There is some minor damage to the route surface, but no deterioration over time has been apparent
- 125 motor vehicles per month on average, with approximately 77% of this being agricultural
- Part of the route is Pennine Way, and offers a short route to the summit to Pen-y-Ghent, and is well connected to the rights of way network
- Upper section of route is tranquil with a very good track surface

Recommendation

The advice of the group was to continue to monitor the route.

9. Update report on the West Cam Road route

The West Cam Road had previously been considered by the group, and since that meeting a second logger had been placed on the upper section. The vehicle logger data shows:

- On the upper section there is an average of 113 motor vehicles per month, with 70% of these being motorcycles. Motor vehicle use on the upper section is predominantly recreational.
- On the lower sections there is an average of 222 motor vehicles per month, with 35% of these being motorcycles. The lower section has higher levels of agricultural use.

SM believes that levels of use on the West Cam Road will reduce if the Cam High Road (Gearstones) is closed.

MA pointed out that Cam High Road (Gearstones) will be closed to motor vehicles by a TTRO through to February 2008 for periods when contractors are working on site.

Recommendation

The advice of the group was to continue to monitor the route, and in particular to look at the impact of the TTRO placed on the Cam High Road. In addition it was agreed that the badly damaged section of the route needs to be repaired.

Other points raised

JA explained when the Authority expects to receive TRO powers, and the possible process for consulting on any orders.

Action: KB to circulate regulations to group when received.

GW questioned whether it would be possible for ANPA or ENPAA to write to the motor cycle industry concerning the need to reduce noise from motorcycles.

Action: JA/KB to look at possibilities

GW questioned whether any of the routes being considered were used as part of trials events, as this can sometimes help interpret vehicle logger data. It is not believed that any of the 15 routes so far considered are used by trials events, but this may be a factor on forthcoming routes.