Meeting of the Yorkshire Dales Access Forum
To be held on Tuesday 22 September 2009
1.15pm at Hudswell Village Hall

Meeting to Commence at 1.15pm

1. Welcome
2. Apologies
3. Approval of minutes, and matters arising (not on the agenda)
4. Public Question time – three minutes per speaker (those wishing to speak should make themselves known to the Secretary at the start of the meeting or in advance of the meeting)
5. Future Forum Meetings
   - Agenda Items
   - Dates
6. Report back from Advisory Groups:
   - Access for All Advisory Group
   - Water Sports Advisory Group
   - Yorkshire Dales Green Lanes Advisory Group
7. Local Transport Plans:
   - North Yorkshire
   - Cumbria
8. The National Byway
9. CRoW Act Restrictions and Exclusions
10. Unsurfaced unclassified roads
11. Secretary's Report (Items for note and consideration by Forum Members)
12. Update on members' activities (Brief reports of activities relating to the Forum)

Item No. 6

Yorkshire Dales Access Forum – 22 September 2009

Report Back from Yorkshire Dales Advisory Groups

Advisory Group Meetings

At the May 2007 meeting of the Yorkshire Dales Access Forum, a paper was presented on the establishment of advisory groups to look at individual recreational activities. The remit of these groups is to:

- exchange information, and provide a formal mechanism for communication and raising issues of concern amongst users, the YDAF, and other interests;
- advise on the management of specific matters.

The following arrangements have been made for the meetings of the groups:

Access on Foot Advisory Group

The next meeting of the Access on Foot Advisory Group will be on 23 September 2009.

Access for All Advisory Group

The last meeting of the Access for All Advisory Group was on 19 May 2009. The draft minutes of this meeting are in **annex 1.** The next meeting will be on 10 November 2009.

Bridleways and Restricted Byways Advisory Group

The next meeting of the Bridleways and Restricted Byways Advisory Group will be on 1 October 2009.

Air Sports Advisory Group

The next meeting of the Air Sports Advisory Group has yet to be confirmed.

Water Sports Advisory Group

The last meeting of the Water Sports Advisory Group was on 16 June 2009. The draft minutes of this meeting are in **annex 2.** The next meeting will be on 8 December 2009.

Cave and Crag Access Advisory Group

The next meeting of the Cave and Crag Access Advisory Group will be on 23 October 2009.

Yorkshire Dales Green Lanes Advisory Group

The last meeting of the Yorkshire Dales Green Lanes Advisory Group was on 14 May 2009. The draft minutes of this meeting are in **annex 3**.

Rachel Briggs
August 2009

Annex 1

Unapproved Minutes of meeting of
Access for All Advisory Group
Held on Tuesday 19 May 2009
Yoredale, Bainbridge

Present:

Phil Woodyer (PW)	Yorkshire Dales Access Forum
Michael Bartholomew (MB)	Yorkshire Dales Access Forum
Andrew Colley (AC)	Yorkshire Dales Access Forum
Pat Whelan (PWh)	Yorkshire Dales Access Forum
Emmeline Butler (EB)	National Trust
Bob Emmerson (BE)	Dales Volunteers
David Shaftoe (DS)	Open Country
Paul Rowland (PR)	Open Country
Roy Emmerson (RE)	Independus
Roger Jenkins (RJ)	Independus
Gillian Chapman (GC)	Independus
John Loader (JL)	DotSix Brailling Services
Rachel Briggs (RB)	Yorkshire Dales National Park Authority
Nigel Metcalfe (NM)	Yorkshire Dales National Park Authority

1. Welcome and Apologies

PW Welcomed members to the meeting and asked everyone to introduce themselves. RB explained what the meetings were about and asked members of the group to provide agenda items for future meetings.

2. Approval of notes of the last meeting

PW said he hadn't heard anything about access to Ingleborough Cave. DS said that Open Country still access the cave but that they have their own risk assessment. He added that the access track to the cave is in a very bad state.

The notes of the previous meeting were approved as a true record of the meeting.

3. Disabled Ramblers visit 2009.

RB gave members of the group some background information on Trampers and the visit by the Disabled Ramblers in 2008. She then went on to say that the routes for 2009 had been confirmed and that they would be at Bolton Abbey and Upper Wharfedale. The dates for the Disabled Ramblers would be confirmed at a later date.
(nb. The dates have now been confirmed as 15 July to visit Bolton Abbey and 16 July to visit Upper Wharfedale).

PW explained that some areas of the country (such as Lancashire County Council) have bought Trampers to hire out to visitors. It has been considered, at past meetings, by the Access for All Advisory Group, whether there is scope for the YDNPA to buy a similar vehicle to be hired out from National Park Centres and this has been dismissed due to a lack of a suitable venue. However, PW wondered if it was worth exploring some of the local businesses to see if they would consider a joint purchase e.g. some of the mountain bike centres/shops. RB said that in Lancashire, some of the local businesses have done a similar project and it is going well. NM suggested Hazel Brow open farm as a possible site for a Tramper. GC told the group that the Equality and Human Rights Commission currently had a large pot of money for funding projects such as this but that it would only be for charitable organisations.

RB asked all members to let her know of any other good routes that could be used for the Disabled Ramblers in 2010.

All members to pass on details of suitable Tramper routes to RB.

4. Wharfedale Leaflet

RB informed members that the new Access for All in Wharfedale leaflet had now been produced and had been circulated to National Park Centres and Tourist Information Centres. RB thanked everyone for their input.

The new leaflet 'Access for All in Swaledale' will be written during 2009/10 and RB will be asking form assistance in the writing of this guide at a future meeting.

5. Projects 2009

RB told members of the group that as part of her budget for 2009/10 she would be carrying out a project in Reeth alongside Arkle Beck. This is currently with the parish council for comments.

DS suggested carrying out some improvements at Grass Wood in Grassington, especially since the Yorkshire Wildlife Trust are currently looking at making their sites more accessible.

RE wondered if it would be possible to give out good practice awards to landowners etc for accessible improvements. This would be a good media release and would encourage other landowners to use similar methods. JL said that Cambridgeshire County Council have an award scheme at the moment. RB said she would find out some further information.

6. Sensory Impairments

JL explained that he provides facilities to welcome people and allow them to do what is deemed as normal. The example he gave was a piece of hardware that takes a usb stick and can read out the text file e.g. a talking menu. He went on the say that people with

disabilities often want more than to just go for a walk. He suggested the group begin to think about promoting audio routes with tactile signs.

Agenda item for the next meeting: invite someone with a visual impairment to find out their views of the Yorkshire Dales National Park.

7. Member round up

There were no further comments from members.

8. Any other business

The next meeting of the Access for All Advisory Group will be on 10 November 2009. The meeting will be at Colvend, Grassington and will commence at 10.00am.

Annex 2

Unapproved Minutes of Meeting of Water Sports Advisory Group Held on Tuesday 16 June 2009 Colvend, Grassington

Present:

Chris Hawkesworth (CH)	British Canoe Union
Roger Dyson (RD)	Appletreewick, Barden and Burnsall Angling Club
Nick Buck (NB)	Yorkshire Dales Rivers Trust
Ben Heyes (BH)	Bolton Abbey
Phil Woodyer (PW)	Yorkshire Dales Access Forum
Andrew Colley (AC)	Yorkshire Dales Access Forum
Rachel Briggs (RB)	Yorkshire Dales National Park Authority
Mark Allum (MA)	Yorkshire Dales National Park Authority
Ian Court (IC)	Yorkshire Dales National Park Authority
Kath Needham (KN)	Yorkshire Dales National Park Authority

Apologies:

Dorothy Fairburn (DF)	Country Land and Business Association
Steve Hastie (SH)	Yorkshire Dales National Park Authority
Keith Escritt (KE)	Yorkshire Dales Sailing Club
Paul Chapman (PC)	North Yorkshire LAF
Richard Atkinson (RA)	Environment Agency

1. Election of a Chair

RB explained to members of the group that the Water Sports Advisory Group (WSAG) had been established to look at specific issues surrounding recreational activities. Reports from each of the Advisory Groups would be taken back to the Yorkshire Dales Access Forum (YDAF). Therefore, it would be beneficial for the Chair of the group to be a member of the YDAF for reporting purposes. AC suggested PW as chair. PW accepted the role.

PW was elected as the Chair of the water Sports Advisory Group.

2. Welcome and Apologies

Members of the WSAG introduced themselves to the group.

3. Minutes of the previous meeting

The notes of the previous meeting were approved as a true record of the meeting.

MA showed members of the group a map indicating where the YDNPA currently thought water sports took place and at what extent. PW asked if the map illustrated that most activity took place at honey pot sites. MA said that, to a certain extent, that was the case, with high levels of activity evident throughout the Wharfe Valley and on Semer Water. BH asked for it to be stressed that the map showed current activity and not activity that was accepted. MA confirmed that to be the case and added that the map was purely for the use of the WSAG and no one else. CH asked to make comments at the end of the meeting.

CH informed members of the group that he was now an appointed member of the Environment Agency's Regional Fisheries Environment and Recreation Advisory Committee (RFERAC).

4. Checklist for parties interested in water

The 'checklist for parties interested in water' was brought to the last meeting by CH. Since that meeting, MA has added more content and asked for comments from the group.

BH expressed an issue with point six, which talks about the need for recognised put in and take out points as this assumes that it is access for canoeing and not the broader range of water sports. MA agreed and suggested access points might be better.

BH thought it would be a good idea to mention the statutory obligations related to water sports e.g. the need for a licence for fishing.

CH suggested that MA make the appropriate changes and bring the second draft to the next meeting.

MA to amend the checklist for interested parties in water and bring to the next meeting.

5. National Assembly for Wales – Access along inland water

CH introduced the item and explained that it was an example of how someone else was tackling the issue of access along inland water.

NB though that not much could be learnt from the document as the conclusion said further studies were needed.

CH asked for it to be kept as a reference document for the group.

6. Yorkshire Water Bylaws

RB said that the Yorkshire Water bylaws had been forwarded to her by PC, who was not present at the meeting.

CH began by stating that Yorkshire Water has no actual powers to remove people from their reservoirs. BH added that although that may be the case, Yorkshire Water is not always the landowner. Both BH and CH agreed that the document was just there to offer a level of protection for Yorkshire water.

There was some concern that the document had not been sent to the YDNPA directly and that the closing date had now expired for comments. After the meeting, RB asked the Chief Executive if this had been sent to his office. The bylaws were sent to the legal department in April 2009 and they felt no need to comment.

7. Updated Secretary of State Guidance to Local Access Forums

RB brought the updated guidance to the attention of the group, in particular the reference to access to water.

CH told the group he had done some research into the AG v Brotherton case and said that the reference to land covered by water included stepping stones, fords and flooded land.

RB wondered what the group thought about the implications of the changes in the guidance to the work of the Water Sports Advisory Group. BH brought the groups attention to the terms of reference. The aim of the group is "To provide a forum for suggestions to be presented to and received from the Authority, on the practical management of public rights of way and 'open access' within the Yorkshire Dales National Park for people to access water for partaking in water sports". This clearly states that the group is to discuss access to water and not, necessarily, access on the water.

It was agreed that this issue should be raised at the next full meeting of the Yorkshire Dales Access Forum.

8. The GoDales! Project

KN gave the group an informative background into the GoDales! Project. The project, funded by the YDNPA and Sport England, aims to encourage activity in young people aged 16-24. The activities that people partake in include water sports such as sailing, canoeing and kayaking. The project does not encourage these activities everywhere but offers information about local clubs, should someone wish to carry on with the activity.

PW said he had come across the project through Low Mill and was impressed with the level of responsibility taken on by the Project Officer. NB asked if there was a prospectus that could be offered out to people. KN said there was a project brief which she could provide people with.

RB to circulate the GoDales! Project brief to members of the water Sports Advisory Group.

9. Water related sport and recreation in the north west

KN told members that Craven College were attending a meeting of the National Skills Council to discuss water related activities and asked if anyone had any issues or comments they would like to be raised at that meeting.

AC thought that water access was such a big issue, that a few bullet points would not be enough to convey the group's thoughts on the issue. He suggested that KN pass on information about the group and what they discuss.

CH said that the North West area only covers the Rivers Lune, Dee and Rawthey and wondered if it was worth commenting. He added that the National Skills Academy would be coming to the Yorkshire Region in 2010 and that would be a better opportunity to comment.

BH said that if any members had any comments they should pass them on to KN as individual comments.

Any comments for the National Skills Academy to be passed on to KN.

The National Skills Academy visit to the Yorkshire Region to be discussed at the next meeting.

10. Any other business

IC gave the group a summary of the flora and fauna of the Yorkshire Dales Rivers.

- The YDNPA are currently surveying the Yorkshire feather moss. This is found mainly in Ingleton. Gorge walking may have an impact on this species.
- The birds you would expect to see round the rivers are kingfisher, sand piper, dipper, sand martin etc. Sand Martins have been hit hard recently due to the amount of rain.
- Otters and water voles are both found on Dales Rivers. There is no survey work being carried out at the moment but this has been done in the past. Water voles are found at the head of the valleys (possibly due to the lack of mink) and otters are found lower down the river, possibly where there is more food.
- There is still a healthy population of white clawed crayfish in the rivers. However, there are also lots of signal crayfish.

CH showed the group some photographs of an access agreement on the River Greta (see appendix for photos). BH asked if this is adhered to. CH said it was and that this was a good way forward for the Yorkshire Dales. AC said it would be good to hear from the other interested parties as to what their view was. CH suggested asking someone from the Environment Agency.

RB to invite the Environment Agency to comment on the access agreement on the River Greta.

CH asked if it was possible to have a map of the reds in the rivers in the Yorkshire Dales. NB said this was difficult as they move over time. He suggested asking the Environment Agency in the first instance.

RB to contact the Environment Agency for a map of the reds in the Yorkshire Dales.

The next meeting of the Water Sports Advisory Group will be on 8 December 2009. The meeting will be held at the YDNPA in Grassington and will start at 10.00.

Annex 3

Yorkshire Dales Green Lanes Advisory Group Meeting
14 May 2009
The Victoria Centre, Settle

Notes of Meeting

Present:

Chair:
Dr Malcolm Petyt, YDNPA Recreation Management Member Champion

Members present:
Jon Beavan (Businessman & LAF)
Michael Bartholomew (GLA& LAF)
Stuart Monk (NYTMAG)
Mark Dale (4x4 users)
Andrew Macintosh (Natural England)
Pat Whelan (Landowner & LAF)
Ken Miller (Horse rider & LAF)

Officers in attendance:
Jon Avison (YDNPA)
Mark Allum (YDNPA)
Kathryn Beardmore (YDNPA)
David Gibson (CCC)

Apologies:
Neil Hesletine (Farmer)
Doug Huzzard (NYCC)

1. Welcome and introductions
Pat Whelan and Ken Miller, the new LAF representatives, were welcomed to the meeting.

2. Notes of previous meeting and matters arising

- ***Membership of the group.*** JA had not received details of local horse riders who could be approached about joining the group – though this matter had moved on since Ken Miller and Pat Whelan had joined the group.

- ***TRO signage***. Some unnecessary TRO signage has now been removed. Three plinths have been removed on the Starbotton/Topmere routes. The plinths on Ingleborough NNR are in the process of being removed, and the Street Gate sign has been removed.

- ***Other signage.*** The landowner at Dale Head has been visited and is aware that Long Lane is now a legal route for motor vehicles. SM pointed out that the fingerposts still indicate a bridleway rather than BOAT.
  Action: MA to chase up new sign with the Area Ranger

- ***Signs on byways***. Advisory signs are now in place.

- ***Additional information to complement traffic logger data***. MA has looked at the availability of this and the only routes with large number of surveys giving comprehensive balance of use data currently are those that form part of the Pennine Bridleway. MA reminded the group that balance of use is just that, and would not give total numbers of users in the same way as the vehicle loggers – but does give a clear indication of proportion of non-vehicle users.

- ***Influencing farming practices***. MA has investigated if it is possible to use agri-environment scheme conditions to influence when the type of motor vehicle use of farmers. This is not possible.

3. Membership of the group

The aim of the current membership was to maintain the balance of interests present when the group was originally set up. The LAF have four places allocated and depending on who the LAF appointed to these places the remaining places were allocated to represent the balance of interests.

The LAF had appointed Ken Miller as a horserider (thereby taking the place of Mark Sandamas as 'a other non-vehicular user' on the group), and Pat Whelan as a landowner (thereby taking the place of Ben Hayes as 'landowner'). Both Jon Bevean and Michael Bartholomew had been re-appointed to the group by the LAF. This leaves one place on the group for a motor vehicle user.

SM has suggestd another motor vehicle representative, a local 4x4 user for the group who will be able to attend future meetings.
Action: MA to supply an up to date list of members to the group.

4. Progress on implementing management programme on sensitive routes (report to Access Committee)

A report was presented showing the progress made, to date, on implementing the management plans agreed by Access Committee on the sensitive routes. The report highlights the strong progress in implementing the agreed management plans, including carrying out repair works where these were felt necessary. On public rights of way only one major repair project is outstanding which is on Horsehead Pass. This had to be postponed because of ground conditions in 2008, but should be carried out in 2009 weather permitting. Some repair work on unsurfaced unclassified roads has also taken place with authority from NYCC. Further work is planned for 2009/10 which includes routes at Marsett Bottoms, and West Cam Road.

The report also gives the levels of motor vehicle use on all the sensitive routes. Use on all routes covered by traffic regulation orders has decreased. There is also no sign of displacement activity, and in fact use on many other routes has decreased as well.

The report was received and a number of general and route specific points made.

Lifting TROs
There was discussion of whether routes that are covered by a TRO would be reopened if repair works have taken place. KB pointed out that the permanent TROs are for reasons of natural beauty and amenity, not for damage, and so the TROs would remain in place. They will be reviewed after a five year period.

Agricultural use
There was a discussion surrounding damage that might have been caused by agricultural use. MB wondered if there would be sufficient information gathered to show that agricultural use was not the cause of surface damage. MA stated that this type of information would only be possible on an individual route basis, and could not be generalised.
Action: MA to discuss with rangers about influencing farmers on routes where their use causes concern.

Impact of weather
PW wondered if it was possible to include information on weather conditions. It was considered that this would be problematic, and that drawing any conclusions would be very difficult.

Use of routes where any possible public rights have been extinguished
It was felt that including some information, even if anecdotal, on the use of non-legal routes would be useful.
Action: MA to include in future annual reports.

West Cam Road
The condition of this route is felt to make it difficult to use for a range of users.
Action: KB to discuss repair of this route with NYCC

Windy Pike Lane
The possibility that this route may again be attracting use was raised.
Action: MA to check this route

Deadmans Hill
MB raised the condition of the track outside the National Park. In particular the section between Lodge and the top of the zig zags.
Action: KB to raise repair of this section with NYCC.

Carlton to Melmerby Moor
KM believes use of this route by motorbikes is continuing and that this makes the route difficult for equestrian users.
Action: MA to monitor condition with regard to possible repair
SM to publicise the TRO and the need not to use the route
KM to raise issue with local landowners

Arten Gill to Widdale Foot
The possible stopping up order on this route was raised.
Action: KB to raise with NYCC

Pockstones Moor
It was queried whether any repair work had been done on the area of wash out just beyond the National Park boundary.
Action: MA to check

5. Field work findings of potentially moderate and low sensitivity routes

The report on the findings of fieldwork on potentially moderate or low sensitivity routes was discussed. The group accepted the conclusion of the report that only three routes out of the 26 routes assessed warrant a more detailed assessment at present; Dawson Close, Bluecaster Side and Fremington to Hurst. Detailed route assessment reports on these three routes will be brought to the next GLAG meeting for advice on their management.

6. Update report – The Red Way

The Red Way was considered by the Green Lanes Advisory Group at its meeting of 29 April 2008 and no consensus could be reached for this route at that time. The key points were:

- *There is a need to resolve the status of the route*
- *One member felt a pre-emptive TRO was justified*
- *Other members felt that the route should not be allowed to deteriorate and it should be monitored and revisited in 6 months.*

The views of officers from both NYCC and Nidderdale AONB regarding management of the route should be sought.

The update report gave vehicle logger data for the route which showed that motor vehicle use of the route, both agricultural and recreational, has continued to be broadly the same. It was noted that this route is unusual in that it is believed that only recreational motorbikes use the section beyond the shooting butts.
Action: MA to arrange to move the vehicle logger to a location beyond the shooting butts to assess the use of this section more accurately. As this is a considerable distance from the road this will be done for a six month period only.

The update report also included the result of discussions with NYCC and Nidderdale AONB. It is clear that there is still confusion about the BOAT application received by NYCC and whether this could lead to a BOAT being recorded.

<u>Recommendation</u>
- To continue to monitor the route
- To clarify the situation with regard to the application with NYCC

Item No. 7

Yorkshire Dales Access Forum – 22 September 2009

Background to Local Transport Plans

Purpose of the Report

The purpose of this report is to:

(a) Provide members of the Yorkshire Dales Access Forum (YDAF) with background information on the Local Transport Plan (LTP).

(b) Enable members of the YDAF to respond to the initial consultations on the LTPs for Cumbria and North Yorkshire.

Background

The Local Transport Plan (LTP) is a five year statutory document prepared by all transport and highway authorities which sets out a strategy for the development of transport in a particular area. The plan indicates how money allocated by central government will be spent in order to meet local and national targets and objectives. Progress on the plan is reported annually through an Annual Progress Report.

There are two Local Transport Plans that cover the Yorkshire Dales National Park: Cumbria and North Yorkshire. The first Local Transport Plan (LTP1) covered the period between 2001-2006. The second Local Transport Plan (LTP2) covers the period 2006-11, whilst the third Local Transport Plan (LTP3) about to be produced, covers the period form 2011-2016.

The LTP is based around 'Shared Priorities' and is produced following extensive consultation with organisations and individuals.

Questions for the YDAF

The YDAF are asked to consider the questions outlined in Items 7a and 7b.

Rachel Briggs
Access Development Officer
4 September 2009

Item No. 7a

Yorkshire Dales Access Forum – 22nd September 2009

North Yorkshire County Council Local Transport Plan Initial Consultation

Purpose of the Report

The purpose of this paper is to provide members of the Yorkshire Dales Access Forum (YDAF) with information about the work that North Yorkshire County Council (NYCC) is currently carrying out on the development of their Local Transport Plan (LTP) and to enable the YDAF to respond to NYCC's initial consultation on the development of the Plan.

Background

Members will be aware that the Government requires all transport authorities to have a new Local Transport Plan (LTP) in place immediately following the expiry of their current plan.

Local Transport Authorities are required for the plan to develop policies for the encouragement of safe, integrated, efficient and economic transport to, from and within their area and to show how they will carry out the functions. So as to implement these policies, two LTPs have been produced so far; 2000-2006 and 2006-2011

North Yorkshire County Council's current LTP is operational until March 2011. The new plan will therefore come into force in April 2011 and will operate for five years, finishing in 2016.

In order that the new plan can be finished by the summer 2010, work has already begun on plan development. The table below sets out the key milestones in the plan preparation.

DATE	MILESTONE
July – Sept 2009	Stage 1 public and stakeholder engagement
16 Sept 2009	Report to NYCC Transport &Telecommunications Overview & Scrutiny Committee
January 2010	Completion of consultation draft LTP3
Jan – Feb 2010	Stage 2 public and stakeholder engagement on consultation draft LTP3
Spring 2010	Engagement with NYCC Area Committees
June 2010	Completion of final draft LTP 3
July 2010	Scrutiny / Executive / County Council approval of LTP3
April 2011	Start of LTP3

Stakeholder engagement

We are currently in Stage 1 of public and stakeholder engagement which includes:

- Structured consultation about priorities by way of a questionnaire issued to councillors, stakeholders and the public.

- Discussion with district councils/national parks, neighbouring authorities and key stakeholders such as Leeds City Region and Tees Valley City Region.

LAF Consultation

The Yorkshire Dales Access Forum is being consulted as part of this process and members are being invited to respond to the consultation via the attached questionnaire (**Annex 1)**.

Members are, of course, free to make their own separate and individual responses as members of the public.

Action for the Forum

Members are asked to discuss the priorities in the attached questionnaire and to agree a response for each section.

Andy Ryland
Transport and Visitor Management Officer
September 2009

Annex 1

North Yorkshire County Council

LOCAL TRANSPORT PLAN SURVEY

The Local Transport Plan (LTP) is a set of documents that the County Council is required by the Government to produce. The LTP sets out our plans and strategies for maintaining and improving all aspects of the local transport system over a set period of time, usually 5 years.

The current LTP finishes in March 2011 and as a result, we are now working on developing our 3rd LTP to cover the period from 2011 to 2016. To help us to understand what people in North Yorkshire may wish to see in the next LTP we would like you to answer the following questions. Please base your responses on what you think you would like to see in the future (from 2011).

PLEASE USE CAPITAL LETTERS OR MARK APPLICABLE BOXES WITH A CROSS

Q.1	Thinking about the future, please rank these objectives in order of which you think are the most important (with 1 being the most important)		
			Rank (1-6) 1 = Most Important
A	Supporting the local economy	Providing and maintaining an efficient and reliable transport network which will improve prosperity for all people, including businesses and organisations	
B	Protecting the environment	Enhancing and protecting the natural and built environment, minimising the impact of emissions and noise and reducing our contribution to climate change	
C	Ensuring better safety and health	Improving safety for all highway users, reducing the risk of death or injury arising through transport and promoting travel modes which are beneficial to health	
D	Improving accessibility	Ensuring equality of opportunity for all and allowing all members of society to fully participate in society by being able to access key services such as health, employment, education, food and quality recreation.	
E	Improving quality of life	Minimising the impact of transport on people's lives whether through reducing emissions and noise or minimising congestion or by ensuring transport infrastructure does not adversely affect people.	
F	Other, please detail		

Q.2	Thinking about the 'local economy objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge	
		Rank (1-6) 1 = Best
A	Improving key transport links from North Yorkshire to key UK cities and international ports and airports	
B	Improving links from North Yorkshire to neighbouring counties	
C	Improving links between towns and villages within North Yorkshire	
D	Improving links for freight	
E	Improving transport systems in our towns so that congestion can be reduced	
F	Other, please detail	

Q.3	Thinking about the 'protecting the environment objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge	
		Rank (1-6) 1 = Best
A	Reducing unnecessary trips by motorised vehicles and encouraging use of more sustainable transport modes such park and ride, cycling, scooters, public transport and walking, or more sustainable options for freight	
B	Reducing the need to travel through providing services locally (health, food, training etc)	
C	Reducing the need to travel by ensuring that new developments and services are located close to residential areas (through the Planning system)	
D	Maximising re-use and recycling in construction	
E	Protecting the natural and built environment	
F	Other, please detail	

Q.4	Thinking about the 'ensuring better safety and health objectives', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge	
		Rank (1-6) 1 = Best
A	Using engineering measures to reduce accidents, such as introducing traffic calming, improving junction layouts, putting in new speed limits or adding additional lining on roads	
B	Using education to make people in general and, in particular, potentially vulnerable groups, aware of how they can reduce the risks they face, for example, campaigns targeted at drink drivers, or increasing use of seatbelts, cycling proficiency training for children and teaching people about how to drive safely at night or in bad weather.	
C	Working with the police and the crime and disorder partnerships to enforce traffic law.	

D	Promoting active travel such as walking and cycling	
E	Reducing pollution from vehicles	
F	Other, please detail	

Q.5	Thinking about the 'improving the accessibility objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge	
		Rank (1-7) 1 = Best
A	Encouraging local delivery of services so that people have to travel less, (e.g. mobile shops and libraries, IT facilities providing education and training opportunities, local health facilities, shops and jobs)	
B	Improved bus and rail facilities and services	
C	Improved community transport facilities and services	
D	Improved facilities for pedestrians	
E	Improved facilities for cyclists	
F	Other, please detail	

Q.6	Thinking about the 'maintaining the roads and pavements objective', how would you most like to see transport funding spent? Please rank, with 1 being the best way of meeting the challenge	
		Rank (1-9) 1 = Best
A	Keeping roads that are already good quality maintained to a high standard	
B	Bringing poor quality road and pavement surfaces up to a good standard	
C	Maintaining main roads	
D	Maintaining local roads	
E	Maintaining pavements and pedestrian areas	
F	Maintaining cycleways	
G	Keeping roads clear of snow and ice	
H	Making roads less noisy by using noise-reducing surfacing	
I	Other, please detail	

Q.7	If you would like to make any other comments that you would wish us to consider in developing our plans and strategies for maintaining and improving all aspects of local transport, please detail below.

Q.8	Are you happy with your level of involvement in the LTP process?	
		Please mark with a cross
A	Yes	
B	No	
C	If No, please explain:	

Q.9	Would you like to be involved in future discussions?	
		Please mark with a cross
A	Yes (if yes, please also answer Q.10)	
B	No	

Q.10	If you would like to be involved further, how should we do this?	
		Please mark with a cross
A	By Email (provide email address) _____	

B	By Phone (provide phone number) _____	
C	At a Public information event / exhibition	

Q. 11 Your Response…		
	Please mark with a cross	Please provide details below
On behalf of an organisation		ORGANISATION NAME_____ CONTACT NAME_____
As an individual		POSTCODE_____

Thank you for taking the time to answer our questions. Your views are important to us.

Please return your completed questionnaires to Rebecca Gibson, LTP Team, North Yorkshire County Council, DL7 8BR, or to ltp@northyorks.gov.uk by 30th September 2009.

Equality Monitoring Questions

We want to make sure that the services we deliver do not unfairly discriminate against anyone. We also want to make sure that the right services are reaching the right people at the right time. To help us make sure that we are doing this correctly it would be helpful if you could answer the following questions about yourself.

You do not have to answer these questions. It will not make any difference to the service you receive if you choose not to answer them. The information you provide will be made anonymous. No personal information, such as your name or address will be used in collating statistical data.

However, by answering the questions you will help us to make sure that our services are fair and accessible to everyone.

If you are replying on behalf of an organisation you do not need to complete these Equality Monitoring questions.

1. What is your gender?	
	Please mark with a cross
Male	
Female	

2. What is your year of birth?	
Year of birth:	

3.	What is your ethnic group? *Please select one option from A – E to best describe your ethnic group or background*	
		Please mark with a cross
A	White	
B	Mixed / multiple ethnic groups	
C	Asian / Asian British	
D	Black / African / Caribbean / Black British	
E	Other ethnic group *(please specify)* _____	

4.	The Social Model of Disability says that disability is caused by the way society is organised, rather than by a person's impairment or difference. It is social 'barriers' which cause disability and these can be attitudes as well as physical barriers. Do you consider yourself to be a disabled person under the social model of disability?	
		Please mark with a cross
A	Yes (if yes, please also answer Q.5)	
B	No	

5.	Please state the type of impairment which applies to you. People may experience more than one type of impairment, in which case you may indicate more than one. If none of the categories apply, please mark 'other' and specify the type of impairment.	
		Please mark with a cross
A	Physical impairment; such as difficulty using your arms or mobility issues which means using a wheelchair or crutches.	
B	Sensory impairment, such as being blind / having serious visual impairment or being deaf / having a hearing impairment	
C	Learning disability / difficulty, (such as Down's syndrome or dyslexia) or cognitive impairment (such as autistic spectrum disorder)	
D	Long-standing illness or health condition such as cancer, HIV, diabetes, chronic heart disease, or epilepsy	
E	Other *(please specify)* _____	

Please return your completed questionnaires to Rebecca Gibson, LTP Team, North Yorkshire County Council, DL7 8BR, or to ltp@northyorks.gov.uk by 30th September 2009.

If you have any queries or wish to send comments, please contact...

Rebecca Gibson
Senior Engineer - LTP
Tel: 08458 727374
Fax: 01609 779838
Email: ltp@northyorks.gov.uk

Local Transport Plan
North Yorkshire County Council
Business and Environmental Services
County Hall
Northallerton
DL7 8AH

If you would like this information in another language or format such as braille, large print or audio, please ask us.

Tel: 01609 532917 Email: communications@northyorks.gov.uk

Item No. 7b

3rd Cumbria Local Transport Plan
Stakeholder and partner engagement

Issues Paper

1 Introduction

1.1 Cumbria is preparing its third Local Transport Plan (LTP3). This is a statutory document that sets out how roads, footways, cycleways, rights of way and bus and train services in Cumbria will be improved and managed. The new Plan will contain a strategy for the next 10-15 years (2025) and more detailed implementation plans for the next four years on a rolling programme.

1.2 The current LTP is on the County Councils website at: http://www.cumbria.gov.uk/roads-transport/public-transport-road-safety/transport/transportplan/ltp2from2006.asp

2 Background

2.1 The way transport is delivered affects all our lives. Transport plans and investment decisions can contribute to wider policy objectives about health and wellbeing, safe and strong communities, economic vitality and a better local and global environment. We need to make sure decisions on transport makes Cumbria a better place.

2.2 In turn the plans and investments of business organisations and individuals can all impact on transport demand and provision and we need to make sure the Local Transport Plan takes account of these impacts.

2.3 We know that there are particular problems that people in Cumbria would like to see addressed through investment in transport improvements and initiatives. In some cases a transport solution is possible, in other cases alternative approaches will be needed by a range of other agencies to overcome the identified problem.

2.4 Feedback through surveys, forums, discussion groups and other means has given Cumbria County Council a good general understanding of transport issues in Cumbria.

2.5 Now we want to make sure we capture your views. By answering a series of questions we want you to tell us if we have identified the right aims, challenges and approach to addressing Cumbria's transport needs and where we should be prioritising the limited resources available.

2.6 The following section sets out our aims for transport. This is followed by a section on transport challenges and our outline approach to addressing the identified aims and challenges. Once you have read these sections please complete the short questionnaire at the back of this paper, which should be returned to Cumbria County Council's Transport Unit.

3 Aims

3.1 Through the third Local Transport Plan (LTP3) we want to deliver a safe, reliable and efficient transport network that supports a vital economy, addresses climate change, maintains and improves the local environment and encourages healthy, active lifestyles.

3.2 The transport network includes roads, paths, cycleways, public rights of way, bus and rail services, demand responsive services, community minibuses, voluntary car schemes, ferries and ports. In terms of the bus and rail network, the County Council only has direct responsibility for bus stop infrastructure, bus stations and subsidised bus services. Non subsidised services are the responsibility of private operators and the majority of the local bus network in Cumbria is operated by Stagecoach. The majority of rail stations are owned and operated by Network Rail or the rail operator.

3.3 Our strategic aims which can be supported by improvements to transport infrastructure and services are:

- ***Economy***

  We want to provide good access to jobs, education and training and ensure goods can be transported efficiently.

- ***Environment***

  We want contribute to the national goal of tackling climate change and reducing carbon consumption, both to reduce the emissions that are recognised to contribute to global warming and to address the issue of peak oil.

  *W*e need to implement measures to make our transport systems more robust against extreme weather and flooding, both of which are likely to occur more frequently in the longer term due to climate change.

  We also want Cumbria to retain and improve its high quality and distinctive townscape and landscape. Sustainable highway and transport improvements can play a part in making towns and villages and the countryside more attractive.

- ***Active Health***

  We want to help the people of Cumbria to lead healthier lifestyles (reducing inequalities across the UK and within Cumbria) so we are working with schools and employers and the NHS to encourage people to walk and cycle more for their regular journeys to work and school and for leisure.

- ***Safer Roads***

  We want to make peoples lives safer and reduce the number of people who are killed or injured on our roads. Working with the Cumbria Road Safety Partnership we aim to continue to reduce road casualties.

- ***Equality of Opportunity***

  In doing all these things we will try to ensure that all Cumbria's citizens have equal opportunities and by doing so to help to achieve a fairer society.

4 Challenges

4.1 People have told us through consultation events and correspondence that their main transport related concerns are about road maintenance, bus services and fares, parking, traffic speeds and the safety of walking and cycling.

4.2 Local businesses have told us that their main concerns are about localised traffic delay and journey times. We also know that economic regeneration bodies would like to see better strategic road and rail connections between West Cumbria and the M6 and along the West Coast Main Line. We are working to identify particular improvements that would make the biggest difference and find ways of achieving these.

4.3 Outside the large towns, accessibility to jobs, schools, healthcare, shops and other services by passenger transport, on foot or by bike is a particular problem in a rural county like Cumbria.

4.4 Road safety is always a top priority. Although serious road casualties have decreased over recent years the challenge is to maintain this reduction against a background of traffic growth.

4.5 People are leading less active lifestyles with the result that a growing number of people are suffering health problems such as, cardio-vascular disease, strokes and diabetes. Incorporating physical activity in to every day travel such as walking and cycling can contribute to improving this situation for shorter journeys. The extensive network of footpaths, bridleways and byways in the county can help in this but there are significant funding challenges.

4.6 In Cumbria, transport results in 1.366 million tonnes of $C0_2$ emissions and reducing this will be a significant challenge. There are particular issues around how we deal with CO2 emissions resulting from the M6 corridor which runs through the county.

4.7 Finally, in light of the current economic climate there is not enough money available to put in place all the measures needed to overcome these challenges so we will need to prioritise our areas for investment.

4.8 The public sector bodies and businesses in Cumbria have recognised these issues by including them in the Cumbria Community Strategy with targets to meet through agreed actions. (Cumbria Strategic Partnership website www.CumbriaCSP.org).

5 Approach

5.1 Road and pavement maintenance is a big issue for Cumbria and all highway authorities. We invest around £35m per year in highway maintenance on around 7,000km of roads. This funding comes from government grants and permission to borrow money and from council tax. We try to make sure that we are spending this money where it is most needed on the basis of technical survey information and community feedback.

5.2 In addition we are working to identify particular road and rail improvements that would make the biggest difference to supporting the local economy, improving the local environment and access to jobs goods and services. This includes addressing local traffic delay hotspots. We have been able to invest around £5m per year on these improvements including contributions from developers and regeneration grants.

5.3 We spend around £27m on supporting passenger transport services in Cumbria; the bulk of this £16.7m is for statutory home to school transport. In addition, the Council supports the provision of passenger transport services for the public £5.4m as well as transport for Adult Social Care £4.5m.

5.4 Local passenger rail services in Cumbria are provided through four franchises with support from the government.

5.5 Measures to reduce road casualties are being delivered through the Cumbria Road Safety Partnership which includes the County Council, Cumbria Police, Fire and Rescue Service and the Highways Agency. The Council alone invests around £2m on safety initiatives including Engineering Schemes, Education and Training and Publicity and in maintaining the safety camera operation each year.

5.6 Active Travel can contribute to improving public health by incorporating physical exercise in day to day activities. We encourage people to walk or cycle to school and to work through travel plans and through the development, improvement and promotion of attractive cycling and walking routes. Improvements to the rights of way network can contribute to addressing climate change, encouraging healthy, active lifestyles and improving road safety. About £125,000 is invested by the Council each year in improving public rights of way and about £500,000 on walking and cycling schemes generally.

5.7 We promote transport decisions and investment that will reduce current level of Carbon Dioxide emissions and schemes that will improve the quality of the places people live, work and play through high quality of design.

5.8 In recognition of the limited resources available to achieve these desired outcomes the investment in transport schemes is prioritised carefully to achieve the best value for money. Engagement and lobbying takes place both regionally and nationally to try and ensure Cumbria's needs are recognised when funding decisions are made.

6 Investment and outcomes

6.1 Set out in Figures 1 and 2 are the split level of funding that have been invested in different types of transport measures in recent years.

Figure 1 - Transport Capital Investment

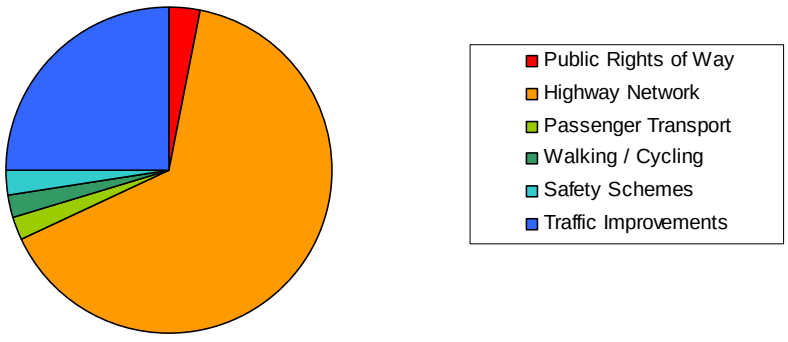
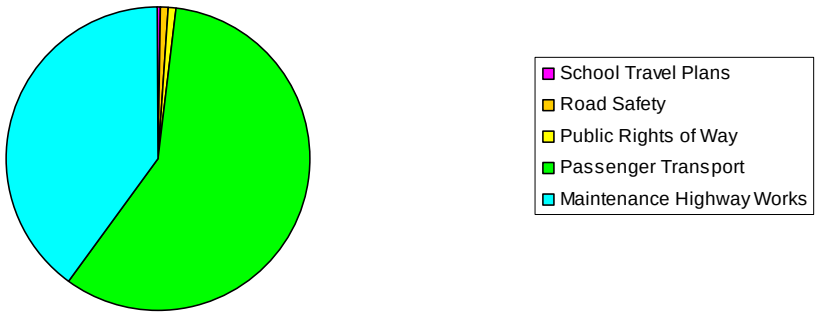


Figure 2 - Transport Revenue Investment



We are investing in transport on your behalf to improve quality of life in Cumbria. Are we getting it right? The following questions seek your views about the aims and challenges set out above and about how we should invest most wisely for now and for the future.

Please respond to:

Local Transport Plan
Transport Unit
Cumbria County Council
The Courts
Carlisle
CA3 7NA

Localtransportplan@cumbriacc.gov.uk

Questions:

1	**Are the Aims set out above the right ones for Cumbria?**
2	**Are there any further Aims that we should consider?**
3	**Have we identified the main Challenges for transport in Cumbria?**
4	**Should anything else be included?**
5	**Is the balance of investments about right?**
6	**If not what would you give more priority to?**
7	**How do you think travel and transport could help to reduce consumption of fossil fuels and CO_2 emissions?**

8	**What should we be doing to bring this about? How should our investment priorities change?**
9	**How can transport and travel choice help to improve public health?**
10	**What should we be doing to encourage these choices to be made? How should our investment priorities change?**
11	**Should more money be spent on major road improvements or on smaller scale local improvements to ease traffic?**
12	**What do you think should be the priorities for investing in reducing road casualties?**

Item No. 8

Yorkshire Dales Access Forum –22 September 2009

National Byway Trust – Pennine Spur Route Cycle Route

Purpose of the Report

The purpose of this paper is to provide members of the Yorkshire Dales Access Forum with information about the National Byway Trust's proposal for a spur to link the already established National Byway route in the west of the National Park to the route which runs to the east of the National Park and seek the forum's view on this proposal.

Background

The National Byway is more than 4500 miles in length and meanders through Britain's rural landscape visiting picturesque areas and places of interest using the public highway.

It has been developed in response to social issues such as rural regeneration, conservation, health and education as well as creating opportunities for the communities it passes through e.g. cyclists spend money on food and accommodation in communities they pass through, perhaps spending as much as £50 per person per night.

The proposal outlined in the attached plans explains how the proposal links to other existing routes across the Yorkshire Dales National Park.

Signing of the routes will be required and, to avoid unnecessary clutter, it will use, where possible, existing street furniture and be combined with existing cycle routes signs. An example is attached for member's information.

Consultation

As the relevant Highway Authority, North Yorkshire County Council is consulting widely on the proposal with; Parish Councils, this Local Access Forum, the Yorkshire Dales National Park Authority and the Public via the County Council Web site and the free newspaper, the North Yorkshire Times.

Members have already received a presentation from Michael Brecon of the National Byways Trust on the proposal last year at the YDAF meeting on the 17 June where members gave general support to the National Byway and agreed that a formal paper be presented to the YDAF at a later date.

This paper represents that formal paper for discussion and members are invited to endorse their support for the National Byway and the development of the Pennine spur through the Yorkshire Dales National Park.

Action for the Forum

Members are asked to endorse the following recommendation:

That the Yorkshire Dales Access Forum supports the development of the Pennine spur as part of the National Byway cycle route

Andy Ryland

Transport and Visitor Management Officer

September 2009

North
Yorkshire County Council
Business and Environmental Services

Your ref:

Our ref: TT/91/01

Contact: Paul Roberts

Transport & Development
Highways and Transportation
County Hall, Northallerton
North Yorkshire DL7 8AH
Tel: 01609 532354
Fax: 08701 659277
E-mail: paul.n.roberts@northyorks.gov.uk
www.northyorks.gov.uk

24 June 2009

Dear Sir / Madam

NATIONAL BYWAY TRUST – TRANS PENNINE SPUR CYCLE ROUTE

Your views are sought on the National Byways Trust's proposals for the National Byways spur linking the already established routes on the east and west of the Country. The proposed route is to be an 'on road signed route'.

The National Byway is more than 4500 miles in length and meanders through Britain's rural landscape visiting picturesque areas and places of interest using the public highways.

It has been developed in a response to social issues such as rural regeneration, conservation, health and education as well as creating opportunities for the communities it passes through. Cyclists often spend money on food and accommodation in communities they pass through, perhaps spending at least £50 per person each night.

The proposal is outlined on the attached plan and briefing note which explains how the proposals link to other existing routes across the Yorkshire Dales. This project may also appear in the NY Times Newspaper and on the County's website in August 2009.

Signing of the route will be required. To avoid unnecessary clutter it will use, where possible, existing street furniture and be combined with existing cycle route signs. I have enclosed an example for your information.

If you have any comments or concerns I will be happy to discuss the proposals. Your formal consultation response, on the enclosed form is sought and should be received at this office by 31 August 2009.

Yours faithfully

Paul Roberts
Transport & Development Engineer

Mr John Avison
Head of Park Management
Yorkshire Dales National Park
Colvend
Grassington
SKIPTON
North Yorkshire
BD23 5LB

RECEIVED
GRASSINGTON
06 JUL 2009

PASSED TO	DATE	ACTION
FILE		

THE NATIONAL BYWAY
TRANS PENNINE SPUR

The National Byway is a 4,500-mile recreational cycle route around Britain which is being developed and managed by The National Byway Trust, a registered charity. The purpose of the Byway is to make a contribution to the quality of British life through the integration of the environmental, health educational social and economic benefits derived from the activity of cycling, providing Britain's 40 million cycle owners with reason to ride.

The Byway is a discreetly-signposted route, utilising signage approved by the Department for Transport which is erected only where required: at junctions where a directional decision needs to be taken by the user. The signs are brown and white, indicating that the Byway is a tourism project.

The National Byway route meanders its way round Britain, currently passing through both North Yorkshire and Cumbria in north/south directions. It is proposed to join these two sections of the route with a Trans-Pennine Spur to include some of England's finest countryside and bring the benefits of the Byway to the Yorkshire Dales.

The Spur is 180 miles in length, travelling on lightly-trafficked rural lanes between Middleham in the east and Ingleton in the west and visiting Wensleydale, Coverdale, Wharfedale, Nidderdale, Littondale and the Craven district. Also included are three loop routes, which start and finish in the same place, utilising sections of the main Byway route then returning to the start point. These loops are based on Masham, Settle and Ingleton. There will be an estimated total of 65 sign sites on the route.

When completed the Trans-Pennine Spur will make a substantial contribution towards the National Byway's objectives, injecting an estimated £250,000 per year into the local economy and helping create new jobs.

The National Byway route is detailed in a set of maps published by AA Publishing which are available from the Byway's website at www.thenationalbyway.org. A map of the Trans-Pennine Spur will be produced once it is in place.

North Yorkshire County Council
Business and Environmental Services

National Byway Trust – Trans Pennine Spur
Public Consultation

Do you support the proposal to introduce the Trans Pennine Spur Cycle Route as shown on the attached plan?

Yes ☐ No ☐

Please use the space below for any comments you may wish to make on any of the proposed route.

Please use this space for any additional comments you may wish to make regarding cycling in the Yorkshire Dales National Park and Nidderdale AONB

To allow the County Council to analyse the consultation information please can you provide your post code.

If would like the County Council to inform you of the results of the consultation process, we would be grateful it if you could provide your full address.

Please return the completed form to Cycling Co - ordinator Business and Environmental Services County Hall Northallerton North Yorkshire DL7 8AH by 31/07/09

Richard Flinton, Corporate Director - Business and Environmental Services Tel: 0845 8727374 Fax: (01609) 779838 E-mail: richard.flinton@northyorks.gov.uk

ADDITIONAL INFORMATION

Additional Information

North Yorkshire County Council is committed to providing fair services for everyone. To enable us to do this, we would be grateful if you would take a minute to complete the following optional questions which are derived from current legislation.

Any data provided will be kept strictly confidential in accordance with the Data Protection Act 1998. The information will be used to help us to improve our services and provide better outcomes.

Please tell us which of the following age groups you fall into:

☐ 0-15 years 16-20 years ☐ 21-44 years ☐ 45-64 years ☐ 65+ years

GENDER: Please tick one of the boxes below

☐ Female ☐ Male

DISABILITY: Do you consider yourself to have a disability?

☐ Yes ☐ NO

Under the Disability Discrimination Act (1995). As a disabled person, under this definition, you have '... a physical or mental impairment which has a substantial and long-term adverse effect on his/her ability to carry out normal day-to-day activities.'

If yes, please state:

☐ Learning Difficulties ☐ Mental Health Problems

☐ Physical and/or Sensory Impairment ☐ Other (please state)_____

Your Ethnic Origin – *please tick one of the boxes*

☐ White British ☐ Black British

☐ White Other (please state) ☐ Black Other (please state)

☐ British Asian ☐ Chinese

☐ Asian Other (please state) ☐ Gypsy

☐ Mixed Race (please state) ☐ Traveller

☐ Other (please state)

RELIGION: Please State:

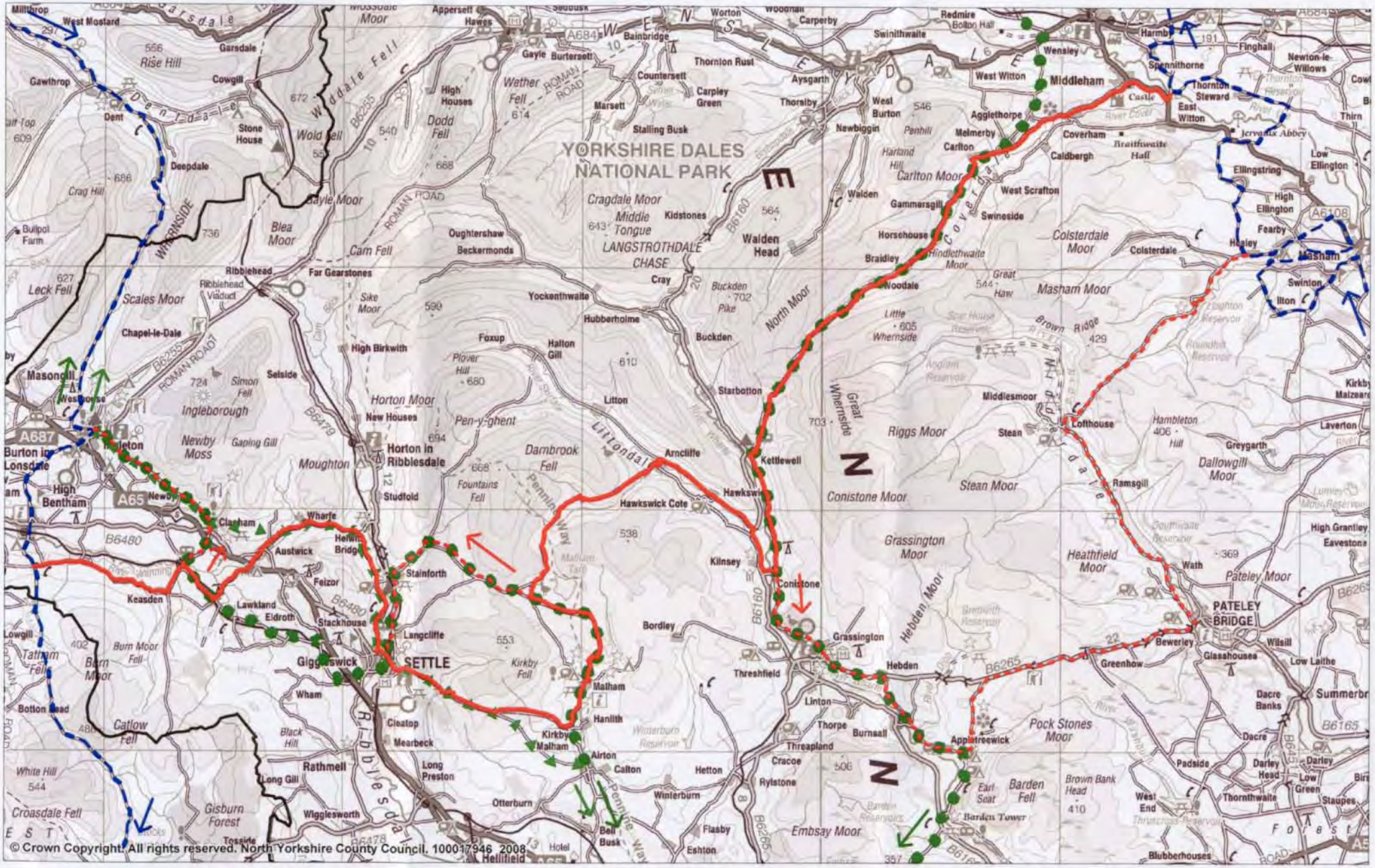
SEXUAL ORIENTATION: Please tick one of the boxes below:

☐ Lesbian ☐ Gay

☐ Bisexual ☐ Hetrosexual

☐ Transexual

Any data provided will be kept strictly confidential in accordance with the Data Protection Act 1998.



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The National Byway
Trans-Pennine Spur

NB1

Item No. 9

Yorkshire Dales Access Forum – 22 September 2009

Crow Act
Review of Restrictions and Exclusions

Purpose of the Report

The purpose of this report is:

(a) To inform members of the review of restrictions and exclusions procedure under the Countryside and Rights of Way Act (CRoW Act) to be dealt with by the Yorkshire Dales National Park Authority as the Relevant Authority.

(b) To seek members views on how they wish to engage with the procedure.

Background

The Yorkshire Dales National Park Authority is the Relevant Authority responsible for administering the CRoW Act local restrictions. Under the Act (s 21 to 33), access to CRoW open access land can be restricted for reasons of land management, wildlife and heritage conservation, and public safety. However, such restrictions may only be used "to the extent necessary". This is interpreted to mean the least restrictive option. In other words, local visitor management solutions should always be sought before statutory restrictions are considered. Where visitor management on its own is likely to be insufficient, or would place an unreasonable burden or cost on the land manager, the CRoW Act and the associated regulations [The Access to the Countryside (Exclusions and Restrictions) (England) Regulations 2003] provide procedures to formally exclude or restrict access at the local level.

Under the CRoW Act 2000, land owners, and those with a legal interest in an area of the mapped land, were provided with the opportunity to apply to restrict or exclude rights for the purposes of land management. In total, 22 restrictions and exclusions were applied for, either prior to, or just after the launch of Open Access in the Yorkshire Dales National Park, in May 2005.

Of those 22 applications, only five (three restrictions and two exclusions) were granted by the Authority. It was determined that the remaining applications could be dealt with by implementing local management solutions to reduce the need for restriction, or were withdrawn by the interested party.

Under section 27 (3)(c) of the CRoW Act, the relevant authority has a duty to review the direction for exclusion or restriction not later than the fifth anniversary of the date of the direction - in our case by May 2010.

Natural England have recently reviewed the Open Access Contact Centre in Belfast dealing with the administration of the process and have launched a new in-house review system which commenced on 10 August 2009. Officers from the Authority have received

training on the new system, and are now getting organised to commence the process of reviewing the existing five exclusions and restrictions.

As part of the review process there will be two distinct formal consultation periods, one in relation to on the current direction (restriction and exclusion) and then secondly, to comment on the proposed future direction which will be made by us as the relevant authority. The proposal must be for one of the following; no change, to vary or to revoke the direction. The Yorkshire Dales Access Forum (YDAF), along with other statutory consultees, will be formally asked to comment at these two stages as part of the process.

The current Restrictions and Exclusions are;

Restriction	ha	Details of Direction
Grassington Moor*	817	Dogs required to be kept on a short lead from 1st August to 10th December each year.
Askrigg Common*	673	Dogs required to be kept on a short lead from 1st August to 10th December each year.
Holgates Pasture Conistone with Kilnsey	90	Outline direction being valid: between 1st June (at the earliest) and 28th February (at the latest); to be activated by the applicant only when suckler cows and calves are present on the land.
Permanent Public Exclusion		
Quarry Wood Ingleton Water Falls Walk	5.6	To exclude the public from Quarry Wood, for a period of five years
Wood End, Kirk Gill Hubberholme	5.4	To exclude the public from Wood End, Kirk Gill, for a period of five years

* Note. The National restriction requires dogs to be on leads from 1st March to 31st July each year. Thus dogs will be required to be on a short lead in these areas from spring until the end of the shooting season.

In addition, Members will be required to consider the 20 outline non-application directions covering all areas of open access land. These are for the exclusion of the public when the Fire Severity Index (FSI) indicates 5 (exceptional conditions).

Restriction	ha	
20 identified parcels of Open Access land registered by the YDNPA as the Relevant Authority.	109,500	Outline non-application direction to exclude the public from open access land during extreme conditions when the Fire Severity Index indicates 5.

The Consultation Periods

The Authority proposes that the first consultation, on the current restrictions, should take place in December 2009 and the second, on any proposed changes, in February 2010.

Conclusion

The YDAF needs to consider how it wishes to respond to the two formal consultation periods. The first consultation period falls outside the timetable of current YDAF meetings. As the relevant authority, we intend to present our formal proposals in relation to the second consultation period to the YDAF Meeting, in February 2010.

The issue, therefore, is how the YDAF wants to consider the first consultation period in relation to commenting on the current restrictions and exclusions. To assist, it may wish to consider:

a) Discussing the current restrictions and exclusions and formulating proposals at this meeting (Sept 09) and allowing the chair person to respond when the formal consultation period starts.

b) Forming a separate sub group to deal with the first stage consultation period.

c) Convening a full meeting of the Local Access Forum to consider the first stage consultations.

Questions for the YDAF

The views of the YDAF are sought on how it wishes to respond to the first stage consultation of the Review of Existing Restrictions and Exclusions process.

Alan Hulme
Ranger Services Manager
August 2009

Item No. 11

Yorkshire Dales Access Forum – 22 September 2009

Secretary's Report

Purpose of the Report

The following report brings together, in one place, a collection of items for Members consideration and information.

Access Committee Dates and Venues

Date	Venue	Time
15 October 2009	Yoredale, Bainbridge	10.00
14 January 2010	TBC	10.00
8 April 2010	TBC	10.00
8 July 2010	TBC	10.00
7 October 2010	TBC	10.00

Any member of the Yorkshire Dales Access Forum can attend the Access Committee as a member of the public. Please contact Rachel Briggs for a copy of the agenda and supporting papers. Please note, it is not a requirement for members of the YDAF to attend Access Committee meetings, so it is not an 'approved duty' and LAF members cannot claim expenses for attending such meetings.

Meetings of the YDAF – 2010

The following dates have been suggested for meetings during 2010:

23/2/10, 1.15pm @ Yoredale, Bainbridge
15/6/10, 1.15pm @ Yoredale, Bainbridge
19/10/10, 1.15pm @ TBC (will be somewhere in the North West of the National Park)

Cumbria Countryside Access Partnership

The following provides a summary of the meetings of the Cumbria Countryside Access Partnership. Copies of the minutes and supporting papers can be requested from Rachel Briggs by emailing her at Rachel.Briggs@yorkshiredales.org.uk or phoning on 01969 652363.

Maintenance Task Group – 18 June 2009

The agenda consisted of the following items:

- ROWIP annual action plan.

- Access audit – to be carried out by a student at Capita.

Promotion Task group – 17 June 2009

The agenda consisted of the following items:

- ROWIP 2009/10 annual action plan performance.
- Promotion themes – Cycling.
- Annual Workshop – Will be developed by the Operational Steering Group.
- Long Distance Routes – It was agreed to set up a small working group to discuss long distance routes with the Dales Way as a pilot project.

Open Access Restrictions System

See **Annex 1.**

Special Qualities, Special Experiences

Following the meeting of 19 May 2009, members are thanked for any comments that were made on the review of the Integrated Access Strategy. The changes have now been made and the draft report will be going to the meeting of the Full Authority on 29 September 2009. The consultation period for the report will take place during October/November and members are asked how they would like to respond to this consultation.

Appointment of Yorkshire Dales Access Forum Members

The Local Access Forum (England) Regulations state:

> *"A member of a local access forum shall be appointed for not less than one and not more than three years."*

The Yorkshire Dales National Park Authority (YDNPA) decided that the initial period of appointment of individual members be staged, so that approximately one third of the Forum membership is renewed annually. Since that decision, it has been determined that appointments should be made for a period of three years to ensure that experience and understanding of Forum matters are retained within the Forum over time.

On 31 December 2009, four of the current members will have completed their full term of office and will no longer serve on the Forum. Areas of representation are affected as follows; two users and two from land management. There is also a further vacancy in the land management category. In Summary, there will be the following vacancies:

- Three representing owners and occupiers of land, to be appointed using the procedure set out below.
- Two representing users, to be appointed using the procedure set out below.

It is appropriate to remind Forum Members that the YDNPA may re-appoint a person who ceases to be a member of the Forum following the completion of their term of office. However, it is expected that any such Forum Member would be required to make an application according to the appointment procedure. The appointment process is as follows:

Key action/events	**Dates**
Advertise vacancies in local press and YDNPA website	13 November 2009
Closing date for written applications	27 November 2009
Interviews/workshops to be held	10 December 2009

The suggested programme above assumes that new appointees will officially start their Forum duties from 1January 2010.

Rachel Briggs
Access Development Officer
4 September 2009

Annex 1

The Open Access Restrictions System is changing

Background

Since 2004 and the implementation of the public right of access to areas mapped as access land under the Countryside and Rights of Way Act, a system allowing for restricting that access in certain circumstances has been in operation[1].
Natural England manage this system of restrictions casework, and from August 2009 some changes to the processing and recording of information will be taking place.
The changes reflect the way the restrictions system has been used since it began operating. Fewer restrictions have been applied for by land managers which means that a simpler system for processing and recording the information can be maintained at a lower cost, whilst retaining the same level of service from the Open Access Contact Centre. This new system will be known as OASYS.

Things that won't change

The statutory basis of the restrictions system will not change. The access rights, categories of restrictions, rules and responsibilities remain unchanged.
The existing application forms and explanatory notes and Land Managers Guidance Pack will continue to be used.
A dedicated team in the Open Access Contact Centre will continue to provide the first point of contact for landowners, managers, and case officers handling restriction applications.
The OACC service will also continue to

- process applications and notifications and forward these to the appropriate relevant authority
- load information on restrictions onto the online mapping display
- handle general enquiries on access rights and implementation
- be open for business 9am -5pm, Monday – Friday
- retain the current email and phone numbers openaccess@naturalengland.org.uk, telephone 0845 100 3298

Things that will be different

The changes mainly affect the processing of the restrictions casework by the OACC which moves from an externally contracted service to a dedicated team within Natural England.
The main changes will be:

- A new postal address for the OACC - **Open Access Contact Centre, Natural England, Block 3, Government Buildings, Burghill Road, Westbury on Trym, Bristol, BS10 6NJ.**

1.The system allows land owners (and others in certain circumstances) to apply for restrictions which are determined by the Relevant Authority for the area (National Park Authorities, the Forestry Commission and Natural England). Relevant Authorities can also restrict or exclude public access direct, on the grounds of fire prevention, public safety, nature conservation or heritage preservation.

- A new website address at www.naturalengland.org.uk/openaccess will replace *www.openaccess.gov.uk.*

- New map displays of access land will include listings of the restrictions applicable to the map being viewed. Links will provide further information for each case.

- The Fire Severity Index display will look different, but the process for fire prevention restrictions remains unchanged.

- We are working towards making a simple display of CROW Act Section 15 information available on the website later in the summer, after other system changes are complete. It is hoped to add enactment material to this as soon as is practicable.

- Comments on the open access restriction consultations (which will be found on the new website) can be submitted direct by email to the relevant authority case officer responsible for the case you are interested in.

Further information

Landowners already registered with us are being contacted individually to inform them of the changes and to check that we have up to date contact details. Relevant Authority case officers are being given detailed training on the changes as they affect them. The changes are planned to take place from 10th August, but to keep up to date with progress :

- please check Open Access latest news on Natural England's website

- or phone the OACC Helpline on 0845 1003298

- or email openaccess@naturalengland.org.uk