

Committee: ACCESS

Date: 19 April 2007

Report: YORKSHIRE DALES GREEN LANES ADVISORY GROUP

Purpose of this Report

1. The purpose of this report is to:
 - Report on the second meeting of the Green Lanes Advisory Group;
 - Consider, when and how, this advice should be taken forward, given that it relates to a number of routes where it is still unclear whether vehicular rights exist, and that the expected power to make Traffic Regulation Orders has not yet commenced.

Strategic Planning Framework

2. The information and recommendation(s) contained in this report are consistent with the Authority's statutory purposes and its approved strategic planning framework.

- ***National Park Management Plan***

AR2. Identify the most appropriate measures to manage the use of motorised recreational vehicles on each sensitive 'Green Lane', and put all such measures in place by 2011.

- ***Integrated Access Strategy***

AS3 Safeguard the National Park from overall or irreversible damage through inappropriate activity and minimise conflict between different users:

- (a) Use existing legislation and guidance to limit inappropriate activity in the National Park, including supporting and encouraging the Police Authority in controlling illegal and anti-social use.
- (b) Work with the County Councils and users to explore, identify and implement appropriate management of green lanes on a regional basis.
- (c) Work with landowners, farmers, users and user groups to try and resolve any actual or potential conflict through positive visitor management.

AS4 Maintain the quality, diversity and scope of the National Park's recreational assets: Consider each recreational activity in terms of where it should take place, in what volume and at what time. It must be recognised, though, that in many situations we have no legal means of control and so can only do so through education and encouraging users' voluntary restraint.

Background

The advisory group

3. Following the Access Committee in May 2006, the LAF were asked to help set up a balanced group, (now called the Yorkshire Dales Green Lanes Advisory Group), to advise the Authority on the management of green lanes. It was recognised that engagement with those who use and have an interest in the management of green lanes was fundamental to the 'on the ground' success of the framework and the implementation of the Natural Environment and Rural Communities (NERC) Act.
4. Details of the Yorkshire Dales Green Lanes Advisory group were endorsed by the Access Committee in August 2006. The remit of the group (see **Appendix 1**) is based on that of the Yorkshire Dales Access Forum. The framework document 'The management of the use of unsealed routes (green lanes) in the Yorkshire Dales National Park', produced by the Authority guides this group.
5. When the framework document was produced it was expected that the new powers, under the NERC Act, would commence in October 2006 using the existing Regulations. As such the Authority was putting in place measures to ensure these powers were used in accordance with the existing Traffic Regulation Order Regulations, Government guidance, and best practice. There will now be new Regulations for National Park Authorities, based on the existing Regulations (see previous agenda item), and this has delayed commencement of the powers. The Framework may have to be up-dated once these new Regulations are known.

Assessments of individual routes

6. As Members are aware the first Advisory Group meeting was held in November 2006. The group considered the desktop 'sensitivity' mapping process, which provided a 'sieve' to identify 'sensitive' routes with rights for mechanically propelled vehicles and those with possible, but as yet, unproven rights. The outcome of this sensitivity assessment was reported to the Access Committee in January 2007. At this meeting Members asked that notes of future Advisory Group meetings be brought to Access Committee meetings.
7. The second meeting of the Advisory Group, at its meeting on 1 March 2007, considered detailed reports in relation to the following five routes:
 - Arncliffe Cote
 - Harber Scar Lane
 - Stockdale Lane
 - The Highway and
 - West Cam road.

The notes from this meeting are in Appendix 2,

Members are asked not to make any comments on this advice, so as not to prejudice any future management decisions taken by the Authority

What Members are being asked to note at this stage

8. There are several important aspects for members to note at this stage before looking at the Advisory Group's advice. These are:
 - We are still awaiting TRO powers, the earliest they are expected to commence is October 2007, work to date is in anticipation of the commencement date.

- The consultation with users and parish councils, to date, does not and cannot meet the requirements of the Regulations in relation to NPAs expected TRO powers. (As at the present time, we don't know who, and how we will have to consult in order to meet these Regulations);
- In addition to the consultation undertaken as part of the work of the Advisory Group, making a TRO involves two separate stages of consultation, before an Order can be made. These are:
 - Consultation on the 'concept' or possibility of making an order
 - Consultation on the actual proposed Order.
 - Any discussion of management solutions, at this stage, could be prejudicial to any future decisions in relation to TROs on any of the individual routes in the Park. We do not yet have the powers to implement TROs and we must ensure that any future decision is based on evidence and consultation responses available at the time that the decision is made;
- We also need to ensure that any management solution proposed, at this stage, does not condone use by recreational motor vehicles ahead of these rights being proven. For example it would be difficult to suggest 'voluntary restraint' on a route where vehicular rights are unproven, as this could suggest some use is 'acceptable' when in fact it may turn out to be unlawful.

9. The Advisory Group considered use and management of these routes by mechanically propelled vehicles and, based on the evidence presented, gave 'advice' on the 'management solution' they would like to see implemented on each route. This advice is outlined in the notes of the meeting (see **Appendix 2**) and is subject to the outcome of Definitive Map Modification Order (DMMO) application for BOAT status on four of the five routes, which currently have 'possible' but as yet, 'unproven' public motor vehicle rights.

Consideration of the Advisory Groups advice

10. At the present time it would be inappropriate for the Access Committee to pass 'judgement' in terms of 'accepting', 'amending' or 'rejecting' the advice of the Advisory Group, beyond noting that the group has suggested that a Traffic Regulation Order(s), to prohibit the use of public mechanically propelled vehicles, should be part or all of the management solution, on four routes.
11. In considering the Highway, which already has proven vehicular rights, the general consensus of the advisory group (with one dissension) was:
- That the route is badly damaged and in need of repair to an appropriate standard.
 - That a permanent full-time traffic regulation order be placed on the route from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road) because of the damage.
 - That this traffic regulation order should be reviewed after 5 years or when repairs to BOAT standard are complete, whichever is sooner.
12. Informal discussions with NYCC officers have indicated that they are willing to consider putting in place a TRO on this route for the Authority, ahead of commencement of the TRO powers for NPAs, for the purposes of preventing damage to the road or to any building on or near the road, and/or for the purposes of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area. The cost of the TRO is likely to be borne by the Authority.

13. Whilst the Advisory Group was minded to recommend a TRO as part of the management of West Cam road, consideration of this route was deferred pending further information on agricultural use.

Conclusion

14. A programme is now in place to ensure that the Authority meets its Best Value, and Management Plan targets (AR2) in relation to the use of 'green lanes' by recreational motor vehicles.

15. Progress has begun towards evaluating routes 'sensitive' to use by recreational motor vehicles and identifying possible management solutions. The Green Lanes Advisory Group provides the Authority with potential management proposals for 4 of the routes and awaits further evidence of use on one. With regard to the remaining four routes it is considered that the Committee should not consider that advice at the current time except for in the case of the Highway and North Yorkshire County Council's proposal to apply a TRO to the route as detailed within the report. In this case it is considered that officers should be asked to take this proposal forward with the County Council.

RECOMMENDATION

16. It is recommended that:

- (a) The advice of the Yorkshire Dales Green Lanes Advisory Group, be noted, and that no comment on the extent or type of Traffic Regulation Order suggested in this advice be made at this stage;
- (b) Based on the advice of the Yorkshire Dales Green Lanes Advisory Group and views of North Yorkshire County Council, that NYCC be asked to consider putting in place a permanent Traffic Regulation Order, to prohibit the use of public mechanically propelled vehicles, on the byway open to all traffic known as the Highway from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road) with immediate effect.

JON AVISON
HEAD OF PARK MANAGEMENT
15 March 2007

Background papers:

Reports to Access Committee

11 May 2006 management of the use of 'green lanes'

10 August 2006 management of the use of 'green lanes' in the Yorkshire Dales National Park - response to the consultation

January 2007 - Note of Green Lanes Advisory Group meeting

THE YORKSHIRE DALES GREEN LANES ADVISORY GROUP

TERMS OF REFERENCE

The Purpose of the Advisory Group

1. The purpose of the Yorkshire Dales Green Lanes Advisory Group is:

To be an Advisory Group to provide guidance and advice to the Authority and others, on the management of individual unsealed routes (green lanes) with possible or proven public mechanically propelled vehicular rights within the Yorkshire Dales National Park.

Terms of Reference

2. The terms of reference of the Group are to:

- (i) Consider the results of the 'vulnerability mapping' exercise and the 'sensitivity' of individual unsealed routes in the Yorkshire Dales National Park based on the special qualities of the area.
- (ii) Agree which unsealed routes are priorities for the preparation of a more detailed route assessment.
- (iii) Consider detailed route assessments and provide advice on the management measures that should be applied to individual routes. In giving this advice, the consensus of the group should be sought.
- (iv) Advise on the production of a 'code of conduct' for recreational motor vehicular users, to cover such issues as rights and responsibilities.
- (v) Promote closer liaison and understanding between the various interests, user bodies, and organisations which have an interest in the management of individual unsealed routes in the National Park.

The advice of the group will go forward to the Authority's Access Committee for consideration.

3. In providing advice, the Group will have regard to:

- (i) The needs of land management;
- (ii) The conservation of the natural beauty of the area including its flora, fauna, and geological and physical features;
- (iii) The management and maintenance of recreational access whilst balancing this against the needs of nature conservation, agriculture, the interests of landowners and managers and countryside management projects within the Yorkshire Dales.

4. The Advisory Group should also have regard to:

- (i) The Authority's statutory purposes and the requirement to conserve the landscape, wildlife and cultural heritage of the Yorkshire Dales and promote the understanding

and enjoyment of the special qualities of the area by the public (which affords opportunities for open-air recreation);

- (ii) The desirability of protecting the natural resources of the Yorkshire Dales from damage;
- (iii) The needs of agriculture and forestry and the economic and social interest of those who live or work in the Yorkshire Dales.

[NB sections 3 and 4 above are taken directly from the Yorkshire Dales Local Access Forum terms of reference, as the advisory group is closely allied to the Forum].

Membership

5. The membership of the Group is as follows:

- 4 Yorkshire Dales Access Forum members
- 4 co-opted members (other interests)
- 1 officer representative from North Yorkshire County Council
- 1 officer representative from Cumbria County Council
- 1 officer representative from Natural England
- 1 Yorkshire Dales National Park Authority, Recreation Management Member Champion - (chair)

Officers of the Yorkshire Dales National Park Authority will service and contribute to the Group as necessary.

What the Group is NOT being asked to do

- 6. It is important that the Group remains focused on the management of individual routes and does not become involved with other 'green lanes' issues e.g. needs and preferences of individual user groups which is addressed by the rights of way improvement plans, or individual applications for changing the status of a route to BOAT (byway open to all traffic) which is governed by formal legal procedures.
- 7. More general 'green lanes' issues are likely to be taken forward through county wide 'green lanes' management groups set up by the County Councils.

**Yorkshire Dales Green Lane Advisory Group Meeting
1 March 2007**

The Victoria Centre, Settle

Notes of Meeting

Present:

Malcolm Petyt (Chair)
Ben Hayes
Kathryn Beardmore
Mark Allum
David Gibson
Jon Beavan,
Michael Bartholomew
Geoff Wilson
Stuart Monk
Neil Heseltine

Apologies:

Jon Avison
Simon Lovell (Natural England)
Douglas Huzzard
Mark Dale
Mark Sandamas

Agenda Items

1. Welcome & Introductions

Ben Hayes was welcomed to his first meeting. Following the introduction of Natural England and subsequent re-organisation, Dave Slater is no longer working on access issues. Simon Lovell will be the new NE point of contact for this group.

MA to make copies of all documentation to date available for SL

2. Notes of previous meeting and action points

• **Green Lanes Framework**

The Framework document dated November 2006 is the most up-to-date version. The document is still to be finalised, and will be published when the following information can be included:

- NYCC have asked that the framework includes an equality statement; exact wording will be agreed with NYCC.
- The appendix which deals with the checklist for implementing a traffic regulation order will be revised when the Regulations applying to National Park Authorities are published (this appendix is currently based on the existing Regulations; these will be adapted for National Parks).

• **Database of all the list of streets in the North Yorkshire part of the National Park**

It was noted that there was very little difference between the database of unsealed roads maintainable at public expense supplied at the last meeting by NYCC and YDNPA records. The main difference is that the database is focussed on unsealed routes. The 'UCR layer' previously used by the YDNPA included many minor tarmac roads. No differences have been identified which effect the 'sensitive' routes under consideration.

- **Subject to agreement by the respective County Council, all ten routes should have a vehicle logger put on them asap.**

Loggers are now in place on the first ten 'sensitive' routes.

- **Code of conduct leaflet**

See agenda item 3.

- **Pennine Bridleway: assessment of the landscape and visual impacts of construction and ongoing recreational use, January 2007.**

KB explained that the report from Julie Martin Associates had been included with the papers for the meeting because it provided useful background information regarding assessment of natural beauty, landscape, and visual impact.

It was noted that the desktop sensitivity assessment did not include an assessment of landscape or visual impact, and that whilst the National Park is first and foremost a cultural landscape designation, the YDNPA does not have a landscape architect on its staff team to advise it on this area of work, and so an external consultant had been used to provide advice.

The main focus of the report was the impact on the landscape character and visual amenity of the National Park of engineering works undertaken as part of the implementation of the Pennine Bridleway, together with recreational use of the route. The issue here is that both had an impact.

KB drew the Advisory Group's attention to Section 1 of the report which defines concepts relevant to national park designation, and terms such as 'natural beauty'. The report also gives guidance on assessing landscape and visual character and this has been adapted and used in the detailed route assessments.

GW raised two points that had not been addressed in the interim report:

1. The principle that the development of the Pennine Bridleway, on sections where higher rights than bridleway apply, should not prejudice use by motor vehicles.
2. That the report makes reference to 'signs of damage by recreational motor vehicles despite works having been carried out'. GW said this was inevitable as he believed the work had only been to bridleway standard, and so could not withstand use by motor vehicles.

KB explained that the standard of construction of each part of the PBW had been determined by a combination of the route's status and use. So where the route was being used by agricultural and/or recreational vehicles, it was constructed to withstand that use. GW disputed this statement, and said he had read the contrary.

KB said that she would make the PBW specifications and design standards available, outside of the meeting, to GW.

3. Rights and responsibilities – code of conduct leaflet

MA explained the discussions that had taken place with NYCC, Nidderdale, North York Moors etc. The outcome was to initially aim the leaflet at advice for motorcyclists for the Yorkshire Dales and Nidderdale area. This could then be used as a template for other areas in North Yorkshire.

The draft leaflet was discussed and it was agreed to produce a second draft taking into account the following points:

- The present Section 6 is considered to be too long

- The work of the police in prosecuting illegal use to be included
- To make sure that the advice provided is focussed and includes positive messages
- Advice against night time use to be included
- To be as clear as possible on what routes can be ridden but, since information will become out of date, to provide website links
- That branding is made appealing to the target audience and is not 'National Park' style
- Any suggestions for re-wording from the group, to be emailed by end of March

MA will redraft and send out a revised version by email for comments and agreement

4. Route assessment report - Arncliffe Cote

The findings of the report show:

- Natural England and YDNPA staff have identified vulnerable ecological features on and close to the route, which could be adversely affected by an increase in motor vehicle use
- YDNPA staff have identified archaeological features that could be vulnerable to increased use by motor vehicles.
- Current levels of use by agricultural and recreational motor vehicles is extremely low. 4x4 use along the length of the route is unlikely because of the presence of narrow gateways.
- Condition surveys show the surface condition of the route to be static. It appears that the surface can withstand the current use by recreational and agricultural users.
- There is evidence of use of the route by walkers, cyclists and motorbikes throughout its length. Some agricultural use is evident at both ends. There is some localised damage evident in softer areas and hollows, but no significant damage is currently present.

The report states that a successful BOAT application is likely to lead to increased use. SM believes this is doubtful, particularly in the light of the reduction in motorcycle activity overall, and reduced sales, following the introduction of the NERC Act. GW suggested the route could be used without damage by trail bikes. Discussion then focused on tranquillity and the special qualities of the area, perception of 'level of damage' and thresholds – but no conclusions were drawn. It was noted that monitoring of use and possible damage would be especially important if the current BOAT application were successful.

MA drew everyone's attention to the Defra guidance that a TRO could be used pre-emptively, whilst the outcome of a DMMO application was being determined. MB felt the route should have a permanent traffic regulation order placed pre-emptively, to safeguard the special qualities of the area, but other members of the group were not comfortable with acting pre-emptively given the extremely low levels of use.

The general consensus (with one dissension MB) was

- **That everyone wanted to see the route remain as it is and damage should not be allowed to occur on this route, and that given the nature of the route's surface it was noted that this could easily occur through insensitive use. (However, it was recognised that damage meant different things to different people)**
- **That the route needs careful, ongoing, monitoring in relation to damage, and use by motor vehicles.**
- **That if any damage becomes evident, then an emergency traffic regulation order be placed on the route immediately to prevent any further damage occurring.**

5. Route assessment report - The High Way

The findings of the report show:

- No significant ecological issues

- No significant archaeological issues
- Sunday levels of vehicle use are relatively high on The High Way (averaging 5.7 motor vehicles/day) of which around 5.2 are motorbikes. A high proportion of traffic using the route overall (86%) is motorbikes.
- The High Way is a BOAT (which includes two legally accepted narrow gates, which restrict 4x4 use) and so an increase in motor vehicle use is not anticipated. An increase in other recreational users could be expected when the Pennine Bridleway is fully open, and if the Cotter Riggs section is repaired.
- There is major damage to the route over a distance of 1.7km at the Cotter Riggs end of the route. There is deep rutting along long sections. This damage is attributable to motorbikes and water erosion resulting from the ruts. This section is probably impassable to horse riders and a danger to all other recreational users.

The High Way continues into Cumbria (outside the National Park) and DG reports that recreational motor vehicle use is not presenting management issues on this section.

The general consensus (with one dissension MB) was:

- **That the route is badly damaged and in need of repair to an appropriate standard.**
- **That a permanent full-time traffic regulation order be placed on the route from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road).**
- **That this traffic regulation order should be reviewed after 5 years or when repairs to BOAT standard are complete, whichever is sooner.**

MB believes a review is not necessary because there would be an impact on the tranquillity of the area and potential conflict between user groups, even if the damage has been repaired to BOAT standard.

KB stated that it would be desirable to conduct some immediate initial repairs to eliminate the danger to other users, whilst seeking funding to repair the route to BOAT standard.

SM made the suggestion of if/when the route was repaired there could be 'controlled' use in one direction.

6. Route assessment report - Harber Scar Lane

The principle findings of the report are:

- There are no significant ecological or archaeological issues on the route
- Sunday levels of motor vehicle use on Harber Scar Lane average 3.6 (shown incorrectly as 5.0 in the report) vehicles/day, of which around 2.4 are motorbikes. Monday to Friday use is an average of 1.3 motor vehicles/day of which 0.4 is motorcycles. Overall motorcycles comprise approximately 40% of all motor vehicle use.
- There is evidence of use by walkers, cyclists, recreational and agricultural motor vehicles. Minor rutting is evident, and one area of loose surface with running water is present. No serious damage.
- No deterioration in surface condition is evident over the last three years, the route appears to have a durable surface.
- Sections of Harber Scar Lane are part of the Ribble Way and the Pennine Way. Landscape experiences that walkers, cyclists and riders seek may be significantly affected by the presence of recreational motor vehicles. Noise is likely to carry a considerable distance because of the topography of the route.

JB believes that there is an issue with potential danger on the lower section of the route, where the route is most constrained.

SM feels that the current levels of motor vehicle use are low, especially Monday to Saturday.

The general consensus (with one dissension MB) was:

- **Some repair work is needed to the section below Sell Gill Holes**
- **That a traffic regulation order be placed to restrict use of motor vehicles on Sundays. It was felt that this is the busiest day for all users and so the risk of conflict would be minimised and the impact on the tranquillity of the area reduced if vehicle users were excluded from using the route on Sundays.**
- **There needs to be regular monitoring to ensure recreational motor vehicle use is not displaced to other days of the week.**

MB believed that a full-time permanent traffic regulation order should be placed to safeguard the special qualities of the area.

7. Route assessment report - Stockdale Lane

The principle findings of the report:

- Natural England and YDNPA staff are concerned that increased use of motor vehicles could be a threat to vulnerable metalliferous plant communities
- YDNPA staff have identified archaeological features that might be vulnerable to increased motor vehicle use
- Sunday levels of vehicle use are moderate on Stockdale Lane averaging 4.3 vehicles/day, of which around 4 are motorbikes. Overall, 79% of vehicles using Stockdale Lane are motorbikes. Monday to Friday use is an average of 0.7 motor vehicles/day with 0.4 of these being motor cycles.
- When motorbikes can be seen or heard on Stockdale Lane, the intrinsic landscape character will be greatly diminished or lost. The capacity of Stockdale Lane to accommodate motor cycle use is particularly low because of the narrow, winding, relatively wild and isolated character of the track and the intimate, confined nature of the valley.
- There are some areas of localised damage. It is not possible to say at this stage whether the surface condition of the route is deteriorating over time
- The route has become increasingly popular with walkers, cyclists and horse riders since the Settle Loop (Pennine Bridleway) was opened.

The general consensus (with one dissension MB) was:

- **This is an important route for walkers, cyclists and horse riders, and therefore the impact of recreational motor vehicles would be felt by a significant number of people;**
- **That a traffic regulation order be placed to restrict motor vehicle use on Saturdays and Sundays;**
- **That a review of this order be carried out after 5 years;**
- **There needs to be regular monitoring to ensure recreational motor vehicle use is not displaced to other days of the week.**

MB believed that a full-time permanent traffic regulation order should be placed.

8. Route assessment report - West Cam Road

The main findings of the report are:

- There are no significant ecological or archaeological issues on the route

- Sunday levels of motor vehicle use are high on West Cam road average 12.5 vehicles/day, of which around 6.5 are motorbikes. Overall, 35% of motor vehicles using West Cam road are motorbikes; 4x4 use is significant, compared to other routes
- Use of the route by motor vehicles is not expected to increase significantly. Use by other users might increase if damaged sections are repaired.
- Areas with minor ruts caused by motor vehicles are found on the upper section of the route, with occasional areas of more significant damage. The damage is seen as largely a visual issue, as it appears to be down to bedrock, so is unlikely to get worse. If it is not used, it is likely to recover.
- Very significant damage caused by water erosion is found around High Houses plantation.
- There is an area of significant damage by motor vehicles to the side of the track in the area below the plantation.
- West Cam road is part of the Pennine Way along its upper section, and offers good landscape experiences along its length. Vehicle noise from the route could carry as far as Snaizeholme.

The general consensus was:

- **That discussions should take place with NYCC to see whether repair works can be carried out, and fencing and signage put near the plantation.**
- **That it is currently unclear whether route surface damage in the upper section is agricultural or recreational in nature.**
- **That a logger should be placed on the upper section of the route, to help determine whether use is recreational or agricultural, and a revised report be brought back to the group for further consideration.**

The group were minded to advise putting in place a restriction, but would defer giving advice, pending determination of the extent of agricultural, use before making a final recommendation.

Additional Generic Points arising from the above discussion were:

The effect of motorbikes on tranquillity,

discussion on:

- How sounds travel depends on the topography
- Good to go places where there isn't noise of motorbikes, but even where motorbikes do use routes, tranquillity is available most of the time.
- It is speed which increases noise and intimidation

Voluntary restraint:

This could not be instigated as a management option, ahead of a successful BOAT application, because until an application was 'successful' the motor vehicle rights were only 'possible' but 'unproven'. YDNPA could not condone activity, which could be later shown to be illegal.

Use of Bridleways

This was seen is an enforcement issue, not a TRO issue, where the police should be called – so it was not discussed further.

Use of Unclassified County roads

The extent of public rights on these routes is unknown – their status is known to be 'at least a footpath'.

Air Pollution

Air pollution from motorbikes was not discussed – other than to note that the composition of the grass sward along Mastiles was believed to be influenced by nitrates from vehicle exhaust fumes.

Timescale for Implementation

No timescale was set for commencement of TRO powers. It was anticipated that the YDNPA would receive these October 2007 at the earliest. It would take approximately 125 days to make a TRO – on the basis of the current regulations.

The issue of the DMMO applications is separate from the advisory group's consideration of use and management, though clearly they are related. It is hoped that the applications will be 'determined' before the NPA gets the TRO powers – if not, the group may want to re-consider its advice.

9. Selection of routes 11 to 15

It was agreed that the next five routes to be studied should be:

- Deadman's Hill
- Hanlith to Weets Top
- Long Lane – Helwith Bridge
- Stake Road
- Turbary Road

It is anticipated that reports on these routes will be brought to a meeting in August/September.

Action: MA to ensure loggers are placed on routes which do not have one

10. Date and venue of next meeting

23 May 2007, 1.30pm Settle Victoria Centre