YORKSHIRE DALES
National Park Authority

ROUTES IN THE EXTENSION AREAS OF THE YORKSHIRE DALES NATIONAL PARK

(with possible or proven public mechanically propelled vehicular rights)

Yorkshire Dales National Park Authority
October 2016

Introduction

The Yorkshire Dales National Park was extended on 1 August 2016 to include new areas in Cumbria and Lancashire. These new areas of Cumbria and Lancashire include 36 byways and unsurfaced unclassified roads. These routes have been managed by the county councils – in the case of Cumbria County Council through its Hierarchy of Trail Routes. Maps of these routes is in Appendix 4.

The Findings of the Cumbria Hierarchy of Trail Routes

Cumbria County Council has used volunteers to survey routes to assess how sustainable the use of the route is, and which "colour" each route should be. People can then access this information from their website. The definition of the colour coding system is:

Red: Route has a lot of use, proceed with great care and follow advice or signs explaining special controls in place. These routes are under the greatest pressure or conflict between different users and the environment.

Amber: Route has moderate use, proceed with special care - there may be a lot of other users or land management issues. It may not be passable in all weathers.

Green: Proceed with caution - the route is passable at all times and there may be no management in place.

In the new area of the National Park 16 routes have been assessed. Many of the other routes are either very short or cul-de-sacs. Of the assessed routes, 13 are green, two are amber and one red. The survey forms are contained in Appendix 1.

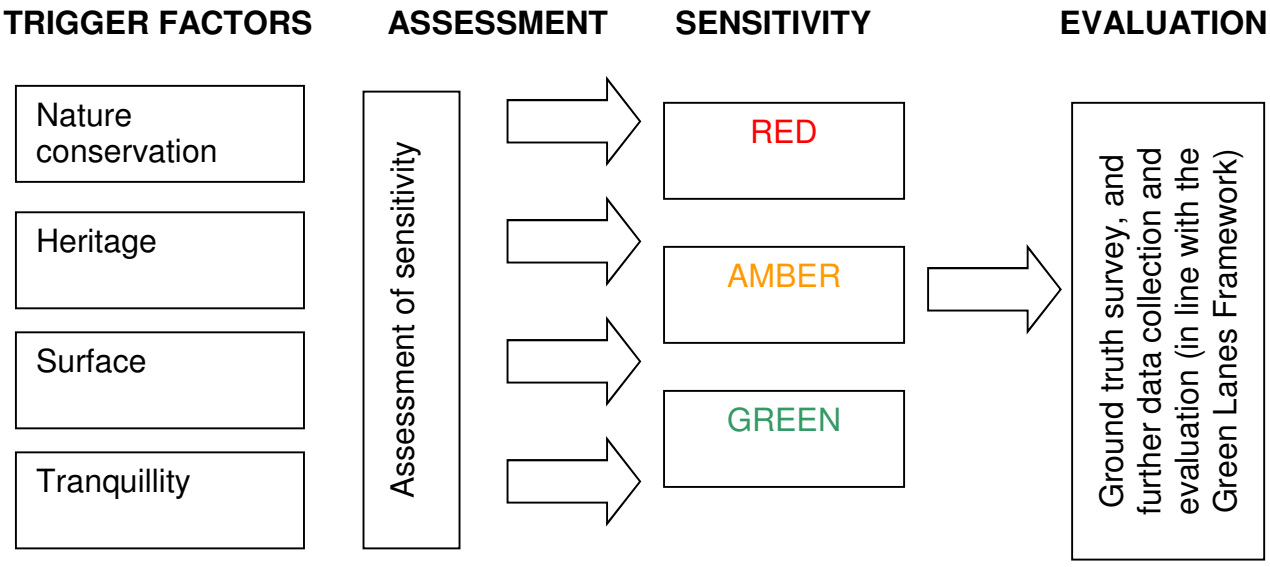
The ‘red’ route is Ravenstonedale Common (BOAT) and the ‘amber’ routes are Bank Head (BOAT) at Crosby Ravensworth and The High Way (BOAT).

Sensitivity Assessment

The Yorkshire Dales National Park Authority used a Sensitivity Assessment process in 2006 to prioritise which byways and unsurfaced unclassified roads should be looked at in detail. The detailed reports then formed the evidence on which decisions about the management of any ‘green lane’ could be based.

The 2006 assessment methodology is still fit for purpose. This combined the potential demand to use a route by motor vehicles with an assessment of four other factors: nature conservation, heritage, route surface and tranquillity.

The methodology for the Sensitivity Assessment is contained in Appendix 2. It should be noted that this is a desk top exercise and does not involve any field work. The basic model for this work is shown below.



All 36 unsurfaced unclassified roads and byways have been assessed using this methodology. The findings of the Sensitivity Assessment are in Appendix 3. Five routes potentially have high sensitivity to motor vehicle, one was found to be moderate sensitivity and the rest have low potential sensitivity.

The five routes with high potential sensitivity are:

- Bank Head at Crosby Ravensworth (BOAT 319004)
- A UUR at Smardale Mill close to Waitby (U3302)
- BOAT running north from Waitby village
- Ravenstonedale Common (BOAT)
- The High Way (BOAT)

As can be seen there is good correlation with the Cumbria HoTR.

Next steps

There is a need to ground truth the findings of the Sensitivity Assessment, particularly for the two routes which do not match the Cumbria HoTR findings. From both methods it is clear that the most vulnerable route is the byway across Ravenstonedale Common.

APPENDIX 1

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or		OS Map	91 & 98	
BOAT Number	343004	Grid References	From	784 003
Total length	3.8		To	786 969
Length unsurfaced	3.8	Location	Lady Ann's Highway	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	X
	Route with little or no use not likely to require monitoring/ management	
	Unsuitable route, should not be on MPV sustainable access map	
LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends		

Surveyor	Ian Knowles	Organization	TRF
Date	30/09/07	or interest	

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	30%	
	Crushed stone	70%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Good throughout

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	Signed from main highway	Yes
	Signed both ends	
Crushed stone lane, repaired to a high standard, over open fell land	Access from main - easy	Yes
2 shallow stream crossings, several gates	Highway - awkward	
Continues into Yorkshire at southern end (Hell Gill) where edge of	Route - through	Yes
Moor route is TRO'ed for repair (Oct '07) so descent must be due	- dead end	
South pasr West End and Shaw Paddock to B6259	Fords or water crossings	Yes
	Gradient - generally flat	
	- generally undulating	
	- has steep hills	Yes

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage	Yes			
	Approx. width at narrowest		8 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

BOAT Numbers	Orton 355011	OS Map	91	
	Ravenstonedale 357087	Grid References	From	667 073
Total length	3.3km		To	694 061
Length unsurfaced	3.3km	Location	Ravenstonedale Moor	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	Yes
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	
	Unsuitable route, should not be on MPV sustainable access map	
LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends		

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	100%	
	Crushed stone		Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Grass/moor, some cutting up

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	Mostly soft surface, needs gentle approach in wet conditions During or after wet weather surface in area of SSSI can be so soft that even use with great care can caause damage, so consider turning back

Considerations for use and sensitivity re ecological issues, farming issues, other	Passes through SSSI

General description of route, and observations	Signed from main highway	No
	Signed both ends	
Relatively undefined moorland crossing, with bridge at point where it crosses SSSI	Access from main Highway - easy	Yes
	Access from main Highway - awkward	
	Route - through	Yes
	Route - dead end	
	Fords or water crossings	
	Gradient - generally flat	
	Gradient - generally undulating	Yes
	Gradient - has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	No?	Trail bike	Yes	
	Carriage	No?			
	Approx. width at narrowest		10 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3247	OS Map	91	
BOAT Number		Grid References	From	608 157
Total length	1.29		To	608 151
Length unsurfaced	0.5	Location	Wickerslack	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	Yes
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	50%	
	Crushed stone	50%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Wet track by wood into southern end, otherwise good

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	Southern end could be boggy in wet weather

Considerations for use and sensitivity re ecological issues, farming issues, other	Take care for stock

General description of route, and observations	Signed from main highway	No
	Signed both ends	
From south, grass track by wood, no just grass in 1st field, 2nd field harder, then metalled track to tarmac by farm	Access from main Highway - easy	Yes
	- awkward	
Some field gates	Route - through	Yes
	- dead end	
	Fords or water crossings	No
	Gradient - generally flat	Yes
	- generally undulating	
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage				
	Approx. width at narrowest		12 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	
	No	No		

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3250	OS Map	91	
BOAT Number	319004	Grid References	From	629 139
Total length	2.59		To	636 130
Length unsurfaced	1.28	Location	S of Crosby Ravensworth	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	Yes
	Route with little or no use not likely to require monitoring/ management	
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	100%
	Crushed stone		Mud	
	Rocky		Other	

Condition of surface (rutted, washed out, etc.)	Good, almost unbroken

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	Take care for stock

General description of route, and observations	Signed from main highway	Yes
	Signed both ends	
Open crossing of unfenced pasture	Access from main Highway - easy	Yes
	- awkward	
	Route - through	Yes
	- dead end	
	Fords or water crossings	
	Gradient - generally flat	
	- generally undulating	Yes
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes
	4 wheel drive	Yes	Trail bike	Yes
	Carriage	Yes		
	Approx. width at narrowest			

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3254	OS Map	91	
BOAT Number	330005	Grid References	From	673 156
Total length	1.59		To	684 160
Length unsurfaced	1.33	Location	Nr Rutter Force	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	Ian Knowles	Organization	TRF
Date	01/09/07	or interest	

Surface (note % of each type of surface, Describe "other")	Tarmac	5%	Grass	
	Crushed stone	95%	Mud	
	Rocky		Other	

Condition of surface (rutted, washed out, etc.)	Good

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	Ford could be deep on tarmac at eastern end

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	
Good gravel track leading onto tarmac and ford	

Signed from main highway		No
Signed both ends		
Access from main Highway	- easy	Yes
	- awkward	
Route	- through	Yes
	- dead end	
Fords or water crossings		Yes
Gradient	- generally flat	Yes
	- generally undulating	
	- has steep hills	

Should normally be passable by	2 wheel drive	Yes	Quad	Yes
	4 wheel drive	Yes	Trail bike	Yes
	Carriage	Yes		
	Approx. width at narrowest		14ft	

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3280	OS Map	91	
BOAT Number	355021	Grid References	From	636 065
Total length	2.43		To	656 058
Length unsurfaced	1.2	Location	Fawcett Mill	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	Yes
	Unsuitable route, should not be on MPV sustainable access map	
LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends		

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac	20%	Grass	10%
	Crushed stone	70%	Mud	
	Rocky		Other	

Condition of surface (rutted, washed out, etc.)	Tractor ruts in grassy section

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	
Open tarmac/stone track at western end , rutted grass for middle section, then walled crushed stone with puddles to eastern end Some gates	

Signed from main highway		Yes
Signed both ends		
Access from main Highway	- easy	Yes
	- awkward	
Route	- through	Yes
	- dead end	
Fords or water crossings		
Gradient	- generally flat	
	- generally undulating	Yes
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes
	4 wheel drive	Yes	Trail bike	Yes
	Carriage			
	Approx. width at narrowest		12 ft	

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	Yes
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	3302	OS Map	91	
BOAT Number		Grid References	From	743 097
Total length	0.5		To	742 093
Length unsurfaced	0.5	Location	Smardale Mill	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	Yes
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass		
	Crushed stone	100%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Good condition

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	Signed from main highway	No
	Signed both ends	
Hedged lane with good surface, grass in middle	Access from main Highway - easy	Yes
	- awkward	
	Route - through	Yes
	- dead end	
	Fords or water crossings	No
	Gradient - generally flat	Yes
	- generally undulating	
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage	Yes			
	Approx. width at narrowest		15 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3306	OS Map	91	
BOAT Number	371008	Grid References	From	751 082
Total length	1.32		To	755 094
Length unsurfaced	1.32	Location	Waitby	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	Yes
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	S. Pighills	Organization or interest	TRF
Date	04/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass		
	Crushed stone	100%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Good condition, firm surface

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	
Generally hedged lane with grassed middle, some puddles in tractor ruts	

Signed from main highway		Yes
Signed both ends		Yes
Access from main Highway	- easy	Yes
	- awkward	
Route	- through	Yes
	- dead end	
Fords or water crossings		No
Gradient	- generally flat	Yes
	- generally undulating	
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage	Yes			
	Approx. width at narrowest		15 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	3417	OS Map	98	
BOAT Number	359017	Grid References	From	724 994
Total length	0.52		To	727 992
Length unsurfaced	0.52	Location	Fell End	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	
LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends		

Surveyor	Ian Knowles	Organization or interest	TRF
Date	30/09/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	
	Crushed stone	50%	Mud	
	Rocky	50%	Other	

Condition of surface (rutted, washed out, etc.)	Good

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	Signed from main highway	Yes
	Signed both ends	Yes
Short walled lane going into long ford which has a slippery and rocky surface	Access from main Highway - easy	Yes
	- awkward	
	Route - through	Yes
	- dead end	
	Fords or water crossings	Yes
	Gradient - generally flat	
	- generally undulating	Yes
	- has steep hills	

Should normally be passable by	2 wheel drive	Yes	Quad	Yes
	4 wheel drive	Yes	Trail bike	Yes
	Carriage	Yes		
	Approx. width at narrowest		7 ft	

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	Yes
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	U3419	OS Map	91	
BOAT Number	343023	Grid References	From	772 046
Total length	2.3		To	780 030
Length unsurfaced	2.3	Location	Birkett Common	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	Ian Knowles	Organization or interest	TRF
Date	30/09/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	95%
	Crushed stone		Mud	5%
	Rocky		Other	

Condition of surface (rutted, washed out, etc.)	Good, some water and muddy puddling

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	Open grazing land

General description of route, and observations	Signed from main highway	No
	Signed both ends	
Gate from farm at Northern end onto open solid grassy track with some mud and puddles in middle section before harder surface to road near Pendragon	Access from main Highway - easy	Yes
	Access from main Highway - awkward	
	Route - through	Yes
	Route - dead end	
	Fords or water crossings	
	Gradient - generally flat	
	Gradient - generally undulating	Yes
	Gradient - has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes
	4 wheel drive	Yes	Trail bike	Yes
	Carriage	Yes		
	Approx. width at narrowest		8 ft at gate	

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	5378	OS Map	97	
BOAT Number		Grid References	From	619 857
Total length	0.7		To	619 850
Length unsurfaced	0.6	Location	Hawkin Hall	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	J. S. Pighills	Organization or interest	TRF
Date	23/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	50%	
	Crushed stone	50%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Tractor ruts in grass section

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	None

General description of route, and observations	Signed from main highway	Yes
	Signed both ends	Yes
Hedged lane, mainly farm field access, potential to be overgrown at southern end	Access from main Highway - easy	
	Access from main Highway - awkward	Yes
	Route - through	Yes
	Route - dead end	
	Fords or water crossings	
	Gradient - generally flat	Yes
	Gradient - generally undulating	
	Gradient - has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage	Yes			
	Approx. width at narrowest		10 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	Yes
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	5386	OS Map	97	
BOAT Number	(555017 is tarred)	Grid References	From	602 830
Total length	0.5		To	603 837
Length unsurfaced	0.5	Location	Mansergh	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	J. S. Pighills	Organization or interest	TRF
Date	23/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	80%
	Crushed stone	20%	Mud	
	Rocky		Other	

Condition of surface (rutted, washed out, etc.)	Grass over hard base

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	Farm at northern end

General description of route, and observations	
Narrow, now single track and overgrown between hedges The tarmac BOAT section continues east from northern end	

Signed from main highway		No
Signed both ends		
Access from main Highway	- easy	Yes
	- awkward	
Route	- through	Yes
	- dead end	
Fords or water crossings		
Gradient	- generally flat	
	- generally undulating	Yes
	- has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes
	4 wheel drive	No	Trail bike	Yes
	Carriage	No		
	Approx. width at narrowest			

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical		Maybe	Yes
	No			

Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or	5388	OS Map	97	
BOAT Number		Grid References	From	601 827
Total length	1.25		To	605 816
Length unsurfaced	0.94	Location	Mansergh	

CCC Classification (Tick recommendation)	Route with significant use requiring significant monitoring/managment	
	Route with moderate use requiring some monitoring/managment	
	Route with little or no use not likely to require monitoring/ management	X
	Unsuitable route, should not be on MPV sustainable access map	

LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends	

Surveyor	J. S. Pighills	Organization or interest	TRF
Date	23/08/07		

Surface (note % of each type of surface, Describe "other")	Tarmac		Grass	50%	
	Crushed stone	50%	Mud		
	Rocky		Other		

Condition of surface (rutted, washed out, etc.)	Farm type track from south, then one open field

Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other)	None

Considerations for use and sensitivity re ecological issues, farming issues, other	Take care for stock in field

General description of route, and observations	Signed from main highway	No
	Signed both ends	
Wide hedged track from south, gate into field where course of track can just be seen on ground. Church at north end	Access from main Highway - easy	Yes
	Access from main Highway - awkward	
	Route - through	Yes
	Route - dead end	
	Fords or water crossings	
	Gradient - generally flat	
	Gradient - generally undulating	Yes
	Gradient - has steep hills	

Should normally be passable by	2 wheel drive		Quad	Yes	
	4 wheel drive	Yes	Trail bike	Yes	
	Carriage	Yes			
	Approx. width at narrowest		14 ft		

Recommend one way use due to steepness, narrowness, other condition, state reason		4 wheels	
		2 wheels	

Worth evaluating for Tramper use? (motorized scooters for the disabled with off road capability)	Looks practical	Yes	Maybe	
	No			

APPENDIX 2

1. Methodology used for the Yorkshire Dales National Park assessment of unsealed routes

1.1 Demand for the use of the route

Mapping potential demand of individual routes is important to ensure that management decisions take into account wider network considerations. Long routes with good links into other parts of the network of unsurfaced routes and the wider road network are likely to have a high potential demand for recreational motor vehicle users, whereas short isolated routes or ones that are effectively dead ends for motor vehicles would be expected to attract little use.

The level of potential demand will therefore inform appropriate management responses. A popular route in a highly sensitive area is likely to require a different approach to management than a route, in the same area, which is a short dead-end not used by motorised vehicle users.

In considering this factor the level of use of a route by walkers, cyclists, horse riders and carriage drivers is also taken into account, together with use as part of a promoted recreational route.

The potential demand/level of use of a route is also necessary to inform the sensitivity of a route with the different factors to be considered. Clearly the impact of motor vehicles on nature conservation, heritage, the route surface and tranquillity is likely to depend on the number of motor vehicles using the route. Routes which are unattractive to recreational motor vehicle users and have low levels of use/potential demand, are likely to be less sensitive.

Potential route demand has been assessed using the criteria in the table below.

Evidence potential demand/level of use	**Potential Demand**
Route with poor connectivity to the rest of the network with little value to recreational motor vehicle users (eg. joins road link to a footpath). Routes with little history of use by recreational motor vehicles.	LOW
Routes with moderate connectivity and/or moderate potential demand. Includes short linking routes and long no through routes for motor vehicles.	MODERATE
Route with high levels of connectivity, and/or high appeal to motorised users and/or other non-motorised users (joins two road links or joins road link to another unsurfaced route).	HIGH

1.2 Ecological sensitivity of the route

Nature designations provide useful initial criteria for assessing the sensitivity of a habitat to the potential physical impacts of motorised vehicles. National Nature Reserve and Sites of Special Scientific Interest (SSSI) carry the highest national designations for nature conservation with international designations Special Areas of Conservation (SACs) and Specially Protected Areas (SPAs) carrying even higher protection. In addition nature designations including and Local Nature Reserve could provide important information on the relative sensitivity of these sites to pressure from users. In the National Park there are also areas with a high ecological sensitivity that are not covered by local, national or international designations but are still important habitats and have sensitive species particularly of breeding birds.

Where a route passes through a designated area, it does not automatically mean that the presence of motor vehicles will damage the wildlife of the site. This would depend on the reasons for the designation, or wildlife interest, the level of use, and the nature of the route surface. In addition areas where there is no formal wildlife designation, can have ecological sensitivity eg because of the numbers of national important breeding birds.

Ecological sensitivity has been assessed using the criteria in the table below.

Evidence on ecological sensitivity	**Ecological sensitivity**
Low sensitivity.	GREEN
Moderate or unknown. Land in ESA agreements or of botanical interest. May have national or European designations but not thought to have highly sensitive features.	AMBER
High sensitivity. National or European designations which may have vulnerable features. Highly sensitive features such as blanket bog or flushes. Important and sensitive species.	RED

1.3 Heritage sensitivity of a route

Assessment of the sensitivity of heritage features along a route relates directly to the records of scheduled monuments. In developing the criteria for heritage features, proximity to the route is an important factor, together with the potential sensitivity of the feature to disturbance through the impacts of motor vehicles.

Heritage sensitivity has been assessed using the criteria in the table below.

Heritage sensitivity	Heritage sensitivity
Low sensitivity. No vulnerable heritage features identified.	GREEN
Moderate or unknown sensitivity.	AMBER
High sensitivity. sensitivity heritage features along route, or in close proximity.	RED

1.4 Surface sensitivity of a route

The ability of a route to sustain use by motor vehicles is considered to largely dependent on the existing route surface, topography and drainage of the route. The route surface can vary from deep peat, through grassland on top of limestone, to a stony track. On some routes, extensive changes have been made to the drainage and surface through engineering works.

The Surface sensitivity of the routes was then scored according to the following criteria:

Evidence of surface sensitivity	Surface sensitivity
Good quality surface and drainage eg stone track with good surface water run-off.	GREEN
Moderate quality surface with good drainage and topography, or good quality surface but the drainage is a significant factor. Routes where extensive engineering work has been carried out.	AMBER
Vegetation surface eg acid grassland over peat, or moderate quality surface where drainage and/or topography are significant factors.	RED

1.5 Tranquil area assessment

Tranquillity has been identified as one of the key special qualities that affect the recreational experience in the National Park. An assessment of the tranquil areas of the National Park was carried out using a model developed by the Council for the Protection of Rural England (CPRE). This involves identifying major sources of noise generation in and around the National Park such as major roads, quarries and railways and mapping these. Buffers are then drawn around these noise sources which will then show the parts of the National Park expected to have the highest levels of tranquillity. Details of the features that were identified are in Appendix 1.

The mere fact that a route is in a tranquil area, is not in itself sufficient to say that it is highly sensitive. This has to be combined with the level of use a route receives, in the same way that the impact on nature conservation, heritage or surface condition would be dependant on level of use. Clearly one motor bike a month using a route, will have much less effect on tranquillity than 5 a day. The key issue is determining what ‘threshold’, of recreational motor vehicle use, disturbs tranquillity.

The DEFRA and Countryside Agency, 'Report of a research project on motor vehicles on byways open to all traffic - Defra (2005)[1], found that the average daily flow of motor vehicles across all BOATS studied was 4.2 motor vehicles (see page 103). This figure must be treated with caution as it includes motor vehicular use to access property or for land management along the routes. This research quantified, light, moderate and heavy use:

- 5% of byways carried no motor vehicle traffic;
- 35% of byways carried **light traffic**, and had an average daily flow of 0.6 [0.2] motor vehicles which varied from 0.1 to 1.1 motor vehicles. The highest recorded daily flows averaged 11 [4] motor vehicles;
- 50% of byways carried **moderate traffic**, and had an average daily flow of 5.0 [1.9] motor vehicles which varied from 1.5 to 11.4 motor vehicles. The highest recorded daily flows averaged 37 [14] motor vehicles; and
- 10% of byways carried **heavy traffic**, and had an average daily flow of 13.4 [5.1] motor vehicles which varied from 11.9 to 14.9 motor vehicles. The highest recorded daily flows averaged 82 [31] motor vehicles.

These figures are for all motor vehicle traffic, and only 38% of the vehicular traffic recorded was believed to be recreational in nature (see page 111). So the figures above, shown in square brackets, are to show the proportion of recreational motor vehicles.
In addition the research also found, that on average there was no motorised traffic on 40% of days.

The tranquillity of the routes is assessed according to the following criteria:

Evidence on tranquillity	**Tranquillity sensitivity**
Route close to significant noise sources with less than 30% of the route in tranquil area and moderate use/potential demand, or 30% to 80% of route in tranquil area with light use/potential demand.	GREEN
30% to 80% of route in tranquil area with moderate use/potential demand, or less than 30% in tranquil area with heavy levels of use/potential demand, or more than 80% of route in tranquil area and with light level of use/potential demand.	AMBER
30% to 80% of route in tranquil area with heavy use/potential demand or more than 80% of route in tranquil area and with moderate or heavy level of use/potential demand.	RED

[1] Report of a research project on motor vehicles on byways open to all traffic - Defra (2005)
See http://www.defra.gov.uk/wildlife-countryside/cl/mpv/pdf/researchrep-veh.pdf

APPENDIX 3

Type	Name	Start	End	Parishes	Notes	CCC hierarchy	Length (m)	SSSI	SAM	SURFACE	TRANQUILLITY	POTENTIAL DEMAND	Sensitivity
						Class							
UUR	Wickerslack	NY 607 156	NY 608 151	Crosby Ravensworth		green	525.00	no	no	grass/gravel	100%	Low	Low
BOAT		NY 674 161	NY 677 157	Hoff		green	529.00	no	no	stone	100%	Low	Low
BOAT		NY 673 155	NY 682 159	Hoff	cul-de-sac	green	1260.00	no	no	stone	100%	Low	Low
BOAT	Slack Randy	NY 621 140	NY 620 137	Crosby Ravensworth	cul-de-sac		353.00	no	no		100%	Low	Low
BOAT	Bank Head	NY 629 139	NY 637 130	Crosby Ravensworth		amber	1250.00	no	no	grass	100%	Moderate	High
BOAT		NY 691 126	NY 689 121	Asby	cul-de-sac		520.00	no	no		100%	Low	Low
BOAT		NY 674 124	NY 677 124	Asby	short	green	354.00	no	no		100%	Low	Low
UUR	Newclose Lane	NY 717 110	NY 713 092	Crosby Garrett	cul-de-sac		1900.00	no	no		80%	Low	Low
UUR	Smardale Mill	NY741 093	NY743 098	Waitby		green	480.00	no	no	stone	100%	Moderate	High
BOAT		NY 755 094	NY 752 083	Waitby		green	1190.00	no	Adjacent	stone	85%	Moderate	High
BOAT	Knots Lane	NY 641 084	NY 639 080	Orton	cul-de-sac		535.00	no	no		100%	Low	Low
UUR	Park Lane	NY 612 089	NY 611 084	Orton	cul-de-sac		550.00	No	no		0%	Low	Low
BOAT		NY 636 065	NY 656 058	Orton		green	2400.00	No	no	tarmac/stone	50	Moderate	Low
UUR		NY 644 052	NY 645 050	Orton	cul-de-sac		134.00	no	no		0%	Low	Low
BOAT		NY 772 045	NY 780 030	Wharton, Mallerstang		green	2305.00	no	no	grass	75	Moderate	Moderate
BOAT	Ravenstonedale Common	NY666 073	NY694 061	Ravenstonedale		red	3155.00	Yes	no	Soft	100	Moderate	High
BOAT		NY 724 043	NY 725 041	Ravenstonedale	short		305.00	no	no		0	Low	Low
BOAT		NY 686 050	NY 686 048	Ravenstonedale	cul-de-sac		165.00	no	no		0	Low	Low
UUR		NY 724 023	NY 726 022	Ravenstonedale	cul-de-sac		205.00	no	no		100	Low	Low
BOAT	The High Way	NY 783 004	SD 786 969	Mallerstang		amber	3880.00	Yes	no	grass/gravel	95	Moderate	High
UUR	Murthwaite	SD 718 991	SD 715 987	Ravenstonedale	cul-de-sac		560.00	no	no		0	Low	Low

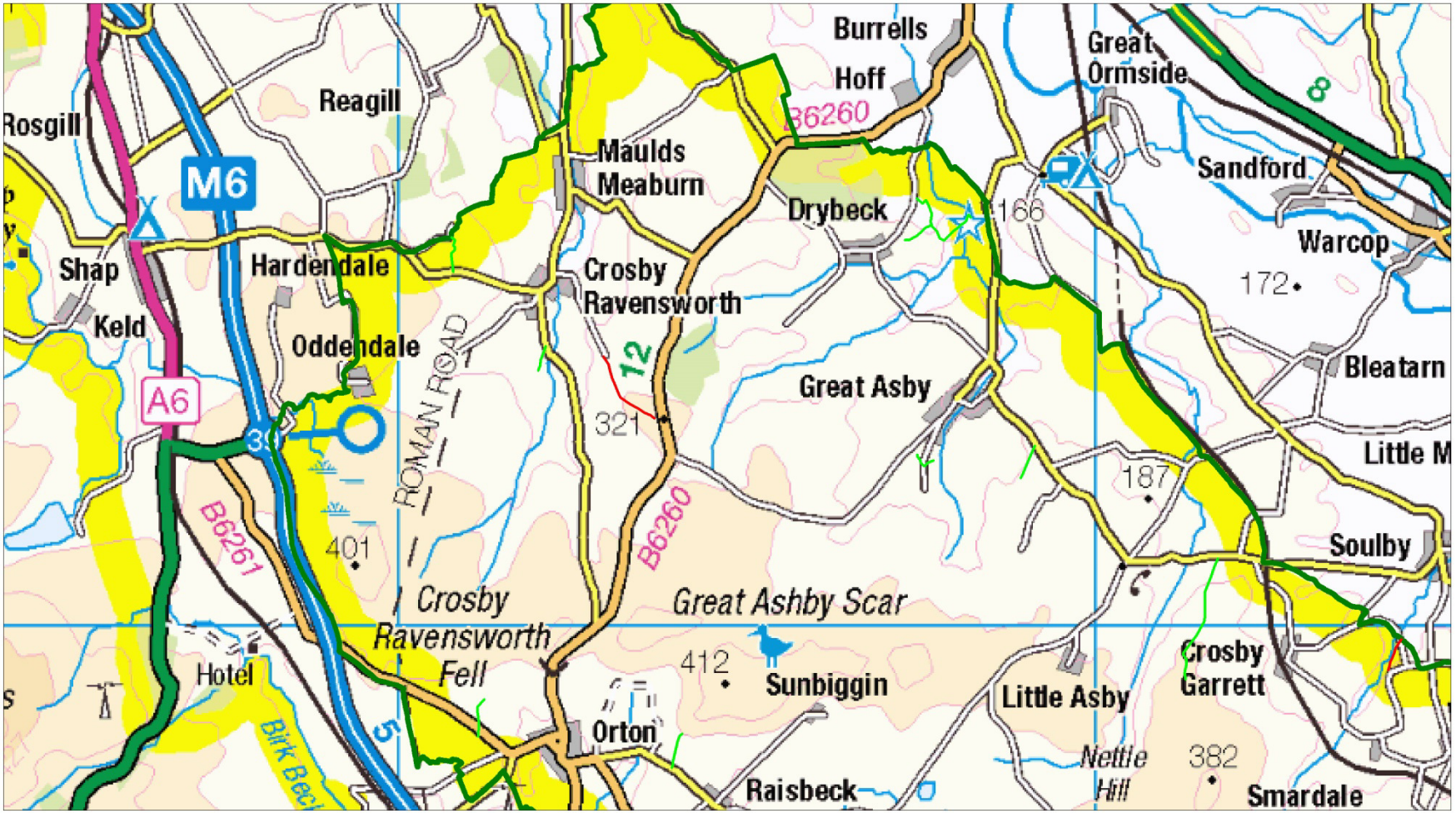
Type	Name	Start	End	Parishes	Notes	CCC hierarchy	Length (m)	SSSI	SAM	SURFACE	TRANQUILLITY	POTENTIAL DEMAND	Sensitivity
UUR	Uldale	SD 729 971	SD 731 969	Ravenstonedale	cul-de-sac		260.00	no	no		100	Low	Low
UUR	Stangerthwaite	SD 623 897	SD 619 892	Killington	cul-de-sac		590.00	no	no		100	Low	Low
UUR	Aikrigg	SD 605 884	SD 609 885	Killington	cul-de-sac		415.00	no	no		100	Low	Low
UUR	Low Lane	SD 620 857	SD 620 850	Middleton	cul-de-sac	green	750.00	no	no	grass/stone	0	Low	Low
BOAT		SD 622 846	SD 625 845	Middleton	short	green	405.00	no	no		0	Low	Low
UUR /BOAT	Fell Lane	SD 596 834	SD 603 837	Mansergh	tarmac		915.00	no	no		100	Moderate	Low
UUR	Chapel Lane north	SD 603 837	SD 602 830	Mansergh		green	780.00	no	no	grass/stone	100	low	Low
UUR	Chapel Lane	SD 601 828	SD 605 817	Mansergh		green	1215.00	no	no	grass/stone	100	Low	Low
UUR		SD 628 822	SD 627 822	Barbon			190.00	no	no		100	Low	Low
UUR	Bull Pot Farm	SD 663 815	SD 662 818	Casterton	cul-de-sac		285.00	Yes	no		100	Low	Low
UUR		SD 628 799	SD 633 802	Casterton	cul-de-sac		525.00	no	no		70	Low	Low
UUR		SD 625 788	SD 624 787	Casterton	cul-de-sac		160.00	no	no		0	Low	Low
UUR	Devil's Bridge	SD 613 783	SD 616 782	Kirkby Lonsdale	tarmac		290.00	no	yes		0	None	Low
UUR	Leck Fell Lane	SD 657 776	SD 652 759	Leck			1910.00	no	no	stone	80	Moderate	Low

APPENDIX 4

Northern area

Scale 1:75000

Compiled by on 18 October 2016



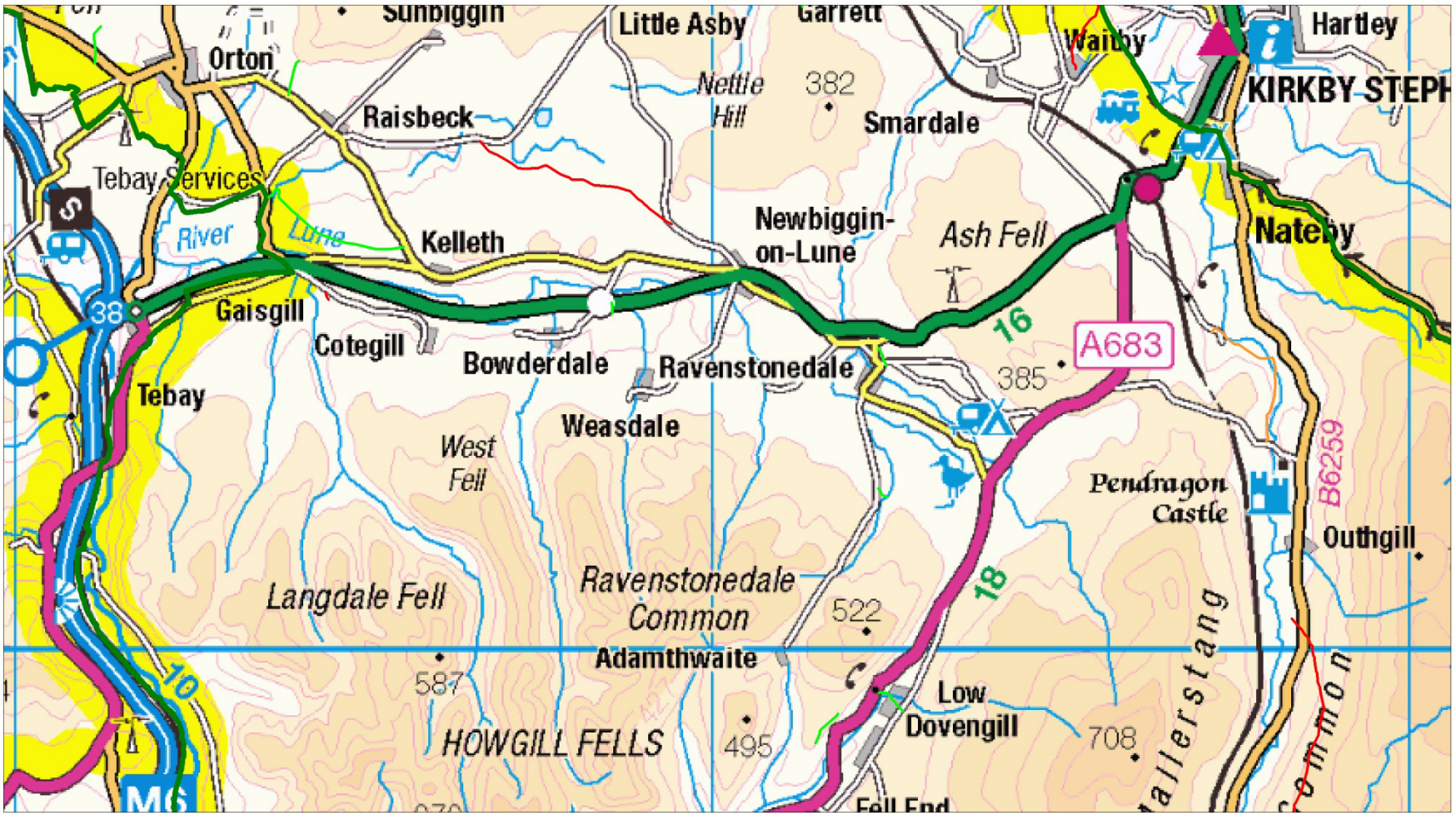
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Northern area 2

Scale 1:75000

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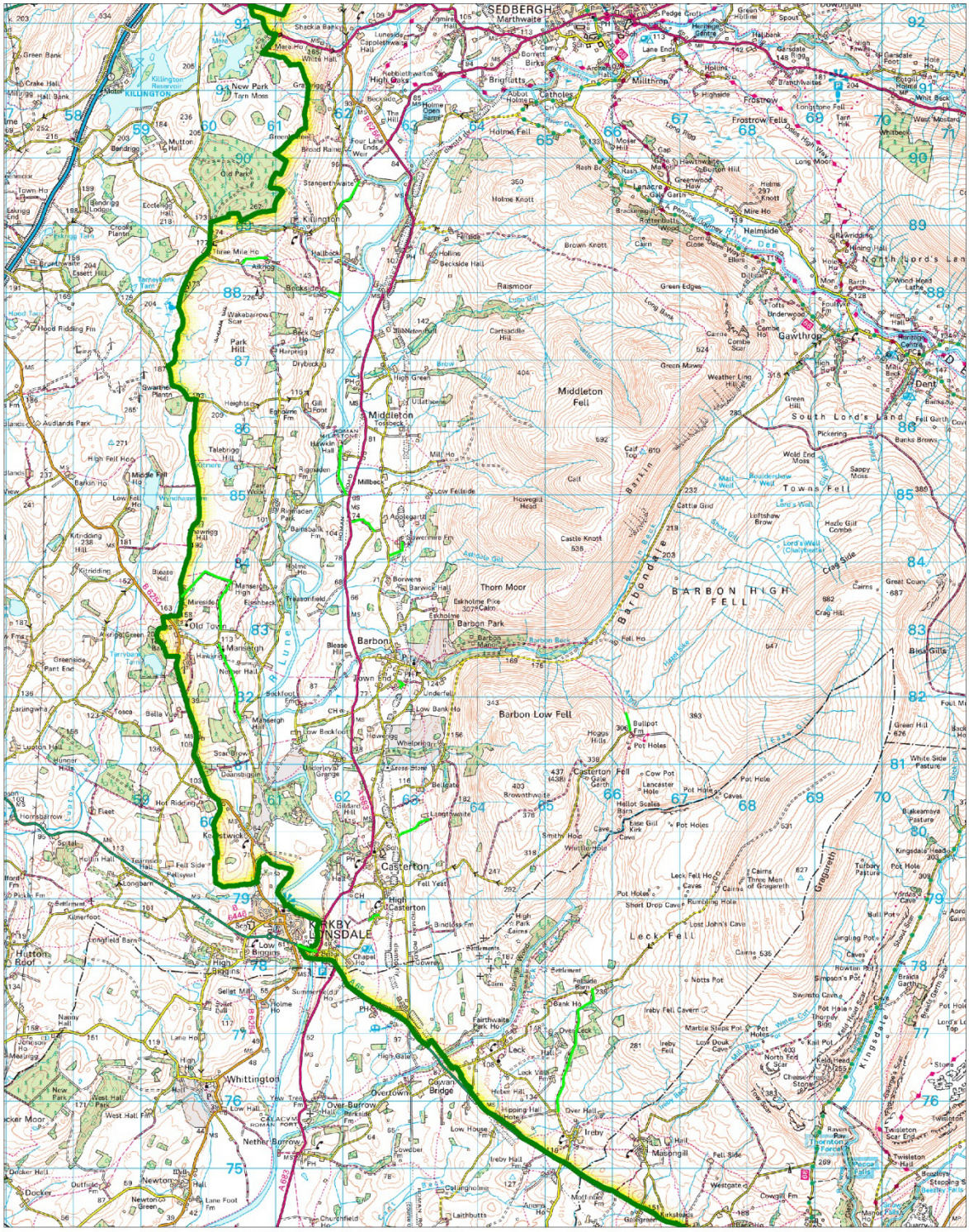
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Southern area

YORKSHIRE DALES
National Park Authority

Scale 1:75000

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SEDBERGH
Marthwaite
Millthrop
Frostrow Fells
Holme Fell
Holme Knott
Raismoor
Helmside
Gawthrop
Dent
Middleton Fell
Middleton
Barbon
Barbon Low Fell
BARBON HIGH FELL
Thorn Moor
Casterton
Casterton Fell
Leck Fell
KIRKBY LONSDALE
Whittington
Overtown
Over Burrow
Nether Burrow
Ireby
Hutton Roof
Newton
Docker
Docker Moor
Middle Fell
Castle Knott
Howgill Head
Calf Top
Great Coum
Great Hill
Whitbeck
Kingsdale
Barbondale
Barkin
Towna Fell
South Lord's Land
North Lord's Land
Killington Reservoir
KILLINGTON
Killington
Barbon Park
Underfell
Low Bank Ho
Low Backfoot
Mansergh
Old Town
Middle Fell Ho
Low Fellside
Millbeck
Rigmaden Park
Barnsbank Fm
Adolegarth
Silverdale Fm
Borrowes
Barwick Hall
Eskholme
Eskholme Pike
Treaston Field
Miresides
Eldersbeck
Holme Ho
Mansergh High
Mansergh Hall
Backfoot Fm
Low Backfoot
Howgrain
Whelprigg
Underley Grange
Scar Brow
Deansbigging
Hot Ridding
Kearstwick
Fleet
Greenside
Pant End
Tosca
Bella Vue
Tarnbeck Fm
Tarnbeck
Hollin Hall
Tearnside Hall
Fell Side
Fellsyke
Longbarn
Kilnerfoot
Longfield Barn
Low Biggins
High Biggins
Sellet Mill
Sellet Dell
Holme Ho
Nanny Hall
Johnson Ho
Meadrigg
Lane Ho
High Ho
New Park
West Hall
West Hall Fm
Low Hall
Yew Tree Fm
Nether Burrow
Low House Fm
Cowdber
Cowdber Fm
Churchfield
Laithbutts
Callingholme
Anyons Ho
Mortinder Fm
Ireby Hall Fm
Hipping Hall
Hipping Hall Hotel
Fairthwaite Park Ho
Bank Ho
Settlement
Fellside Barn
Leck Hall
Leck Village Fm
Bayvan Bridge
High Gale
Low Gale
Lane Foot Fm
Newton Green
Outfield
Outfield Fm
Scar Top
Scar Top Fm
Scarside
Scarside Gill
Barbon Beck
Fell Ho
Barbon Manor
Eskholme Gill
Borrowes Gill
Thorn Moor Gill
Lune
Barbondale
Kingsdale
Gragareth
Leck Fell Ho
Cairns
Three Men of Gragareth
Pot Holes
Short Drop Cave
Rumbling Hole
Lost John's Cave
Notts Pot
Ireby Fell Cavern
Marble Slope Pot
Pot Hole
Kail Pot
Kail Head
Kail Head Scar
Cheese Press Stone
Twisleton Scar End
Twisleton Hall
Twisleton
Ravenray Fm
Ravenray
Thornton Force
Thornton Force Fm
Masongill
Fell Side
Westgate
Cowgill Fm
Cowgill
North End
Scar
Bull Pot
Yordas Cave
Kingsdale Head
Kingsdale Pasture
Turbary Pasture
Pot Hole
White Side Pasture
Bleak Gills
Bulkeamaya Pasture
Foul Mire
Back Ho
Lancaster Hole
Cow Pot
Hellot Scales
Ease Gill Kirk
Ease Gill Cave
Smithy Hoc
Whittingdale
Browntholme
Langthwaite
Bellgate
Gillard Hill
Gillard Ho
Scar
Scar Ho
Scar Ho Fm
Casterton Gate
Casterton Grange
Casterton Ho
Casterton Fell Yeat
High Casterton
High Park Cairns
Settlements
Bindloss Fm
Chapel
Chapel Ho
Lowbarn
Lowbarn Fm
Fairthwaite
Overleck
Overleck Fm
Lane Head
Lane Head Fm
Lane Ho
Lane Ho Fm
Lane Foot
Lane Foot