
NORTH YORKSHIRE LOCAL ACCESS FORUM

AGENDA

Meeting: Local Access Forum

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

Date: Thursday 6 April 2017 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.

<http://democracy.northyorks.gov.uk>

Business

1. Apologies for absence
2. Minutes of the meeting held on 2 March 2017 (To follow)
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 below*) by midday on Monday 3 April 2017, 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.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will ask anyone who may be taking a recording to cease while you speak.

For enquiries relating to this agenda please contact Kate Arscott Tel: **01609 532834**
or e-mail kate.arscott@northyorks.gov.uk Website: www.northyorks.gov.uk

5. **Start Time and Location of Future Meetings**
 Purpose: to decide the start time and location of future meetings

6. **A59 Kex Gill Realignment – Development Update – Report of the Corporate Director Business & Environmental Services**
(Pages 6 to 8)
 Purpose: To receive a briefing on the development of proposals for the realignment of the A59
 Attending: James Gilroy, Transport Planning Officer, North Yorkshire County Council

7. **Update on Working with Third Party Volunteer Groups to Assist With the Delivery of the Countryside Access Service - Report of the Assistant Director - Transport, Waste & Countryside Services**
(Page 9)
 Purpose: To consider an update and discuss the role of volunteers
 Attending: Ian Kelly, Countryside Access Manager, North Yorkshire County Council

8. **Auditing the List of Streets - Report of the Secretary**
(Pages 10 to 14)
 Purpose: To consider the County Council's response to the questions raised in Auditing the list of streets: a role for local access forums (British Horse Society document)
 Attending: Neil Leighton, Team Leader: Network Management, North Yorkshire County Council

9. **2026**
 Purpose: Standing item – no new information to report

10. **District Council Updates – Report of the Secretary**
(Pages 15 to 17)
 Purpose: An opportunity for District Council liaison representatives to update the Forum on activity since the last meeting

11. **National Conference and Regional Access Forum – Report of the Secretary**
(Pages 18 to 33)
 Purpose: To consider NYLAF attendance at the National Conference on 21 June 2017 and to report back from the Regional access Forum meeting on 8 March 2017

12. **Secretary's Update Report – Report of the Secretary**
(Pages 34 to 36)
 Purpose: To receive an update on developments since the last meeting

13. **Forward Plan – Report of the Secretary**
(Pages 37 to 39)
 Purpose: To consider and prioritise items of business for future meetings

14. **Dates of Next Meetings**

| | |
|----------------------------------|----------------------------------|
| Wednesday 12 July 2017 | Wednesday 17 January 2018 |
| Wednesday 11 October 2017 | Wednesday 11 April 2018 |

15. **Other business which the Chair 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 March 2017

NOTES

(a) **Interests**

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

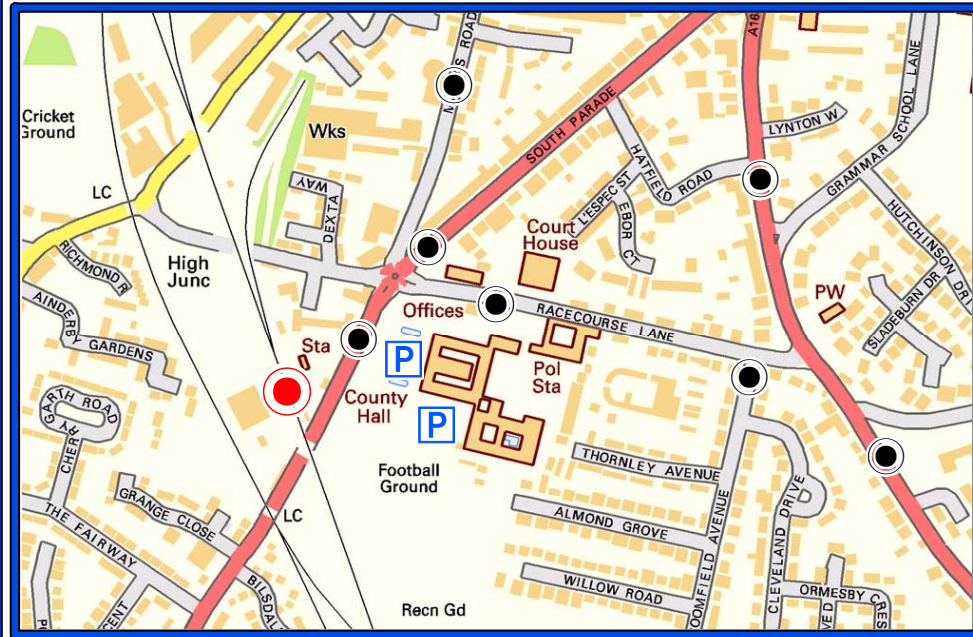
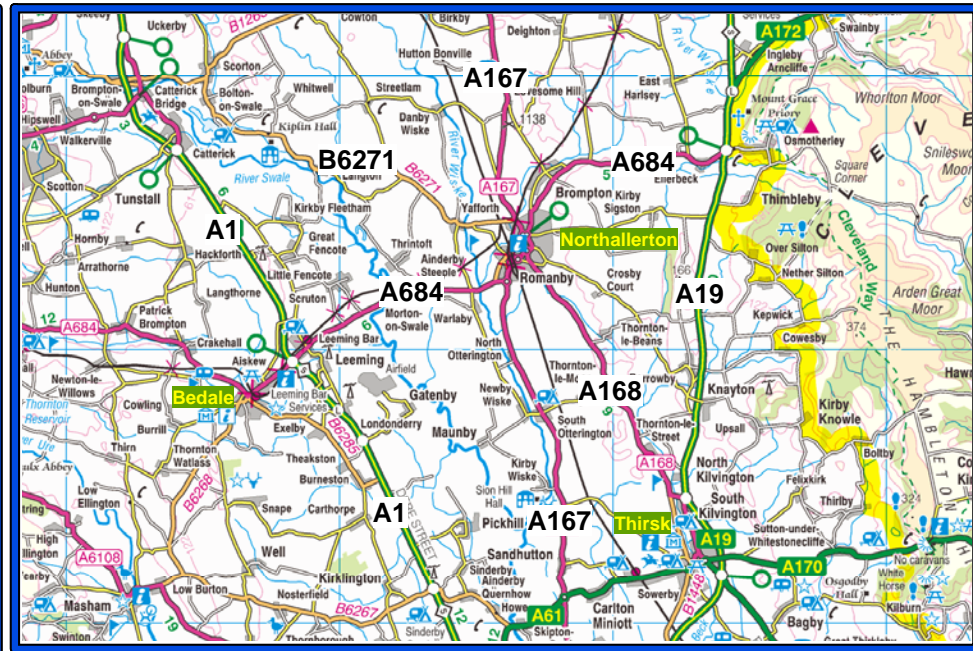
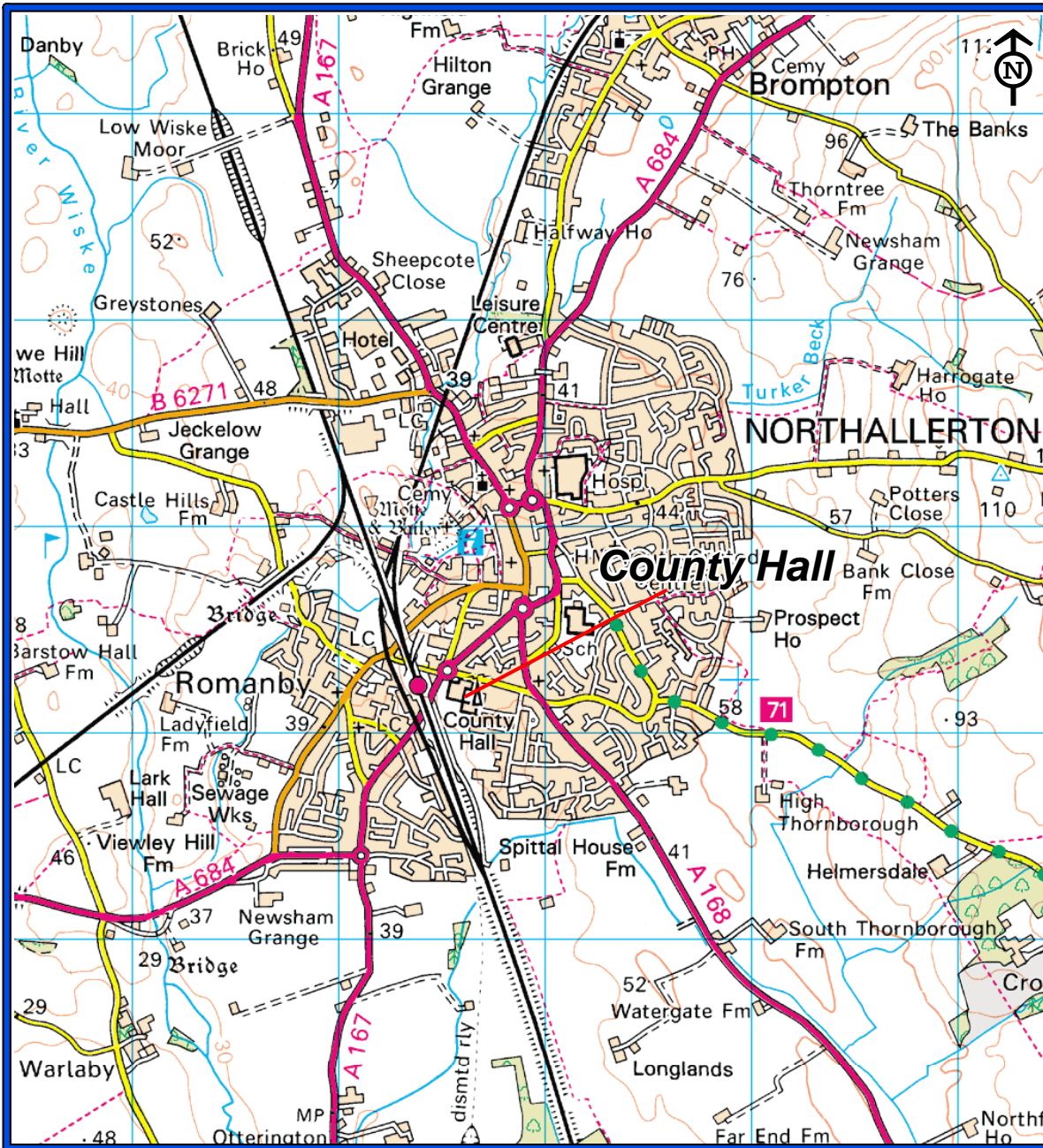
- (7) “A member of a Local Access Forum who is directly or indirectly interested in any matter brought up for consideration at a meeting of the Forum shall disclose the nature of his interest to the meeting”.

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.

NORTH YORKSHIRE LOCAL ACCESS FORUM

Membership

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



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North Yorkshire
DL7 8AD

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North
Yorkshire County Council

North Yorkshire Local Access Forum

06 April 2017

A59 Kex Gill Realignment – Development Update

Report of North Yorkshire County Council

1.0 Purpose Of Report

1.1 To provide an overview and progress report on the A59 Kex Gill Realignment.

2.0 Background

2.1 The A59 is a key Trans Pennine route between Skipton and Harrogate. There is a long history of land instability and movement of the land above the A59 to the west of Blubberhouses at Kex Gill.

2.2 This movement has caused a number of landslips, the most recent of which occurred in January 2016 and led to a closure of the A59 for 8 weeks.

2.3 As a result of the on-going slope instability, there remains a high risk that there will be further landslips in the future, which could potentially result in long term closures of the route, severely impacting on connectivity between Skipton and Harrogate.

2.4 Whilst short to medium term ‘management’ measures are being undertaken, the County Council recognises that in the longer term there is a need to develop proposals for a permanent solution. This is likely to be a major realignment of the route. As such improvements to the A59 at Kex Gill are identified within the County Council’s LTP, Strategic Transport Prospectus and also within the York North Yorkshire and East Riding Local Enterprise Partnerships, Strategic Economic Plan.

2.5 Improvements to the A59 also form part of a wider long term package of interventions aimed at improving east west connectivity between the East Coast & Humber Ports to Lancashire. These improvements will help to improve journey time reliability and safety across this important corridor.

2.6 In Autumn 2016 the County Council commissioned Mouchel to investigate potential options for the realignment of the A59 at Kex Gill and to develop a business case to enable the County Council to submit a bid for funding from the Department of Transport for the delivery of a realigned route.

2.7 A Steering Group has been established to provide strategic direction and support the scheme development process. This is chaired by Barrie Mason, Assistant Director Highways and Transportation, and includes officer representatives from the County Council, Craven District Council, Harrogate Borough Council, Mouchel and Department for Transport. The local County Councillor John Fort and Harrogate Borough Councillor Christine Ryder also provide Member representation on the Steering Group.

3.0 Current Progress

- 3.1 The first stage in developing the business case is to identify key objectives that any proposed scheme should seek to address. For the A59 Kex Gill realignment these have been identified as follows;
- Improve the resilience of the A59 route between Skipton and Harrogate;
 - Improve safety of road users on the A59
 - Support the case for east west connectivity;
 - Improve journey time reliability
 - Maintain the landscape, ecological and historical value of surrounding area;
 - Reduce impact and cost of scheduled maintenance on the A59;
- 3.2 Mouchel are currently in the process of preparing the Options Assessment Report (OAR), this is due for completion in April 2017. Once completed it will allow the most appropriate option / options to be selected and Mouchel will then prepare an Outline Business Case.
- 3.3 Options being considered include alignments
- within the Kex Gill valley close to the existing alignment of the A59
 - to the north of the Kex Gill valley
 - to the south of the Kex Gill Valley
- 3.4 One of the key issues to be considered is that all options need to ensure that the western end of the scheme includes the realignment of the Kex Gill Bridge. This has been identified as a local pinch point and potential accident location.
- 3.5 Additionally any options that tie into the existing network to the west of Blubberhouses junction should also consider the inclusion of an eastbound climbing lane to the Hopper House Hotel, to aid flow of traffic heading towards Harrogate. Incorporating this climbing lane, would also help to deliver another of the proposed interventions contained within the Strategic Transport prospectus.

4.0 Next Steps

- 4.1 Now that all the options have been identified an initial sift of the options will take place. The options will be sifted using the Department for Transport's Early Assessment and Sifting Tool (EAST), assessing them on various criteria including environmental considerations, economic and financial as well as deliverability. Following this assessment the options will then be either progressed or discarded. A full overview of the EAST process will be presented as part of the OAR.
- 4.2 The area of Kex Gill and its surroundings is considered to be of extremely high landscape and environmental importance. Given the fact that all of the potential options run either through or close to land with environmental designations it is important that all environmental impacts are fully considered. As part of the process discussions are on-going with key environmental stakeholders, including Natural England, Yorkshire Dales National Park and the Nidderdale Area of Outstanding Natural Beauty.
- 4.3 Mouchel are due to complete the OAR in April 2017. Following the completion of the OAR local public consultation will be undertaken together with further reports to BES Executive Members and both the Craven and Harrogate Area Committees. Following this it is anticipated that either one or a small number of options will be identified for further development and consideration as part of the Outline Business Case (OBC). The development of the OBC will enable the County Council to be in a position to bid for funding from the Department of Transport (DfT).

5.0 Discussions with the Department for Transport

- 5.1 Officers have recently been liaising with DfT officials to help identify potential funding sources and opportunities. Initial discussions have been extremely positive with the DfT indicating that they recognise the high risk of the potential landslip and its significant impact on the A59 as an important part of both the local and regional transport network. They have indicated that they are supportive in principle of the scheme and further have suggested that the scheme development process be accelerated.
- 5.2 The Forum should however note that the normal development time for a scheme of this nature would be in excess of five years, especially given the environmental designations of land in the area. It should therefore be noted that to compress this development timeframe into three years will be extremely challenging.

6.0 Financial Implications

- 6.1 The scheme development work is being funded from existing approved budgets. As the business case and discussion with DfT develops the financial implications for the delivery of the scheme will become apparent. However, the scheme acceleration is likely to change the spending profile for the project and a latest update will be provided at your meeting.

7.0 Equalities Implications

- 7.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. However, it is worth noting that the scheme will require a full Equalities Impact Assessment.

8.0 Legal Implications

- 8.1 At present no legal implications have been identified. As the scheme development process continues, detailed discussions will take place with the County Council's legal department with respect of the legal implications of options identified for inclusion within the OBC.

9.0 Recommendations

- 9.1 It is recommended that the Local Access Forum
- i) Notes the content of the report

DAVID BOWE
Corporate Director – North Yorkshire County Council - Business and Environmental Services

Authors of Report: Sam Raine/James Gilroy – North Yorkshire County Council Transport Planning team.

Background Documents: None

North Yorkshire Local Access Forum**6 April 2017****Update on Working with Third Party Volunteer Groups to Assist With the Delivery of the Countryside Access Service**

- 1 The service has been running a pilot project to enable local volunteer groups to carry out work on the network legally, safely and to a high standard, without direct supervision from Countryside Access Service (CAS) staff.
- 2 The pilot project with Lower Wharfedale Ramblers (LWR) has been running since 3 December 2016 and the group are now carrying out maintenance tasks independently with support from the Field Officer, Catherine Smith. They tackle approx. two tasks a month which are usually gate/stile repairs and/or short sections of clearance.
- 3 The group were recently filmed by the BBC Sunday Politics Show (Yorkshire and Lincolnshire) as an example of a project where councils are involving new volunteer projects following cuts to council budgets.
- 4 A second pilot project has started with Burton in Lonsdale Parish Council. The initial preparation is completed and an agreement (based on the LWR agreement) is in place, ready to start carrying out practical maintenance tasks very soon.
- 5 Initial discussions have also been held with Potto Parish Council and they have begun some tasks working alongside staff. This is going well and differs in that they are willing to consider landowner liaison where appropriate. We hope to complete an agreement with them in April so that they can start working independently from May.
- 6 A further parish group has also been in touch and we are compiling a list of interested groups to contact over the next quarter.
- 7 A full review of the LWR pilot is about to begin with a view to rolling the project out to other groups across the county in 2017/18 to assist with delivery of public rights of way maintenance and enhancements.
- 8 In addition to this, consideration will be given to adopting this method of service delivery once the UUR Pilot project is concluded. Over the course of the pilot external stakeholders have expressed a keen interest in the project and the Trail Riders Fellowship (TRF) were especially supportive. They were keen to explore ways for their members to provide volunteer labour to assist with UUR maintenance as well as the potential to offer funding to support the project. Unfortunately, due to the timescales involved it was not possible to deliver an additional scheme within the scope of the UUR pilot but it is understood that the offer remains and is available should the project continue.

North Yorkshire Local Access Forum**6 April 2017****Auditing the List of Streets****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To consider the response to questions about auditing the list of streets, raised by the British Horse Society.

2.0 Background

- 2.1 The British Horse Society has circulated the attached document – Auditing the list of streets: a role for local access forums. The document contains a series of questions for LAFs to consider asking of the local Highway Authority.

- 2.2 In November 2016, the LAF agreed to seek a response to the questions raised from the Highway Authority. The following response has been provided:

Q6: As the society anticipates the County Council holds no such record.

Q7 & Q9: The County Council is currently in the process of reviewing its officer protocol for amending the List of Streets and that review is likely to be complete by the spring. That said, amendments to the List of Streets are not a matter for reference to committee/executive but under the Council's Constitution are delegated to the Corporate Director: Business and Environmental Services under the Officers' Delegation Scheme.

- 2.3 Neil Leighton, Team Leader, Network Management, will attend the meeting to answer any questions from LAF members.

3.0 Recommendation

- 3.1 That members consider the responses and decide whether they wish to undertake any further consideration of this matter.

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

Auditing the list of streets: a role for local access forums

1. The stakeholder working group on rights of way recommended that: "Routes identified on the list of streets/local street gazetteer as publicly maintainable, or as private streets carrying public rights, should be exempted from the cut off.¹" The British Horse Society expects this recommendation to be given effect in regulations made under [section 54\(1\)\(d\)](#) of the Countryside and Rights of Way Act 2000, exempting routes from the cut-off provisions in Part 2 of the 2000 Act.

2. The 'list of streets' is maintained by every highway authority under [section 36\(6\)](#) of the Highways Act 1980: "The council of every county, metropolitan district and London borough and the Common Council² shall cause to be made, and shall keep corrected up to date, a list of the streets within their area which are highways maintainable at the public expense." The list should contain every way which is maintainable at the public expense, regardless of whether the way is, in fact, currently maintained. Most public rights of way are maintainable at public expense³, and 'street' being defined so as to include paths⁴, ought to appear on the list; however, very few highway authorities are believed to have included all publicly maintainable public rights of way on their list. But it is not unusual to find urban alleyways and some byways open to all traffic on the list of streets.

3. An exemption for routes on the list of streets may be valuable in preserving routes not on the definitive map and statement which would otherwise be extinguished by the cut-off in 2026, primarily:

- unsealed routes (often referred to as unclassified county roads, UCRs, and frequently marked on Ordnance Survey maps as 'other route with public access', ORPA⁵) which, on evaluation, are found to be public footpaths or public bridleways⁶;
- urban footpaths, alleyways, ginnels *etc.*

4. Surveying authorities and rights of way researchers may wish to rely on the exemption (if granted) for routes on the list of streets so that scarce resources may be focused on applying to record other routes which will not be exempted. However, an exemption is dependable only if:

- the terms of the exemption apply to a particular route,
- a route is currently shown on the list of streets⁷, and the route will continue to be shown on the list of streets at a date (expected to be close to 2026) specified in regulations.

1 [Stepping Forward — The Stakeholder Working Group on Unrecorded Public Rights of Way: Report to Natural England](#) (NECR035): proposal 25.

2 *i.e.* of the City of London.

3 Some public rights of way, particularly many ways presumed to have been dedicated since 1949 through long use, are not publicly maintainable.

4 [Section 329\(1\)](#) provides that, "except where the context otherwise requires—...street has the same meaning as in Part III of the New Roads and Street Works Act 1991". Section 48(1) of the 1991 Act provides that: "a "street" means the whole or any part of any of the following, irrespective of whether it is a thoroughfare—(a) any highway, road, lane, footway, alley or passage, (b) any square or court, and (c) any land laid out as a way whether it is for the time being formed as a way or not."

5 For a fuller explanation of ORSPA, see pannageman.craddocks.co.uk/#post32.

6 There is no provision to extinguish any type of roads (*i.e.* carriage roads of whatever character) in 2026, except roads which are shown in the definitive map and statement as a public footpath or public bridleway and which are not otherwise excluded from extinguishment.

5. Rights of way user groups and researchers believe that some highway authorities amend their list of streets without any external oversight or engagement: it is alleged that, in those authorities' areas, numerous minor or unsealed routes have been deleted without due process or accountability. Of course, it is a requirement that the authority "shall keep [the list] corrected up to date" to reflect, for example, new roads which are adopted by the authority, publicly maintainable streets which are stopped up under a legal instrument, and publicly maintainable streets which cease to be maintainable on the order of a magistrates' court⁸. But a highway authority should not remove a street from the list simply because it no longer wishes to maintain it, or because it sees no value in maintaining it, without following a statutory procedure to relieve it of the obligation of maintenance, or to extinguish it. Even if the highway authority believes an entry in the list to be mistaken, the Society believes that the authority should follow a transparent, accountable process to corroborate its belief. Given that reliance may now be placed on entries in the list being retained up to and beyond 2026, the Society asks local access forums to address highway authorities' present practice, and where that is found to be deficient, to press for a transparent, accountable process and public engagement where appropriate.

6. The Society recommends that the following questions could be addressed by the forum to highway authorities in the area covered by the forum:

- *What unsealed highways have been removed from the list of streets since 1998 (the year in which the Ordnance Survey collected such data for the purposes of showing ORPAS on leisure mapping)?*

If the forum is concerned that routes have been removed from the list of streets prior to 1998, an earlier date might be substituted and appropriate evidence presented.

7. If the response to this first question is 'we don't know', then clearly, the highway authority has no easily accessible record of changes made.

- *What procedures apply to any proposal to remove a highway from the list of streets, other than in response to a legal event (such as a magistrates' court stopping up order, or a Town and Country Planning Act diversion order)?*

8. If the response suggests that changes, including removals, may be made by officers without any reference to a council committee, and without any external consultation, it is not safe to rely on a route being exempted owing to its inclusion on the list of streets, because that route is vulnerable to removal at any time.

9. Assuming that the response to these questions is insufficient, the forum may propose that—

- *No highway (or part highway) should be removed from the list of streets, other than pursuant to a legal event, unless to correct a mistake where there has been consultation with local interests (such as the local access forum and parish council), the correction is fully documented for archiving and indexation, and the decision is taken transparently within the authority on the basis of a report by officers (e.g. by a committee or by the executive).*

7 The exception from extinguishment may apply to routes added to the list of streets in the future, but before the date specified in regulations. However, until such routes are added, they are not obvious candidates for protection from extinguishment.

8 Sometimes referred to as a 'cessor order': see [section 47](#) of the 1980 Act.

10. Highway authorities may be reluctant to engage in time-consuming, costly processes to amend the list of streets. But the question remains: what power does the authority have to amend the list other than consequential to a legal event? And if the intention is to correct what is perceived to be an 'error', then the evidence for such a correction should be presented in a report after engagement with local interests, the decision taken by local authority members, and details of the correction should be made available to the public. Removing a route from the list of streets, where that route is not recorded in the definitive map and statement, has the same impact as removing a public path from the definitive map. The latter process involves a familiar and fair public process. Why should we accept anything less for deletions from the list of streets?

North Yorkshire Local Access Forum**6 April 2017****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 The LAF operates an agreed 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. From time to time the Forum also nominates representatives to take a lead on a particular issue or to attend a meeting on behalf of the Forum.
- 2.2 This agenda item provides an opportunity for the Forum to be updated on activity since the previous meeting.
- 2.3 As requested at the last meeting, Rachel Connolly has provided the attached summary of the work that she has undertaken with regard to the A1 project.
- 2.4 Nominated representatives are invited to report verbally at the meeting on activity undertaken.

3.0 Recommendation

- 3.1 That members note the updates.

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

A1 upgrade summary

The Public Inquiry was in 2006, and the project is nearing completion. The section from Leeming to Dishforth was constructed first, but the Leeming to Barton section was rejected by the Inspector first time around and tweakings were made through supplementary orders. That section together with the third section (Scotch Corner to Barton) will now be completed 'late spring' – which in Highways England jargon means June or thereabouts barring further setbacks. As I write the late-running archaeological scratchings near Catterick have unearthed a wicker basket down a well this week, which requires further investigation, for which read 'delay'! The great-crested newts near Scurragh lane brought work on the bridleway to a halt over 18 months ago, and that's now ceased to be a work in progress.

Throughout that time – and before – there have been round-the-table meetings of various representatives from the design and construction interest together with the NMU groups (Ramblers, BHS, cycling groups and the LAF) to raise concerns as Highways and North Yorkshire vie to cut corners and save every last penny – hardly surprising. However, as you may imagine, no expense has been spared for archaeology, badgers, newts, and otters leaving the NMU's as the ones to bear the brunt of expense cuts. Safe surfaces and road margins, promised at Inquiry, have not materialised in the way they should to the frustration of the NMU group, of whom the equestrian interest has been most affected by the short-comings.

The project team is made up of numerous different agencies: design, construction, independent technical directors and the project management team with an evident lack of joined-up communication between the various factions. Add to this the particularly unfortunate fact that the Project Manager has changed five times, four in the last 4 years, and the lack of continuity has left its mark with mistakes that need not have been made. The NMUs have not been welcomed to inspect the work in progress, which would have made sense, as users are likely to spot problems before they are made, thus saving much time and money, with the result that now there will be aspects too late to rectify and journeys suppressed through lack of safety or amenity.

On a brighter note, a constructive meeting was held at the beginning of February with the heads of the NMU groups along with the project director for the first time, since which there has been a marked improvement in pulling

together to achieve what can be rescued before the HE claims its job is done and walks away from the scheme. The date that NYCC will take over responsibility for the Local Access Roads has been brought forward to 'this spring' from the original plan of November 2017. Following this there will be a stage 3 audit and a separate one for NMUs which the NMU group will scrutinise – the combined Stage1 and 2 audit was criticised by us because it did not address issues on the A6136 adequately and failed to include traffic flows within the report provided as required.

Rachel Connolly
March 2017

North Yorkshire Local Access Forum

6 April 2017

National Conference and Regional Access Forum

Report of the Secretary

1.0 Purpose of the Report

- 1.1 To confirm North Yorkshire Local Access Forum attendance at the forthcoming national Conference and to report back on the Regional Access Forum meeting on 8 March 2017.

3.0 Local Access Forum annual conference

- 3.1 The date for the annual LAF conference has now been confirmed by Natural England. It will take place at Carr's Lane Church, Birmingham, on 21 June 2017. LAFs have been invited to send up to 2 members. As an interim measure the Secretary has confirmed that NYLAF members may wish to attend.
- 3.2 The theme for the conference is 'Outdoors for All' – we would like to theme the conference around providing equality in access provision for everyone, reducing barriers to participation and looking for innovative ways to ensure access improvements for all; from infrastructure changes to improving people's experiences.
- 3.3 It is planned that the conference will be a series of talks and workshops based around the Outdoors for All theme – how to identify issues and opportunities and how to deliver benefits. The organisers expect to have an update from Defra on the progress of the Deregulation Act and their 25 Year Plan; a keynote talk on outdoors; and possibly an item on ROWIPs/ROWIP reviews and how they can deliver benefits for all.

4.0 Regional Access Forum Meeting

- 4.1 The Chair and County Councillor David Jeffels attended the Yorkshire and Humber Regional Access Forum meeting in Scunthorpe on 8 March 2017.
- 4.2 The draft minutes of the meeting are attached for information. The Chair has provided the following comments:

COMMENTS FROM ROMA HAIGH WHO ATTENDED AS CHAIR OF NORTH YORKSHIRE LAF

- This was an interesting meeting with good presentations from Sustrans and the Coastal Path and updates from several LAFs in the Yorkshire & Humber region.
- The meeting was very much run by Jerry Pearlman (Leeds LAF and Regional Chair) who has obviously been extremely active in this area for many years. He is very much trying to find a successor and retire as Regional Chair but no one came forward.
- Susan Booth represented Natural England.
- I contacted Stephen Smith of HS2 (stephen.smith@hs2.org.uk) copying in Mike Willison of Leeds LAF. The proposed extension of HS2 towards York will come over a part of the North Yorkshire LAF area and Stephen has undertaken to keep us informed so that we can monitor any implications to access and rights of way. A NY LAF member might take on responsibility for monitoring the HS2 project - please volunteer.
- I sat next to Catriona Cook of the North York Moors LAF - she is in deep discussions with NYCC over a number of issues.

4.3 The next meeting of the Regional Access Forum will take place in Bradford on 26 September 2017.

5.0 Recommendations

- 5.1 That the Forum agrees representation at the national conference on 21 June 2017.
- 5.2 That the Forum considers feedback from the Regional Access Forum meeting on 8 March 2017.

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

MEETING TITLE: YORKSHIRE AND HUMBERSIDE REGIONAL ACCESS FORUM**LOCATION:** THE CIVIC CENTRE, ASHBY ROAD, SCUNTHORPE**MINUTES****Date:** 8th March 2017**Start Time:** 10.15 am**Finish Time:** 3.30 pm**Attendees:**

| | | |
|-----------------------|---|--|
| Jerry Pearlman (JP) | Y & H RAF Chair | Leeds Local Access Forum Yorkshire Dales National Park Local Access Forum |
| Susan Booth (SB) | Lead Adviser | Natural England, Yorkshire and Northern Lincolnshire Area Team |
| Didy Metcalf (DMb) | Y & H RAF Vice Chair (for 6 months) & Secretary | Bradford Local Access Forum |
| Daniel Marsh (DMnl) | Secretary | North Lincolnshire Local Access Forum |
| Fran Ross (FR) | Vice Chair | North Lincolnshire Local Access Forum |
| Richard Alderson (RA) | Chair | North Lincolnshire Local Access Forum |
| John Richardson (RJ) | Vice Chair | Yorkshire Dales National Park Local Access Forum |
| Roma Haigh (RH) | Chair | North Yorkshire Local Access Forum |
| Catriona Cook (CC) | Chair | North York Moors Local Access Forum |
| Ted Mullins (TM) | Chair | Rotherham Local Access Forum |
| Mike Willison (MW) | Chair | Leeds Local Access Forum |
| John Nicholson (JN) | | East Riding & Hull Local Access Forum |
| David Jeffels (DJ) | County Councillor | North Yorkshire North Yorkshire County Council |
| Rupert Douglas (RD) | Network Development Manager (Yorkshire) England North | Sustrans |
| Emily Ledder (EL) | Coastal Access: Lead Advisor on the Skegness to Mablethorpe Section | Natural England |
| Steve Westwood (SW) | Coastal Access: Sorry I did not catch Steve's role | Natural England |

Apologies:

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| Hazel Armstrong | Chair | East Riding & Hull Local Access Forum |
| Julie Swift | Secretary | Calderdale Local Access Forum |
| Sarah Whitley | Chair | Calderdale Local Access Forum |
| Tony Hunt | Chair | Barnsley Local Access Forum |
| Alistair Thompson | Chair | Yorkshire Dales National Park Local Access Forum |
| Pan Allen | Chair | Bradford Local Access Forum |
| Virginia Moulton | Secretary | Barnsley Local Access Forum |
| Jim Buckley | Chair | Barnsley Local Access Forum |

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| Terry Howard | Chair? | Sheffield Local Access Forum |
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Action Points:

| Ref No | Actions | Owner |
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| 4 | RD will send link to the Sustrans Design Manual. | RD |
| 4 | RD will ask Lee Thompson to reply to JP letter. | RD |
| 4 | RD will provide Signage Guidance | RD |
| 4 | SB will provide RD with contact details for the Regional Forum | SB |
| 6 | DMb will circulate the Transport Focus document "Cyclists, pedestrians and equestrians: a summary of priorities for Highways England's Network". January 2017 | DMb |
| 7a | Constituent LAFs lobby their MPs (in person or in writing) asking for access to be provided in any new post Brexit Rural Payment schemes. | All |
| 8a | DMb to write to Lord Gardiner to enquire if there have been any changes to funding that affect ROWIPs and LTPs. | DMb |
| 9 | DMB to update the email database and send it to SB & JP | DMb |

1. Election of Officers

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| JP | Opened the discussion by thanking Hazel Armstrong on behalf of the Forum. He said she had been on the Forum long before he had joined and put in an enormous amount of hard work. We are sorry to hear she is unwell. |
| JP | Said that he had chaired the Forum for about 4 years and now health problems make it difficult for him to continue. Also, additional burdens had fallen upon him that are proving too much. Firstly, the withdrawal of funding for our previous Secretary Rachel Briggs, who had dealt with a good deal of the administration. Then the departure of Phil Robinson our former NE Regional Lead Advisor who had a great working knowledge of the region. Our new Lead Advisor Susan Booth is not there to do all the things that Phil did. It is not in her remit. |
| SB | Had received a helpful suggestion via email from the Secretary of Calderdale LAF, Julie Swift. Their Chair, Susan Whitley had offered to host and chair our next meeting in Calderdale. However, she felt unable to extend her commitment beyond that. Alistair Thompson Chair of YDNP LAF, had also offered a venue for our next meeting but regretted that he could not volunteer to take over as Chair owing to a busy year ahead. |
| JR | Noted that the venues that YDNP and NYMNP are able to offer in Bainbridge and Helmsley could only be reached by car. |
| CC | Regretted that she should not take on any further roles as she feels her place is at the coal face working towards the cut-off date in 2026. There is an enormous amount of work to be done and she does not feel her energies should be diverted from that. She added that the Regional Forum has a vital lobbying part to play and we must |

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| | keep reminding government that the funds do not follow. |
| JP | Suggested that in the absence of volunteers for the post of Chair, he may consider continuing for a short time, providing that he could be relieved of the letter writing; perhaps by the Vice Chair. |
| DMnl | Said that the Actions should be given to members to spread the work load |
| MW | Agreed they should be shared with members having the relevant knowledge of the issue concerned. |
| JR | He supported the idea that we share the workload. He said that we value JP's expertise and hoped that we might persuade him to stay on. |
| TM | Agreed others must be responsible for the Action Points. |
| DJ | Said he would be glad to offer but wondered if that is appropriate for a local Councillor. |
| DMb | Offered to fill the post of Vice Chair for the next 6 months |
| MW | Seconded that suggestion |
| JP | Agreed to continue as Chair as he was keen that the Forum should not fail. |
| Resolved: JP will continue as Chair assisted by DMb as Vice Chair. The Forum can review the situation 6 months' time. | |

2. Introduction and Apologies

The Chair welcomed guests and members to Scunthorpe Civic Centre. He explained that we would be taking Agenda items 4. & 5 next to allow our guest speakers to speak first. (The original order has been adhered to in the minutes).

3. Matters arising/Minutes of Last Meeting, (minutes accompanying agenda).

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| | Network Rail (NR) – Closure of Railway Crossings: see Item 7b below. |
| | Coastal Path: Following queries raised by HA at our last meeting, Steve Westwood and Emily Ledder of the Natural England Coastal Team are attending our meeting today. See Item 5 below. |
| JR | SWG for Motorised Vehicles: At our last meeting JP questioned whether the special SWG to look at provision for motorised vehicles promised during the passage of the Deregulation Bill was going ahead. Confirmed that he had since attended one meeting at Crewe. However, he is not aware that any further meetings are planned. |
| SB | Thought that there would be at least 1 further meeting. See Item 8c below. |
| SB | Deregulation Act 2015 – Regulations: See Item 8c below |

4. Working Together. Rupert Douglas, Network Development Manager (Yorkshire) England North, Sustrans.

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| JP | Introduced Rupert Douglas explaining that our Regional Forum had expressed interest in exploring ways in which Local Access Forums could work more effectively with Sustrans to provide more inclusive, locally appropriate, access solutions. |
| RD | Rupert had prepared a PowerPoint presentation to illustrate how Sustrans works. |

To summarise: it is charity relying on donations to achieve its aim of replacing motorised journeys with journeys on foot, bicycle and where appropriate, other means of non-motorised journey.

Its vision is to benefit health and the environment and its work includes: the creation of The National Cycle Network (NCN), promoting sustainable travel choices and the Coast to Coast route. There are now 14,000 miles of the cycle network across the UK and following a recent restructuring our region is now part of Sustrans, England, North.

Sustrans expands the network by building and maintaining new cycleways, based on guidance contained in the 'Sustrans Design Manual'ⁱ. Many are on the line of previously disused railways which require new bridges and it is now responsible for 4171 of these. Maintenance of the tracks relies on approximately 3,000 across the UK.

Some examples of success in our region are:

- The ACTIVE GROUP, WAKEFIELD: who are volunteers building routes in their area. . They are using Toptrek to surface the tracks which is also suitable for use by horses.
- CITY CONNECT: is delivering a high quality scheme known as the Leeds Bradford Super Highway.ⁱⁱ
- ALEXANDRA DOCK & FERRY TERMINAL: where Sustrans is working with Hull City Council and Siemens to link the new development to the promenade and City Centre. This will transform the experience of visitors to Hull and benefit residents.
- HUDDERSFIELD NARROW CANAL: is another scheme currently being looked at which could be added to the NCN. Although the narrow width of the towpath initially seemed to be an obstacle, clearing the overgrown vegetation may provide the necessary width.

Surfacing: these are not all tarmac and can be selected to suit their location and use. A key priority is sustainability. Sustrans has published an advisory leaflet for Cycle Path Surface Options.ⁱⁱⁱ There are also alternatives which are suitable for horses such as Toptrek and Multitrek^{iv}.

Signage: Sustrans provides a range of distinctive easy to follow signs showing distance and destination, these can be adapted to suit any particular location.

Behaviour: Rupert acknowledged that there had been some complaints about incompatibility between users. Sustrans is now promoting a 'Share, Respect and Enjoy' initiative and installing notices to remind trails users. He noted that well designed routes of sufficient width were crucial factors in providing an enjoyable experience for everyone. A good example of this is the Fosse Island Cycleway in York.

Conferences in Utrecht and Ghent: Rupert told us that he had recently attended 2 inspiring conferences at which strong interest had been expressed in the UK as a cycling destination. Particular interest has been expressed in visiting Yorkshire following our hosting the Tour de France in 2014, which represents a potentially significant opportunity to boost the local economy.

Electric Bikes: at the conferences he had also noted the growing popularity of these bikes. He noted that we are beginning to see this in the UK as well and their use will no doubt expand here. However, this may be accompanied by concerns about speed.

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| | <p>Greening Greenways: Sustrans has begun a new initiative to protect and enhance biodiversity along its traffic free sections^v. There are 3 in Yorkshire:</p> <ul style="list-style-type: none"> • Fosse Island^{vi} • Spen Valley^{vii} • Sorry I didn't get the third one. <p>The Future: Sustrans now has a new Chief Executive and a new strategy is being developed. However, the NCN will remain at the heart of what it does. A new Strategic Improvement Plan (SIP) is being developed to assist funding bids at local and National Levels.</p> |
| JN | Stressed that the sustainability of the type of surfacing used is important; they need to be resilient to use throughout the year. Some non-tarmacked routes were susceptible to developing pot holes and disturbance from tree routes. |
| RD | Agreed that tree roots pushing up through the surfaces cause regular problems, which tends to support the use of tarmac as the sustainable option. While crushed stone is good solution for equestrians; it is more costly and some councils are reluctant to take on the additional maintenance burden. Considering the specific location, gathering evidence and working with others, is the best way to provide sustainable solutions. |
| RA | Asked if there is a speed limit for electric bikes and suggested they may present a problem. |
| RD | Said he had heard of problems. Abroad, they are beginning to create separate lanes. |
| TM | <p>Said there needs to be clear differentiation between 'pedal assisted' bikes which boost pedalling and 'e-bikes' that are propelled without pedalling. On the continent pedal assisted bikes are regulated to cut out at 15 mph.</p> <p>He has since circulated this guidance:</p> <p><i>"Those which meet HM Government's requirements are called 'electrically assisted pedal cycles' (EAPC's). They can be 2-wheeled bicycles, tandems or tricycles.)</i></p> <p><i>The requirements are:</i></p> <ul style="list-style-type: none"> ○ <i>the bike must have pedals that can be used to propel it</i> ○ <i>the electric motor shouldn't be able to propel the bike when it's travelling more than 15.5mph</i> ○ <i>the motor shouldn't have a maximum power output of more than 250 watts"</i> |
| JR | Observed that many ordinary cyclists already go at speed: putting off other users. |
| RD | Referred to the Cinder Trail from Scarborough to Whitby, where concerns had been expressed about high speeds. Sustrans had made improvements there but there is more work to do. Providing sufficient width and targeting behaviour are among the range of solutions. |
| CC | Noted that none of the slides showed horses using the trails. For example, the Cinder Trail is well used by horses, but, (as the local BHS representative), she is not aware that any consultation with horse riders had taken place. |
| RD | Said there had been good outcomes where Sustrans has worked with horse riders. For example: the Nidderdale Trail does have a separate strip for horses that works well. Sustrans is widening its consultation process to be more inclusive. |
| JR | Referring to the route from Malton to Pickering: he questioned the assumption that tarmac is best. He said it is not wanted by walkers, horse riders or mountain bikers and that work needs to be done on making the trail more inclusive. There had also been reports of aggressive, arrogant behaviour. |
| RD | Said that Sustrans is aware that some people are unhappy and are looking at solutions. |

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| MW | Asked what the cost of using Toptrek or Altitrek was compared with tarmac. |
| RD | Was not sure about the comparative cost. The surfaces used need to be appropriate for location and the amount of use. Not all surfaces are suitable. On the City Connect canal towpath the surface had not been deep enough and had to be replaced. |
| JP | Said he had 5 questions to put: |
| RD | 1. RD had talked about the criteria for the NCN but hadn't said what that was. The NCN Handbook contains the details of design best practice ^{viii} . The work of the SIP audit and review will provide further clarification. He will provide the Forum with that. |
| JP | 2. Said he had written Lee Thompson (Sustrans, South & West Yorkshire) and received a reply saying that he should refer the question to Leeds CC. Please could RD ask him to reply to him as this query is about a national issue? |
| RD | 3. Cycle Tracks Act. Under this Act when a public right of way is incorporated into the cycle network it ceases to be shown on the definitive map. Please could this cease; as the public need to see their network as a whole. |
| RD | 4. Is there signage guidance? |
| JP | Yes. I will send it to you. |
| RD | 5. Working with us (LAF). Are you doing this? |
| RD | Yes. In places. |
| RA | Asked if RD had contacts for all our LAFs so that he could work more inclusively with them. |
| JJ | We can ask SB to supply details to RD and we look forward to him coming back to us in a year's time to let us know how Sustrans and LAFs are working together. |
| FR | Sustrans had worked with North Lincs LAF successfully on a foot and cycle path at Normanby Hall. |
| JN | Said the quality of the Beverley to Willoughby cycleway was variable and not practical in places. |
| RD | Replied: Sustrans had not been directly involved in that. It had been a Highways England project and Sustrans had only been involved in commenting on the bridge. |
| JP | Thanked Rupert for talking to us about Sustrans and its work and said he hoped we could work together effectively in the future. |

5. Update on the Coastal Path development in Yorkshire and Humber. Steve Westwood and Emily Ledder, Natural England.

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| EL | <p>SW & EL had prepared a PowerPoint presentation to illustrate how the duty for NE to create Coastal Access under the Marine and Coastal Act 2009 was being implemented. This covered the Delivery, the Process and Timescale's and the Relevant legislation.</p> <p>Explained that 2,400 miles of English Coastal Access will be open to the public by 2020. The methodology used is set out in the NE 'Coastal Access' guidance published in 2013^{ix}. NE works with the local authorities and statutory consultees to progress the development using 5 well defined stages: Prepare, Develop, Propose, Determine and Open.</p> <p>In our region the process is managed by NE's North East Hub. The coastline is divided</p> |
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| | <p>into 10 'stretches' (including the Humber Estuary from the Humber Bridge) which are being progressed separately and are therefore at different stages of development.</p> <p>The stretches between North Gare and South Bents and Filey Brigg to Newport Bridge are now open. The stretch linking North Gare and Newport Bridge is expected to open this year. The remaining 7 stretches will open between 2018 and 2020.</p> <p>The Skegness to Mablethorpe section is now ready to submit to the Secretary of State for approval; after which there will be an 8 week opportunity for stakeholders and owners to comment. Objections are dealt with by the local Planning Inspectorate and there is no compensation.</p> <p>It takes 2 to 3 years to get a path open. NE funds all the establishment works and pay the LAs for their time. When the route are open they are designated as National Trails or Sustrans routes (where appropriate) and NE will fund 75% of the ongoing management costs.</p> |
| CC | Asked where the Coastal Path is legally recorded? |
| DMnl | Commented that it is not on the Definitive Map as its Open Access Land. |
| EL | It is shown on the OS by the National Trails symbol. |
| JJ | Asked about the Coastal Strip in our area. |
| EL | There are 10 stretches of Coastal Strip. There are 7 legal advisors working on those. The Marine and Coastal Access Act 2009, gives NE a legal duty to provide those by 2020. The Act also gives NE discretion to include estuaries (up to the first bridge). The portion of the Humber Estuary to the Humber Bridge is included. |
| SW | <p>There are national rules regulating the activities that may be carried on.</p> <ul style="list-style-type: none"> • No vehicles • No horses or cycles • No camping • Dogs must be kept under control |
| CC | Have landowners provided this access? |
| SW | <p>We are not putting any stiles in, only gates. We aim to strike a balance between user experience and the land owner's interests. It has not been difficult so far.</p> <p>The Trail itself is a 4 m wide strip. The Coastal margin extends to the mean low water line. Although there are a variety of elements that restrict access, such as ports, houses, gardens and MOD land.</p> |
| RA | <p>Commented that some of the landscape is sensitive to changes. For example flood defences: he suggested that maintenance of flood defences in the area between Mablethorpe and the Humber estuary were "guaranteed" after a plan by EA in 2008 to drastically reduce the level of maintenance in that length was abandoned. Ergo, that stretch of the Coastal Trail might benefit from long term security.</p> |
| SW | <p>The landward margin is usually marked by an existing structure such as a fence. Roll back due to erosion must automatically be taken into account. This is especially relevant on the East Coast which is eroding at approximately 2 m a year. The route automatically moves back without further approval needed from the Secretary of State.</p> |

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| RD | The Environment Agency maintains it is illegal to cycle on flood banks. Do they give reasons for excluding cyclists? Dismissing the creation of a link from Hull to Spurn Point is a lost opportunity. |
| EL | Matched funding is required for higher rights. The timescale is tight and it all has to come together, which makes it more difficult. |
| JN | Funding: he objected to the maintenance falling on LAs. |
| JP | It is a National Trail but not a public right of way. Is that a funding matter? |
| RA | Commented that would mean there is no firm maintenance guarantee. Therefore, no guarantee of it being there in perpetuity. |
| RD | Asked if there interest in responding to cases where there are increased opportunities such and benefits. On establishment the trail partnerships are supposed to develop facilities eg village shops, pubs place to stay etc. |
| EL | Didn't catch the answer to this. |

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6. Walking and Cycling Strategy

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| CC | Transport for the North now has all-inclusive strategic remit to look at the effect of severance issues on all roads and rights of way. This must include all users |
| DMb | Said this may associated with a paper compiled by 'Transport Focus' ^x that had been circulated to her but she did know what weight it carried as an advisory document. It would be interesting to know, as it contains valuable advice about avoiding severance of existing access roads and rights of way when planning new infrastructure projects. She will circulate it to members ^{xi} . |
| JP | Quoted the Paths for Communities guidance for walking and cycling., which was inclusive. Cycling UK (former CTC), is now campaigning for cyclists to be allowed to ride on footpaths where the width is good and disturbance is minimal. (NB. not footways by the side of roads) |
| CC | Said the BHS supports that. |
| JP | Added that Ramblers say that lots of paths are ideal for cycling. |
| CC | Some routes are used already and the public should take them as found. |
| DMnl | Cited some routes that are rarely used by pedestrians but are used by cyclists. |
| RA | Did not agree. He did not think this was a good idea. Cyclists on pathways tend to expect people to get out of the way. |
| JR | Noted that they were also campaigning to allow to race on bridleways. |
| TM | Does not think this should be allowed to slide into the Walking and Cycling Strategy. The principle of sail before steam should apply. |
| JP | Cycle Tracks Act now own 550 miles of the network. Has been making a study of the legal aspects of what cyclists are and are not allowed to do and how this has come about. He has compiled extracts of the law for the Ramblers. If anyone would like a copy please let him know. |

7. Updates

| 7a Permissive Access | |
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| CC | Noted that Open Spaces already adopted the view that any new post Brexit Rural Payment schemes should include public access. BBT supported the inclusion of payments for access in land based schemes. Particularly for access links with a strategic gain. |
| RA | Said that the HLS schemes had set up some good access; they are still there and are being used, even though the HLS agreements have expired. |
| JP | Remarked that unfortunately that was not universally the case and cited paths near Scarborough and Ripon where access had been withdrawn. |
| CC & JP | Both made the point that it was a good time to lobby nationally for the access to be included in the new schemes. |
| RA | Suggested that members write to their MPs. |
| MW | Said they had had good results in Leeds. Their MP had promised to push for retention of access and has written to Lord Gardiner with a modicum of success. |
| CC | Asked SB if the environmental and access sections of NE were talking to each other effectively. She felt that people should been given access opportunities to the landscape on which so much money public money is being spent. |
| SB | Said NE is looking at a more holistic approach. |
| JP | At our next meeting LAFs should provide their letters and replies to their MPs |
| RESOLVED: Constituent LAFs lobby their MPs asking for access to be provided in any new schemes. | |

| 7b Network Rail | |
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| | Network Rail (NR) – Closure of Railway Crossings: at our last meeting Susan Bedford a representative of NR said that ADEPT and IPROW were in the process of preparing a ‘position statement’ about the best way to deal with public rights of way across railway lines that are threatened with closure or diversion. We asked for information about this; either informal notes or the final approved document. |
| JP | Reported that Susan Bedford had been in touch. His information was that ‘position statement’ had been abandoned. Questions raised by the Ramblers about the closure of various crossings had gone to the High Court. The Ramblers argue that it is possible to create new public rights of way over railway lines. |
| TM | Had attended a meeting about the blanket closures over lines in East Anglia. We need to find out how many we are expecting in our region and prepare options for diversions |
| JP | Said he had brought up the blanket closures in Essex under the Transport at Works Act. We need to find out about what is happening there and progress on discussions between the Ramblers and NR. |

7c Northern Upland Chain Local Nature Partnership

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| JP | Reported that he has been invited to attend the Annual Meeting of the Northern Upland Chain Nature Partnership at Greta Bridge tomorrow. He had applied to put the question, 'What about education?' |
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8. Reports

8a from Constituent LAFs

Leeds LAF

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| MW | <p>Were given a presentation of the proposed East Leeds Orbital Road, a 4 to 5 mile route from Red Hall (A58 Wetherby Road) to Thorpe Park (A63/M1 junction). This includes the provision of a segregated pedestrian and cycling route (tarmac) on the inner side and a more loopy leisure route on the outer side suitable for all non-motorised users (not tarmac - material still to be specified), using the Green Route model. A planning application for the route is expected to be submitted in the next few days. This includes a generous underpass for all non-motorised users.</p> <p>In January MW and JP met members of the Highways Department to discuss the List of Streets / Local / National Street Gazetteer in relation to the 2026 cut-off date. Leeds is not yet submitting PROW data as it is not yet required to do so by Geoplace. It will require additional software, expected to be installed later in 2017, and additional HR.</p> <p>Added that under recommendations in the SWG's 'Stepping Forward' report some of these roads could be excepted from the cut-of date 2026, but the wording is vague.</p> <p>St Aidan's land has been passed to Leeds City Council. The RSPB will be back on site again soon. Lack of protection has been a problem.</p> <p>HS2: MW went to their drop in centre in Leeds and met Stephen Smith. He outlined a skeleton timetable. MW offered to circulate the contact details. They are:</p> <p>For LAFs in West and North Yorkshire, Stephen Smith: stephen.smith@hs2.org.uk For LAFs in South Yorkshire Marcus King: marcus.king@hs2.org.uk</p> <p>Wondered if anyone from HS2 had been in touch with LAFs. Rotherham will have to go through all the crossings affected. There will be a meeting in Barnsley</p> |
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Bradford LAF

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| DMb | West Yorkshire Transport Strategy - Despite a well put together bid to get rights of way included in the latest update of the LTP; this was largely ignored. Bradford LAF is concerned that this not only affects our rights of way funding but also the other local authorities |
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| <p>JP</p> | <p>included in the West Yorkshire Transport Strategy.</p> <p>ROWIP Review 2017 – Our Countryside and Rights Of Way Manager reported that there is no dedicated funding or sufficient staff to support the review of the ROWIP.</p> <p>There is concern that this government may be stepping away from (or have possibly abandoned) the funding mechanism designed by the previous government, which had been the intention behind the introduction of these two Plans.</p> <p>Suggested that she write to Lord Gardiner to ask if that was in fact the case.</p> <p>Definitive Map Officer – The RoW Department are now in a position to appoint a dedicated Definitive Map Officer. They are just awaiting formal permission to go ahead with this.</p> <p>Bradford’s unrecorded rights of way - Bradford has a large area (in the old Borough) in which very few paths are recorded on the Definitive Map. There are informal records of 266 KMs of rights of way in that area on Council maps from the 1960’s, which have been digitised. Four pilot programmes to research the paths are underway. Preliminary findings show that 160 Kms are a good match for viable rights of way that are in use today. It is hoped that non-contentious modification orders can be made for these.</p> <p>Mountain Biking on Council owned land – some members of the public have complained about damage done to parts of our open spaces and woodland. Concerns have also been expressed about the potential safety issues and danger to others, (although actual reported accidents are few). But 2 positive things have come out of it:</p> <ol style="list-style-type: none"> 1) The Council has worked with mountain bikers to get controversial segments taken down from the STRAVA website. These may accumulate again but a constructive dialogue is now in place. 2) The Woodland Officer is working with Mountain Bike groups to minimise damage and reinstate areas where it has occurred. |
| <p>Resolved: DMb to write to Lord Gardiner to enquire if there have been any changes to funding that affect ROWIPs and LTPs.</p> | |

East Riding LAF

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| <p>JN</p> | <p>Coastal Path: tit has been liaising with NE about this.</p> <p>Consultation: Has considered a diversion consultation associated with a large development in Hull.</p> <p>Permissive Access: Ros Stanley, an LAF member, has co-ordinated the review of permissive access schemes still active under HLS and identified 12 ‘priority routes’, 9 of which are still active. (Paper circulated)</p> <p>Beverley Bypass: opened on 1st February. It has involved< shambolic diversions, numerous dissections of rights of way and has caused confusion.</p> |
| <p>JP</p> | <p>Suggested that the Open Spaces paper on Highway Verges has been republished. He thought it may be of assistance and would let him know how to access it^{xii}.</p> |

North Lincs LAF

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| FR | <p>Ironstone Walk: A site meeting has been arranged on the Ironstone Walk, with the aim of getting the long awaited signage installed.</p> <p>Permissive Path: Our MP opened a new permissive path on 14th October.</p> <p>Castlethorpe to Ferriby: It is working on developing safe route as it is especially dangerous.</p> <p>Lost Ways Research: Members of LAF are taking on work on lost byways using the Archives. Some records are held in Lincoln, others in Doncaster as parts of the County were in the former West Riding.</p> |
| DMnl | <p>Reported that they were pleased that some elected members were now attending meetings. The membership is up to 14 with 3 elected members (sometimes 4) In common with many LAFs they have had difficulty in recruiting younger members. A member of the Youth Council now attends who appears to be enjoying it.</p> |

Yorkshire Dales National Park LAF

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| JR | <p>Has been busy focusing on reorganisation since parts of Cumbria and Lancashire joined the Park on 1st August 2016. A Lancashire member attended our last meeting but no-one from Cumbria so far. JR is not sure why this is but one of their members is also on the Cumbria LAF.</p> |
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North Yorkshire County Council LAF

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| RH | <p>Local Plans: Has been very busy working on several Local Plans that are being prepared which need their input.</p> <p>Volunteers: It is trying to attract volunteers to work with them effectively and have issued a consultation document.</p> <p>Bedale Bypass project: She was disappointed that the Bedale Bypass project had not agreed to the LAF's suggestions.</p> <p>Get out and about (GOAT): It had been working on a proposal with a £5,000 budget to get children out and about – YGCC has not gone with this.</p> |
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North York Moors National Park LAF

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| CC | <p>NYCC Projects: The Council persists in setting staff on projects rather than doing statutory work. She said culture change is needed and gave the example of Devon CC who had worked with the TRF to open up their UCRs.</p> <p>Potash Mine: the Planning Department managed to negotiate a bridleway from east to west but failed to get a route through Company's land that will result in good safe access for all. Millions of pounds are going into the project and there is a need to get a paper together to identify the routes.</p> |
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Rotherham LAF

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| TM | ROWIP: Is updating its ROWIP and the LAF has established a sub group to research lost ways and are visiting the Archives in Wakefield. |
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8b Update on minutes from other regions

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| | I don't seem to have received any minutes from other regions and have not made any notes on a discussion. Is this accurate? |
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8c Natural England update (accompanying agenda)

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| SB | <p>Thanked North Lincolnshire CC for hosting us: particularly DMnl for making all the arrangements.</p> <p>NE Reorganisation. Circulated a link to NE's 'Conservation 21 Strategy' document which has been published since our last meeting.</p> <p>Motoring SWG: A meeting had been convened by NE and DEFRA on 17th November 2016. What happens next is largely up to the group to decide. If it decided to carry on it would be as an independent group. NE suggested that a good way forward would be to produce a guidance/good practice document that could go before the Rights of Way Review Committee. NE will provide a venue for one further meeting which SB will Chair.</p> <p>LAF Conference: will be held in Birmingham on 21st June 2017 - everyone is invited to attend.</p> <p>HUDDLE: following the departure of Rob Leek, NE is still seeking a replacement LAF Coordinator. When that post is filled, NE will resume the production of the annual LAF Report, newsletters and HUDDLE co-ordination.</p> <p>Deregulation Act 2015 – Regulations: Preparation of these is still in progress and expected to be published in October 2017</p> |
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9. AOB. Date and location of next meeting.

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| SB | The North West Regional AF will send their minutes for our next meeting and have asked for ours. |
| DM | Will update our email database and send it to JP & SB.. |

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| Date of Next Meeting: 26 th September 2017 at Bradford City Hall, Bradford. |
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ⁱ Link to **'Sustrans Design Manual'**

http://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle_friendly_design_11_04_14.pdf

ⁱⁱ Link to **Cycle City Connect**

<http://cyclecityconnect.co.uk/projects/cityconnect-cycle-superhighway/>

ⁱⁱⁱ Link to Sustrans guide to **'Cycle Path Surface Options'**

[http://www.sustrans.org.uk/sites/default/files/images/files/migratedpdfs/Technical%20Note%208%20-%20Path%20surfaces\(1\).pdf](http://www.sustrans.org.uk/sites/default/files/images/files/migratedpdfs/Technical%20Note%208%20-%20Path%20surfaces(1).pdf)

^{iv} Link to **Toptrek leaflet**

http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwiKreuJ7MnSAhUILMAKHVrxDyQQFgggMAE&url=http%3A%2F%2Fwww.pathsforall.org.uk%2Fcomponent%2Foption%2Ccom_docman%2Fitemid%2C69%2Fgid%2C330%2Ftask%2Cdoc_download%2F&usg=AFQjCNENY5k8BPoAjG-JS2ZOJVHW-bfBNg&bvm=bv.149093890,d.ZGg

^v Link to **Greening Greenways**

<http://www.sustrans.org.uk/ncn/map/walking-and-cycling-inspiration/routes-nature-lovers/sustrans-greener-greenways>

^{vi} Link to **Fosse Island Leaflet**

http://www.itravelyork.info/uploads/Map_7_Foss_Island.pdf

^{vii} Link to **Spenn Valley Greenway and Ringway**

<http://www.sustrans.org.uk/sites/default/files/documents/spen20valley.pdf>

^{viii} Link to **Sustrans Design Manual**

http://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle_friendly_design_11_04_14.pdf

^{ix} Link to **HE Coastal Access Guidance 2013**

<http://publications.naturalengland.org.uk/publication/5327964912746496>

^x Link **Transport Focus website**

<https://www.transportfocus.org.uk/about/>

^{xi} **Cyclists, Pedestrians and Equestrians: a summary of priorities for Highways England's Network**

<https://www.transportfocus.org.uk/research-publications/publications/cyclists-pedestrians-equestrians-summary-priorities-highways-englands-network/>

^{xii} Link to **Open Spaces paper 'Highway Verges'**

<http://www.oss.org.uk/wp-content/uploads/2014/03/C11-Highway-Verges-Some-Practical-Points.pdf>

North Yorkshire Local Access Forum

6 April 2017

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 North Yorkshire County Council's Executive considered the Joint Minerals and Waste Plan on 7 March 2017. All consultation responses were reported and noted, including those from the LAF.

Local Development Plans

- 2.2 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 and correspondence received.

| Authority | Status |
|---------------|---|
| Craven | A revised local plan timetable (LDS) was considered in January 2017. The pre-publication draft plan was expected to be published for consultation during March/April 2017 |
| Hambleton | Hambleton District Council expects to consult on the Draft Local Plan in autumn 2017. There will be a further consultation on sites in spring 2017. |
| Harrogate | Consultation on the publication version of the plan is anticipated for July 2017 |
| Richmondshire | Delivering Development document – Issues/Preferred Approach due June 2017 |
| Ryedale | The next anticipated consultation will be the Local Plan Sites Document |

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|-------------------------------|---|
| Scarborough | The independent Planning Inspector published his report on the Scarborough Borough Local Plan on 9 February 2017. The Borough Council will now start the process of adopting the Local Plan over the coming months. |
| Selby | Consultation on the next stage of 'Plan Selby' – Further consultation: Sites and Policies – is now anticipated in 2017 |
| Minerals and Waste Joint Plan | Subject to confirmation regarding any further consultation required, the County Council in May will be asked to approve submission of the Plan for examination in public |

2.3 Where indicative dates are provided, these have been incorporated into the Forum's forward plan as provisional items of business.

2.4 It is possible that one or more of the consultations originally envisaged for the spring may take place before the next meeting of the Local Access Forum. In the event that there are any consultations where the closing date is before the next meeting of the LAF on 12 July, it is suggested that the LAF authorises the relevant district council liaison representative to lead in preparing a draft response in conjunction with the Chair and Secretary. The draft response would then be circulated by email for comment to all LAF members before being finalised for formal submission to meet the deadline.

NYLAF Webpage

2.5 Members have requested that the Secretary investigate the options for a NYLAF webpage. Following discussion with the County Council's web team, it is suggested that the most appropriate location for such a page would be the North Yorkshire Partnerships website, which is currently maintained by a County Council officer. It is suggested that the Secretary drafts a webpage for the NYLAF for circulation and comment by LAF members. It may be that a LAF member wishes to volunteer to work with the Secretary on this project. A link to the website is available here:

<http://www.nypartnerships.org.uk/index.aspx?articleid=8379>

Open Access Restrictions

2.6 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. There have been no new notifications received from the Open Access Contact Centre at Natural England confirming restrictions since the last meeting.

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 any Local Development Plan consultations with a closing date before the next meeting of the LAF on 12 July 2017. 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.
- 3.3 That the Forum agrees to the drafting of a webpage to be added to the North Yorkshire Partnerships website.

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 April 2017****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 July 2017
- 11 October 2017
- 17 January 2018
- 11 April 2018

- 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 agrees 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 2017/18

| Date of Meeting | |
|------------------------|--|
| Standing items | <ul style="list-style-type: none"> • Minutes • Matters Arising • Public Questions and Statements • Consultations • Secretary's Update Report • 2026 update • District Council Updates • Forward Plan |
| 12 July 2017 | <ul style="list-style-type: none"> • 2017 LAF annual report • NYCC/landowner responsibilities for Public Rights of Way • Craven Local Plan pre-publication consultation (provisional) • Hambleton Local Plan sites consultation (provisional) • Harrogate Local Plan consultation (provisional) • Richmondshire Delivering Development document – Issues/Preferred Approach (provisional) |
| 11 October 2017 | <ul style="list-style-type: none"> • Hambleton Local Plan consultation (provisional) • Countryside Access Service Review Update • |
| 17 January 2018 | <ul style="list-style-type: none"> • • |
| 11 April 2018 | <ul style="list-style-type: none"> • Review of Pathways to Health schools Project • |
| Unscheduled | <ul style="list-style-type: none"> • Cycling (deferred from January 2017 meeting) • NYCC initiatives to encourage young people to get out and about (agreed at November 2016 meeting) • Draft terms of reference • Health and Wellbeing Strategy (suggested at February 2016 meeting) • Rights of Way Improvement Plan • Review of Public Rights of Way prioritisation framework after a year of operation (agreed at March 2017 meeting) • In-depth discussion on reinstatement (agreed November 2016) • Executive Member (to be invited every 12-18 months – last attended March 2017) |