
NORTH YORKSHIRE LOCAL ACCESS FORUM

AGENDA

Meeting: Local Access Forum

**Venue: Brierley Meeting Room,
County Hall, Northallerton DL7 8AD
(see attached location plan)**

Date: Wednesday 6 July 2016 at 10.00 am

Recording is allowed at County Council, committee and sub-committee meetings which are open to the public, please give due regard to the Council's protocol on audio/visual recording and photography at public meetings, a copy of which is available to download below. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Officer whose details are at the foot of the first page of the Agenda. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

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Business

1. Apologies for absence
2. Minutes of the meeting held on 4 February 2016 (Pages 6 to 11)
3. Matters Arising from the minutes
4. Public Questions or Statements

Members of the public may ask questions or make statements at this meeting if they have given notice to Kate Arscott of Democratic Services (*contact details above*) by midday on Monday 4 July 2016, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

5. **Increasing the Use of Volunteers and Strategic Partners to Assist with the Delivery of the Countryside Access Service** – Report of the Assistant Director – Waste and Countryside Services (Pages 12 to 18)
6. **Position Statement – Unsurfaced Unclassified Roads (UUR) in North Yorkshire** – Report of the Assistant Director, Highways and Transportation (Pages 19 to 26)
7. **Position Statement – List of Streets, Local Street Gazetteer and Definitive Map** – Report of the Assistant Director, Highways and Transportation (Pages 27 to 28)
8. **Recording of Public Rights of Way within the Definitive Map and Statement by 2026** – Report of the Assistant Director – Waste and Countryside Services (Pages 29 to 32)
9. **Secretary’s Update Report** – Report of the Secretary (Pages 33 to 37)
10. **Local Access Forum Annual Review** – Report of the Secretary (Pages 38 to 43)
11. **Local Access Forum Principles and Advice** – Report of the Secretary (Pages 44 to 46)
12. **District Council Updates** – Report of the Secretary (Pages 47 to 48)
13. **Forward Plan** – Report of the Secretary (Pages 49 to 51)
14. **Date of Next Meeting – Wednesday 12 October 2016**
15. **Other business which the Chairman agrees should be considered as a matter of special urgency because of special circumstances**

Kate Arscott
Secretary to North Yorkshire Local Access Forum

County Hall
Northallerton

30 June 2016

NOTES

(a) **Interests**

The Local Access Forums (England) Regulations 2007 state:-

- (7) "A member of a Local Access Forum who is directly or indirectly interested in any matter brought up for consideration at a meeting of the Forum shall disclose the nature of his interest to the meeting".

Those members of the Local Access Forum who are County Councillors are also bound by the North Yorkshire County Council Members' Code of Conduct, as they serve on the Forum as County Councillors. County Councillors must, therefore, declare any interest they may have in any matter considered at a meeting and, if that interest is financial, must declare it and leave the meeting during consideration of that item.

(b) **Emergency Procedures for Meetings**

Fire

The fire evacuation alarm is a continuous Klaxon. On hearing this you should leave the building by the nearest safe fire exit. From the **Grand Meeting Room** this is the main entrance stairway. If the main stairway is unsafe use either of the staircases at the end of the corridor. Once outside the building please proceed to the fire assembly point outside the main entrance

Persons should not re-enter the building until authorised to do so by the Fire and Rescue Service or the Emergency Co-ordinator.

An intermittent alarm indicates an emergency in nearby building. It is not necessary to evacuate the building but you should be ready for instructions from the Fire Warden.

If you discover a fire, you should sound the alarm and then dial 9-999 asking the Fire Brigade to come to the main County Hall Building, Northallerton. You should then ring County Hall Reception on 6100 to inform them where the fire is.

There are alarm points at each end of the Meeting Room corridor and at the main stairway.

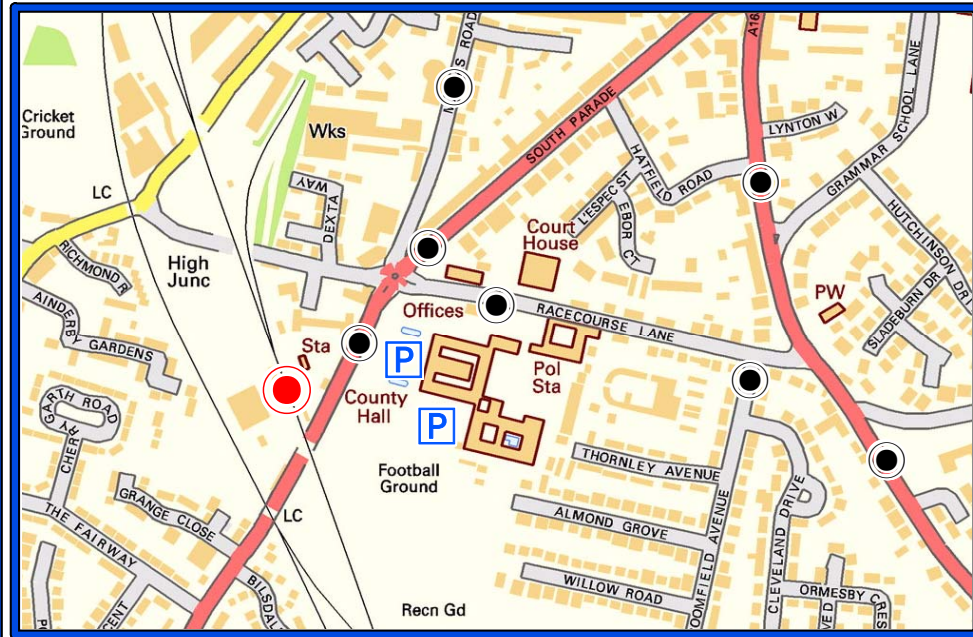
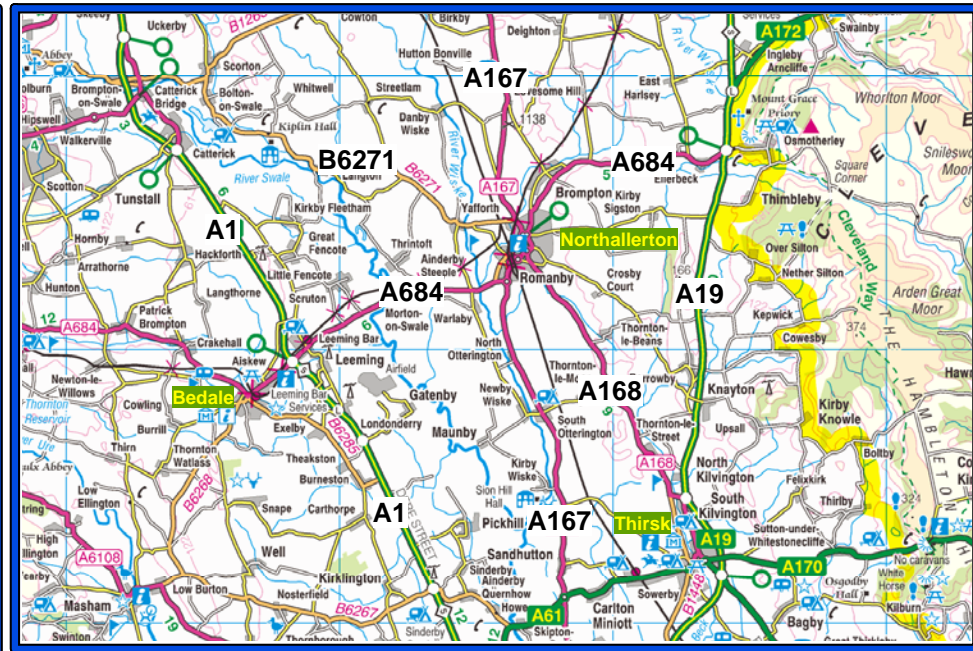
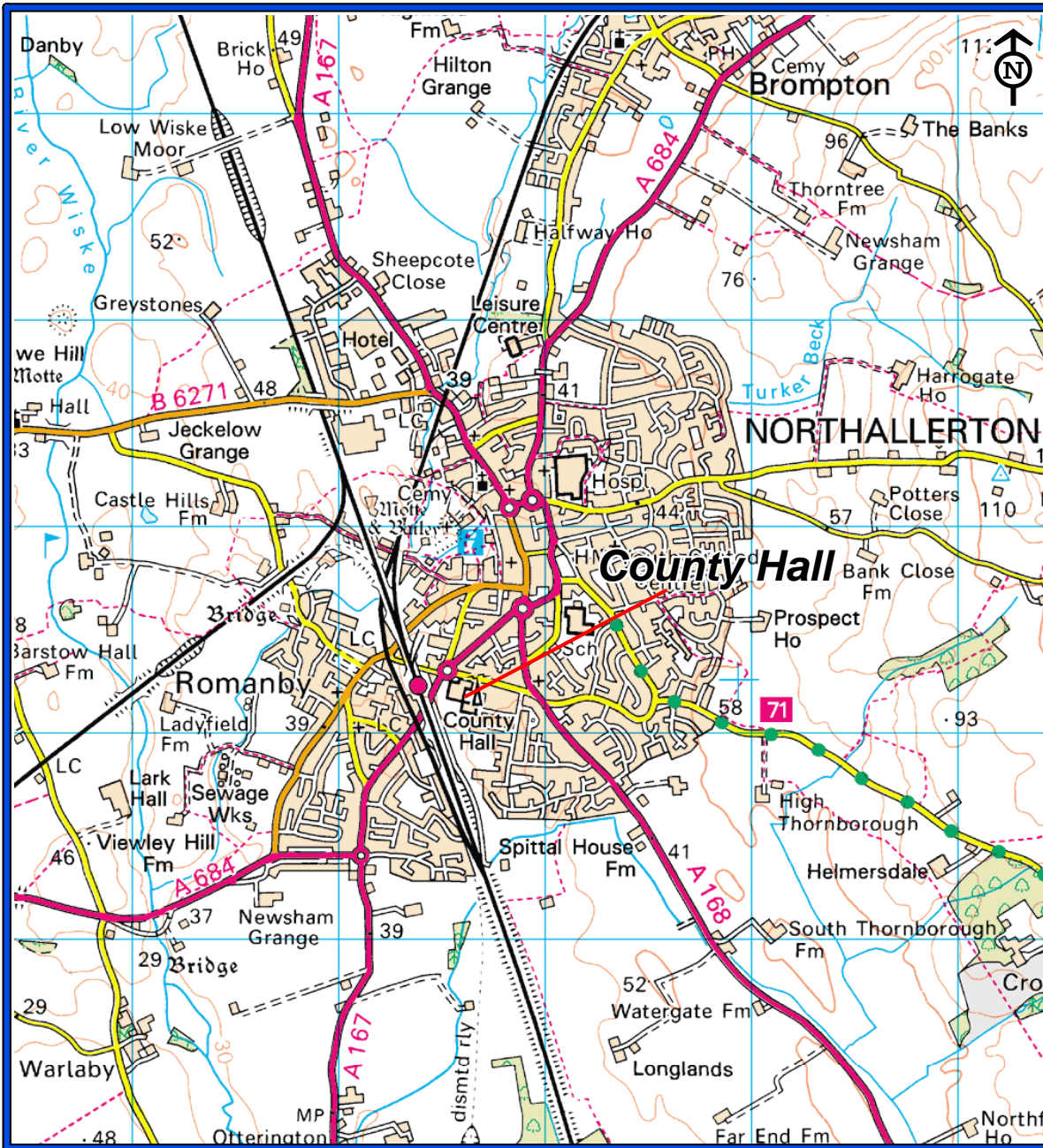
Accident or Illness

First Aid treatment can be obtained by telephoning Extension 7575.

NORTH YORKSHIRE LOCAL ACCESS FORUM

Membership

1	BARRACLOUGH, David
2	BARTHOLOMEW, Michael
3	BATEMAN, George
4	CARTWRIGHT, Doug
5	CONNOLLY, Rachel (Chair)
6	DENNISON, Edward
7	FORT, John BEM (County Councillor)
8	GIBSON, David
9	HAIGH, Roma (Vice-Chair)
10	HALSTEAD, Tom
11	HESELTINE, Robert (County Councillor)
12	JEFFELS, David (County Councillor)
13	MOUNTY, Barrie
14	RAPER, Sue
15	SHERWOOD, Paul
16	SMITH, Richard
17	Vacancy
18	Vacancy



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Northallerton
North Yorkshire
DL7 8AD

Tel : 0845 8 72 73 74



North
Yorkshire County Council

North Yorkshire Local Access Forum

Minutes of the meeting held in The Brierley Room, County Hall, Northallerton on 4 February 2016, commencing at 10 am

Present

David Barraclough, Michael Bartholomew, George Bateman, Doug Cartwright, Rachel Connolly, Edward Dennison, David Gibson, Roma Haigh, Tom Halstead, County Councillor Robert Heseltine, County Councillor David Jeffels, Barrie Mouny, Sue Raper, Paul Sherwood and Richard Smith

Officers: Ian Kelly and Michael Douglas (Business and Environmental Services) and Kate Arscott (Legal and Democratic Services, Secretary to the Local Access Forum)

2 members of the public attended the meeting

110 Apologies for absence

Apologies for absence were received from John Ainsworth and County Councillor John Fort BEM.

The Secretary informed members of the resignation of John Taylor.

Resolved - That the Secretary write to John Taylor on the Forum's behalf to thank him for his service

111 Minutes of the meeting held on 4 December 2015

Resolved – That the minutes of the meeting held on 4 December 2015 be agreed as a correct record and be signed by the Chair.

112 Matters Arising

There were no matters arising from the minutes.

113 Public Questions or Statements

2 members of the public in attendance wished to speak in relation to the Countryside Access Service Review. The Chair agreed to allow them to speak under the relevant agenda item.

114 Rail Crossings

The Forum considered a report of the Chair seeking views on whether to carry out any work in relation to safety concerns on rail crossings. The Chair reported that she had spoken to the relevant officer at Network Rail and had been assured that the Forum would be consulted on any relevant proposals for change related to local crossings.

Members agreed that the most effective approach in the current climate would be to respond to any specific proposals as they come forward.

Resolved – That the Forum does not wish to undertake any general work in relation to railway crossings at this point, but will respond to any specific proposals for change as they come forward.

115 Hambleton District Council Local Plan Issues and Options Consultation

The Forum considered a report of the Secretary advising Members of the current consultation on the Hambleton District Council Local Plan Issues and Options stage, and inviting the Forum to consider whether it wished to respond to the consultation.

The Chair, as the District liaison representative for the Hambleton area, circulated an initial draft response to the questions set out in the consultation document for comment. The main issues raised in discussion were:

- That the consultation document was generally welcomed
- The potential impact of wind turbines and fracking on public rights of way and enjoyment of the countryside
- Members welcomed the reference to the Health and Wellbeing Strategy, and also identified this as a potential future agenda item for this Forum
- Members would like to see a stronger emphasis placed on outdoor recreation and walking, and particularly the contribution of these activities to tourism in the District
- That the environment of the countryside is a key asset as well as that of towns

Resolved – (a) That the Secretary and Chair revise the draft response to reflect comments made at the meeting, and circulate it by email for Forum members' comments, prior to submission by the Secretary on behalf of the Forum to meet the deadline of 19 February 2016.

(b) That the Health and Wellbeing Strategy be considered as a potential future agenda item for the Forum.

116 Schools and Education Project

Members considered a report of the Secretary regarding progress with a Forum project to promote outdoor access for school children.

The Chair reported on the worksheet for primary schools that she had developed to promote walking out of school. She envisaged providing a simple laminated sheet and a map to schools, and had sought the support of the Council with funding of £3k to produce and distribute packs, but this had not been forthcoming to date due to the lack of a supporting business plan. The Local Access Forum (LAF) was not in a position to seek direct sponsorship itself for the project. This would require the establishment of a separate trust and this was not felt to be feasible at present.

The Chair suggested that it may be appropriate to ask a representative from Children and Young People's Services to attend the next meeting of the LAF to discuss what the directorate is doing to encourage access. She also referred to the potential for exploring links with pilot health and wellbeing work in Selby to address obesity.

County Councillor David Jeffels offered to take up the project proposal on behalf of the Forum with the Director of Children and Young People's Services.

Sue Raper also agreed to ask the Howardian Hills Area of Outstanding Natural Beauty (AONB) team for information about their work to promote outdoor access for school children.

Resolved – That the Forum receives a further update at its next meeting.

117 Countryside Access Service Review

The Forum considered a report of the Assistant Director – Waste and Countryside Services inviting them to comment and advise on a draft proposed policy statement; proposals relating to route prioritisation and the proposed approach to issue prioritisation.

The report produced by a LAF sub group and agreed by the LAF in February 2015 entitled “Report of Sub Group on Achievement of Minimum Statutory Standard” was appended to the report for information.

Ian Kelly, Countryside Access Manager, and Michael Douglas, Performance & Improvement Officer, attended the meeting to present the report and respond to members’ questions.

Ian Kelly explained the rationale for the review, highlighting the following points:

- The perception of management that the current system was not operating effectively
- The recent major restructure of the service
- The substantial reduction in staffing and resources
- That prioritisation is seen as key to future operation
- That about 40% of the network is not currently prioritised, and that assessment criteria are not always consistently applied
- The current prioritisation model tends towards identifying too high a proportion of issues as high priority
- The need to deliver on statutory obligations
- A desire to provide greater clarity for staff and customers

At this point in the meeting, the Chair invited the two members of the public to make their contributions. Mr Forbes told the Forum that he was a regular walker as part of a group. His perception was that the proposed prioritisation would result in an ‘urbanisation’ of priorities. The routes that his group used were likely to be considered low priority. He felt that all footpaths are important, but recognised that the authority needs to take a practical approach.

He also raised a query about the processing of low priority Definitive Map Modification Orders (DMMOs), and the link to the List of Streets. Mr Forbes was advised to contact the Countryside Access Manager separately about this query outside of the meeting.

Mr Barr supported the points raised by the previous speaker and raised his concern that there was a danger of longstanding Rights of Way being eroded due to lack of resources.

Members of the Forum then considered and debated the matters raised in the report, focusing particularly on the questions raised in paragraphs 4.3, 5.9, 5.18 and 6.5.

The following key points were raised in the discussion:

- Members generally welcomed the consultation and the opportunity to contribute
- There was a range of views amongst Forum members as to whether the current prioritisation system did or did not work well
- Members supported the concern expressed by Mr Forbes regarding the potential for ‘urbanisation’, although they also acknowledged that it could be the case that this reflected the reality of levels of path usage. Officers acknowledged the concern and clarified that this had not been intentional, but was a concern that they would take into consideration in further work on the model.
- The positive role of the 3 Local Liaison Groups was highlighted
- Whilst members recognised the need for a clear prioritisation framework, they welcomed confirmation that the proposals would be applied with a degree of

flexibility by officers exercising their professional judgement in the light of individual circumstances.

- Some members encouraged the Forum to focus its advice at a strategic level, and avoid becoming too involved in the detail which was more properly left to management
- Members asked about the definition of a 'link' as the unit for assessing each section of path. Members were concerned about the potential for different 'links' within the same path to be assigned different levels of priority
- Concern about the work required to actually develop and implement the new model, rather than focusing on resolving issues, and whether the staff input required would be justified by the results. This concern was acknowledged, but officers also restated their view that effort put into prioritising the network now would bring a range of benefits, for example greater clarity for all and easier work programming.
- Clarification was provided at a general level over the implications for maintenance work once priorities have been assigned
- A general agreement that members of the LAF had confidence in the exercise of professional judgement by officers in assessing the priority of routes.
- Confirmation that officers would also be expected to make pragmatic decisions when commissioning work to be undertaken, to include appropriate lower priority work in the vicinity.
- Ian Kelly confirmed that it was intended to review the system after about 12-18 months of operation.

- With specific reference to the proposed draft policy statement, the following comments were made:

- A suggestion that reference should be made to the importance of public awareness of the opportunities available and the obligation to use the network responsibly
- The suggested addition of a commitment from the service to respond to issues raised
- A request to replace the word "cattle" in vi with "livestock"
- A request to add specific reference to landowners/land managers in x
- A request for an alternative wording to "a timely way" in point xi, particularly in light of the 2026 deadline

Officers confirmed that the various points in the draft policy statement were not in any order of priority

- With specific reference to the Route characteristic element, the following comments were made:

- A suggestion that proximity to facilities such as stables and livery yards should be included in the proposed path characteristic scores
- A suggestion that connectivity between centres of population should be recognised as a criteria
- A request to ensure that long distance walks are recognised
- A proposal that the Path characteristic "Other routes" listed in Table 3 should be defined as "all routes that don't have any of the above characteristics"

- With specific reference to the proposals in relation to the Community Value element, the following comments were made:

- Some members were concerned that many Parish Councils may not be either willing or able to contribute to the proposed modelling of community value. There was therefore some reservation about the proposal in paragraph 5.12 of the report. Equally other members highly valued the role of Parish Councils and expressed confidence in their role in representing their local community.
- That some routes may be little used or valued by local people, but have a high importance to users who came from further afield. For example a long distance trail might pass through a Parish which did not participate in the

community value exercise. Officers acknowledged this and also reminded the Forum that, even if implemented, the community value element would comprise a maximum of 5 points, compared with 10 points associated with route characteristics.

- It was also confirmed by officers that about 60% of feedback on the condition of routes currently came from individual members of the public rather than groups, and any model would need to take account of this.

With specific reference to the proposals on issue prioritisation, the following comments were made:

- That it was important to test the scores for unintended consequences – for example to ensure that a problem causing significant inconvenience but that was not classified as a high risk on a high profile route would still be addressed. Officers confirmed that some modelling had already taken place and that this would continue as the proposals are developed further.
- Some members felt that there may be an over emphasis on risk compared to obstruction in the balance of the three elements of the issue prioritisation model

It was agreed that the Secretary would produce a summary of the Forum's response to the proposals in the report, based on the discussion at the meeting. This would be circulated by email for confirmation and submitted to the Service.

During the discussion Members also asked about progress on a number of other aspects of the service which had been referred to in the sub group report of February 2015. It was agreed that the Secretary should liaise with the Countryside Access Manager to develop a timetable of reports to the Forum to cover the various workstreams. It was also noted that the Rights of Way Improvement Plan (ROWIP) was due for review in 2017.

Resolved – (a) That the Secretary circulate a draft of the Forum's comments in response to the questions raised in the report, based on the discussion at the meeting, for members' confirmation prior to submission to the Service.

(b) That the Secretary liaise with the Countryside Access Manager to obtain an outline timetable of the various workstreams for the Countryside Access Service, in order to schedule reports into the LAF's forward plan at appropriate points.

118 Secretary's Update Report

The Secretary presented an update since the last meeting of the Forum, covering the following issues:

- Consultation responses
- Access to County Council planning register
- Open Access restrictions
- National LAF conference
- Regional LAF meeting
- LAF newsletter and Huddle access – the Secretary agreed to facilitate access to Huddle for those members that would like to join

Members thanked the Secretary for the support received since the last meeting.

Members discussed the potential role of sub groups. It was agreed to ask Highways Officers to meet with a sub group of the Forum in advance of the next full meeting in July, to discuss design and surfacing issues. The following LAF members agreed to take part in the sub group: Rachel Connolly, Mike Bartholomew, Barrie Mounty and Paul Sherwood.

Members also discussed the nomination of representatives for each District Council area, who would be willing to act as a first point of liaison in relation to planning and other relevant matters. The following representatives were confirmed:

District Council area

Craven	Mike Bartholomew
Hambleton	Rachel Connolly
Harrogate	Richard Smith
Richmond	David Barraclough
Ryedale	David Gibson/Sue Raper to consider this role
Scarborough	Roma Haigh
Selby	Barrie Mouny with support from Tom Halstead

Resolved – (a) That the report be noted.

(b) That Highways Officers be asked to meet with the sub group before the next meeting of the LAF.

(c) That the LAF members listed above will be the first point of liaison in relation to District Council areas, on planning and other relevant matters.

119 Forward Plan

The Forum considered a report of the Secretary inviting members to identify items of business for future meetings.

The following items were identified for the next meeting

- Annual Report of the LAF (Chair and Secretary to prepare a draft)
- Harrogate draft Local Plan Consultation
- PLAN Selby – draft preferred options consultation
- Ensuring all Rights of Way are included on the Definitive Map (or appropriate list) by the 2026 deadline
- Increasing the use of volunteers
- Position statement on Unsurfaced Unclassified Roads (UURs)

The Forum also requested an outline timetable of the various workstreams for the Countryside Access Service, in order to schedule reports into the forward plan at appropriate points.

Resolved – That the issues identified during the meeting and recorded in the minutes be incorporated into the Forum’s Forward Plan.

120 Date of Next Meeting

The next meeting of the Local Access Forum will be held on Wednesday 6 July 2016 at 10 am.

The meeting concluded at 12.35pm.

KA

North Yorkshire Local Access Forum**6 July 2016****Increasing the Use of Volunteers and Strategic Partners to Assist With the Delivery of the Countryside Access Service****Report of the Assistant Director – Waste and Countryside Services****1.0 Purpose of Report**

- 1.1 To advise NYLAF of how the County Council is using volunteers and strategic partners to assist with the delivery of the Countryside Access Service. To ask the NYLAF to comment and advise on our approach.

2.0 Background

- 2.1 The report from the NY Local Access Forum subgroup in February 2015 offered several helpful recommendations for increasing volunteer involvement related to the achievement of minimum statutory standards. The purpose of this report is to inform NYLAF of the work that we do with volunteers to help deliver the Countryside Access Service. Included is a review of the sub group recommendations together with a summary of future plans to expand the role of volunteers and strategic delivery partners.

3.0 Current Position

- 3.1 The Countryside Access team currently works with volunteers in two ways:
- an in-house group called the Countryside Volunteers
 - occasional practical work with other local groups such as Rotary Clubs, Ramblers, bridleway groups and parishes.
- 3.2 The Countryside Volunteers are managed by a full-time Volunteer Co-ordinator based in the Development and Outreach Team working closely with the Countryside Access Team. The Countryside Volunteers were established 13 years ago with 115 volunteers presently registered across the county. Last year 62 volunteers gave over 2200 hours on rights of way tasks (see breakdown below). 20 new volunteers were recruited in 2015-16 and enquiries continue to come in on a regular basis. Several of the volunteers are also members of the Ramblers, Bridleway groups or Parish path groups with a broad range of interests, skills and experience.

3.3 Volunteer activity in 2015/16 is summarised in the following table:

Activity	Number	Hours
Practical maintenance tasks - <i>furniture items repaired/installed</i> - <i>signposts and waymarks repaired/installed</i> - <i>clearance tasks</i>	125 36 48	
Total	209	1652
Path surveys completed	29	137
Site visits & inspections completed	14	36
Notices put up (then removed)	30	83
Days research on bridge ownership	36	297
Activity days with Howardian Hills AONB (conservation, monument management, surveys, junior rangers etc.)	79	1056

It should be noted that volunteer activity was impacted upon during this period due to the transition to the new Countryside Access Service, however, the expectation is that activities will increase substantially in 2016-17 through the adoption of revised working practices.

4.0 NYLAF recommendations on the use of volunteers

4.1 NYLAF noted that volunteers can be used effectively to help with a number of tasks and made a number of recommendations which have been summarised below with relevant progress and/or commentary shown below each point.

4.2 **waymarking ROWs**

Volunteers currently do a small amount of waymarking, as well as erecting finger posts and waymark posts. Training volunteers to carry out waymarking on a systematic basis is planned as part of the CAS review. We have several other projects to complete first, but would hope to start this later this financial year or the beginning of the next.

4.3 **liaising with landowners and tenants**

This is not yet a role in which we have involved volunteers. Some work with landowners is contentious with potential legal ramifications and this work would always stay with an officer. There are also potential issues around data protection, but we hope to be able to resolve that. However, where issues are not contentious, there is a role for volunteers here which would probably be included in the work with third party groups (see below for details).

- 4.4 ***surveying ROWs, taking photographs, inspecting reported issues***
With fewer staff available to supervise practical work, the focus of the countryside volunteers is gradually changing from maintenance work parties to volunteers acting as the 'eyes and ears' of the service, carrying out exactly the roles described in the LAF report. Volunteers carry out surveys; inspect reported issues to take photos and write a brief description; put up, check or remove diversion, closure and S31 notices; and carry out low level maintenance using hand tools. We began these activities in 2015-16 and expect this to grow significantly with over 100 inspections likely this year.
- 4.5 ***general path clearance***
Small groups of volunteers occasionally do path clearances and over 2.5 km of ROW were cleared last year. This is an activity we hope to do more of, once we have arrangements in place for more tools etc.
- 4.6 ***admin – before a maintenance/improvement and tracking work and actions required***
We do see a small role for admin volunteers and two people have offered to help input the data from a planned volunteer survey of bridges later this year. However, all maintenance work needs to be prioritised by CAS staff first and once the issue is logged on the Council's Countryside Access Management System (CAMS) database tracking and allocation are all done by CAMS. The necessary training and supervision of volunteers using complex database management systems is likely to outweigh the benefits.
- 4.7 ***Maintenance/improvement jobs such as repairing or installing stiles, gates, bridges etc.***
We no longer have the resources to sustain regular work parties led by CAS officers on the scale we did previously. However, some of this work has continued, as shown in the table above, and is still ongoing this year. There are safety and liability issues with volunteers working unsupervised and we are working on ways of covering those. We need to find a different way of tackling this work and so are developing plans for working with external groups and with other strategic partners such as the National Parks and the Area of Outstanding Natural Beauty (AONBs) in Nidderdale, Howardian Hills and Forest of Bowland (see 5 and 6 below respectively).
- 4.8 ***NYCC have accepted the use of volunteers with regard to libraries where NYCC staff have been cut and many libraries rely on voluntary staff to stay open. A similar attitude should be applied to ROWs.*** Waste & Countryside Services are totally committed to working with volunteers and to expanding work with volunteers. They continue to fund a full time volunteer co-ordinator specifically for the countryside volunteers. It is difficult to make comparisons with libraries though, as the challenges and the legal and safety ramifications of activities on ROWs are quite different. The worst case scenario is that they could endanger life (of volunteers and/or path users) and could also pose a danger to a landowner's stock.

4.9 ***Training in first aid, health & safety, strimming etc. should continue to be undertaken where necessary but if volunteers are organised into effective groups, not everyone in every group would require training in everything.*** All volunteers will continue to have a basic health and safety induction as this is part of NYCC's liability for any work done on ROWs on our behalf. We currently have 6 volunteers who have undergone bespoke strimmer training and attained a strimmer certificate to enable them to carry out the activity safely. For first aid we only train enough volunteers to provide adequate cover so we currently have 17 of our most regular volunteers trained in emergency first aid, with another 10 places planned this year.

5.0 Work with third party groups

5.1 In addition to the above recommended volunteer tasks, NYLAF suggested working with third party groups as follows:

NYLAF suggest that NYCC consider appointing recognised bodies (such as Ramblers, British Horse Society, Bridleways etc.) as contractors as these groups frequently have their own groups of trained, organised and expert volunteers together with appropriate insurance and administration.

NYLAF consider many parishes have a great deal of local knowledge of ROWs combined with great enthusiasm to see their local ROWS maintained and improved. NYLAF therefore suggest that NYCC re-explore their relationship with parishes, perhaps by resurrecting the Parish Paths Partnership, and see which parishes would be happy to take a role in ROW maintenance/improvement.

5.2 In the past work with third party groups such Rotary Clubs, Ramblers, bridleway groups and parishes has been quite small in scale and done in an ad hoc way. Following the reductions in the Countryside Access budget the service has been approached by a number of groups and parishes offering to help maintain rights of way and as the resources for internal practical tasks have decreased.

5.3 We are keen to explore ways to expand this area of activity and work is underway to develop a model which will support third party groups to work without direct supervision whilst also ensuring work is carried out safely and to the required standard. In order to keep within the budget available, any maintenance or improvement work will also need to align with CAS priorities if resourced by NYCC.

5.4 There are a number of issues under consideration that need to be addressed for this to work successfully and sustainably, including the following:

- Staff time for initial set-up and ongoing liaison with groups
- Lines of communication, liability and responsibility
- Prioritising work – who decides if and when the work should be done?
- Liaison with landowners
- Health and safety – regardless of who insures volunteers, NYCC are liable for the safety of volunteers and for path users, and potentially for any damage to landowners property or stock, where work is carried out on our behalf or at our request.
- Skills and training – funding for training, staff time for training.
- Quality of work – is it on the definitive line, is the work of a good standard, how will this be monitored?
- Materials and tools – purchase, maintenance and transportation of tools and materials. The removal of arisings and any other debris.

5.5 As identified by NYLAF, one possible model is the Parish Paths Partnership (P3). We contacted seven other local authorities who have (or recently had) a P3 project to discuss their experiences. Of those:

- one has closed due to insufficient funding.
- one described their P3 as 'limping along towards closure' and that work completed does not meet the authority's priorities and is therefore considered poor value for money.
- one has P3 managed by Groundwork with a delegated budget

In the remaining four authorities:

- many P3 groups (up to two thirds) are limited to surveys, waymarking, strimming and clearance.
- Where furniture maintenance is undertaken, funding and/or staff are available to:
 - help each group get established
 - provide initial practical training
 - provide tools and materials
 - work alongside volunteers initially and then for more complex tasks e.g. bridges.

5.6 Whilst we do not have the level of funding or staffing required for a full P3 project, there are elements we could take from P3 which we could use in working with local groups. To this end we hope to start some pilot projects this year, starting with a Ramblers group first, then a parish group.

5.7 Some ideas considered so far are:

- To put together a written agreement for each group spelling out the geographical area to be covered, funding arrangements, lines of communication and responsibility.
- To set up a training package for group leaders and a few members of the group. The knowledge and skills gained could then be cascaded through the group whilst working on tasks under the guidance of those already trained.
- To ask groups to plan a programme of works for the year ahead which CAS officers could then match with CAS priorities and agree with them any changes or additions.
- Local groups developing relationships with landowners and tenants in their area, to liaise on practical works on their land, but also to help change the culture of assuming NYCC will do everything for them.

5.8 With the information gained from the pilots we would hope to have a well developed model that we could gradually extend across the county. It is unlikely that we would have the capacity to work with every parish and community group, but we could work with those who show interest, perhaps grouping some parishes together to share resources and training.

6.0 Work with strategic partners

6.1 In addition to working with volunteers and 3rd party groups, CAS is currently expanding upon existing strategic partner relationships with its National Parks and AONBs to explore opportunities to work better together to help achieve common goals and pool limited resources.

6.2 A number of pilot projects have been initiated since the creation of the Countryside Access Service which are in the process of being implemented this financial year. These include the following:

- **Upper Nidderdale Landscape Partnership** – working alongside Nidderdale AONB and the Yorkshire Dales National Park Authority – undertaking a programme of access enhancement projects in Upper Nidderdale during 2016-18 fully funded via the Heritage Lottery Fund (£25K).
- **Howardian Hills AONB Enhancement Project** – utilising HHAONB funding (£7.5K) working with North York Moors National Park Authority (NYMNP) Young Apprentices to undertake a number of enhancement projects identified within the AONB.

- **Unsurfaced Unclassified Roads (UUR) Pilot** – working with NYMNPA Rangers utilising their expertise and local knowledge to help manage the UURs in the Scarborough area on behalf of the Highways and Transportation Division (project budget £30K).
- **Forest of Bowland AONB Enhancement Project** – utilising FoBAONB staff to undertake maintenance projects within the AONB.

6.3 Depending on the success of these pilots, it is hoped that they will provide models for expansion and provide longer term sustainable solutions to help the CAS maintain and enhance the public right of way network across North Yorkshire.

7.0 Conclusion

7.1 Given current financial and staff resource constraints, the CAS recognises the value and is committed to the use of volunteers. Indeed, it is a key Service Plan objective to seek opportunities to further develop the use of volunteers, third party groups and strategic partners to assist with the delivery of the Countryside Access Service which is reflected in the initiatives noted in this report.

8.0 Legal Implications

8.1 There are no legal implications as this is an advisory report only

9.0 Financial Implications

9.1 There are no financial implications upon the County Council.

10.0 Equalities Implications

10.1 There are no equality implications as this is an advisory report only.

11.0 Recommendation

11.1 It is recommended that:

- i) LAF members comment on the content of the report.

IAN FIELDING
Assistant Director – Waste and Countryside Services

Author of Report: Ian Kelly
Background Documents: None

Position Statement:**Unsurfaced Unclassified Roads (UUR) in North Yorkshire****Background**

Government Control of 'highways' is split as follows:

List of Streets – Dept for Transport (DfT).

Definitive Map and Statement – Dept for Environment, Food and Rural Affairs (DEFRA).

This being the case, it is usual local authority practice for the management of highways to be split as follows:

Carriageways, Footways, Verges and Back Streets – Highways team.

Public Rights of Way – Countryside team.

The County Council has a duty to maintain a safe highway network which is conferred by s41 of the Highways Act 1980, in order to best carry this out it has approved (via the Highway Maintenance Plan) functional hierarchies for roads and footway which are in line with the recommendations of Well-maintained Highways, the code of practice for highway maintenance management. These hierarchies are dependent upon traffic volumes:

Category	Description
1	Motorways & Trunk Roads (not the responsibility of NYCC as Local Highway Authority)
2	Strategic Route (A roads between primary destinations)
3a	Main Distributor Road (Major urban networks)
3b	Secondary Distributor (B and some C and U road bus routes carrying local traffic)
4a	Link Roads between the Main and Secondary Distributor network
4b	Local Access Road (serving limited numbers of properties)
5	Back Streets
6	Unsurfaced Unclassified Roads (serving limited properties)

The County Council does not have a specific policy for the management of UURs in North Yorkshire; however, these routes do form part of the network of Highways Maintainable at Public Expense. Management of each particular UUR is carried out on a route specific basis.

Although almost all of the 740km of UURs in the County have historically received no formal maintenance, other than perhaps some local repairs undertaken by landowners, the increase in the leisure use of routes by recreational Mechanically Propelled Vehicles (MPV) has resulted in problems (both perceived and actual) which require effective management. All UURs are historic routes which have endured over time from ancient trods, cart tracks etc and as a result, they have not benefited from any formal construction design. This often means that the route drainage, if any exists, is limited to historic grips and ditches which have become inefficient due to limited maintenance.

Although these routes have existed in a sustainable condition for decades, whether or not due in some part to local landowners carrying out repairs, in recent years the County Council has become aware of the increased recreational use of MPVs which is in some cases resulting in deterioration in condition of these routes. Although no formal condition

survey has been undertaken, the County Council has developed its own Unsurfaced Road Condition Assessment (URCA), which is also being used by a National Park Authority for its own route surveys. The URCA uses a standard format to collect information relating to: evidence of type of use; depth of ruts; width of areas affected by ruts; and type of surface. The URCA also records information based on chainage along the route and a visual record is made by collecting photographs. In addition the anecdotal evidence and the increasing number of complaints suggests that in some cases the condition of routes is getting worse and action is appropriate. Route deterioration is accelerated by:

- Local topography
- Width of route
- Route drainage
- Surface condition
- Surface material

The routes which display the worst damage are often the steepest gradients where even 4x4 vehicles can wheel spin in winter weather, further loosening and removing loose surface material. Other routes susceptible to severe damage are those routes running across peat fields or in other low lying areas which have poor drainage. Once the surface stone (if present in the first place) has been damaged or effectively removed due to current use, the level of the route becomes lower than the adjacent land and then acts as a drainage ditch for this surrounding land. From this point on, damage can occur rapidly, making routes dangerous for all users where routes have steep cross-falls.

Partners

If the route in question is a 'dual status' Public Right of Way (PRoW) and UUR, or parts of the route are dual status then management of the routes is agreed with Waste and Countryside Services (WACS). If a UUR joins two or more PRoW together to form a contiguous route then WACS are consulted upon any proposals. If a route is within or adjacent to a National Park or Area of Outstanding Natural Beauty, these bodies are also be consulted.

User Rights

UURs have the same rights as all 'highways' ie the public have a right to pass and re-pass and as the LHA, the County Council has a duty to protect and assert these rights and case law has established that the duty to maintain the condition of these routes to be to the standard necessary to accommodate the ordinary traffic which passes or may reasonably be expected to pass along the highway.

The term 'UUR' is also misleading as the word 'road' may be understood by customers to infer the right to use MPVs when in fact there may be no such right existing in respect of a UUR. A UUR may have MPV rights, but this may not necessarily have been recorded. In such circumstances we would usually invite those claiming such rights to demonstrate adequate proof. If a route is in a poor state of repair, in order to prevent further damage it is possible to enforce any prohibition of the use of MPVs on UURs with the 'No Motor Vehicles' sign and a Traffic Regulation Order (implemented using the Road Traffic Regulation Act 1984).

Current UUR Operational Management Process

1. Complaint received regarding condition of route;
2. Survey to assess condition;
3. If the condition of the route is dangerous or likely to become dangerous soon, or other circumstances exist as set out in the RTRA Section 1 (see below) it is appropriate to consider options for management of the route including implementation of a Temporary Traffic Order (TTO), usually, although not exclusively, prohibiting use by MPVs;
4. Whilst the TTO is valid, investigate the cause of the damage further and longer term management options for the route. These include, but are not limited to: downhill use only, voluntary restraint, seasonal restrictions, permanent Traffic Regulation Order.
5. Repairs to route arranged if appropriate.

Longer Term Management Options for UURs

Various management options are available in respect of UUR's , however with some options the engagement of user groups will be key. Options chiefly include:

Do Nothing
Voluntary Restraint
Traffic Regulation Order
Repair Route

Do Nothing

This can be an option if the route is currently sustainable and will soon self-regenerate which can be the case on some routes across grassland with little evidence of a defined surface.

Voluntary Restraint (by those user groups who may be likely to cause damage)

This can be a useful resource for those routes which are able to sustain some MPV use. It is first necessary to consider what use is causing the damage to the route and then approach relevant user groups to discuss the issues. If the main user groups are agreeable to voluntary restraint this can be a useful approach and their support can be shown by incorporation of their organisations logos as part of any route signage. This combined with media coverage helps to get the message across to other related user groups. For example knowledge that a National Motorcycle Group has volunteered restraint may influence the decision of the members of other groups to exercise restraint. It can also provide a means of being able to keep a route open for use, albeit limited in some way which is usually preferable to a TRO.

Voluntary restraint may include:

Downhill travel only
Seasonal use only
Use during a fixed number of days per year
Voluntary weight/ width restriction

Condition survey data would be required prior to a decision to use voluntary restraint as an option. For example if survey data indicated that the current use is predominantly in a downhill direction during the summer months, then voluntary restraint may not improve the current situation and mean that other options need to be considered.

Traffic Regulation Order (TRO)

These orders are a legitimate option for effective route management and can be an effective way of preventing damage to the route by MPVs where voluntary restraint or the 'do nothing' option are unlikely to be appropriate for the circumstances.

Examples of TROs includes:

Use in one direction only;

Seasonal use only;

Weight restriction;

Width restriction; and,

Vehicle classification (MPVs or MPVs excluding motorcycles, MPVs and horse riders etc)

It should be noted that implementation of a TRO is not a 'last form of defence', but is just one of the management options to be investigated.

Repair Route

If the route is sustainable, only minor repairs to drainage with the reinstatement of some stone may be sufficient to prevent further damage occurring. If more major repairs are required then other management options must form part of the management plan or damage will re-occur in the future which will require further repairs and a cycle of unsustainable damage/repair will result.

If major repairs are undertaken the route must be formally monitored regularly to assess condition, any future damage will result in TROs being implemented, if appropriate to save the route requiring further repair.

If route repair to accommodate MPVs (ie at a minimum compacted stone) will change the character of the route and the heritage of the surrounding area, then the implementation of a TRO should be investigated with any repairs made following TRO being in keeping with the local character.

Conflict between recreational user groups

Historically, use of these routes has been by ramblers and horse riders. These user groups tend to have the least impact on UURs, with many routes having received no formal maintenance activity except by landowners who were in many cases the only users of MPVs on these routes. Landowners also tend to avoid these routes at the wettest time of year and often carry out maintenance themselves or avoid using the routes altogether until in some cases the routes have self-repaired. These groups reported very little conflict.

In recent years the County Council has seen an increase in the amount of correspondence regarding UURs compared to other road categories.

Examples of complaint include: Impact on peace and tranquillity, Intimidation, Route damage.

TRO Formal Process

The formal process for the implementation of a TRO is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the LATOP 1996") and comprises:-

- Consultation with statutory consultees (including any organisations representing persons likely to be affected by the TRO)
- Notices in press and on site
- Consideration and determination of objections received in accordance with the Council's Constitution Publication of notice of making TRO (including notifying objectors within 14 days of making the Order)
- Implementation of TRO (including installing required signs etc.)

(N.B. The LATOP 1996 also make provision for a public inquiry to be held before making a TRO in certain circumstances where an objection has been made to the proposal)

Section 1 of the Road Traffic Regulation Act 1984 empowers traffic authorities to make Orders regulating traffic and sets out the following purposes for which Orders may be made (the sections underlined are particularly relevant to UUR TROs):-

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs, or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

Section 22 of the 1984 Act adds a further purpose which applies in the case of roads in, or forming part of, or adjacent to or contiguous with a National Park or an area of outstanding natural beauty. – this is for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area. (The reference to "conserving the

natural beauty of an area” is construed in this context as including a reference to conserving its flora, fauna and geological or physiographical features).

Section 22A of the 1984 Act provides that this further purpose can also be applied to roads which are not within a National Park or an area of outstanding natural beauty and Section 22BB enables a National Park Authority to make a TRO on a BOAT, restricted byway, a bridleway or a footpath or a carriageway whose surface is not made up.

Section 122 of the 1984 Act places traffic authorities under a duty to exercise any of their functions under the 1984 Act in such a way (so far as is practicable having regard to a list of specific matters set out in Section 122(2)) as to secure the expeditious, convenient and safe movement of traffic (vehicles and pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. These matters are:-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and, specifically, the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- any other matters appearing to the local authority to be relevant.

The power to make a TRO arises “*where it appears to the authority making the Order that it is expedient to make it*” (Section 1 of the 1984 Act). “Expedient” in this context means “advantageous, advisable on practical grounds, suitable, appropriate”. In general terms, the authority has to be satisfied that the making of the Order is expedient, which indicates that they have a wide discretion in the matter. Case law has established that this can only be challenged on the grounds of unreasonableness and whether the authority’s judgement (i.e. in making the Order) has taken into account the relevant facts.

Section 2 of the 1984 Act specifies the provisions which may be included in an Order. Basically, an Order may contain three kinds of provision:-

- provisions prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by vehicular traffic, or by vehicular traffic of any class specified in the Order (e.g. prohibiting vehicles from waiting or loading and unloading, requiring vehicular traffic (of any class) to proceed in a specified direction or prohibiting it from so proceeding);
- provisions prohibiting, restricting or regulating the use of a road, or of any part of the width of a road, by, or by any specified class of, pedestrians; and
- provisions specifying through routes for heavy commercial vehicles, or prohibiting or restricting the use of heavy commercial vehicles in such zones or on such roads as may be so specified, as they consider expedient for preserving or improving the amenities of their area or of some part or parts of their area.

The provisions contained in a TRO may be subject to exceptions (either at all times or at times, on days or during periods so specified) – TROs can also be implemented on an experimental basis (for up to 18 months).

Section 3(1) of the 1984 Act provides that a TRO cannot prevent access for vehicles to any premises situated on or adjacent to a road and which are only accessible from that road, for more than 8 hours in any 24 hour period, unless the traffic authority are satisfied that it is expedient to do so (for certain specified reasons) and it is stated to that effect in the Order.

Section 14 of the 1984 Act also allows a traffic authority to restrict or prohibit temporarily the use of a road in certain circumstances (because of existing / proposed works, because of the likelihood of danger to the public, or of serious damage to the road or for litter clearing and cleaning purposes).

UUR Pilot Project

Government Control of 'highways' is split as follows:

List of Streets – Dept for Transport (DfT).

Definitive Map and Statement – Dept for Environment, Food and Rural Affairs (DEFRA).

This being the case, it is usual local authority practice for the management of highways to be split as follows:

Carriageways, Footways, Verges and Back Streets – Highways team.

Public Rights of Way – Countryside team.

These teams have specific areas of expertise with surfaced and unsurfaced routes respectively; however, a small number of PRoW in urban areas are surfaced and to the general public they are expected to be managed as regular footways (as opposed to PRoW footpaths) and a small number of roads are unsurfaced. The Pilot Project has been set up to trial the management of routes in two of NYCCs seven areas by those teams with expertise of managing routes based upon their surface, not their formal designation, with the objective of improved management of the whole highway network.

The UUR Pilot Project is internal arrangement within the directorate of Business & Environmental Services and refers to the management of UURs by the County Councils Waste And Countryside Services (WACS) team on behalf of the Highways and Transportation (H&T) team as follows:

1. Pilot will run in the first instance until the 31 March 2017, when a decision will be taken as to how to proceed after this time;
2. The area of the County included is that which matches that of the borough of Scarborough;
3. The activities involved in the Pilot include Route Inspections (where required), responses to Customer Requests, removal of obstructions, repair work and liaison with the National Park;
4. Investigation into any permanent Traffic Regulation Orders or 'stopping-up' processes would be undertaken in conjunction with the local Area Highways Office in Whitby;
5. Route alignment queries will remain with the Highways & Transportation Division at highwayassetmanagement@northyorks.gov.uk ;

6. The officer responsible is Ian Kelly: Countryside Access Manager. Correspondence should be directed in the first instance through the Customer Service Centre or by emailing paths@northyorks.gov.uk

There are 138 UUR routes in the Scarborough District area totalling 156km.

The 2nd part of the Pilot Project is for the management of Urban Surfaced PRoW by the County Councils H&T team on behalf of WACS as follows:

1. Pilot will run in the first instance until the 31 March 2017, when a decision will be taken as to how to proceed after this time;
2. The area of the County included is that which matches that of the district of Ryedale;
3. The activities involved in the Pilot include Cyclic Highway Safety Inspections, responses to Customer Requests, repair work etc;
4. Investigation into any permanent Traffic Regulation Orders or 'stopping-up' processes would be undertaken in conjunction with the WACS team at County Hall;
5. Route alignment queries will remain with the WACS Division at paths@northyorks.gov.uk ;
6. The officer responsible is Richard Marr: Area Manager for Areas 3 and 4. Correspondence should be directed in the first instance through the Customer Service Centre or by emailing area4.kirbymisperton@northyorks.gov.uk

There are 28 Urban Surfaced PRoW in the Ryedale District area totalling 3.2km these are mainly in and around the Malton area. These have all received a Highway Safety Inspection in line with other surfaced footways and in addition to potholes being filled on South Parade, Norton, The Manor Vale to Golf Club footpath, Kirkbymoorside has been resurfaced.

Position Statement:**List of Streets, Local Street Gazetteer and Definitive Map****List of Streets:**

NYCC as the Local Highway Authority (LHA) is required to keep a List of Highways Maintainable at Public Expense, this is a requirement of the Highways Act 1980 s36(6). There is no stipulation as to the form this List of Streets (LoS) takes and each LHA has its own way of displaying this list. Usually the list takes the form of a list of locations (usually road names in urban areas or descriptions in rural areas) and may include start and end positions and an approximate length. NYCC as a LHA keeps a LoS which was originally generated from predecessor LHAs which included amongst them those LoS of the urban areas of Harrogate and Scarborough and the former North Riding with extracts from the East and West Ridings where applicable.

Legislation: Highways Act 1980.

Local Street Gazetteer:

NYCC as the Street Authority (SA) is required to keep a Local Street Gazetteer (LSG) which is a list of streets as defined by the New Roads and Street Works Act 1991. This is used by the SA and utility companies for management of street activities. Whereas the definition of the LoS is vague and there can be multiple instances of street names within an area, the LSG is a much more formal database and provides a Unique Street Reference Number (USRN) for every street in the country. Each SA uploads its LSG to the National Hub which is managed by GeoPlace. The individual LSGs are combined by GeoPlace into a National Street Gazetteer which is downloaded by utility companies. Unlike the LoS the management of LSG has strict parameters which SAs are measured against and scored on. What is included in the LSG is governed by a Data Entry Convention, currently version 8.1. This identifies what can and cannot be included. LSG streets are defined as either one of:

- Publically Maintainable.
- Prospectively Publically Maintainable.
- Neither of the above.

Street Naming and Numbering Authorities (SNNA) are required to keep a Local Land and Property Gazetteer (LLPG). The seven District Councils in NYCC are the SNNAs not the County Council. Both SAs and SNNAs are measured and scored against how their LSG and LLPG are aligned to each other. This involves much negotiation as the SNNAs wish to move streets start and end points within parishes in response to customer address requests. SNNAs are not really interested where roads have no properties and they have therefore never formally named many roads in rural areas. Despite the LSG being the responsibility of NYCC (as SA) the County Council cannot name any roads on the LSG, they may only provide a description of them. Only the District Councils in NY can name any road.

Legislation: New Roads and Street Works Act 1991.

Street Works Register

The Street Works Register (SWR) is an electronic database of all works (planned and completed) on all streets whether public or otherwise, the SWR records works (including scaffolds, skips and also events on streets). The SWR is within the public domain (although the LSG is not within the public domain and requires registration with GeoPlace for permission to access the National Street Gazetteer).

Relevant Legislation: New Roads and Street Works Act 1991.

Definitive Map and Statement:

Surveying Authorities are required to maintain a legal record of Public Rights of Way (PRoW), this record is known as the Definitive Map and Statement (DMS) and records PRoW in one of four categories (footpath, bridleway, Restricted Byway (RB) or Byway Open to All Traffic (BOAT)). It should be noted that unlike UURs which have no user rights confirmed, the four categories do confirm actual user rights for up to pedestrians, horse riders, horse and carts and all traffic respectively.

Legislation: Wildlife and Countryside Act 1981 (as amended)

Ordnance Survey:

OS is a government owned organisation which surveys the country and produces mapping. OS terms like ORPA, White Road, Private Road, Main Road, Other Road etc have no defined meaning to the LHA. OS is not responsible for the LoS, the LSG or the DMS. LHAs, NNAs and SAs are not under any obligation to rely upon OS mapping for the recording of highways, streets or PRoWs.

NYCC will never attempt to hide the true status of any route of which it is aware; however, in general terms we can only be sure of the status of those Highways which are Maintainable At Public Expense (HMAPE). Private Highways, Routes within MoD land and Ratione Tenurae are not the responsibility of NYCC although some private highways are recorded within the LSG.

There is a belief that a LHA may record a highway as a 'private street carrying public rights'. Officers are unaware as to where this information would be recorded as the LoS does not record this, there is nowhere in the LSG nor the DMS to record this.

In the case of an unclassified road; to record any user rights higher than pedestrian this would require a DMMO to record bridleway, RB or BOAT.

NYCC Webpage www.northyorks.gov.uk/article/26004/Maps

Shows various map layers including those HMAPE which are PRoW and A, B, C & U roads.

Note the often referred principle 'Once a highway always a highway' and closure requires a legal event; is correct. However, removal of the ...Maintainable at Public Expense aspect of a highway does not necessarily require a legal event as the LHA may review its LoS periodically and removal of a route from the LoS retains highway rights (unless a 'stopping-up' is implemented) but does remove its status as Maintainable At Public Expense. Section 47 of the Highways Act 1980 also enables a highway authority to apply to a magistrates' court for an Order to declare an unnecessary highway to be not maintainable at public expense, although this does not apply to footpaths, bridleways or restricted byways and is also subject to a potential veto by the relevant Parish Council.

North Yorkshire Local Access Forum**6 July 2016****Recording of public rights of way within the Definitive Map and Statement by 2026****Report of the Assistant Director – Waste and Countryside Services****1.0 Purpose of Report**

- 1.1 To advise NYLAF of the County Council's position in respect to recording of public rights of way within the Definitive Map and Statement by 2026. To ask the NYLAF to comment and advise on our approach.

2.0 Background

- 2.1 At the NY Local Access Forum meeting on 4th February 2016 it was considered that it would be appropriate to prepare a statement for presentation at the July meeting 2016 with respect to the County Council's proposals for ensuring public rights of way were to be included in the Definitive Map and statement by the 2026 'cut-off date' referred to in the Countryside Rights of Way (CROW) Act 2000.
- 2.2 In February it was believed that the relevant Regulations necessary for the implementation of the Deregulation Act 2015, and consequently the implementation of the statute relating to the 2026 'cut-off date', would be issued in July 2016.
- 2.3 The Regulations will dictate what needs to be done in order to satisfy the legislation, and it was envisaged that the content of the Regulations would have become known to the profession by the date of this meeting, allowing some informed comment to be made with respect to devising a strategy to meet the requirements.
- 2.4 However, it has taken the Stakeholder Working Group and other DEFRA officials longer than anticipated to finalise the details and it is now hoped that the Regulations will be able to be completed within the next 6 months, though no formal date has been announced.

3.0 Current Position

- 3.1 At the NY LAF meeting on 4th February 2016 it was considered that it would be appropriate to prepare a statement for presentation at the July meeting 2016 with respect to the County Council's proposals for ensuring public rights of way were to be included in the Definitive Map and statement by the 2026 'cut-off date' referred to in the CROW Act 2000.

- 3.2 Last month Officers attended a workshop aimed at public rights of way managers from the northern authorities to discuss the current understanding of the most pressing elements of the implementation of the Deregulation Act 2015, including the 2026 'cut-off date' and the impact of the proposals in relation to handling new applications for Definitive Map Modification Orders (DMMOs).
- 3.3 The meeting provided useful information regarding an overview of the most pertinent aspects of the Act, but was also useful in terms of a benchmarking exercise between the authorities present, as to how authorities were currently responding to anticipated changes. It was clear that most authorities were taking no immediate action, and were awaiting the clarification that the Regulations and the associated Explanatory Notes will deliver.
- 3.4 The lack of clarity relating to the 2026 cut-off date includes:
- Whether or not the 2026 cut-off date will actually be retained,
 - How much input will be expected of an applicant to ensure new applications are sound,
 - What the process and timescales will be for handling new applications,
 - What the process will be for modification consent orders,
 - Whether processing modification consent orders will affect current prioritisation of applications,
 - What involvement the County Council will have if applications are presented to the Magistrate's Courts,
 - What impact the new procedures will have on existing applications,
 - The process by which any routes not subject to an outstanding application can be protected.
- 3.5 In view of the above, it is considered inappropriate use of officer time to devise a strategy around proposals which are still so unclear. Consequently, no resource has been allocated to making long-term preparations, however, minor changes have been made where there has been more clarity. This approach is consistent with other northern authorities based on the responses shared at the meeting.
- 3.6 The minor changes that are currently being made, or have been made in response to the wider effects of the Deregulation Act include:
- A record has commenced of alleged highways for which we do not yet hold an application, to be the basis of the list of 'Designated routes'. These cases will need supporting evidence and will eventually be subject to the 'Preliminary Assessment' process. The Ratione Tenurae (RT) roads (i.e. maintainable by the owner/occupier) have been added to this record.
 - A revision of the DMMO application Evidence of Use form, in line with recommendations by the Stakeholder Working Group, in order to produce a nominally standard form across the nation.

- Revision of Application forms and Guidance notes for applicants for both DMMOs and Public Path Orders (PPOs).
- Changes to databases and the DMMO Register to enable recording of newly required information.
- Preparation to place formal advertisements for Orders onto the website
- Preparation for more direct access to Land Registry records to identify landowners.

3.7 In conclusion, no specific strategy will be devised until there is greater clarity on the implications of the Regulations although some steps have been taken in preparation of anticipated changes. There will be no additional staff resource in the short term to gather information about any unrecorded routes but there is plenty of scope for other parties, such as the user groups to identify valuable routes and to arrange for applications to be made leading up to the proposed cut-off date. Officers will be happy to provide support and advice to any prospective applicants for DMMOs.

4.0 Legal Implications

4.1 There are no legal implications as this is an advisory report only

5.0 Financial Implications

5.1 There are no financial implications upon the County Council.

6.0 Equalities Implications

6.1 There are no equality implications as this is an advisory report only.

<p>7.0 Recommendation</p>

<p>7.1 It is recommended that LAF members comment on the content of the report.</p>

IAN FIELDING
Assistant Director – Waste and Countryside Services

Author of Report: Ian Kelly

Background Documents: None

North Yorkshire Local Access Forum

6 July 2016

Secretary's Update Report

Report of the Secretary

1.0 Purpose of the Report

- 1.1 To update members of the Local Access Forum on developments since the last meeting of the LAF.

2.0 Update

Consultation responses

- 2.1 Following the meeting on 4 February 2016, a formal consultation response was submitted on behalf of the Forum in respect of the Hambleton District Council Local Plan Issues and Options Consultation. The response was acknowledged and the next stage of the Plan's development is expected later this year (see below for a general update on Local Development Plans).

Feedback from last meeting

- 2.2 At the last meeting, members commented on the Countryside Access Service Review. Officers have provided the following update on progress with the Review:

Since the most recent discussion of draft proposals at LAF in February, the following progress has been made on the Countryside Access Service review.

- Discussed approach to prioritisation with NYCC Executive Member in late April, and received his support to continue along the lines discussed with the LAF.
- Undertaken an exercise to map the proposals in detail across the entire NY network (outside of the NPAs). This has led to a requirement to make some alterations to the proposed categories within the prioritisation model. For example the data to map 'Points of Interest in the countryside' and 'tourism centres' is only available from Ordnance Survey at significant cost, and therefore these items have been removed from the list of characteristics. The two proposed characteristics of 'other' and 'obsolete' routes have been joined together as it was not possible to easily map them. The

exercise has simplified the proposal while maintaining the overall approach.

- Agreed to undertake a public consultation on the approach. The detail of the public consultation is currently being developed, and we expect to start consultation during August and allow 8 weeks for residents and interest groups to provide their comment.
- Started detailed process review work on how the service deals with issues reported to it – namely ploughing and cropping, and bridge inspection and maintenance. Further time has been set aside during July to review the service’s approach to dealing with enforcement, furniture items – gates and stiles etc, and signposting and waymarking.

Restrictions

2.3 The Forum is consulted on a range of restrictions under the Countryside and Rights of Way Act 2000. No consultations have been notified since the last meeting of the Forum. Ten notifications have been received from the Open Access Contact Centre at Natural England confirming restrictions:

Direction Case No	Period of Restriction	Land Affected and Reason
2016048070	9-27 May; 31 May -3 June; 6-10 June	Middlesmoor, Lofthouse and Rigg Section 22
2016048091	14-27 May; 31 May -3 June; 6-10 June; 13-17 June	Copperthwaite Allotment Section 22
2016048095	14-27 May; 31 May – 3 June; 6-10 June; 13-17 June	Ramsgill Moor – Ramsgill Bents Section 22
2016048098	14-27 May; 31 May – 3 June; 6-10 June; 13-17 June	Gouthwaite Section 22
2016048099	14-27 May; 31 May – 3 June; 6-10 June; 13-17 June	Dewhurst Allotment Section 22
2016048127	9-13 May; 16-20 May; 23-27 May; 31 May – 3 June; 6-10 June; 13-16 June	Angram Moor
2016048128	9-13 May; 16-20 May; 23-27 May; 31 May – 3 June; 6-10 June; 13-16 June	Stean Moor
2016048129	9-13 May; 16-20 May; 23-27 May; 31 May – 3 June; 6-10 June; 13-16 June	Keasden Moor
2016048133	23-27 May; 31 May – 3 June; 6-10 June; 13-17 June; 20-24 June; 27-30	Colsterdale Moor, Masham Moor, Iton Moor, Ellingstring Moor and

	June	Galloper Moor Section 22
2016068184	22-23 August; 30-31 August; 5-6 September; 12-13 September; 26-27 September; 0-11 October; 24-25 October; 7-8 November; 21-22 November; 5-6 December	Longside Moor Section 22

National conference and regional meeting

- 2.4 3 members of the forum attended the northern national conference for Local Access Forums on 1 March in Leeds – David Barraclough, Barrie Mouny and Paul Sherwood. A summary report of their experience was circulated shortly after the conference.
- 2.5 The Chair attended the regional meeting of Local Access Forums across Yorkshire and Humberside on 9 March in Beverley, and draft minutes of the meeting have been circulated to members. The next meeting will take place on 21 September in Barnsley.

LAF Newsletter/Huddle

- 2.6 Natural England has recently published the ninth edition of the Local Access Forum newsletter, which was circulated by email to all North Yorkshire LAF members.
- https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/529126/laf-newsletter-issue9.pdf
- 2.7 Members can also keep up to date with issues of interest to LAF members through Huddle, an internet workspace provided by Natural England where LAF members can share information, good practice or ask advice on an issue. All LAF members are encouraged to join Huddle. The Secretary can arrange this on behalf of any new LAF members who wish to sign up.

Local Development Plans

- 2.8 One of the key areas of involvement for the Forum is to ensure appropriate engagement in the preparation of Local Development Plans. A number of items have been included on recent agendas. Set out below is a brief summary of the current position in relation to each District Council area, and in relation to the Minerals and Waste Joint Plan. This information is taken from the websites of the relevant authorities.

Authority	Status
Craven	Further consultation on preferred site allocations/designations should start in late July 2016. Publication of the final local plan should be in September 2016 and submission should be in December 2016
Hambleton	Preferred options consultation scheduled between September 2016 and August 2017
Harrogate	Draft Plan anticipated October 2016
Richmond	Plan adopted
Ryedale	Plan adopted
Scarborough	Plan submitted for independent examination
Selby	Anticipate consulting on PLAN Selby – Draft Preferred Options during summer 2016
Minerals and Waste Joint Plan	An interim preferred options consultation is now expected to take place during the summer of 2016 to take account of a number of new sites submitted for consideration, as well as any major changes to policies, before a final draft Plan is produced for publication later in the year

2.9 As can be seen, there are a number of consultation documents which are scheduled to take place between this meeting and the next meeting of the LAF in October. It is suggested that, in each case, the LAF agrees to ask the relevant District Council liaison representative to work with the Chair and Secretary of the Forum to prepare a draft response on behalf of the LAF. This would then be circulated for consultation by the Secretary and a formal LAF response submitted by the Secretary to meet the deadlines for each consultation, assuming that this is before the LAF meeting on 12 October 2016.

Working Group report

2.10 Following the decision at the last meeting, a working group consisting of Rachel Connolly, Mike Bartholomew, Barrie Mouny and Paul Sherwood met with officers from business and Environmental Services on 9 June 2016. Members discussed highways design and planning issues with Pam Johnson and highways surfacing with Colin Quinn. A report on this session will be circulated before the Forum meeting.

England Coast Path

- 2.11 The LAF has been invited to send a representative to the launch of the England Coast path in North Yorkshire and Teesside on 21 July 2016. The vice-chair will be attending on behalf of the forum.

3.0 Recommendations

- 3.1 That the Local Access Forum notes the update report.
- 3.2 That the relevant District Council liaison representative be authorised to work with the Chair and Secretary of the Forum to prepare a draft response on behalf of the LAF to the Local Development Plan consultations anticipated to take place over the summer of 2016 as set out in paragraph 2.8 above. This would then be circulated for consultation by the Secretary and a formal LAF response submitted by the Secretary to meet the deadlines for each consultation, assuming that this is before the LAF meeting on 12 October 2016.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

North Yorkshire Local Access Forum**6 July 2016****Local Access Forum Annual Review****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To ask members to agree the annual review for submission to Natural England.

2.0 Background

- 2.1 The Local Access Forum is required to produce an annual report on its activity.
- 2.2 Natural England provides an annual review form, which is required to be returned to them by 31 July 2016, and which can also be used as the annual report template. This provides Natural England with consistent information from all LAFs, for reporting to DEFRA on the national position.
- 2.3 The Chair and the Secretary have drafted the attached responses on the annual review. LAF members are invited to comment on the draft and agree a final version for submission to Natural England by the deadline of 31 July.
- 2.4 In particular, members will be asked at the meeting to confirm which category of membership they consider themselves to fall into:
- Representing users of public rights of way or access land
 - Representing owners and occupiers of access land or land over which PROW subsist
 - Members representing other interests
- It is hoped that LAFs will have a balance of representation across the three categories.

3.0 Recommendation

- 3.1 That members agree the annual review form for submission to Natural England by the deadline of 31 July.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

Local Access Forum Annual Review Form

April 2015 to March 2016

Name of LAF	North Yorkshire Local Access Forum
Name of LAF Chair	Rachel Connolly
Name of LAF Secretary	Kate Arscott

Total number of LAF members	-182
Number of members representing users of public rights of way or access land	0
Number of members representing owners and occupiers of access land or land over which PROW subsist	
Number of members representing other interests	

Number of full LAF meetings held	2	Number of sub-group meetings held	0
Number of working groups led by others	0	Number of training days provided by the Appointing Authority	1
How many km of PROW have been improved due to LAF input?	0	How much funding did the LAF (or an associated body) raise?	£0.00
How many extra volunteer hours were committed to public access (not including LAF committee meetings)?			?

Partners your LAF worked with during 2015/16 (click on a box or type 'x')

Local Nature Partnerships	<input type="checkbox"/>	Local Enterprise Partnerships	<input type="checkbox"/>
Health and Wellbeing Boards	<input type="checkbox"/>	LEADER funding Local Action Groups	<input type="checkbox"/>

LAF achievements/making a difference?¹ Please give examples to illustrate how your LAF has improved public access to land for the purpose of open air recreation and the enjoyment of the area. Do you think your LAF has made a difference to public access in your area via its discussions and actions?

Through contributing to Local Development Plan documents for the County Council and 7 District Councils that fall within the LAF area, as well as individual planning applications where appropriate.

Through commenting on the Countryside Access Service Review and proposals for future prioritisation of work

What activity did your LAF undertake to help record historical PROW before 2026?

The LAF has identified this as a priority issue for 2016/17

¹ These achievements form an important part of the national annual report that is submitted to Defra/Minister and help to promote the work and good practice of LAFs

Local Access Forum Annual Review Form

April 2015 to March 2016

Please add numbers to the following differentiating between formal consultations and general advice given by the LAF on particular subjects. If a consultation covered more than one subject area, please count separately.

	Consultations	Advice	Optional Detail
Green Infrastructure strategies			
Transport (LTP, traffic management, rail, DfT, Highways Agency)	1	2	NYCC LTP4/Highways England
Water / Coast (slipways, flood defence, EA, shoreline)			
Public open space (public space protection orders)			
Dog control/exclusion/on leads/fouling orders			
Planning applications /Housing development schemes		7	Liaison between individual LAF members and District Councils
Land use and planning matters (e.g. informal advice on land development)		1	Scotch Corner retail development
Local development frameworks and planning strategies	3		Scarborough Borough Local Plan Consultation; North Yorkshire and York Joint Minerals and Waste Plan; Hambleton District Council Local Plan Issues and Options Consultation
PROW creation, diversion or closure - number of each			
Recording lost ways/historical rights - working towards the 2026 cut-off			
Right of Way Improvement Plan review			
Route improvements (to PROW and other multi-user/cycling/horse-riding/walking routes)			
Promotion of access, open air recreation and the enjoyment of the area			
Vehicular access and issues relating to motorised use of PROW			
Parish Council or other grant schemes			
Access for people with reduced mobility			
Commons, village greens			
Open Access land restrictions			Notifications circulated for information
Coastal Access/National Trails			
NNR dedication			
Greenspace including Country Parks and Local Nature Reserves			
Nature conservation (including SSSIs)			
Agri-environment scheme issues (HLS and new Countryside Stewardship) e.g. expiring permissive access agreements, effects of land management options on			

Local Access Forum Annual Review Form

April 2015 to March 2016

public access etc.			
Forestry and woodland			

Any other LAF activity (please specify):

Consultation on the Countryside Access Service Review
Schools and Education Project

What are your top priorities for the year ahead?

Working with NYCC on increased use of volunteers; preparation for 2026; Unsurfaced Unclassified Roads; continuing to contribute to the development of Local Development Plans; closer working with the Appointing Authority

Do you foresee any issues or challenges that may affect your LAFs operation and/or its ability to deliver improvements to public access in the coming year?

The current financial climate restricts the support available to the LAF at a national, regional and local level, as well as the ability of partners to fund and deliver improvements

Is there any particular support or training that you need to deliver your priorities or work program for next year?

Possibly archival involvement in relation to volunteer activity

Summarise any feedback received from section 94(4) bodies²

Comments acknowledged in relation to the LTP4; Joint Mineral and Waste Plan; and Scarborough Borough Local Plan

Comments from the Appointing Authority

The local authority undertook a review in 2015, which has restricted the ability of the LAF to make as much progress as they or we would wish. There has been a refresh of the administrative support to the LAF

Comments from LAF Chair

² The Countryside and Rights of Way Act, 2000, Section 94(4) specifies that it is the function of a local access forum, as respects to the area for which it is established, to advise the appointing authority; the local highway authority; other bodies exercising functions under CROW Act Part 1 (Natural England, Forestry Commission and English Heritage) and such other bodies as may be prescribed. These other bodies are set out in the LAF Regulations 2007, paragraph 21, and include: any conservation board established by the Secretary of State, any parish or town council in the area covered by the LAF, and Sport England.

Local Access Forum Annual Review Form

April 2015 to March 2016

Following a lapse in the LAF's operation in the first half of 2015/16 we look forward to building a more positive relationship and achieving progress jointly with the Appointing Authority going forward.

Any other comments

This report only covers activity since the Local Access Forum was reconstituted in November 2015.

North Yorkshire Local Access Forum**6 July 2016****Local Access Forum Principles and Advice****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To seek the Forum's confirmation of position statements relating to Local Access Forum Principles and advice to District Councils.

2.0 Background

- 2.1 In the past, the Local Access Forum has developed position statements in relation to LAF principles, and advice to District Councils. This is in line with good practice set out in the Defra Guidance on Local Access Forums in England, particularly in relation to responding to section 94(4) bodies when advice is required between meetings.
- 2.2 The LAF principles were last formally agreed by the Local Access Forum on 5 June 2013. The advice to District Councils was last formally minuted as being considered by the Forum on 20 October 2011.
- 2.3 The Chair has requested that the Forum be asked formally to agree the attached documents for future use.

3.0 Recommendation

- 3.1 That members agree the attached position statements relating to North Yorkshire Local Access Forum Principles and Advice to District Councils as Section 94 (4) bodies.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

NORTH YORKSHIRE LOCAL ACCESS FORUM

Local Access Forums perform a statutory function and all section 94(4) bodies are required under section 94(5) of the CROW Act 2000 to 'have regard in carrying out their functions to any relevant advice given to them' by a Forum. Reflecting the directives given to forums, the North Yorkshire LAF has drawn up a set of principles which now underpin their work and advice.

- Any new access should be at the highest rights practicable
- All rights of way should be maintained to the standard required and, where needed, upgraded physically and legally to a higher standard
- The Forum will work to see rights of way developed to redress the fragmentation of the network, connect communities and improve links to places of demand
- The Forum will work to develop more access opportunities to include the widest possible range of users, especially families, children, minority groups and the less able
- The Forum seeks the establishment of an annual budget to fund the fulfilling of the Rights of Way Improvement Plan (RoWIP)
- Whilst the creation of all access is welcome, the Forum stresses that permissive (temporary) access does not equate with the public benefit of definitive (permanent) access
- The Forum wishes to raise awareness of how different users can enjoy responsible sharing of routes where appropriate, whilst supporting challenges to illegal use
- The Forum recognises the establishment and challenges of new initiatives such as coastal access, access to water, access to woodland and the dedication of land for public access

The above may be summarised simply as:

The Forum seeks to maximise every opportunity for improved access, providing safer non-motorised journeys for the widest range of users practicable.

The Forum welcomes consultation from all section 94(4) bodies or others who feel they might benefit from discussion with them. For further information please contact the chair through the Secretary to the Forum, Kate Arscott: kate.arscott@northyorks.gov.uk 01609 532834

NORTH YORKSHIRE LOCAL ACCESS FORUM

Advice to District Councils as Sec.94 (4) bodies

Whilst each District will have different priorities within its Local Plan, the North Yorkshire Local Access Forum, in accordance with its statutory remit under sec. 94(5) of the CROW Act 2000, recommends the following points, which it hopes will be reflected by every District Council:

- The Forum advises that Good Practice in planning matters will incorporate connections for non-motorised users to local services and the rights of way network whenever possible. Such routes should be multi-user, if practicable, to encourage sustainable travel.
- That new sites provide informal as well as formal green space.
- That Local Plans reflect the objectives of NYCC's Rights of Way Improvement Plan and the Local Transport Plan.
- That Councils identify popular rights of way so they can put measures in places to enhance them and ensure their sustainability.
- That Councils seek opportunities to remedy missing links in a fragmented network to encourage healthy and sustainable travel.
- Councils should take advantage of Community Infrastructure Levy, Sec.106 arrangements, minerals tax and windfarm contribution to invest in initiatives and improvements for access.
- That Councils recognise the value of strong partnership with NYCC's rights of way department to promote the benefits accruing from a useful network of public paths.

These can be loosely summarised in the advice 'that all planning applications, should be considered from the Access point of view, to ensure opportunities for access are included'. Once missed, it is unlikely they can be added at a future date.

The Forum welcomes engagement. Contact can either be made through your named LAF member or through the LAF secretary, Kate Arscott at North Yorkshire County Council: kate.arscott@northyorks.gov.uk 01609 532834

North Yorkshire Local Access Forum**6 July 2016****District Council Updates****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To update the Forum on liaison with District Councils.

2.0 Background

- 2.1 At the LAF meeting on 4 February 2016, the forum agreed an updated list of nominated representatives willing to act as the first point of liaison with the constituent District Councils in relation to planning and other relevant matters.
- 2.2 This agenda item provides an opportunity for the Forum to be updated on activity since the last meeting.
- 2.3 David Barraclough has provided the attached report on liaison with Richmondshire District Council.
- 2.4 Members will also be aware that Barrie Mouny and Tom Halstead met with Selby District Council's lead Planning Officer in May, and that Rachel Connolly consulted colleagues on a number of Hambleton District Council planning applications in May.
- 2.5 Other nominated representatives are invited to report verbally at the meeting on activity undertaken.

3.0 Recommendation

- 3.1 That members note the updates on liaison with District Councils.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

LIAISON WITH RICHMONDSHIRE DISTRICT COUNCIL

Local Plan

The Core Strategy was adopted on 9 December 2014. This document, which had been many years in the making, lacked any input from the LAF. It was before my time, but apparently there was some confusion over the consultation deadline on the submission draft. During the summer of 2014, I sent a “nil response” during the consultation on the Inspector’s recommended changes (consultation was confined to the Inspector’s proposed changes, none of which affected issues of direct interest to the LAF).

The next document to be prepared by the District Council is that titled Delivering Development. This is intended to “flesh out” the broad policies in the Core Strategy and identify specific sites for development, whether for housing, employment or other uses. According to the timetable in the Richmondshire Development Plan Scheme, an issues paper will be published for consultation in June 2017; the draft document will be published in December 2017; submitted to the Secretary of State in March 2018; and the public examination is timetabled for June 2018.

To inform preparation of that plan, a series of 28 Settlement Development Assessments is proposed, to identify development potential. These are currently in progress, with that for Middleton Tyas having been completed. I was invited to attend public meetings in connection with these, but declined on the basis of my lack of detailed local knowledge and the sheer volume of work involved. However, there will be several opportunities to make an input later in the process.

Development Management

I receive the weekly list of planning applications from the District Council. The bulk of these are for minor alterations and extensions to private houses and very few involve access issues. I have commented adversely, on behalf of the LAF, on several outline applications for housing development in Catterick Garrison on the basis that these “infill” schemes destroy the fingers of open space along the various stream courses in the Garrison that were obviously deliberately left undeveloped in earlier days.

Earlier this year, in consultation with George Bateman, I commented on an application in West Layton that involved the diversion of a bridleway. We were both happy with the proposal, but I have yet to be informed of the Council’s decision.

All comments are faithfully recorded on the application website (as they must be), but whether they influence the outcome on delegated or committee decisions is difficult to judge.

David Barraclough
21 June 2016

North Yorkshire Local Access Forum**6 July 2016****Forward Plan****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To invite members of the Local Access Forum to consider items of business for future meetings.

2.0 Background

- 2.1 The 'Guidance on Local Access Forums in England' published by the Department for Environment, Food and Rural Affairs (Defra) strongly recommends that forums prepare a forward work programme which sets out the forum's priorities and special areas of interest.

- 2.2 This can play an important role in helping the forum to:
- Ensure a focus on issues which are the most relevant for the area
 - Clarify the issues on which the County Council or other section 94(4) bodies would benefit from receiving advice
 - Timetable when specific matters are likely to be considered
 - Inform the public about the forum's work
 - Identify training needs
 - Review effectiveness and prepare an annual report.

3.0 Forward Plan

- 3.1 Future meeting dates are:

- 12 October 2016
- 11 January 2017
- 6 April 2017

Meetings are scheduled to start at 10.00am.

- 3.2 The Forum will need to consider items of business for future meetings. The attached draft forward plan presents the business currently identified.

4.0 Recommendation

- 4.1 That the Local Access Forum considers items of business for future meetings.

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)
County Hall
NORTHALLERTON

Report author: Kate Arscott, Secretary to North Yorkshire Local Access Forum

Background Documents: None

NORTH YORKSHIRE LOCAL ACCESS FORUM

Forward Plan 2016/17

Date of Meeting	
Standing items	<ul style="list-style-type: none"> • Minutes • Matters Arising • Public Questions and Statements • Consultations • Secretary's Update Report • Forward Plan
12 October 2016	<ul style="list-style-type: none"> • Harrogate draft Local Plan consultation (provisional) • Hambleton draft Local Plan consultation (provisional) • Draft terms of reference • Cycling (suggested by the Chair) •
11 January 2017	<ul style="list-style-type: none"> • • • •
6 April 2017	<ul style="list-style-type: none"> • • •
Unscheduled	<ul style="list-style-type: none"> • Health and Wellbeing Strategy (suggested at February 2016 meeting) • 2017 LAF annual report • Rights of Way Improvement Plan