

North Yorkshire Local Access Forum

Minutes of the meeting held in The Council Chamber, County Hall, Northallerton on 12 February 2014, commencing at 10.00am.

Present:-

John Taylor in the Chair

David Barraclough, Rachel Connolly, David Gibson, Roma Haigh, and Tony Martin.

Officers:- Aidan Rayner and Brian Mullins (Countryside Services), and Jane Wilkinson (Legal & Democratic Services).

Apologies for absence were received from Les Atkinson, George Bateman, Edward Dennison, Tom Halstead and County Councillor John Fort.

Copies of all documents considered are in the Minute Book

The Chairman announced that he had received from Leo Crone and John Gibson a letter of resignation.

34. Minutes

Resolved –

That the Minutes of the meeting held on 20 November 2013, be agreed as a correct record and be signed by the Chairman.

35. Matters Arising

Minute No 29 Deadmans Hill – Members sought clarification about whether the temporary traffic regulation order remained in force as reported or if it had as they suspected expired.

Aidan Rayner to find out the position and report his findings to Members.

Minute No 31 – Definitive Map Modification Order and Public Path Order Applications
 – Members enquired about the date of the RT workshop agreed at the previous meeting.

Aidan Rayner to ask Penny Noake to circulate Members with dates for the RT workshop.
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36. Public Questions or Statements

There were no questions or statements from Members of the public.

37. High Speed 2

The report of the PROW Team Leader updating the Forum on the latest position with respect to HS2 and its impact on public rights of way within North Yorkshire.

Members noted that there were no significant changes since the matter was previously reported. The preferred alignment avoided the majority of rights of way in the vicinity. Only two routes were directly affected. A map showing the routes in question was appended to the report.

After studying the map, Members agreed that the preferred alignment of HS2 presented no specific rights of way issues and agreed not to make any comments.

Resolved –

That the content of the report be noted.

38. Upgrade of the A1

Considered -

The report of the PROW Team Leader updating the Forum on the latest position of the A1 upgrade between Leeming and Barton. The report also described progress with residual issues in respect of non-motorised user access around the Dishforth to Leeming scheme.

The report was introduced by Brian Mullins (NYCC PROW) who reported that the Highways Agency had appointed Mike Chaytor an engineer with their contractor Atkins as the person now responsible for resolving non-motorised user access issues on the section of the A1 between Leeming to Barton. An itemised list of outstanding issues had now been agreed with a proposed completion date of 28 February 2014. Through regular contact a good working relationship had developed and a site visit was planned for later that day. The target completion date was purposely ambitious and it was anticipated that perhaps only 50% of the outstanding issues would be cleared by this date and these were likely to be “quick wins”. Shortly thereafter it was expected that a number of remaining physical issues would be resolved. Those matters that then remained were likely to have legal barriers and proceedings would be commenced by the end of the month to start the ball rolling. Brian Mullins was confident that the list was achievable and that by the end of March 2014, would be approximately 60/70% complete. He agreed to update the schedule as and when matters were completed.

In response to questions the Forum was advised that a further audit would only be carried in the case of a dispute between the parties.

The Chairman commended Brian Mullins on the progress he had made and hoped that the lessons would be learned when it came to dealing with the next section of the upgrade.

With regard to the upgrade between Scotch Corner and Barton the situation was that a public liaison officer had now been appointed and that working relationships were improving. A meeting was planned for the following day and Brian Mullins agreed to mention that user groups would appreciate regular meetings being held.

Rachel Connolly read out a summary statement she had made to the Public Inquiry held earlier in the month in which she had called for improved clarity regarding certain design aspects and in particular the type of surface to be used on the Local Access Road. Copy in the Minute Book.

Rachel Connolly sought the support of Forum to seek an assurance from the County Council that the surface of all new local access roads in the county including those on the A1 and Bedale Bypass would be suitable for all users. She contended that SMA was not appropriate and that hot road asphalt should be used. It was pointed out that matters pertaining to the surfacing of local access roads fell outside the remit of the Forum and that any discussion about Bedale Bypass should be deferred to a future meeting when it could be listed on the agenda and all members be given an opportunity to participate/contribute.

Members debated whether to take action and issue a recommendation about the type of road surface to be used on local access roads on the A1 in advance of publication of the inspectors report. The majority of Members agreed it would be better to wait until the content of the inspectors report was known.

Members requested that an update on Bedale Bypass be added to the agenda of the next meeting and thanked Rachel Connolly for her work at the Public Inquiry.

Resolved -

That the content of the report and the information provided at the meeting be noted.

That an update report on Bedale Bypass be added to the agenda of the next meeting.

39. Access to Open Access Land

Considered -

The report of the PROW Team Leader describing projects aimed at increasing the accessibility of Open Access land within North Yorkshire.

The report summarised progress achieved by two projects within Nidderdale AONB and the Yorkshire Wolds.

In response to questions Members were advised that often landowners were unwilling to increase public access as they considered the existing levels of public access levels to be adequate. Also as DEFRA was now focusing on coastal access there was no funding available to fund improvements to access to open access land.

Members noted that in the light of unprecedented budget cuts facing the County Council there were no plans to continue non-statutory work on Open Access following conclusion of current projects. It was reported that the 2015/16 budget for rights of way faced a 40% cut and that consequently major changes would have to be made to the way services were currently delivered. As yet no details were available but assurances were given that Members would be kept informed of new initiatives.

Resolved -

That the content of the report be noted.

Aidan Rayner to contact Tom Halstead outside of the meeting regarding survey work undertaken by the Ramblers in the east of the County.

40. Commons Act 2006 S38 Application - Burnmoor Common

Considered -

The report of the PROW Team Leader inviting Members to comment on a consultation in respect of an application to fence an area of common land at Burnmoor Common near Bentham.

In response to representations made during the consultation period, a copy of a briefing note prepared by the Applicant in which he proposed a number of revisions to the original application was tabled at the meeting. Appended to the briefing note was a large scale plan of the proposed works. Copy in the Minute Book.

As a local resident, David Gibson said he was familiar with the land in question and the application. The revisions proposed by the Applicant were a big improvement on what had originally been proposed and consequently he now did not object to the application.

Forum Members were reassured by the comments of David Gibson and offered no objection to the application.

Members said that the Applicant should however be advised to apply to the Highway Authority for authorisation to install kissing gates on the public rights of way crossings under S147 Highways Act 1980. On a more general point Members highlighted that the Forum had not been initially notified of the application and said it would be helpful if a protocol could be devised, in conjunction with Natural England to ensure that both the local highway authority and Local Access Forum received the required notification.

Based on the comments made during the meeting the Chairman agreed to send a formal response to the Planning Inspectorate with a copy to Natural England.

Resolved -

That the North Yorkshire Local Access Forum does not object to the application to fence an area of common land at Burnmoor Common near Bentham.

The Chairman to draft a formal response to the application based on the comments made during the meeting and recorded in the Minutes.

41. Use of Volunteers in Public Rights of Way Management and Maintenance

Considered -

The report of the PROW Team Leader describing work carried out by volunteers in the management and maintenance of the public rights of way network.

Members were advised that there were currently 85 registered volunteers whose activities were supplemented by a number of external groups that were not directly

registered as countryside volunteers. In the light of unprecedented budget cuts the County Council was seeking to expand this number and contribution they made.

In response to a question from a Member the Forum was advised that it was possible that volunteers could be used to carry out work on RT routes. Members agreed to explore this further at the forthcoming RT Workshop.

Resolved -

That the Forum supports the extensive use by the County Council of countryside volunteers and the initiative currently underway to expand the involvement of volunteers and community groups.

42. Forward Plan

Considered -

A report setting out possible future agenda items.

The following items were added to the agenda of future meetings:-

June 2014

- Bedale Bypass including surface types
- A1 Update

Rachel Connolly sought the agreement of Members to contact Hambleton District Council to arrange a meeting with them to discuss a proposed network of cycle routes between Bedale and Leeming funded by Sustrans. Members supported her request and she agreed to report the outcome of her visit to a future meeting.

Resolved –

That the content of the Forward Plan be noted and approved and the suggestions made during the meeting and recorded in the Minutes incorporated.

The meeting concluded at 12.30pm

JW

NORTH YORKSHIRE LOCAL ACCESS FORUM**4 JUNE 2014****A684 – BEDALE, AISKEW AND LEEMING BAR BYPASS****Report of the Countryside Access Officer – Waste and Countryside Services****1.0 PURPOSE OF REPORT**

- 1.1 This report is an update on the progress associated with the Bedale, Aiskew and Leeming Bar Bypass and to advise the members of the surfacing details granted within the planning permission.

2.0 BACKGROUND

- 2.1 Following the publication of the Side Road Orders in 2012, a Public Inquiry was held in May 2013.
- 2.2 In August 2013, the decision of the Public Inquiry was to confirm the Side Road Orders as published IN 2012.

3.0 ACTIONS

- 3.1 Following the decision of the Public Inquiry, the Highways and Transportation Team progress this scheme by undertaking the tendering process and successfully identified a contractor.
- 3.2 The details of the scheme were taken to the Executive Committee on 25th February 2014 and approval was granted to proceed subject to successfully gaining full funding approval from the Department for Transport. The funding split is 85% - 15% between the Department for Transport and North Yorkshire County Council as the Highway Authority.
- 3.3 The Highways and Transportation Team has submitting a funding application to the Department of Transport and awaiting a decision.
- 3.4 The granted planning permission clearly states that Low Noise Surfacing is to be used except Hot Rolled Asphalt can be used over the two bridges and their approaches within the overall scheme.
- 3.5 The overall width of the bypass is 14.3 metres. The width of the carriageway is 7.3 metres. An additional 1 metre metalled strip and a 2.5 metres verge will be provided on either side of the carriageway.

4.0 RECOMMENDATION

4.1 It is recommended that members receive this report for information.

DAVID BOWE
Corporate Director - Business and Environmental Services

Author of Report: Brian Mullins

Background Documents: None

NORTH YORKSHIRE LOCAL ACCESS FORUM**4 JUNE 2014****UPGRADE OF THE A1****Report of the Countryside Access Officer – Waste and Countryside Services****1.0 PURPOSE OF REPORT**

- 1.1 This report is an update on the progress associated with the outstanding issues in respect of Non-Motorised Users access from Dishforth to Leeming and the latest position regarding the A1 upgrade between Leeming and Barton.

2.0 BACKGROUND

- 2.1 Following concerns raised by North Yorkshire County Council regarding a number of outstanding issues within the Non-Motorised Users Safety Audit, the Highways Agency was approached and asked to respond to this matter.
- 2.2 At the conclusion of the consultation process regarding the A1 upgrade between Leeming and Barton a Public Inquiry was held on Tuesday 4th February 2014 to deal with outstanding issues in respect of the supplementary draft orders between Scotch Corner and Barton.

3.0 RYEDALE DISTRICT COUNCIL PROPOSAL

- 3.1 In response to the Non-Motorised Users Safety Audit, the Highways Agency has recently produced a Completion of Construction Stage Non-Motorised Users Audit. This document identifies all the agreed outstanding issues and recommendations.
- 3.2 The Highways Agency is in the process of publishing the Designers' Response and Exemption Report in response to the Completion of Construction Stage Non-Motorised Users Audit.
- 3.3 Following the publication of these two Highways Agency reports, North Yorkshire Council as the Highway Authority will have the opportunity to comment on the recommendations, responses and exemptions contained within these documents.
- 3.4 At the writing of this report, no decision has been published regarding the Public Inquiry held on Tuesday 4th February 2014 to deal with outstanding

issues in respect of the supplementary draft orders between Scotch Corner and Barton.

- 3.5 The Highways Agency held the initial Non-Motorised Users Engagement meeting for the A1 upgrade between Leeming and Barton at the beginning of March 2014. The draft minutes are attached as Appendix 1 for information.
- 3.6 The next Non-Motorised Users Engagement meeting is on Wednesday 4th June 2014. It is proposed that further meetings to engage with Non-Motorised Users will be held during the A1 upgrade construction period.
- 3.7 The Highways Agency has just provided North Yorkshire County Council as the Highway Authority with the latest version of the Memorandum of Understanding for consideration and comments. Public Rights of Way will have an opportunity to provide comments as deemed appropriate for issues associated with Non-Motorised Users.
- 3.8 The Local Access Forum will be provided with a further update on the progress of resolving the outstanding issues in respect of Non-Motorised Users access from Dishforth to Leeming and the A1 upgrade between Leeming and Barton at the next meeting.

4.0 RECOMMENDATION

- 4.1 It is recommended that members receive this report for information.

DAVID BOWE
Corporate Director - Business and Environmental Services

Author of Report: Brian Mullins

Background Documents: Appendix A – Draft minutes

NMU Engagement Meeting No.1

Friday 7th March 2014

A1 (M) LEEMING TO BARTON IMPROVEMENT

Issue Date: 18th April 2014

Subject: A1 Leeming to Barton Improvements

Reference: A1D2L – NMU Engagement Meeting

Client: Highways Agency

Meeting Date: 7th March 2014

Time: 14:30hrs

Location: Baldersby Meeting Room at Leeming Bar Site Offices, Leeming Bar

Present:

Paul Beswick (PB)	AECOM
Alan Ross (AR)	AECOM
Dominic Stones (DS)	AECOM
Andrew Hepworth (AH)	AECOM
Gavin Russell (GR)	CTT
Albert Harrison	CTT
Martin Neil	ATKINS
Roger Wright (RW)	HA
John Marshall (JM)	Ramblers
Ted Darwin (TD)	Richmond Ramblers
Tony Wells (TW)	Richmond Ramblers
Rachel Connelly (RC)	BHS
Caroline Bradley (CB)	BHS
Brian Mullins (BM)	NYCC

Apologies:

Terry Ratcliffe (CTC)
 John Taylor (NYLAF)
 John Sugden (BHS)
 George Bateman (Ramblers)
 Barbara Gravenor (Swaledale Outdoor Club)
 Rupert Douglas (Sustrans)

Copy of minutes to: Those present plus Sandie Forte Gill and Dave Chalk.

Ref: NMU Engagement Meeting No. 1

Note Taker: Lucy Key

APOLOGIES

PB Confirmed those who could not attend. He expressed concern that John Taylor the chair of NYLAFF could not attend because *“opinion or advice must be formulated after a discussion which members of the public are able to attend”*.

INTRODUCTION

ALL Everyone made their introductions.

AR Gave a brief description of the scheme to date and confirmed that the ‘Notice to Proceed to Construction’ for the Leeming to Barton scheme had been issued and works had now started.

The works currently on site were site clearance, fencing and earthworks.

The LAR between Scotch Corner was the subject to a Public Inquiry and we awaited the SoS response.

NMU DESIGN

PB Tabled the NMU Drawings which illustrated all existing and proposed routes as well as PRow widths, fencing provision, gates etc. He explained that the purpose of this meeting was to go through the proposals and describe the current scheme, gauge opinion and identify potential NMU design issues.

Summarised the NMU proposals as follows:

- LAR Verges 2.5 and 3.0m wide, the wider route being the furthest away from the new motorway wherever possible;
- All bridges to be include 1.8m high equestrian parapets;
- Minimum widths for footpath [2.0m] and bridleway widths [3.0m];
- All new footpaths and bridleways to be surfacing in grass; and
- Gaps would be provide on bridleway accesses unless the land is used for stock, where bridleway gates would be used; and
- Kissing gates would be provided at footpath access points.

The intention was to review the NMU provision by reviewing the preliminary design drawings between Leeming and Scotch Corner.

JM Requested a hard copy of the drawings that once the NMU plans had been finalised.

BM Confirmed that NYCC and the JV were currently seeking to agree a Memorandum of Understanding [MoU] which included NMU matters.

Confirmed that all PRow provision; including gates, styles and gaps would be to current British Standards being particularly mindful of equestrian needs.

RC Stated that the BHS preferred bridleway with was 4.0m where the route was fenced on both sides. PB reconfirmed that the route would be a minimum width of 3.0m in line with DMRB requirements.

CB Requested that there be the 'minimum use of gates' on bridleways. PB confirmed that gates on bridleways would only be used where adjoining land was used for stock grazing.

She also requested that barbed-wire was not used. PB confirmed that barbed-wire would not be used by the JV.

AR Confirmed that in line with the southern scheme the LAR carriageway would be 8.5m wide. The difference was that the width between white lines would be 7.6m, leaving a narrower separation strip. These changes had been made in response to the local highway agency [NYCC] requirements.

CB Expressed the BHS's concern that the reduced separation strip and requested that NYCC reconsider the wider active carriageway widths. She confirmed that during the BHSs pre-design correspondence, Dave Chalk confirmed that the separation strip would be 1.0m.

She also noted that the Inspector from the 2006 inquiry confirmed that 1.0m cycle strips would be a part of the LAR design.

PB Noted that this was a misunderstanding on the inspectors behalf, in that the 1.0m wide strips included as part of the 2006 scheme were never promoted as cycle strips, rather separation/service strips. However, this would not preclude cyclists from using them should they wish.

He asked the CTC and CTT members present if they would use the separation/service strip and they confirmed that they would not chose to do so unless necessary.

He also noted that the verges on the LAR had been widened [2.5 and 3.0m] to provide more than adequate separation between the live carriageway and any equestrians.

CB Noted that this separation would not be adequate for equestrians walking two or more abreast.

PB Then went through each of the NMU drawings in detail describing each PRow route, diversion and the provision in respect to gates, styles and gaps, bridleway parapets etc. The issues raised are as follows:

- BM confirmed, following an enquiry from the BHS, that the county council would investigate bridleway connections outside the scheme remit if requested to do so.
- CB requested that verges on the old south-bound carriageway through Catterick be landscaped. PB confirmed that subject to NYCC and MOD requirements this route would be landscaped.
- CB queries if the new Leases lane PMA and bridleway would have a gate. PB confirmed that the route would be gated for vehicular traffic but were mindful that equestrian access would also be considered and if possible a 'gap' left.
- AR confirmed that following discussions with NYCC the JV were considering an alternative layout at Tunstall Overbridge. This would require new orders. The alternative proposals were tabled and described. CB/RC expressed their concerns that the approved option allowed for widened verges across the structure, whilst the option had narrower verges. The BHS believe this would be a potential safety issue particularly with the high density of livery yards in the area and the loss of alternative routes across the A1.

- AR confirmed that at present Manor House bridge would remain, although it was recognised that this was not ideal in NMU terms, requiring an at-grade crossing of the LAR to access the new north south routes along the old A1 southern carriageway.
 - PB noted that at present the widened verge on the LAR ends as it meets the new Catterick junction and suggested that a NYCC may wish consider linking the verge up with the adjacent permitted footpath network within the former Pallet Hill quarry. BM confirmed that NYCC would look at this outside the A1 works.
 - PB described the new Sustrans multi-user route across Fort Bridge. In effect the new route would be on the northern verge, although the southern verge would remain as is. He did not that technically the existing route was for cyclists and pedestrians only, but the new route could be used by equestrians.
 - CB expressed the BHS's concerns regarding the crossings on the A6136 due to heavy traffic. DS confirmed that a NMU crossing in accordance with DMRB would be provided and would be subject to a safety audit.
 - CB requested that a new route at the base of the motorway embankment on the eastern side of the motorway in Brompton-on-Swale. PB confirmed that this would not be possible as the area in question was within the highway boundary and in any event the area included drainage, service runs as well as providing a maintenance route.
 - PB confirmed that on the LAR where the design was utilising existing verges and minimum widths could not be maintained, then consideration would be given to providing wider verges on the opposite side of the LAR.
- AR Confirmed the proposals at Scotch Corner, which were agreed at the 2006 Inquiry; including a 3.0m wide pedestrian/cyclist route around the junction. It was also confirmed that equestrian access through the junction would not be encouraged.
- PB Confirmed that the design of the LAR north of Scotch Corner would not be discussed until after the SoS decision on the PI was known.

ANY OTHER BUSINESS

Pedestrians

Confirmed that they wish to receive copies of the final NMU proposals drawings. They also confirmed that whilst the LAR grassed verges are not ideal for pedestrians they would normally work on the edge of the carriageway and use the verge as a refuge as traffic passes.

Cyclists

Confirmed that they were satisfied with the provision on the LAR, as it replaced the north south route lost as the A1 was far too dangerous for cyclists in recent years.

The CTT also confirmed that they regularly took traffic counts on the existing sections of LAR on the southern section of the A1 and that usage was generally very low. They also confirmed that they would be happy to share their information with the HA.

They did note that one cyclist had been seriously injured when a motorist mistook the route for a dual-carriageway, and they asked that signage be designed to reduce the risk that this happens again.

NEXT MEETING

June 2014 to be confirmed

NORTH YORKSHIRE
LOCAL ACCESS FORUM

WEDNESDAY 4TH JUNE 2014

PUBLIC RIGHTS OF WAY MAINTENANCE UPDATE

1.0 PURPOSE OF REPORT

- 1.1 To provide an update on maintenance work undertaken in the 2013/14 financial year.

2.0 BACKGROUND

- 2.1 This report covers the period 1 April 2013 to 31 March 2014.

3.0 FIGURES

- 3.1 The Following table shows the number of issues handled:

	Issues Logged	Issues Resolved
2012/13	2812	2636
2013/14	3613	3427

- 3.2 The figures represent an increase in new issues reported of 28% on the previous year. The majority of this increase can be attributed to the complete survey of Ryedale District being undertaken by the Ryedale Ramblers.

- 3.3 The number of issues resolved has increased from 2013 by 30%, this can be attributed to the focussed new way of working and the extremely dedicated staff. The number of issues resolved in the 12 months is the highest achieved on record. This figure was achieved despite two posts being vacant for over 6 months.

- 3.4 The backlog has risen by 10 (as at 27/05/2014) to stand at 9031

- 3.5 Work within particular work-streams has continued and is detailed below:

4.0 BRIDGES

- 4.1 In addition to 60 repairs, this represents an increase on the previous year of 32.

The following bridges were replaced:

Asset No.	Path Status	District	Parish	Grid Ref
05.25/3290	FP	Craven	Hellifield	38527 45634
10.118/4189	FP	Hambleton	Potto	44753 50535
10.154/2/1	FP	Hambleton	Romanby	43897 49217
15.6/243	FP	Harrogate	Askwith	41795 45229
15.22/277	FP	Harrogate	Clint	42621 46241
15.22/275	FP	Harrogate	Clint cum Hamlets	42701 46219
15.50/307	FP	Harrogate	Great Timble	41787 45258
15.89/3225	FP	Harrogate	Masham	42240 48200
15.50/5251	FP	Harrogate	Timble	41746 45403
20.16/1064	FP	Richmondshire	Constable Burton	41750 49057

4.2 The following bridges are scheduled for replacement / Major Repair in 2014/15:

Asset No.	Path Status	District	Parish	Grid Ref
10.21/2986	FP	Hambleton	Burrill	42400 4869
10.014/7029	BW	Hambleton	Birkby	42621 46241
10.176/812	FP	Hambleton	Youlton	44970 46370
10.175/5031	FP	Hambleton	Yearsley	45631 47372
10.133/364	FP	Hambleton	Snape	42855 48446
15.122/8967	FP	Harrogate	Stockeld	43799 45052
15.130/1045	FP	Harrogate	Thornthwaite with Padside	41789 45905
15.63/337	FP	Harrogate	Ilton-cum-Pott	41894 47921
15.16/271	FP	Harrogate	Brearton	43213 46064
15.46/3553	FP	Harrogate	Goldsborough	43829 45805
15.118/7408	BR	Harrogate	Sicklinghall	43649 44606
20.37/1046	FP	Richmondshire	Hudswell	41445 49955
25.49/4101	FP	Ryedale	Hovingham	46765 47736
25.50/791	FP	Ryedale	Howsham	47371 46128

5.0 PLOUGHING AND CROPPING

5.1 The process of bi annual surveys continues into its seventh year. Volunteers continue to undertake the initial survey with follow up by NYCC where failures are identified.

5.2 Selby Area was an issue this year due to the lack of volunteers; we are looking to address this with the next survey

District	Routes on List	No. Routes Surveyed	Pass	Fail	Pass Rate (%)	Comparison with Previous Survey (%)
Craven	2	2	2	0	100	50
Harrogate	61	29	15	14	52	17
Hambleton	135	54	18	36	33	21
Selby	85	19	6	13	32	-8
Richmond	25	44	19	25	43	17
Ryedale	75	51	27	24	53	31
Scarborough	6	6	0	6	0	0

5.3 Landowners for those routes which failed have been written to and required to reinstate the routes to an acceptable standard, follow up inspections will be undertaken to ensure compliance before the end of July.

6.0 PROJECTS

6.1 A number of significant projects were also completed during the year.

6.2 Working in partnership with Highways Asset management the rights of way team took the lead in carrying out clearance work with volunteers on a number of unclassified roads.

6.3 Working with volunteers the Ripon Rowel promoted route guide has been rewritten and will be relaunched shortly.

6.3 The extension to the Nidderdale Greenway has been completed providing a traffic free cycling link from Ripley to the quiet lane network and beyond. This work was undertaken in partnership with Sustrans and DfT.

8.0 CONCLUSIONS

8.1 This work contributes to the enjoyment of our network and the improvement is highlighted in the following powerpoint presentation.

8.2 It is recommended that members receive this report for information.

CONTACT OFFICER:

Iain Burgess
Senior Ranger
01609 532894

**NORTH YORKSHIRE
LOCAL ACCESS FORUM
FORWARD PLAN**

Members are asked to consider future agenda items in advance and to discuss these with the Chair prior to each meeting of the LAF. The LAF will then agree a Forward Plan at each meeting covering the year ahead.

10th September 2014 – County Hall
<ul style="list-style-type: none"> • Minutes of Yorkshire Dales and North York Moors LAF • Definitive Map Report
19th November 2014 - County Hall
<ul style="list-style-type: none"> • Minutes of Yorkshire Dales and North York Moors LAF • PRow Maintenance Report
February 2015 - TBC
<ul style="list-style-type: none"> • Minutes of Yorkshire Dales and North York Moors LAF • Definitive Map Report
June 2015 – TBC
<ul style="list-style-type: none"> • Election of Chair • PRow Maintenance Report • Minutes of Yorkshire Dales and North York Moors LAF