



**Meeting of the Yorkshire Dales Access Forum
To be held on Tuesday 4 June 2019
1.15pm at Yoredale, Bainbridge**

Meeting to commence at 1.15pm

1. Election of Chair
2. Election of Vice Chair
3. Welcome and introductions
4. Apologies
5. Approval of minutes, and matters arising (not on the agenda)
6. 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)
7. Future Forum Meetings
 - Agenda Items
 - Dates
8. Review of nominated LAF members on groups linked to the Forum
9. Review of Special Qualities, Special Experiences
10. Public Rights of Way Annual Report 2018-2019
11. Officer's Report (items for note and consideration by Forum Members)
12. Update on members' activities (brief reports of activities relating to the Forum)



Yorkshire Dales Local Access Forum
Tuesday 02 October 2018
Yoredale, Bainbridge

Present: Peter Charlesworth (PC) (in the Chair), Nick Cotton (NC), Barbara Gravenor (BG), Ken Humphris (KH), Alex Law (AL), Malcolm Petyt (MP) and John Richardson (JR).

YDNPA Officers present: Kathryn Beardmore (KB), Alan Hulme (AH), Andy Kay (AK) and Julie Payne (JP).

The meeting started at 1.15pm.

1. Welcome

PC welcomed Members to the meeting. Andy Kay, the Authority's Web and Social Media Officer was welcomed and introduced to Members.

2. Apologies

Apologies were received from Neil Heseltine, Heather Hodgson, Stuart Monk, Debbie North and Jonathan Smith.

3. Approval of Minutes

<p>The minutes of the previous meeting were approved as a true record of the meeting, with one minor amendment.</p>
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Matters arising from the minutes

AH updated Members with the position of the Mend our Mountains Crowdfunding campaign for Bruntscar on Whernside – it currently stands at £3400.

NC informed Members that a meeting had been held to discuss the traffic problems over the May Bank Holiday weekend at Devil's Bridge in Kirkby Lonsdale.

Regarding whether there has been an increase in cows with calves and bullocks on public rights of way in recent years, AL confirmed that statistics show there has been a 4.4% reduction in beef stock in the UK since 2014. AH stated that the issue of cattle being in fields with public rights of way was to be the subject of a discussion at the meeting for National Access Officers later in the month.

4. Question Time

There were no public questions.

5. Future Forum Meetings

Meetings of the YDAF for 2019 will be:

Tuesday 5 February 2019, 1.15pm at Yoredale, Bainbridge
Tuesday 4 June 2019, 1.15pm at Yoredale, Bainbridge
Tuesday 15 October 2019, 1.15pm at Yoredale, Bainbridge.

Suggested agenda items for future meetings of the YDAF

Agenda Item	First suggested?	Suggested by whom?	Agenda
Shooting and shooting syndicates	7 February 2017	Jon Beavan	To be taken forward as a site visit – proposed to try for morning of 5 February 2019
Countryside Code	20 June 2017	Neil Heseltine	
Fencing agreements and monitoring of timescales	2 October 2018	Alex Law	AH will bring paper to Feb 2019 meeting
Scott Trial	2 October 2018	Alex Law	Invite one of the organisers to a future YDAF meeting
'Ard Rock	2 October 2018	Alex Law	Invite one of the organisers to a future YDAF meeting

6. Report back from Advisory Groups

Access on Foot Advisory Group

The group will next meet on 16 October 2018.

Access for All Advisory Group

The Group last met on 24 July 2018 and the minutes of this meeting were appended to the papers for today's meeting. AK clarified that when the YDNPA website is updated early in 2019, Access for All information will be given a higher profile. The next meeting of the Access for All Advisory Group has yet to be confirmed.

Bridleways and Restricted Byways Advisory Group

The date of the next meeting has yet to be confirmed.

Cave and Crag Access Advisory Group

The date of the next meeting has yet to be confirmed.

Yorkshire Dales Green Lanes Advisory Group

The date of the next meeting has yet to be confirmed.

Air Sports Advisory Group

The group will convene when a matter arises.

Water Sports Advisory Group

The group will convene when a matter arises.

7. Use of Drones

AK gave an interesting and informative presentation on the use of drones and the Regulations applicable to 'commercial' flyers which are wide ranging and apply to anyone who is being paid to fly a drone.

8. Canyoning and Gill Scrambling in the Yorkshire Dales National Park

KB presented the report, requested by Members at an earlier meeting. It was noted that the report had been requested by JB, who wasn't in attendance, no one had anything to add.

9. Officer's Report

KB presented the Officer's report.

PC indicated he would be happy to continue as Chair of the YDAF if no one else comes forward at the AGM in February – equally he is happy if someone else wants to be Chair. (He will not be at the February meeting as he will be out of the country.) MP and JR had attended the York & Humberside Regional Access Forum in Helmsley. There had been a disappointing turnout but this was possibly due to the location – the next meeting is likely to be in Leeds. There were various issues raised including:

- concern at the meeting regarding railways and HS2 and their effect on level crossings – although this won't affect the Dales. It was felt that Natural England has lost interest in LAFs – public access is not currently one of their priorities.
- at the National Land Access Centre launch in the Chilterns a photo montage had been produced of 20 different gates and crossing points that could be useful.
- It was felt that the Agriculture Bill could be a good thing for public access. A Lords' Select Committee is considering if the NERC Act is still fit for purpose. MP thought the Dales had made good use of it even though it is complicated.

AH informed Members of the updated British Standards for stiles, gates and gaps which now must have a minimum width of 1.525m. A chain or throw-over rope is now acceptable.

KB advised Members that a paper will be brought to the December meeting of the National Park Authority (NPA) about the Yorkshire Three Peaks. It was noted that some Three Peaks events have attracted adverse publicity recently. This was felt to be a minor problem compared to the benefits from the fundraising that charities and local community groups derived.

KB advised that the NPA's publication 'Special Qualities, Special Experiences' is about to be reviewed and updated. She would welcome input from YDAF Members re whether the policies and principles in the document are still relevant and would welcome any suggestions and comments YDAF Members may have. These would help towards inform the review paper which will be brought to the December meeting of the NPA. Subject to members' views the documents will then go out to formal consultation, and will be brought back to YDAF's February meeting for comments. It's hoped the final document will go before the March meeting of the NPA. NC felt that the basic principles in the document still hold true, 10 years on, and the document needs reviewing and refreshing rather than rewriting.

10. Update on Members' activities/other items

AL wondered if there is enough feedback to the Rangers of what the YDAF advisory meetings discuss. AH confirmed that he would look at this.

BG said that the recent Richmond Walking and Book Festival had been very successful, with many more attending from further afield – it had received good publicity in The i and the Guardian newspapers.

KH agreed that he thought there have been more foreign visitors in the area this year having led a walk in the Barbon area comprising 17 walkers of which 4 were from Belgium and 4 from Denmark.

The meeting closed at 3.25pm.

Yorkshire Dales Access Forum – 4 June 2019

Review of nominated LAF members on Advisory Groups linked to the Yorkshire Dales Access Forum

Purpose of the report

The purpose of this report is to:

- (a) remind members of the advisory groups that the Yorkshire Dales Access Forum (YDAF) are asked to contribute towards, through a representative(s) of the YDAF attending meetings, and
- (b) seek representative(s) from the YDAF on these groups for the current year.

Background

There are several different types of meeting where the YDAF are asked to provide a representative. These can be:

- Meetings looking at a specific project or idea,
- Meetings looking at specific recreation activities with user groups,
- Meetings with other organisations eg the Highway Authorities.

Other groups and meetings also require members from the Yorkshire Dales Access Forum. A full list of YDAF representatives on each group can be seen in the **Appendix**.

At the meeting of the Yorkshire Dales Access Forum on 22 May 2007¹ a paper was discussed on the formation of Advisory Groups. The remit of these groups is to:

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

There are currently seven Advisory Groups:

- Access on Foot Advisory Group e.g. open access, footpaths.
- Bridleway and Restricted Byway Advisory Group e.g. bridleways, restricted byways.
- Air Sports Advisory Group e.g. paragliding, hang gliding.
- Water Sports Advisory Group e.g. canoeing, sailing.

¹ <http://www.yorkshiredales.org.uk/lookingafter/caringfor/managingaccess/ydaf/ydlaf-meetings/ydlaf-archive/ydlaf-may2007>

- Cave and Crag Access Advisory Group e.g. caving, climbing.
- Yorkshire Dales Green Lanes Advisory Group e.g. recreational motor vehicular use of green lanes.
- Access for All Advisory Group e.g. access for people with limited mobilities.

Who should represent the YDAF?

The Annual General meeting of the YDAF gives members of the forum the opportunity to revisit who sits on each group and decide whether representation should be changed in any way. This is to take into account new members of the Forum, together with any vacancies that may have occurred due to members resigning from the Forum.

Ideally, where more than one member is required on a group, YDAF membership to the groups should be balanced. That is to say, if there are three vacancies for members, one should be a user, one a landowner and another to represent those with other interests - as far as practical. This ideal situation may not always occur as members are volunteers and cannot always commit time in this way. The reality is that the YDAF may wish to consider appointing a representative based on their ability and willingness to attend a meeting rather than the particular interest they represent.

Vacancies during the year

The list of groups and membership will be brought to the Forum once a year at the first meeting of the year. If any vacancies arise during the year, these will be considered in the Chair/Officers report as appropriate.

Action for the Forum

The Forum is asked to nominate and agree a representative(s) for membership of each of the groups listed in the **Appendix**.

Rachel Briggs
Access and Recreation Officer
May 2019

Appendix

Forum Members Attendance at Other Groups and Meetings

WHAT?	WHEN?	WHO CURRENTLY?	REPRESENTING?
Access on Foot Advisory Group	Twice a year	Peter Charlesworth Ken Humphris	Other interests Other interests
Access for All Advisory Group	Once a year	Debbie North	Other interests
Bridleways and Restricted Byways Advisory Group	Once a year (evenings)	Alex Law Ken Humphris	Landowners Other interests
Air Sports Advisory Group	When an issue arises	All members to be informed when an issue arises.	
Water Sports Advisory Group	When an issue arises		
Cave and Crag Access Advisory Group	Once a year	Jon Beavan Heather Hodgson	Other Interests Landowner interests
Yorkshire Dales Green Lanes Advisory Group	Once a year	Jon Beavan Malcolm Petyt	Other Interests Users

Yorkshire Dales Access Forum –4 June 2019

Review of Special Qualities, Special Experiences (Recreation and Tourism Strategy)

Purpose of this report

1. To consultee the YDAF on the revised and updated Special Qualities, Special Experiences – Recreation and Tourism Strategy.

Background

2. Special Qualities, Special Experiences sits between the National Park Management Plan and the Authority's Corporate Plan. It sets out the policies and principles which steer the Authority's work in promoting the understanding and enjoyment of the special qualities of the area by the public in relation to access, recreation, visitor management, diversity and tourism. This strategy explains *how* we will set about achieving those objectives in the National Park Management Plan that relate to our second purpose. It provides guidance primarily for the Authority, its staff and volunteers, but also explains our policies and rationale to others with an interest in the National Park and our work. As such it is a public document, but not written with the public as its primary audience.
3. At the October 2018 meeting the YDAF was advised that the Yorkshire Dales National Park Authority's publication 'Special Qualities, Special Experiences' was to be reviewed and updated, and YDAF members were asked for their comments and suggestions at the start of this process. The YDAF felt that 10 years on, the basic principles in the document still held true and the document had stood the test of time. As such it needed reviewing and refreshing rather than rewriting. (A copy of the version published in 2010 http://www.yorkshiredales.org.uk/_data/assets/pdf_file/0011/473438/ydnpa-special-qualities-special-experiences.pdf is available here).

The review

4. In revising the document it was recognised that it is a big document, and consideration was given to splitting it into individual strategies eg recreation, tourism and diversity. However, this was seen as problematic because of both the interdependences of these areas of work and how the document was used by staff. Another approach considered was using the National Park Management Plan objectives as new section headings. However, some areas of our work do not sit easily under any of these objectives for example: recreation management, open access, visitor information and facilities.
5. Following feedback it was decided to keep the broad format used previously, but restructure the document to make aspects clearer. In brief, the changes made are:

- the ‘spatial approach’ has been relocated from the appendix into the centre of the document and is much more prominent;
 - evidence from the 2017 visitor survey is now cited in the relevant parts of the document, rather than left in the appendix;
 - cross references to the Local Plan and National Park Management Plan are clearer, (the Local Plan makes reference to this strategy);
 - policies and principles in relation to long distance routes and waymarking have been updated to take on board YDAF discussion and advice;
 - policies and principles in relation to open access, access to water, drones, litter, memorials and dogs have been added to reflect custom and practice;
 - the section on transport and travel has been removed, because the YDNPA has cut its involvement in this area since 2011. The policies and principles on sustainable travel have been added to the tourism section;
 - the section on health has been expanded to take into account legislative changes and the establishment of the Health and Wellbeing Boards, and the YDNPA’s possible role as part of the ‘natural health’ service;
 - the section on tourism has been updated extensively, to reflect the new National Park Management Plan objectives and learning from current projects.
6. In addition, as part of the review process the document has been updated to take account of significant changes over the past 10 years including: national policy and legislative changes, the new areas of the National Park, and the new National Park Management Plan objectives. It is underpinned by the vision outlined in *A Green Future: Our 25 Year Plan to Improve the Environment the 8-Point Plan for England’s National Parks* and *The UK Government’s vision for the English National Parks* (National Park Circular, 2010).

Consultation and timescale

7. The revised document is being brought to the Yorkshire Dales National Park Tourism Partnership and YDAF for comments and changes before it is finalised. The YDAF has been consulted on an early draft of the document and comments made by YDAF members are now being incorporated, and an up-dated version will be circulated to the YDAF before its June meeting. This revised document will go to the June meeting of the National Park Authority for its approval. The YDAF’s comments will also be reported to the Authority meeting.

What the YDAF are being asked to do

8. The YDAF views are sought on the revised Special Qualities, Special Experiences.

Kathryn Beardmore
Director of Park Services

29 May 2019

Yorkshire Dales Access Forum – 4 June 2019

Public Rights of Way Annual Report 2018/19

Purpose of the report

1. To receive comments from the Yorkshire Dales Access Forum (YDAF) on the Rights of Way Annual Report for the period April 2018 to March 2019, prior to submission to the Yorkshire Dales National Park Authority.

Background

2. The annual report (**Appendix 1**) identifies progress made on public rights of way maintenance against our own targets in the Corporate Plan. This work is undertaken through delegation agreements with Cumbria and North Yorkshire County Councils.

Recommendation

3. YDAF members are asked to comment on the Rights of Way Annual report before consideration by the National Park Authority at their meeting on 26 June 2019.

Alan Hulme
Head of Park Management

28 May 2019

Yorkshire Dales National Park Authority

**Public Rights of Way
Delegated Highway Authority**

Annual Report 2018/19

May 2019

Introduction

1. For the period of this report, April 2018 to March 2019, the Yorkshire Dales National Park Authority (the Authority) had delegated Highway Authority responsibilities for maintenance of 2,608 km of public rights of way (footpaths, bridleways, byways open to all traffic, and restricted byways) within the National Park area. The current Delegation Agreements are with North Yorkshire County Council (NYCC) and Cumbria County Council (CCC) for maintenance of 1898 km and 710 km respectively. In total there are 2,623 km of public rights of way in the National Park. There are a further 15 km of public rights of way in the Lancashire area of the National Park, which Lancashire County Council (LCC) continue to maintain - because LCC do not want to delegate responsibility to the Authority.
2. The Delegation Agreements cover a broad range of functions that allow for the management of public paths on the ground. These functions can be summarised as:
 - Signposting of public paths
 - The maintenance and improvement of public paths
 - The maintenance of river crossings
 - Traffic Regulation Orders and Temporary Closure Orders
 - Enforcement and protection of public rights.
3. The Authority has taken on these responsibilities because it recognises that a well-maintained rights of way network is fundamental to the achievement of its statutory purposes, particularly its second purpose - promoting the understanding and enjoyment of the special qualities of the National Park.

About this Report

4. This report identifies the key achievements for the year 2018/19. It considers the Authority's corporate actions, targets and progress relating to the following areas:
 - General maintenance
 - River crossings
 - Major projects
 - Path Orders and Definitive Map
 - Pennine National Trails Partnership Management
 - Unclassified Unsurfaced Roads (North Yorkshire).

Key Achievements 2018/19

Public Rights of Way Maintenance

5. During 2018/19 the following maintenance work was undertaken:
 - 1,375 improvements to rights of way infrastructure: stiles, gates and signposts;
 - 69 river crossings and 3 sets of stepping stones maintained or replaced;
 - 3.2 km of engineered paths maintained (including National Trails works);
 - 2.6 km of new engineered paths created.

6. A total of **£439,941** of external funding was secured for rights of way projects in the National Park including £5,500 of contributions in kind. The breakdown is as follows:

Value	Description
£ 59,571	National Trails Partnership Manager and Lead Role;
£ 29,499	Pennine Way Ranger;
£ 8,872	Pennine Way, Pen Y Ghent Boardwalk removal resurfacing;
£ 960	Pennine Way, Directional Signing Project;
£ 34,571	Pennine Bridleway Officer;
£ 5,500	Pennine Bridleway, The High Way, Mallerstang resurfacing;
£ 26,197	Three Peaks Project (Friends Scheme, merchandise and donations);
£ 46,031	Mend our Mountains, Whernside, Stone Pitching;
£180,000	Ingleborough National Nature Reserve Access Project (for 2019/2022);
£ 2,035	Donations for various works Western Dales;
£ 5,000	Kirkby Lonsdale Riverside Path, (CCC);
£ 630	Chapel Beck Bridge, Western Dales (Friends of the Lake District);
£ 50	Donation for works Northern Dales;
£ 6,219	Path Orders;
£ 29,806	Works to Unsurfaced Unclassified Country Roads, (NYCC);
£ 2,500	Surfacing Stake Road (Trail Rider Fellowship);
£ 2,500	Surfacing Stake Road (Green Lanes Alliance).

Contributions in kind:

Value	Description
£ 1,500	Stone Flags Network Rail (Murphey's);
£ 4,000	Stone (150t) for Mend Our Mountains, Whernside Pitching, Hanson.

Pennine Way

7. Total funding secured for the Pennine Way, for 2018/19, was £39,331:

- £29,499 for Pennine Way Ranger post, including general maintenance works to stiles, gates and river crossings;
- £8,872 for works at Dalehead, Pen y Ghent removal of boardwalk and surfacing of path.
- £960 replacement of directional signs along Pennine Way at various points in the National Park.

Pennine Bridleway

8. Total funding secured for the Pennine Bridleway, for 2018/19, was £40,071:

- £34,571 for Pennine Bridleway Officer post including general maintenance works for stiles, gates and river crossings.
- £5,500 for surfacing repairs to The High Way, Mallerstang.

Pennine National Trails Partnership

9. During 2018/19, the Authority was the Lead Partner for the Pennine National Trails partnership and will continue performing the role for the foreseeable future.
10. Functions of the Lead Partner include to:
- Accept the grant offer from Natural England and claim and receive payments;
 - Have an oversight of delivery and report to Natural England about how our financial support has been used by the partnership and what has been; achieved;
 - Ensure that partners have the opportunity to participate in the management and development of the maintenance of the trails.
11. Over the last year the partnership has met on 2 occasions between April 2018 to March 2019, and the Authority through the partnership has:
- Distributed 23 grants totalling £349,928 to 11 different partner bodies;
 - Collated a total of £154,389 in match funding (33%), where Natural England expect a minimum of 25%;
 - Managed the Heritage National Lottery funded 'On the Right Path' project on behalf of all National Trails.
 - Received significant income:
 - £5,000 Hebble Hole Bridge, Hebden Bridge, Peak and Northern Footpath Society.
 - £10,000 Hopton Tunnel, Pennine Bridleway, Derbyshire CC
 - £15,000 Longcliffe, Pennine Bridleway, Derbyshire CC
12. The Authority received £44,571 (100%) grant for the Partnership Manager post and £15,000 income for hosting of the Partnership Manager and its role as Lead Partner.

Three Peaks

13. During 2018/19 implementation of the 3 Peaks Project included the replacement of 200m of pitching at Bruntscar, Whernside. This was funded through a second British Mountaineering Council 'Mend our Mountains' Campaign raising £46,031 in 2018/19 and a further £378 donated in 2019/20 making a total of £46,409. With the £4,000 contribution in-kind of stone for the project (from Hanson Aggregates) over £50,000 has been raised for this project.
14. The Three Peaks project brought in sufficient income to cover the cost of the Three Peaks Ranger (£ 26,197) plus funding for additional works. The numbers of Friends (386) and Corporate Members (115) have remained constant during the year. :

Resources

15. In 2018/19 there were 8.2 full time equivalent (FTE) members of staff working on rights of way maintenance, and 1 Rights of Way Officer undertaking Path Orders. The Authority's rights of way maintenance budget was £191k.
16. In addition, there were a further 2.8 FTE externally funded posts. These were:

Pennine Way Ranger (1.0 FTE)

The Authority received 70% funding from Natural England for the Pennine Way Ranger.

Pennine Bridleway Project Officer (1.0 FTE)

The Authority received 70% funding for their maintenance role.

Three Peaks Ranger (0.8 FTE)

The Three Peaks Ranger post was funded through income and donations generated by the project during 2018/19 with £26,197 collected through the Friends and Corporate Members, merchandise and event donations.

17. The Authority is also supported by the Dales Volunteers and other volunteers. In total 1356 days of practical work and 490 days of surveying were undertaken on the rights of way network, by volunteers, this year. This equates to approximately 9 full time staff equivalents; this is a similar number of volunteer days to the previous year.

Path Orders and Definitive Map

18. During 2018/19 progress has continued on Public Path Orders. The following Orders were completed by the Authority:

Public Path Orders:

Cumbria	Order Process	Date
Scar Sike, Ravenstonedale	Confirmed	2018/19
Combe House, Dent	Consultation	Ongoing
West Clint, Dent	Order made	Ongoing
Toss Beck Farm, Middleton	Order made	Ongoing
Low Stennerskeugh, Ravenstonedale	Application received	Feb 2019

Creation Agreements

North Yorkshire	Order Process	Date
Helwith Bridge Railhead Creation Agreement	Creation	Completed

Temporary and Emergency Closure Orders

North Yorkshire	Order Process	Date
Footpath Airton to allow development and dangerous tree	Temp Closure	Completed
Footpath Ginglewick to allow development	Temp Closure	Completed
Cumbria		
Footpath Sedbergh, CCC Highways works	6 month closure	Completed
Footpath, Barbon, Forestry works	6 month closure	Completed

Corporate Plan 2018/19

19. The National Park Authority's Corporate Plan, 2018/19, sets out a programme of works and measures to assist in achieving the aims of the National Park Management Plan.

Specific performance indicators were identified for 2018/19:

Performance Indicators	14/15 Actual	15/16 Actual	16/17 Actual	17/18 Actual	18/19 Target	18/19 Actual
% of public rights of way that are signposted where they leave a metalled road (old National Park area only)	98.1%	98.2%	96.2%	95%	97%	97%
% of rights of way that are easy to use but may not follow the definitive line (old National Park area only)	88%	88%	88%	85%	90%	81%
(Cumbria - new National Park area only)				(82%)		(93%)

20. Specific Corporate Plan actions for 2018/19 were:

Action	NYCC In the park	CCC In the park	Total	Achieved
Maintain existing roadside signs and erect 15 new roadside signs so that the number of places where a right of way is signposted from a metalled road reaches 97%	98%	96%	97% 15 new	Yes No
Carry out engineering works to 1,600m of eroded routes, including new surfacing at Feizor and Scales Moor, Ingleton.	2.6km		2.6km	Yes
Repair 3km of previously engineered routes, including significant works on Bruntscar, Wherside as part of the BMCs 'Mend our Mountains Project'.	3.0km	0.2km	3.2km	Yes
Repair stiles and gates in areas highlighted through the parish path surveys to maintain the rights of way infrastructure so that 92% remain in condition 1.	92%	90%	91%	No
Implement the Pennine Way maintenance plan 2018/19 including the replacement of the boardwalk at Milk Churn Hole on the route to Pen-y-Ghent summit.	Yes		200m	Yes
Implement the Pennine Bridleway Maintenance Plan for 2018/19.				Yes
Manage the Heritage Lottery Fund project 'On the right path' on behalf of the Pennine National Trails Partnership.				Yes
Lead the new Pennine Way and Pennine Bridleway National Trails Partnership and administer the grant system.				Yes
Replace 3 bridges in Cumbria (Askrigg Bridge, Killington; Double Croft, Dent; and Sowermire, Middleton) and repair Brush House Bainbridge and Starbotton Stepping Stones in North Yorkshire.				Yes
Conduct 5 engineering surveys of significant bridges including Priory Bridge, Bolton Abbey and Shaw Bridge Arkengarthdale.				Yes

Performance Indicators by area

21. The table below breaks down the performance indicators further. The individual county figures are given in relation to the network of rights of way within each individual area. (Results are taken from the Yorkshire Dales Access Recording Database, rather than field survey, and for the whole National Park area unless stated).

Performance Indicator	Target	NYCC In the park	CCC In the park	LCC In the park	YDNPA
% of Rights of Way that are Easy to Use by members of the public (but may not follow the definitive line) (Field Survey)	90%	81%	92%	43%	84%
% of Rights of Way that are signposted where they leave a road	97%	98%	96%	93%	97%
% of infrastructure - stiles gates and signs in 'condition 1'	92%	93%	90%	77%	93%
Performance Indicator	Target	NYCC In the park	CCC In the park	LCC In the park	YDNPA
% of rights of way that are accessible for people with limited ability	180km				180km

Ease of Use results

22. The Authority's 2018/19 objective for Rights of Way maintenance is based on the 'old' National Park. The objective for 2018/19 remained at:

Target Maintain and promote the network of public rights of way so that, on average, 90% are 'easy to use' by members of the public (by 2018).

23. In 2013 the English National Park Authorities Joint Improvement Group (JIG) agreed to collect one indicator, across all the English National Parks. The indicator for 'Ease of Use' for the English National Parks is:

- % Percentage of rights of way that are 'Easy to Use' but may not follow the exact definitive line.

24. Each year's survey selects, randomly, a number of paths making up 5% of the overall network. In total, approximately 132 km were surveyed (91 km NYCC, 39 km CCC and 2 km LCC) in the National Park in 2018. The 'Ease of Use' figure is then calculated from the length of routes which pass the 'Ease of Use' definitions as agreed by the English National Parks Joint Improvement Group. For the purpose of this report figures have been calculated for the 'old' and current National Park areas. This allows for a result to be calculated in relation to the old National Park Management Plan 2012/17 objective and for the level of 'ease of use' for the current, bigger National Park area.

2018 Ease of Use Results	NYCC In the Park	CCC In the Park	LCC In the park	YDNPA
% Percentage of rights of way that are 'Easy to Use' but may not follow the exact definitive line in the 'old' National Park (Old)	81%	85% (3 parishes)		81%
% Percentage of rights of way that are 'Easy to Use' but may not follow the exact definitive line in the current National Park (New)	81%	91%	43%	84%

Signing

Target. Maintain at 97% the proportion of public rights of way that are signposted where they leave a metalled road in 2018/19.

25. The Authority's 2018/19 objective for 'signing' is based on the 'old' National Park area and previous Maintenance and Corporate Action Plan targets. The calculations below take account of the new area and give a true picture of the situation across the National Park.

26. The Access Recording System indicates that there were 2,904 places in the National Park requiring a signpost at the roadside. There were 2,770 (95%) actually in situ with 134 (5%) missing. During 2018/19, 129 directional signs were replaced or repaired where they leave metalled roads, indicating designation (footpath/bridleway), distance and destination. In addition, 77 signposts have been replaced or repaired indicating direction, distance or status along public rights of way in the National Park.

27. Signposts from a Metalled Road based on the Yorkshire Dales National Park Access Recording System:

	Total	Present	Missing	% in situ
YDNPA	2909	2812	77	97%
NYCC	2069	2026	43	98%
CCC	810	778	32	96%
LCC	30	28	2	93%

General Maintenance

28. The following section provides a brief breakdown of the main areas of works carried out, during 2018/19, in relation to the maintenance of stiles, gates and signage along the rights of way network.

Infrastructure

Type	Total improved 2018/19
Ladder Stile	17
Timber Step Stile	86
Stone Step Stile	115
Stone Squeeze Stile	184
Fieldgate > 5ft	252
Handgate < 5ft	145
Kissing Gate	18
Boardwalk	11
Signpost (directional on route)	155
Waymarker post	123
Information Sign	16
Roadside Signpost Present	204
Steps	21
Culvert	28
Total	1,375

River Crossings (includes bridges and stepping stones)

TYPE	Cumbria CC	NYCC	YDNPA	
	repair/replaced/ erected	repair/replaced/ erected	Total improved	Total in Park
Bridges	26	43	69	917
Stepping Stones		3	3	29
Total	26	46	72	946

Miles without Stiles (access for those with limited ability)

29. Wherever an existing right of way is being maintained, every opportunity to replace difficult barriers with more accessible features will be considered, e.g. replacing a ladder stile with a gap or gate. The less remote a route, the more stringently this criterion will be applied.
30. We will also continue to measure the two 'access for all' indicators against very strict criteria as laid out by Natural England. This is based on the Countryside Agency 'Zone A' national standard which is equivalent to BT Access for All Standard 3, that is routes designed for wheelchair use (1st indicator) rather than more challenging routes capable of being used by wheelchair users with strong pusher (2nd indicator).
31. Over the year we have continued to make progress by increasing the length of rights of way that are accessible for people with limited ability to 180km, an increase of 10km. We have continued to reduce physical barriers along rights of way by removing stiles and replacing with gates. There has also been some initial work to identify and test, practically, routes by less abled visitors in the new area of the National Park at Smardale. A detailed survey of the miles without stiles routes in the new area will be completed in 2019.

Major Projects

32. Under the Delegation Schemes the Authority has responsibility for the surface condition of rights of way. Each year projects are identified, by Rangers, for specific works which either improve 'Ease of Use' or enhance a route. The projects listed below are those with a capital expenditure greater than £1,000, and in most cases significantly more.

Route	Works Undertaken
North Yorkshire County Council	New Engineering Works
Long Ashes Footpath, Threshfield	200m aggregate surfacing works
Lower Grass Wood Footpath, Grassington	470m surfacing and steps
Scales Moor Bridleway, Ingleton	320m aggregate surfacing
Dalesway footpath – various sections	150m aggregate surfacing and flagging
Feizor Bridleway	330m aggregate surfacing
Beecroft footpath, Horton (Three Peaks)	900m aggregate surfacing
Marsett Bottoms footpath	53m new stone flagging
Aysgill Force footpath	30m new stone flagging
Cottersby Scar footpath (C2C)	50m new flags, boardwalk & drainage
Swale Trail bridleway	60m new aggregate surfacing
	Total 2563m
North Yorkshire County Council	Maintain Previously Engineered Routes
Hetton Common Bridleway	650m aggregate re-surfacing works
Bruntskar footpath, Whernside (Three Peaks)	200m stone pitching
Bruntskar footpath, Whernside (Three Peaks)	150m flagging and aggregate re-surfacing
Fell Lane Bridleway, Ingleton	350m aggregate re-surfacing
Dalesway footpath, Appletreewick	100m concrete and aggregate re-surfacing
Cam High road BOAT, Burterset	400m surfacing & drainage maintenance
Busk Lane, Carperly Green	400m surfacing & drainage maintenance
Re-set Cotterdale Beck stepping stones	8m
Freeholders wood footpath	50m aggregate surfacing
Cotter Force footpath	40m aggregate surfacing
Dalehead, Pen Y Ghent, Pennine Way	200m boardwalk removal, aggregate surfacing
The High Way, Mallerstang	500m aggregate surfacing
	Total 3048m
Cumbria County Council	Maintain Previously Engineered Routes
Fell Foot Lane bridleway, Casterton parish	200m aggregate re-surfacing and drainage
Bousfield Lane, Orton	30m aggregate re-surfacing and drainage
	Total 230m

Conclusion

33. Rights of way maintenance continues to be a 'priority programme' and an area of work where the Authority makes a clear visible difference to the National Park. We help farmers and landowners maintain their stiles and gates, whilst users of the network (both visitors and residents) have certainty about where they can go, and an enjoyable

experience of the area. Businesses benefit because access to the area's special qualities, through the rights of way network, underpins the local tourism economy.

34. This past year has been an excellent year in relation to securing external funding. A total of **£445,441** of external funding and in-kind contributions has been secured from a number of different sources to support rights of way work across the National Park. In addition, the work with Dales Volunteers and other volunteers goes from strength to strength, with all rights of way surveying in the National Park now being carried out by volunteers.

Looking ahead to 2019/20

35. The Yorkshire Dales National Park Authority maintained 2,142km of public rights of way in 2016/17 on behalf of North Yorkshire and Cumbria County Councils. In 2017/18 this increased to 2,608km (an increase of 22%) with a new Delegation Agreement signed with Cumbria County Council in April 2017 adding a further 463 km, excluding the 15km with Lancashire County Council. There is now a total of 2,623 km in the National Park.

36. The Yorkshire Dales National Park Management Plan for 2019-24 has now been launched, and established a new objective for Public Rights of Way for the next 5 years.

B1 Benefit a wide variety of users by raising the standard of all public rights of way so that 90% are 'easy to use' by 2023.

37. This new objective has been incorporated into the review of the 5 Year Public Rights of Way Maintenance Plan (approved by Members, September 2018) which sets out targets in relation to achieving the overall objective of '90% easy to use by 2023'. This year 2018/19, has been a transition year between objectives set in the previous management plan and those being set for the future by the new National Park Management Plan and the 5 Year Public Rights of Way Maintenance Plan. The new 2018/19 target for 'ease of use' was 84% and was reached; next year's target (2019/20) is 86%. We are on target to reach the 2023 figure of 90% 'easy to use'.

Further Information

Further information regarding the report is available from:

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email
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01756 751647

Yorkshire Dales Access Forum – 4 June 2019

Officer's Report

Purpose of the Report

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

Authority Meetings

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

Authority Meeting Dates and Venues for 2019:

Date	Venue	Time
25 June	Yoredale, Bainbridge	10.30
24 Sept	Yoredale, Bainbridge	13.00
17 Dec	Yoredale, Bainbridge	13.00

Meetings of the Yorkshire Dales Access Forum for 2019

The following are the dates for meetings during 2019:

Tuesday 4 June 2019, 1.15 pm @ Yoredale, Bainbridge

Tuesday 15 October 2019, 1.15 pm @ Yoredale, Bainbridge

Yorkshire Dales Access Forum Membership

Throughout November and December 2018, a selection process took place for YDAF membership. The outcome was that the following members were appointed for a three year term:

- Helen Pollard, from Askrigg, representing local business and cycling.
- Leo Crone, from Darlington, representing trail biking.

On behalf of the Yorkshire Dales National Park Authority we would like to thank both Stuart Monk and Jonathan Smith for their commitment to the work of the Yorkshire Dales Access Forum and advisory groups and wish them well for the future.

Dogs in the countryside

Over the coming months the Yorkshire Dales National Park Authority will be hosting 3 'dog days' in partnership with the Dogs Trust and the Police at locations across the Park. The aim of these days is to inform visitors about the importance of keeping their dogs under control, as well as introducing them to the best way to enjoy the Park with their dog. Officers will continue to work with local communities, visitors, the Police and animal welfare partners to improve messaging about the expected behaviour of dogs in the National Park. A paper will come to the YDAF for consideration in due course.

Review of Open Access Maps

The Natural England review of the statutory Open Access maps was due to take place between 2019 and 2020. The Government now intends to review these maps between 2024 and 2025 to align with progress of the England Coast Path. Defra is preparing a Regulation for this extension. For more information, visit the following website: <https://www.gov.uk/guidance/open-access-land-management-rights-and-responsibilities>

Tees-Swale: naturally connected

This potentially £8m Heritage Lottery Fund project is a collaboration between the North Pennines AONB Partnership and the Yorkshire Dales National Park Authority, working with a broad range of partners but especially the farming and landowning community. The project aims to look at the following areas:

- Nature Improvement
- Training and Skills
- Access and Engagement

The project is currently in the development stage, with the start of the full 5 year scheme anticipated to commence in September 2020 – subject to a successful second stage application.

Westmorland Dales

Work has begun on the delivery phase of the £3.5m Heritage Lottery funded Westmorland Dales Landscape Partnership scheme. The YDNPA is the accountable body for the scheme and is also leading on several projects aimed at improving access to the Westmorland Dales area. Projects led by YDNPA include: *'Discovering the Westmorland Dales'* which will see improvements made to the condition and infrastructure of the rights of way network and promotion of opportunities for exploring the area on foot, cycle or horseback; *'Linking the Pennine Bridleway with the Eden Valley Loops'* creating a 5.5 mile link between the current end of the Pennine Bridleway National Trail and a series of other bridleways in the Westmorland Dales; and *'Extending the Yorkshire Dales Cycleway'* which will see

the installation of signage to extend the existing Yorkshire Dales Cycleway so that it becomes a cycle touring route around the whole, extended, National Park.

British Horse Society 2026 Project

In 2018, the BHS secured a grant of £150K from Sport England through the British Equestrian Federation to try and ensure as many currently unrecorded (or under-recorded) rights of way are saved from potential extinguishment in 2026. Further details of the project can be seen in **Appendix 1**.

Level Crossings on the Rail Network

A Memorandum of Understanding has been developed by a working group of representatives from Network Rail (who deal with Level Crossings), the Association of Directors of Environment, Economy, Planning & Transport - Rights of Way Managers' Group (ADEPT), the Institute of Public Rights of Way and Access Management (IPROW) and the Local Government Association (LGA). The aim is to improve working practices between Network Rail and Local Highway Authorities (LHAs) where Public Rights of Way (PRoW) use level crossings on the rail network in England and Wales. The document can be seen in **Appendix 2**.

Rachel Briggs
Access and Recreation Officer
June 2019



BHS Project 2026: The basics

In 2026, as a result of the Countryside & Rights of Way Act 2000, the law will change and bridleways and footpaths that existed in 1949 but are neither recorded on a local authority's Definitive Map & Statement of Public Rights of Way nor the subject of a Definitive Map Modification Order (DMMO) application to be recorded, will be extinguished and lost forever. This is a particularly critical issue for equestrians as the bridleway network is already very limited and fragmented and the unrecorded routes – many of which may be in current use – could provide vital links and make the difference between having safe routes to ride or not.

In 2018, the BHS secured a grant of £150K from Sport England through the British Equestrian Federation to try and ensure as many currently unrecorded (or under-recorded) rights of way are saved from potential extinguishment in 2026. Project 2026 is our approach to advising, training and supporting all those who are working to record higher rights routes (bridleway status or above) before the cut-off date with the initial aim of registering 2700 DMMO applications by April 2021. Further details, including a 2026 Toolkit, are on our website at bhs.org.uk/our-work/access/campaigns/2026.

One key element of this is to enable volunteers to recover most of their expenses incurred in researching and submitting DMMO applications for higher rights. Anyone, BHS member or otherwise, submitting an eligible application is now able to claim a £100 standard payment; more details at bhs.org.uk/our-work/access/campaigns/2026/financial-support-dmmo.

Our programme is built around the **Restoring the Record** book and methodology, developed by experienced researchers Sarah Bucks and Phil Wadey. It encourages people to adopt a systematic approach to research and provides a simple system to evaluate the strength of evidence available. Training in 2026 processes and the RTR methodology is available; see restoringtherecord.org.uk/training.htm

We are hoping that individuals and small groups of volunteers across the country are going to take up the challenge to research and submit high quality applications. To enable them to coordinate work, avoid duplication, share evidence and to support each other, we have developed a mapping and research site at bhsaccess.org.uk/Project2026/. Using this, anyone can plot paths of interest and gather and share evidence online on a county by county basis.

Another strand of our campaign is to set up more intensive and coordinated research based projects in a handful of counties. We hope to find ways to collate evidence for packages of routes and utilise either experienced volunteers or specialist contractors to submit multiple applications in a relatively short space of time. This may require wholesale digitisation of key evidence sets or other approaches depending on the circumstances in each area.

Wherever possible, we wish to work with local groups who are already committed to safeguarding unrecorded routes and so we are liaising with groups beyond the BHS such as the Ramblers and the Open Spaces Society to ensure broad support and maximise resources.

If you want to know more about the BHS Project 2026 contact the BHS Access team on 02476 840515 or access@bhs.org.uk





Appendix 2

Public Rights of Way Level Crossings on the Rail Network Memorandum of Understanding between Network Rail, ADEPT, LGA & IPROW.

Introduction

This Memorandum of Understanding has been developed by a working group of representatives from Network Rail (who deal with Level Crossings), the Association of Directors of Environment, Economy, Planning & Transport - Rights of Way Managers' Group (ADEPT), the Institute of Public Rights of Way and Access Management (IPROW) and the Local Government Association (LGA). The aim is to improve working practices between Network Rail and Local Highway Authorities (LHAs) where Public Rights of Way (PRoW) use level crossings on the rail network in England and Wales.

It is not intended for this Memorandum of Understanding to be legally binding. This document contains high level principles aimed at encouraging clearer communication and building collaborative relationships between Network Rail and LHAs. This will encourage the most effective dialogue when changes are proposed to a level crossing which affects a PRoW.

This is an important step towards working together to ensure that users remain safe when using the PRoW network in England and Wales.

This Memorandum of Understanding may evolve over time as the working relationship between Network Rail, ADEPT and IPROW develops. It does not detail any agreed processes; these will be set out in future documentation.

Scope of the Document

This document covers all of the interactions that Network Rail has when dealing with Public Rights of Way and Level Crossings and includes temporary works (including emergency closures) as well as longer term proposals such as bridge works, permanent closures, diversions and downgrades.

This document will evolve to reflect the work that is currently proposed. A work program will continue between ADEPT / IPROW / LGA / Network Rail to identify examples of best practice, where there are areas for improvement and to encourage greater understanding of processes, which will be reflected in the following outputs: -

1. Where PRoW level crossings are affected, Network Rail will integrate PRoW legislation and processes alongside its project management tool (GRIP). This includes an ongoing dialogue about the processes used for the closure or diversion of PRoW and how the GRIP tool can be best adapted to take into account of the various factors, including timescales.
2. The production of further documents may be appropriate to encourage best practice when dealing with emergency or temporary closures.
3. IPROW and ADEPT will use best endeavours to promote best practice and consistency amongst LHAs.

Memorandum of Understanding (MoU)

1. MoU Objectives

- 1.1 To promote safety at level crossings
- 1.2 To ensure effective communications and working partnerships between Network Rail and LHAs
- 1.3 To encourage a consistent approach to managing PRow level crossings.

2. Principles

- 2.1 Network Rail is a safety critical organisation and keeping people safe on the railway is at the heart of everything it does.
- 2.2 LHAs duties are to assert and protect the rights of the public to use and enjoy the PRow network.
- 2.3 The over-riding objective of this MoU is to acknowledge and bring each other's varying duties, responsibilities and interests together, where sometimes they can be seen to be in conflict, and try to resolve that conflict.

3. Communication between Network Rail and LHAs

- 3.1 Network Rail and LHAs will examine the best course of action given the constraints available when examining options for the future of any level crossing and will discuss as appropriate. Network Rail and LHAs will work together, acknowledging that each has different areas of expertise. Network Rail has the experience and understanding of the interface between railway operations and level crossing safety. LHAs are better placed to understand the impact of the crossing on the wider PRow network.
- 3.2 Network Rail recognises the knowledge and expertise of LHAs regarding the PRow network and will consult with the LHA at the earliest appropriate opportunity. Network Rail retains the discretion to decide how it ultimately approaches level crossings.
- 3.3 A range of meetings are available to discuss PRow issues, such as the Network Rail Level Crossing Strategy Group, Road-Rail Partnership Group meetings, ADEPT regional meetings and local level public consultations, and involvement with these is encouraged.
- 3.4 Network Rail and LHAs will continue to work together to identify the best methods of communication to promote continuous improvement.
- 3.5 LHAs will inform Network Rail of any issues that arise in addressing an application submitted by Network Rail, including any further information required, as soon as is reasonably practicable.
- 3.6 Network Rail will investigate any perceived concerns brought to its attention and attempt to address them to the best of its ability.
- 3.7 ADEPT and IPRoW will encourage PRow staff and managers improve understanding of level crossing processes and to form working relationships with local Level Crossing Managers / Liability Negotiation Advisers within Network Rail.
- 3.8 Network Rail will seek to broaden the understanding of those in the Rights of Way profession, in relation to the current means of risk assessing Level Crossings.
- 3.9 ADEPT / IPRoW will seek to broaden the understanding of PRow legislation of relevant Network Rail staff where this is required.

3.10 LHAs will expect Network Rail employees involved in schemes which affect the closure of level crossings to engage with its Liability Negotiations Team.

3.11 In line with Network Rail's responsibility for the safe operation of the railway, where it identifies that a level crossing poses an urgent safety risk to the public and requests a temporary emergency closure, the LHA will give a high priority to engaging with and responding to Network Rail.

3.12 For all other level crossing applications, the LHA will prioritise accordingly based on the evidence supplied and will explain the reasons behind any decisions taken.

4. Level Crossings and Public Rights of Way Changes

4.1 Where there is a need to make changes to the PRoW network, both LHAs and Network Rail agree that: -

a) The correct application forms will be used for any application. Information will be provided in a clear and concise format which meets the legal requirements for such an application.

b) Network Rail will develop its own internal checklist for improving evidence it provides in support of applications.

c) Where LHAs identify areas where further information is required, the nature and reason for the information will be communicated as early as possible. Network Rail will provide additional information, where possible, and engage with the LHA to resolve any issues that are raised.

d) Although this MoU does not apply to private rights, when dealing with private crossings or bridges, Network Rail will engage with LHAs to establish if there are pre-existing PRoW over crossings under consideration.

e) Meetings between Network Rail and the LHA Rights of Way Officer will be scheduled as appropriate and continue throughout the process as necessary, with the aim of resolving highlighted issues and monitoring progress. 4.2 It is recognised that each level crossing will have many factors that need to be considered, of which PRoW will be one aspect. There may be a number of options available and, although Network Rail will consider the views of the LHA, it is recognised that Network Rail may consider a different option as the most appropriate course of action.

4.3 Where the public are being displaced onto the local highway network, Network Rail and LHAs should properly assess the alternative proposed road routes with a full road safety audit (RSA) assessment, commissioned by the LHA and funded at Network Rail's expense.

4.4 Network Rail has responsibilities for safe railway operations and applications under sections 118A and 119A of the Highways Act 1980 are promoted by Network Rail on public safety grounds. All safety related applications should be progressed as promptly as possible by a LHA and Network Rail will assist, where practicable.

4.5 It is recognised that the statutory test applied by the LHA to make an extinguishment or diversion Order under the Highways Act 1980 is, primarily, expediency and the making of an Order is at its discretion.

4.6 If the decision of the LHA is that it will not progress an application it will inform Network Rail at the earliest opportunity, providing reasons for its decision. If the LHA does not progress the application Network Rail reserves the right to apply to the Secretary of State in accordance with s120 of the Highways Act 1980.

4.7 Network Rail will engage with LHAs on a case by case basis with a view to reaching a decision establishing responsibility for the maintenance of highway surfaces on structures that replace level crossings (as appropriate to the legislation).

4.8 Where Network Rail is considering the use of Transport and Works Act powers it will inform the LHA(s) of this as soon as possible along with the reasons for this decision.

5. Pre-Application Consultation

5.1 Network Rail is conscious of ensuring that the public has the opportunity to input into the proposals it makes for changes to level crossings and PRow, and will carry out pre-feasibility consultation work wherever possible. This can include consultation with stakeholders, discussions with the LHA, obtaining permission and public meetings, etc.

6. Confidentiality

6.1 Network Rail may ask any LHA in an individual case to keep some information regarding changes to crossings confidential. If this is the case then Network Rail staff need to make this clear from the outset.

7. The Information Acts

7.1 With regard to the ongoing discussions and meetings of the Working Group all parties acknowledge that:

(a) There may be requests through the Freedom of Information Act 2000 and/or the Environmental Information Regulations 2004 (collectively, the **Information Acts**), to disclose information relating to the subject matter of this Memorandum of understanding; and
(b) Notwithstanding any other provision in this Memorandum of Understanding, Network Rail shall be responsible for determining in its absolute discretion whether any information is exempt from disclosure in accordance with the Information Acts. 7.2 ADEPT and IPRoW shall provide all necessary assistance and cooperation as reasonably requested by Network Rail to enable it to comply with its obligations under the Information Acts.