

MINUTES OF THE LAF SUB GROUP**THURSDAY 29TH APRIL 2010**

Present: Rachel Connolly (Chairman), David Gibson, Tom Halstead, Tony Martin (notetaker) Hugh Spencer, and John Taylor with Aidan Rayner and Penny Noake (NYCC)

Apologies were received from Leo Crone, Janet Dowling and Martin Wiles

The Local Transport Plan

The sub-group were concerned that the LTP should incorporate objectives of the Forum as identified and support the RoWIP. Aidan outlined the priorities as published by the LTP in the North Yorkshire Times and said they sounded positive as projects could be identified that 'scored' under accessibility and safety and healthy lifestyle. It would be up to the Rights of Way section and Forum to identify such projects for funding.

Andrew Bainbridge, Forward Planning Officer, then came to the meeting and a really useful discussion took place. First of all the concerns about the questionnaire were raised: that it did not include either disabled travellers or equestrians. He said it was accepted that all plans now had to conform to the DDA and therefore they were not specifically mentioned, and that he agreed equestrians would now have to be included in future schemes. It was explained to him that the Forum had instructions from Defra to be inclusive in approach, and we should like to see that reflected in the LTP. The Forum was also keen to improve fragmentation of routes as this was something highlighted by parishes in the information gathering for the RoWIP. He said fragmentation would have to score on whether it provided access to goods and services, and met other criteria, but routes seldom used or only for leisure would not attract support. John Taylor asked him to explain the funding for the LTP which is quite complicated, coming from 4 sources: Revenue for essential bus services from NYCC council tax, and maintenance. Capital funding from central govt on i) maintenance and ii) integrated transport improvements.

The LTP3, which will run for 5 years, will be reassessed in the light of government funding etc, mid-term.

Andrew was thanked for his time. The Chairman would write and thank him.

Bedale Bypass: The group were surprised to discover that a grade-separated (i.e. bridge or tunnel) crossing of the new bypass had not been designed in, and those without a car would have to cross the new two-way bypass 'at grade' i.e. on the level. The traffic volumes in design year (15 years after concept) would exceed the flows which might enable people to cross between vehicle gaps, but the latest plan showed no facility to allow for this. There was much discussion about the crossing provision, but the group agreed to accept the plan but only if controlled user-lights were installed at the main bypass crossing point. Rachel Connolly, who had been the Forum link on this project, would write to Mr. Williams, NYCC Transport Manager, with the outcome of the discussion. The letter is attached.

Penny Noake brought the group up to date on the 'progress' on **RT road recording**. Although mooted last summer, it was only in the last two weeks had the mature

student made a start on this desk project, and the group expressed their frustration that things were moving more slowly than they would wish. It was vital that this job was attacked with energy else the routes would be lost in the 2026 cut-off date, so a timetable was proposed. A discussion then took place about volunteers supporting the department, and the group felt more could be done to take advantage of the possibilities from a willing public, and Aidan and Penny were urged to provide the initial training and support for a willing group which would pay dividends longterm.

Local Development Framework: Following the resignation of Terry Williams from the Forum, a re-allocation of District Councils was made. Hugh Spencer would swap Scarborough for Ryedale, Tony Martin would take on Craven in addition to Harrogate, and Rachel Connolly would take on Scarborough in addition to Richmond as the latter was nicely under way. John Taylor would look after Selby and Edward Dennison Hambleton. It was felt one to one talks with the Development or Policy officer was the most productive way to proceed and members would be left to do it their way and encourage further debate from the Councils if they wanted help at a later stage. Members could always bring their LDFs to the subgroup if they wanted to discuss certain points or had difficulties.

Parish Charter: Tony Martin gave an update on this project which the Forum have been keen to see progress for a long time. He was going to accompany Aidan to a meeting next week with the Yorkshire Dales Millenium Trust officer to discuss possible funding for parish caretakers to undertake work on rights of way and generate local interest and devise improvements with local input. The letter from Jonathan Spencer to all parish councils about the proposed development of a Parish Charter was noted, nothing further had been received.

David Gibson circulated information about improved use of Access Land, an initiative of the Ramblers in Lancashire. He would bring this to the attention of the full Forum in May.

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5th May 2010

Dear Mr. Williams,

Bedale Bypass – NMU provision

Last week the Local Access Forum sub-group met and scrutinised the plans provided by Andrew Finch, with the route discussed previously in conjunction with your department and Jeni Gilbert of the British Horse Society.

The loss of the quiet Leases Bridge is a great blow for local users, but members are grateful you are providing a route along the eastern section of the bypass to enable those without a car to make a connection as well as can be managed within your limitations. The early loss of Leases Bridge before any other crossings have been made to the north of Leeming in the next phase of A1 upgrade, make the bypass crossing particularly important. There is a real need for a dedicated crossing to cater for those making journeys to the several livery yards and other horse facilities in the area. The crossing will reflect the aspirations of the RoWIP that any new highway scheme should provide accessibility for all, and that of the LTP which encourages sustainable travel.

However, they did wish to record they were surprised that a grade separated crossing for NMU's had not been designed into the scheme at an early stage. They wish to support the route in order to maintain access in the area, but strongly feel that the Leases Lane crossing should have the benefit of user controlled signals. The LAF believe that such measures are essential to ensure NMU safety as a grade separated crossing option has not been provided, and that this will be possible at this location as near to the roundabout traffic speeds will be not be very high. As part of a scheme, rather than a stand alone project, providing a Pegasus crossing would not be excessive in cost, and I have found that on the Nottingham MARR project there are several such crossings, one of which is adjacent to a roundabout, similar to location on the Bedale bypass.

We wish you success with your planning application and look forward to hearing the outcome.

Yours sincerely,

Mrs. R.Connolly
Chairman of the LAF sub-group