

North Yorkshire Local Access Forum**17 January 2018****District Council and LAF project Updates****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 An opportunity for LAF members to update the Forum on District Council liaison and other LAF representative project activity since the last meeting.

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.
- 2.2 Individual LAF members are also nominated from time to time to take a lead on specific projects that the LAF has an interest in or in representing the LAF on other partnership bodies
- 2.3 This agenda item provides an opportunity for the Forum to be updated on activity since the previous meeting.

3.0 District Council Liaison

- 3.1 Appendix 1 summarises activity reported to the Secretary
- 3.2 Nominated representatives are invited to report verbally at the meeting on any other activity undertaken.

4.0 LAF projects

- 4.1 Appendix 2 summarises activity reported to the Secretary
- 4.2 Nominated representatives are invited to report verbally at the meeting on any other activity undertaken.

5.0 Local Liaison Groups

- 5.1 At the last meeting George Bateman agreed to report to each meeting on any key issues and items of interest to the LAF arising from Local Liaison Group meeting. George's report and accompanying documents are attached at Appendix 3.

6.0 Other Issues

- 6.1 Sue Raper has drawn the LAF's attention to a press release from the National Farmers' Union (NFU) regarding fake footpaths. A copy is attached at Appendix 4.

7.0 Recommendation

- 7.1 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

District Council Liaison

District	Lead	Activity	Summary
Craven	Mike Bartholomew	Nothing to report	
Hambleton	Rachel Connolly	Commented on a Stokesley planning application	<p>Application 17/01477/OUT</p> <p>North Yorkshire Local Access Forum has considered the plans for a housing development by Gladman at the junction of the A172 and B1365 in Stokesley for over 100 houses. Whilst it is not the remit of the Forum to comment on the fact that this development would lie outside the drawn boundaries of Stokesley, this fact does have a bearing on the sustainable accessibility to the town's services, such as schools, library, medical services and shops.</p> <p>We have read the comprehensive Travel Assessment prepared by developer's agent Prime, and note there will only be one access for motors onto the B1365 and two other cycling/walking accesses. The B1365 is not a wide road, although it is planned to create a 3m margin one side but would and could this accommodate both pedestrians and cyclists? Clearly a safe crossing place is needed at the junction of the B1365/A172 roundabout and another safe crossing point at the northern end of the development to link into Tanton Road, where again an improved margin is planned for a short length of the road. Whilst Prime make much of the proximity of cycling distances – none more than 20minutes – to the various services points of school, shopping etc, they do not address the question of how to reach those access points with safe links. Currently there are no cycling lanes within Stokesley town or along the A172 and in addition to the above, another dedicated crossing for those without a car would need to be installed on the A172, to enable access into the town centre. A development of over 100 houses will inevitably create a level of traffic along a B road never designed to mix that number of vehicles with those who would like to choose a more sustainable way of travelling, and the Forum recommends that Gladman not only provides a foot/cycle bridge over the B1365 which would do much to resolve this difficulty, but also contributes to improvements to grass margins whilst discussing with the District Council in conjunction with NYCC Highways other ways to create further access opportunities to strengthen the quality of this outskirts application.</p>
Harrogate	Richard Smith	Preparing to respond to forthcoming Harrogate Local Plan consultation	

District	Lead	Activity	Summary
Richmondshire	David Barraclough	<p>Led with support from Rachel Connolly on formal response to MoD consultation on its review of Section 28 indefinite directions</p>	<p>The North Yorkshire Local Access Forum welcomes the formal invitation to respond to the review.</p> <p>The land in question lies between the main expanse of the Feldom ranges, to which the public does not currently have access, and the CROW Act access land which then extends westwards and northwards to the high Pennines. As the application suggests, there is a network of Public Rights of Way in the area that provide adequate links to this access land.</p> <p>The Forum recognises the need for this parcel of Section 28 land for military training which is paramount. However, there is concern that a public bridleway runs alongside, but outside, a short section of this MOD land, whilst Moor Lane is a public road, also outside the MoD area, within 400m of this Section 28 parcel.</p> <p>The Forum therefore commends that the MoD, mindful of the potential impact of military exercises on users of any public highway outside their designated training area, should take responsible precautions to ensure public safety.</p> <p>The Forum is aware that the MoD also allows public access to the Ranges on occasion by special arrangement, for instance as its contribution to the Richmond Walking and Book Festival.</p>
		<p>Comments on planning application</p>	<p>The Forum has no objection in principle to the proposed development. However, it notes that a public footpath and a bridleway cross the proposed development site and that these are well-used by NMUs (walkers, cyclists and horse-riders). Although the applicants acknowledge the existence of the footpath and bridleway there is no indication of how they intend to replace these routes in the proposed development.</p> <p>The Forum advises that the aim should be to provide dedicated routes through the proposed development for NMUs, so that they are not required to use residential roads and/or footpaths - for the mutual benefit of both users and residents. This might best be achieved by making this a specific reserved matter for approval by the LPA in advance of the initiation of the statutory footpath diversion procedure.</p>

District	Lead	Activity	Summary
Ryedale	Roma Haigh	Prepared and submitted response to Ryedale Local Plan Sites Document and Policies Map	<p>The huge number of documents presented in the consultation do not appear to be “un-sound”; rather they seem to miss the opportunity for many of the large number of sites identified for development (mainly housing) to incorporate walking and cycling as part of ordinary, everyday methods of transport, particularly to local facilities such as schools, shops and pubs etc. As an example, referring to the details for Thornton- le- Dale.</p> <p>Question 38 asks if the design encourages people to walk/cycle rather than travel by car; the general answer was “no information submitted”. Later on Question 48 asks if the proposal provides/enables/improves access to public rights of way; again, little positive information is filled in.</p> <p>Public rights of way seem to be treated as “separate” facilities which often reflects the way they are managed by local and county authorities. Whilst many rights of way are indeed “long walks in the country”, they are – as the name implies – rights of way and are thus just as important in an urban/village/housing setting and can be key to getting people out of their cars thus contributing to the improvement of health and the reduction of vehicle pollution. Public rights of way should be provided as a much more pleasant alternative to the roadside pavements which are included with many roads.</p> <p>It is to be hoped that when detailed schemes are put forward, the principle of providing non motorised paths (for walkers, cyclists, horses etc) will be incorporated in the specifications required on a par with, say, providing parking places and sewerage systems.</p>
Scarborough	Doug Cartwright	Nil return	
Selby	Barrie Mountry/ Tom Halstead	Response to Selby Pool of Sites Consultation	<p>The North Yorkshire Local Access Forum has agreed a generic Advice document, highlighting key points which it commends to all District Councils in developing their Local Plans. A copy is attached.</p> <p>The Forum requests that Selby District Council gives consideration to this Advice in taking forward the results of the consultation on the Pool of Sites. In particular the Forum would urge Selby District Council to take account of this Advice in applying Stage 2 of the Site Assessment Methodology to the selection of sites for allocation at the next stage of the Local Plan development process.</p> <p>The North Yorkshire Local Access Forum confirms that it wishes to be included in the next stage of the consultation, on the Site Allocation Local Plan, where it may wish to comment in more detail on specific sites.</p>

LAF Projects

Project	Lead	Summary
Yorkshire Wolds Way Partnership	Tom Halstead	<p>Yorkshire Wolds Way Partnership Meeting held on 12th September 2017 at County Hall, Northallerton</p> <p>Feedback from the meeting</p> <p><u>National Trails - Funding Report</u></p> <ul style="list-style-type: none"> • There was interest in knowing why the option of northern trails working together had been dismissed. • There were general concerns over the donations model envisaged in the report and the ability of small trails like the YWW to raise adequate funds in that way. • There is no timetable for action in relation to the report. Huw Davies at Natural England will be leading on it. • There was some concern raised that Natural England are not presenting a vision for the future for National Trails. <p><u>Adoption Scheme</u></p> <ul style="list-style-type: none"> • A local Running club has offered to adopt a length of YWW near Nunburnholme. Ben Jackson (NYCC) suggested that NYCC would welcome opportunities to develop the volunteer relationship with groups like the Ramblers. <p><u>Signposts</u></p> <ul style="list-style-type: none"> • There had been a spate of stealing signposts in the Knapton area. This has been happening over a number of years, but has become much worse in the last few months. New signs had now been erected, with a note on them regarding the criminal act of damage to the sign. They have been concreted in, with metal strips. <p><u>Date of next meeting</u></p> <ul style="list-style-type: none"> • Burnby Hall, Pocklington at 10.30 am 15th March 2018
Teesdale Way	Paul Sherwood	<p><u>21 November 2017</u></p> <p>I was beginning to think this project had 'hit the buffers' as there's been no apparent progress since the last meeting on 16th November 2016. There had been several false hopes, changes of staff at River Tees Rediscovered, changes in funding et al. However, I have just had an update from Yvonne Ramage, the Chairman of the Tees Valley LAF. (this is an adapted version of her e-mail):-</p> <p>" I am pleased to be able to tell you that, at last, we have been able to make some more progress regarding a website for the Teesdale Way. Beryl and I had a meeting with Harland Deer, Julia Fairington (Tourism Officer) and Ann Marie O'Donnell (digital media specialist), from the Tees Valley Combined Authority, in order to raise the profile of the Teesdale Way. This followed on from their having had a recent meeting with Lucy Chapman of River Tees Rediscovered. We took to the meeting a strategy for creating such a website, which would include the full length of the</p>

Teesdale Way, and not just the lower section which passes through the Tees Valley Combined Authority area. We presented the Teesdale Way as an arterial walking route, from which other routes, sites and attractions could branch off. There was agreement that it would be highly desirable to emphasise the connections and links between the Yorkshire and Durham attractions along the Upper and Middle sections of the route.

The Tees Valley Combined Authority officers were very enthusiastic about using the Teesdale Way as the central attraction for walking on their soon-to be-launched (January) *Enjoy The Tees Valley* website. They are very much open to ideas and input from the LAF into this site. We felt that stewardship of such a website, incorporating the Teesdale Way, by the Tees Valley LAF would guarantee continuity into the future, as the River Tees Rediscovered project will be wound up at some stage.

One piece of advice we were given was to consider creating a presence for the Teesdale Way using social media, ie: a Facebook page and a photographic album using Instagram. Ann Marie has offered to help us do this."

So it appears, at least, that some progress has been made, but I am unsure how much Durham and North Yorkshire LAF's will become involved and at what stage. We (N.Y.) don't have a very large section of the river, at a guess Worsal to about Gainford.

Latest Developments on "Teesdale Way" Project – January 2018

Further to my last report into this excruciatingly long and drawn out project involving the Tees Valley, County Durham and North Yorkshire Local Access Forums. There appears to be no regular update on what's happening emanating from the Tees Valley LAF and I only find anything out by continually seeking information. There has been no joint meetings since November 2016.

From these requests, I have recently received the following:-

Teesdale Way Website: meeting with Tees Valley Combined Authority on 20th November 2017

TVCA Marketing team :

Harland Deer,

Julia Fairnington (Tourism Officer)

Ann Marie O'Donnell (Digital Media Specialist)

- We were prepared to have to sell the idea of a Combined Authority Tees Valley wide tourism website with the Teesdale Way as the backbone of it.
- We were delighted to hear they intend the Teesdale Way to be the lead, and the structure to which all of the Tourism offer will tie.
- The website will be up and running by January, with the data they will have available from us all, including the River Tees Revisited team who had also recommended the Teesdale Way as the basis of a website.
- They intend to build a social media presence and asked for the Tees Valley LAF to do the same, echoing a call from Paul Harman last year who suggested that as a way forward. Ann Marie offered to help us set this up.

- They wondered if we could help clarify Tourism numbers; were counters used for example? We weren't sure which, if any, of our constituent authorities undertook visitor counting. We explained that the only web-based site for all the nature reserves (with the exception of Redcar & Cleveland) was the TVLAF site, and offered this up.
- TVCA needs information and photos – a great number of which will be provided by RTR. We will supply them with the list of links and suggestions made by the members for inclusion on such a site.
- This does not just address the need to promote healthy fresh air/walking/cycling and the fantastic and rich variety of places to visit, but it also goes some way to help fund the management of them.
- We suggested a Tees Valley-wide membership or loyalty scheme, for an annual fee, which would allow the bearer to discounted entry fees or car parking to LA funded areas. The product could then be sold to private attractions, shops, cafe, hotels.
- The TVCA tourism team thought it was early to be building such a scheme, but when they described the web site as being able to list attractions and guided walks provided. We pointed out that guided walks etc had declined in recent years, due to funding cuts, and that the loyalty/membership scheme could fund their replacement.
- TVCA have already commissioned the film-maker Andrew White (famous for short films available on social media called Walks Around Britain) to produce two short films on the river; one featuring historic sites and the other I think focussing on the sea/SSSI. One to begin shortly and the other in the spring.
- Something they did mention is that where the Teesdale Way path ends at the coast, there is no landmark.. but perhaps they'll launch a competition for one to be designed....
- Their newsletter is planned to be up and running in the new Year.
- It is hoped that we can assist this group. Beryl Bainbridge did point out that we, as a group made up of volunteers, might not be able to act as quickly as they could.
- They are keen to work with TVLAF and our colleagues in our Appointing Authorities.

That information raised some concerns as it now appears the entire project is somewhat out of the hands of the Local Access Forums other than Tees Valley and they are working with the Tees Valley Combined Authority marketing & tourism teams with no input from County Durham or North Yorkshire LAF's. In fairness, from a financial point, it is Tees Valley Combined Authority that is funding the project, I have never seen any reference to Durham or North Yorkshire contributing.

However I followed up on the above draft minutes with an e-mail to Yvonne Ramage the Chairman of Tees Valley LAF, on 4th January:-

"I will add those minutes to the info I had already passed on to our committee clerk for our meeting on 17th. But I suspect I am going to get asked by fellow LAF members if this is actually going anywhere; as it appears that the Tees Valley Combined Authority (which has no connection with Durham or North Yorkshire) seems to have taken everything over and their marketing/tourism people are doing it all.

		<p>Do you or Beryl actually think that there's any way in which this project will go anywhere near what we originally envisaged?"</p> <p>I received the following response on 6th January:- "I do understand your concerns. Beryl and I went to great pains to emphasise the value of the work done so far, involving the North Yorkshire and Durham LAFs. We believe that it is important, and that the Teesdale Way has to be viewed and promoted as a continuous entity, all the way from the source of the river too its mouth. To be fair to those on the TVCA's Tourism Team, they were very clued-up about the TW, and made the right noises when Beryl and I spoke about the joint work which has taken place, so far. We believe that the joint work is important, and will continue our efforts to promote the Teesdale Way as a complete entity, from source to mouth."</p> <p>At this stage I can add little more on the future prospects.</p>
A66	Paul Sherwood	<p style="text-align: center;"><u>Highways England</u> <u>Northern Trans-Pennine Routes Strategic Reference Group Meeting - 'Stage 1' Dolphin Centre,</u> <u>Darlington 18th October 2017</u></p> <p><u>Pre-amble to the Report</u> I attended the first of the 'Stage 1' meetings regarding the £1.2b improvements to Northern Trans-Pennine routes, which are the A69 Newcastle - Carlisle route and the A66 Scotch Corner – Penrith route. The delegate list was vast and varied, including:- Association on North East Councils, Carlisle City Council, Cumbria County Council, Darlington Borough Council, Durham County Council, Gateshead Council, Hartlepool Borough Council, Lancashire County Council, Middlesbrough Borough Council, Newcastle City Council, North East Combined Authority, Northumberland County Council, Redcar and Cleveland Borough Council, South Tyneside Council, Stockton Borough Council & Sunderland City Council. <i>You will note the omission of Hambleton District Council, North Yorkshire County Council and Richmondshire District Council.</i></p> <p>The following organisations with Environmental Interests, included:- Campaign for Better Transport, Campaign to Protect Rural England, Cumbria Wildlife Trust, Durham Wildlife Trust, English Heritage, Environment Agency, Friends of the Earth, Lake District National Park Authority, National Trust, Natural England, Northumberland National Park Authority, Northumberland Wildlife Trust & Yorkshire Wildlife Trust.</p> <p>There was a further five public transport operators including Network Rail and the Port of Tyne Authority, ten business groups including Local Enterprise Partnerships. Police from Cleveland, Cumbria, Durham, North Yorkshire & Northumbria.</p> <p>And then we come to the Non-mechanised User Groups, comprising:- British Horse Society, Cyclists Touring Club, National Farmers Union, Ramblers Association & Sustrans. <i>You will note the omission of Cumbria Local Access Forum, Durham Local Access Forum, North Yorkshire Local Access Forum, Yorkshire Dales Local Access Forum & Tees Valley Local Access Forum.</i></p> <p>It appeared somewhat strange that no L.A.F.'s had been invited, speaking to Jacqui Allen the Project Manager for Highways England, she had little idea of who or what the Local Access Forums are!</p>

The following is an edited part of section 3.1.1 of the 'Guidance on Local Access Forums in England' issued by DEFRA. *"Local access forums are advisory bodies. Section 94 of the CROW Act defines their statutory function. Forums are statutory consultees in respect of a number of bodies to whom forums give advice - "section 94(4) bodies" & Section 94 of the CROW Act makes it the statutory function of forums to give advice to the following bodies, including the Secretary of State, in effect this means any Government Department with a Secretary of State, e.g. Defra and MOD, as well as 'executive agencies' such as the Planning Inspectorate and the Highways Agency.*

And yet, Highways England was not aware of our 'consultee' status!

Report

I don't know how many of these invited delegates actually attended, there appeared to be about sixty people there when the discussions commenced at 1000hrs.

From my background information prior to the meeting (mainly from Rachel Connolly & George Bateman) I was puzzled as to why there was so much input from areas not adjacent to the A66 corridor. This was fairly quickly explained in opening remarks that after 'Stage 0' discussions of this project, the proposed improvements on the Newcastle to Carlisle A69 had become unviable as estimated costs exceeded all the benefits, apart from carrying out improvements on two junctions for completion by 2020.

Highways England pointed out that the east – west Trans-Pennine routes were somewhat limited as there are no motorways across the country between the M62 (Leeds-Manchester) & the M8 (Edinburgh-Glasgow). Cost comparisons were made for traffic travelling from the south/east to the north/west from Ferrybridge to Penrith; using the M62, M6 route it is 146 miles and average time is 2hrs 36min, using the A1(M), A66 route it is reduced to 107 miles and 1hr 56min. Clearly giving the A66 a preferential choice especially for the 20% of traffic which is HGV's. Although two sections of the A66 have higher than average accident statistics, these are the single carriageway sections around Greta Bridge & Warcop. Only six sections of single carriageway remain on the fifty mile route.

Apparently there is a move to try to utilise more northern ports, rather than having cargo going in and out of south coast ports, and causing additional road congestion, when coming north; but currently the haulage industry is reluctant due to poor east to west routes.

One of the current problems with the A66 is the lack of a suitable diversion route, if closed due to adverse weather or accidents, traffic turning off through Barnard Castle or Kirkby Stephen etc which causes urban traffic problems and local resentment.

But the proposed improvements have to contend with the North Pennines Area of Outstanding Natural Beauty, the Lake District and Yorkshire Dales National Parks in close proximity, the North Pennines are also a UNESCO Global Geopark of international importance, SSSI's, Ancient Woodlands and Scheduled Monuments. However, it was good to note the project team made plenty of reference to NMU use.

Much of the discussions involved the 'Northern Powerhouse' & 'Transport for the North'.

Before lunch several questions were addressed that had been sent in, in writing. Some of them far too detailed at this very early stage, my particular question which was a non-specific one, was:-

I would like some assurances from highways engineers that the provision of existing footpaths, bridleways and other non-motorised vehicle access is maintained, or indeed improved.

The two short sections of A66 entirely within North Yorkshire only totals about 6km and has about ten footpaths/bridleways and three unclassified county roads to contend with, but from past experience on A66 & A1(M)

	<p><i>'improvements' these routes tend to get overlooked or put on the 'back burner' and languish there until forgotten about. A worse scenario is that they languish in limbo until the money has run out and the problem is not rectified. Or later rectification is carried out by the local highway authority, out of their limited budgets and not out of the original project budget.</i></p> <p>I got a fairly positive response from Jacqui Allen, the Project Manager on that.</p> <p>After lunch there was an hour or so of questions from the floor, but very little appertaining to L.A.F. involvement.</p> <p>Generally the project team are wanting to set-up small Focus Groups; Road Haulage, Public Transport, NMU's, etc etc; and these are to meet regularly to progress the way forward before detailed appraisal of the project, it is anticipated that the next full meeting will be April 2018. The comment from one of the Highways England project team was "we want information on what we don't know".</p> <p>I did have a little concern, when I was discussing L.A.F.'s with Jacqui Allen, it seems that the Focus Group on NMU's needs to be made up of representatives of organisations, such as BHS , CTC, RA etc. I raised the point that by doing that you could have a member from Cumbria, a member from Durham, a member from Teesside, all there as representatives of (say) the BHS or the RA. But it appears that they want one person from each organisation to speak on the behalf of their 'national body'. As L.A.F. members we represent nobody constitutionally? I am to pursue this with her.</p> <p>However, there's no rush, the programme is:- Engagement (what is currently happening) 2017-2018, Selecting one of the possible options 2018-2019, (that is the first time that NMU's become involved) Detailed design, planning and Development Control 2019-21, Full public consultation 2021-2023, and assuming there's no 'appeals' and inquiries, completion by about 2028.</p> <p>A list of the PROW that impact on the single carriageway sections around Smallways and Mainsgill is attached.</p>
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Northern Trans-Pennine Route (A66) - Remaining dual-carriageway upgrade

Public Rights of Way interfaces with A66 in North Yorkshire

Two small sections of the A66 are in North Yorkshire, one section referred to as Section 1 is from NZ:101122 to NZ:115111 a distance of 1.87km. This is currently dual-carriageway.

From NZ:115111 to NZ:129103 is ambiguous, the North Yorkshire - County Durham boundary runs along the highway with variations from side to side, the eastern point appears to be the current limit of dual-carriageway.

From NZ:129103 to NZ:164082 is in North Yorkshire, referred to as Section 2, a distance of 4km. This eastern point is the current limit of dual-carriageway from Scotch Corner.

There are no restricted byways or byways open to all traffic shown on the North Yorkshire Spectrum Spatial Analysis Mapping system.

Section 1 is currently dual-carriageway and not subject to this upgrade project, however it is included for clarity in the area.

route status route number description

bridle path	20.49/1/2	Running north from Newsham Lodge to an access track(?) on south side of A66 route, then runs SW parallel to west bound A66 to Dyson Lane. Does not appear to cross the A66.
UCCR	U1079/1.70	Running north from Newsham village to A66, short section is the above bridleway 20.49/1/2. Joins the A66
bridle path	20.49/29/1	Short section running parallel to east bound A66. Unclear from map what it actually does, doesn't appear to cross or join A66, is there an underpass to 20.49/1/2?

Section 2 currently single carriageway and subject to this project.

route status route number description

foot path	20.72/1/1	Footpath on north side of A66 from West Layton to east bound carriageway of A66, terminates on A66, but could continue south as 20.55/1.1
foot path	20.23/8/1	Footpath on north side of A66 from West Layton to Fox Hall Inn, crosses A66.....
foot path	20.55/2/1 continues on south side of A66 to Ravensworth road.
bridle path	20.23/5/1	Bridleway on north side of A66 to East Layton, terminates on A66
bridle path	20.30/8/1	Bridleway on north side of A66 to Carkin Moor Farm and continues as 20.30/2/1 to East Layton. This actually joins A66 as U1339/1/50
bridle path	20.30/9/1	Two very small sections on south side of A66, adjacent to west bound A66, opposite U1339/1/50. On to Warrener Lane, totally ambiguous.
bridle path	20.33/24/1	Two very small sections on south side of A66, adjacent to west bound A66, opposite U1339/1/50. On to Warrener Lane, totally ambiguous.
UCCR	U1333/1.70	Unclassified road on north side of A66 from Monks Rest Farm to Mainsgill Farm. This continues across A66 southwards....
bridle path	20.55/6/1-2	...as bridleway to Ravensworth.
foot path	20.55/1/1	Footpath on south side of A66 from Green Bank to almost opposite West Layton junction, terminates on A66, but could continue north as 20.72/1/1
UCCR	U1084/1/70	Unclassified road on south side of A66 from Dunsa Manor / Dalton Grange to Fox Hall Inn
UCCR	U1093/1/70	Unclassified road on south side of A66 from Ravensworth to A66

North Yorkshire Local Access Forum

17 January 2018

PROW LOCAL LIASION GROUP UPDATE REPORT

Report from George Bateman

1.0 Purpose of the Report

1.1 To provide the Forum with “items of interest” from recent Local Liaison Group Meetings

2.0 Background

2.1 Members asked that I report to each LAF meeting any key issues and items of interest to LAF arising from Local Liaison Group Meetings. The County Council arranges these meetings twice a year with user representatives. There are two separate regional meetings – I attend the meeting for the north and east of the county.

3.0 Local Liaison Group Meeting 9th November 2017

3.1 I was unable to attend the meeting but based on the agenda the following items may be useful to LAF.

- Reports from the PROW Officers for the Northern and Eastern Areas. Despite their regional basis they provide a good oversight of current developments including the impact “on the ground” of the ongoing Review of Procedures.
- Definitive Map Team Update

3.2 The issues which LAF may wish to note are-

1. An increase in the maintenance backlog in both areas but a recognition that staffing needs to be increased with an additional appointment in the Hambleton/Richmondshire Area.

2. Pathways to Health Project in Scarborough

3 Plans to improve CAMS and to integrate with other office systems now that decision has been taken to retain CAMS

4. Progress on the implementation of new procedures for

- signposting
- waymarking
- ploughing & cropping
- enforcement

5. The work of the Definitive Map Team continues to be dominated by the digitisation work.

3.3 The meetings provide an opportunity for users to add agenda items. The items added illustrate the matters which are currently of most concern to users

- concern about delays in progressing DMMOs linked to the priority given to map Digitisation work.
- lack of clarity about the changes made to the new prioritisation system following consultation and the timing of its implementation. (*see also comments in report from Northern Area PROW*)
- clearance of obstructions on UURs. (*see also comments in report from Northern Area PROW*)

4.0 Recommendation

4.1 Members are asked to note the report.

North Yorkshire County Council
North East Area PROW Local Liaison Group
November 2017

Report of Northern Area PROW Officer, Richmondshire & Hambleton

1.0 Purpose of the Report

- 1.1 To provide the LLG with an update on work completed between 01/04/2017 and 01/10/2017 and progress on on-going major projects.

2.0 PROW Issue Management

- 2.1 309 new issues were logged in the Northern Area between April 2017 and October 2017 and 97 issues were resolved. The number of issues outstanding in the area now stands at 2228 compared to 2072 in April, an increase of 156.
- 2.2 Performance is consistent with the previous six months. The main focus for the PROW Officer has been the A1 motorway upgrade, implementation of new ploughing and cropping, way-marking and signposting procedures, and development of furniture, overgrowth and obstruction procedures. The Field Officer has again mostly been focused on resolving high profile issues in Ryedale and Scarborough and has not been active in Richmondshire and Hambleton for much of this period.
- 2.3 In recognition of the challenge faced by one field officer covering Hambleton Richmondshire, Scarborough and Ryedale, the Countryside Access Service have recently been successful in recruiting a Graduate PROW Field Officer, Rosie Sanderson, to assist with covering the Northern Area as part of NYCC's Graduate Development Programme. The post is funded for two years, beginning in September 2017, with the first year having a significant training element. The role will be broadly similar to that of the existing Field Officers in terms of managing NYCC infrastructure such as bridges, signs and surfaces and developing our own and third party volunteer activity but will also offer the opportunity to experience some of the work of the PROW officer. The role is managed by the Principal PROW Officer and mentored by the Northern PROW Officer.
- 2.4 Most issues continue to be prioritised using the existing formula based on route priority and issue severity. The issue resolution work of the PROW officer has been focused on high priority issues over this period. In advance of the remaining new processes coming on stream from April 2017 issue resolution has concentrated on ensuring that landowners carry out their statutory responsibilities. Response from landowners has on the whole been good with around 90% undertaking the required action to resolve PROW issues on receipt of an initial warning letter. Currently resolving issues in this way by PROW officers on a case by case basis is time consuming but the new procedures will aim to streamline enforcement processes and share the workload throughout the Countryside Access (CAT) and Development and Outreach (DOT) teams. New processes for stiles and gates, overgrowth and obstructions are currently under development and are due to be implemented on 1st January 2018

3.0 Route Prioritisation

3.1 The consultation period for the proposed PROW path prioritisation model has now ended. Generally the response has been positive with the public supporting the principle of targeting resources based on the priority of each route.

3.2 Some concerns about the approach were raised. The principle concerns are:

- The proposed model is too urban focused.
- Clarity is required on the proposed service standards for low priority routes. Concern that they will receive little or no maintenance.
- Should all bridleways and byways be automatically a higher priority than footpaths?
- Routes in the AONBs should be given a higher priority.
- How to reconcile conflicting views between community groups on the priority of particular routes.
- No priority given to routes linking communities.

3.3 While some community groups expressed a keen interest in becoming involved in developing the community value measure for their paths it was not a high proportion of all those contacted.

3.3 A review of the consultation is currently underway and CAT will report on this and consider any amendments required to the priority model. It is hoped that the new priority model will not require significant redesign and remains on track for implementation in 2017-18.

4.0 Way-marking

4.1 The new way-marking process became operational on the 1st April 2017 and all new way marking issues are currently making their way through the process.

4.2 Way marking will, on the whole, be carried out by NYCC volunteers where way marks can be fixed to an existing structure, with new way marking posts installed by Field Officers. The work will be batched together by the Volunteer Co-ordinator at regular intervals.

4.3 The Graduate PROW Officer is currently working through the way-marking backlog with assistance from NYCC's Countryside Volunteers

5.0 Sign Posting

5.1 The new roadside sign posting process became operational on the 1st April 2017 and all new issues are currently making their way through the process.

5.2 Currently the field officer and Countryside Volunteers are surveying all new reports of missing signposts and also all historic issues from the backlog. This will give us the confidence to determine which signs require replacement, which were simply overgrown and which can be repaired.

5.3 The funding available for signpost replacement is yet to be agreed and how much of the backlog can tackled is yet to be determined.

5.4 The new process is attached to this report for information.

6.0 Ploughing and Cropping

6.1 The new process for ploughing and cropping was also implemented on the 1st April 2017.

6.2 36 ploughing and cropping incidents were reported between April and October in the Northern Area and 9 successfully resolved.

6.3 However there were vacancies at Technical Officer level and long term absence at Volunteer Co-ordinator level over this period resulting in many of these issues being delayed as they made their way through the process. This has now been addressed and two new Countryside Access Technical Officers (Steve Metcalfe and Stephanie Haworth) have been recruited and trained in the new processes bringing the total to three that are proficient with the new processes. Also an assistant volunteer co-ordinator (Hollie) has been recruited within the Development and Outreach team who has been trained in the new processes. In addition the Graduate PROW Officer has also been trained to assist the PROW Officer and Technical Officers during periods of peak demand. It is the view of the team that there is now adequate resource in place to manage the new processes.

6.4 Nevertheless it is inevitable that by the time ploughing and cropping issues are reported to us and the land owner has had the opportunity the reinstate some issues will be resolved by the crop being harvested. It is our intention to keep up the pressure on landowners to reinstate correctly in the coming season by writing again to all suspected offenders this year in spring 2018 reminding them of their obligations.

7.0 New Enforcement Procedures

7.1 New processes to deal with stiles and gate that require repair, overgrowth and wilful obstruction (something placed on or constructed in the right of way) are due to come on stream on 01/01/2018.

7.2 Development work is progressing well and in principle the new processes are the same as for ploughing and cropping in that all landowners will receive an initial warning letter outlining the problem and what they need to do to rectify it and within what timescale. The only difference is that the PROW Officer will need to be certain of that an offence has been committed prior to sending the letter. We will be able to do this if the complainant provides good information including a photograph and a map or an accurate grid reference. It be helpful if all LLG members provide this information with all future reports of PROW issues. If the issue is not clear Countryside Volunteers will survey the issue and gather the required information. This is a departure from our current processes in these areas where landowners will only be contacted once their particular issue has reached the top of the backlog and it is hoped the initial letter will result in landowner compliance without the need for further intervention by the PROW Officers.

7.3 Details of the new processes will be circulated too members once they are implemented.

8.0 Unsealed Unclassified Roads Pilot Project

8.1 A report has been presented to senior managers and a decision is due soon on whether to roll out the pilot with the Countryside Access Service managing unsealed unclassified roads in return for urban sealed PROW being managed by Highways.

8.2 Results of last year's pilot were promising with the partnership of NYCC CAS, North York Moors National Park and local contractors offering good value compared to NYCC Highways using their term contractor for routine maintenance.

8.3 However uncertainty over the status of these routes made it difficult for CAS to fully utilise their enforcement experience to deal with wilful obstruction of the UUR network.

8.4 It was also recognised that although much of the work was carried out by the National Park a significant amount of time was spent by the Northern PROW Officer in co-ordinating the pilot that was not then available for managing the PROW network.

9.0 Bridge Programme

9.1 Only one bridge has been allocated funding for this financial year at Hutton Bonville. (SE35209933)

9.2 Bridges have been repaired at:

Gilling West (NZ18570503) with the assistance to the Parish Council, Gilling West (NZ18560502), Romanby (SE35399256) and Northallerton (SE36459420)

9.3 Bridge maintenance priorities for 2017-18 and coming years for Hambleton and Richmondshire remain:

Great Busby (NZ 516 046), Skeeby (NZ 205 027), Carlton Hushwaite (SE 496 757), Easingwold (SE 531 716), South Kilvington (SE 429 836) and Middleton on Leven (NZ 4645 0857, bridleway) with the addition of Dalton on Tees (NZ30770826).

10.0 A1 Upgrade

10.1 Ron Allan continues to work as Countryside Access Technical Officer on a 9 month contract to undertake additional path orders on the Dishforth to Leeming section of the A1(M) working within CAT but funded by Highways England.

10.2 Five orders have now been completed and the required work on the ground is being undertaken so that the new routes can be certified at:

- Mill Lane, Leeming
- Bedale Beck

- Tutin Road, Leeming Bar
- Manor House, Londonderry
- Healam Bridge, Pickhill

10.3 We have discovered that the land at Angleham House and Hergill Lane, Bladersby is not owned by Highways England as we were first lead to believe and the landowners are not currently willing to dedicate the missing links as bridleway. Highways England are in negotiation with the landowners but in the meantime the two creation orders are on hold pending the outcome.

10.4 Further details can be found in the DMT report.

10.5 The remaining physical work on the Dishforth to Leeming section has now been identified and the PROW Officer and Graduate Field Officer are currently drawing up specifications for the contract to carry out this work in conjunction with the additional works required for the completed orders listed above.

10.6 The PROW Officer and Field Officer continue to work with Highways England on any additional works required on the Leeming to Dishforth section as affected rights of way on this section reopen.

11.0 A66 upgrade

11.1 The PROW and Field Officers attended an event in Darlington looking at all options for improving the A66 trans-Pennine route. Although it does not meet current requirements for intervention it is felt by Central Government that the existing road is not sufficiently resilient to cope with adverse weather and accidents on the single carriage way section that result in the entire road being closed. It is also seen as a weak transport link which may be unable to cope with future demand associated with the Northern Powerhouse and Energy Coasts initiatives.

11.2 Currently all options for upgrading the route are on the table ranging from upgrading the entire route to expressway to localised improvements on the single carriage way sections and junctions with perhaps dualling of the single carriageway sections being the most likely outcome.

11.3 It is recognised that the existing road acts as a barrier to non-motorised users trying to cross it and creates a missing link in the bridleway and quiet lane network across the Pennines. CAS will work with user groups in addressing these concerns and mitigating impacts on affected rights of way as the scheme develops.

12.0 Major Development

12.1 The PROW officer is currently working with developers and colleagues from the District Councils and NYCC Highways on the following major schemes:

- North Northallerton. Improved integration of existing prowl network with scheme around Stikes' Garden Centre and possible new footpath/cycleway link to Town Centre alongside Willow Beck
- Former Prison, Northallerton. Funding to improve yards linking to High Street

- Castlegate, Northallerton. Improved footpath/cycleway link to town centre
- Tanton Grove, Stokesley. Improved integration of existing prowl network
- Scorton Quarry- bridleway diversion and integration with reinstatement plan

13.0 Volunteer Activity

- 13.1 NYCC Countryside Volunteers continue to assist the PROW Officer as the ‘eyes and ears of the service’ and are providing good intelligence for enforcement cases, reducing the pressure on the PROW and Field Officer to undertake site visits. This area of work for the volunteers will significantly increase as our new processes come on stream next year.
- 13.2 The PROW Officer and Field Officer have trained volunteers from Potto to undertake stile and gate repairs. Two stiles have so far been improved to gates.
- 13.3 Volunteers from Newton le Willows have replaced two stiles with gates on a popular route around the village and are keen to work with NYCC on other projects.
- 13.4 The Graduate Field Officer is developing a programme of work with Thirsk Rotary to improve paths linking Thirsk, Sowerby and South Kilvington

14.0 Levenside, Hutton Rudby.

- 14.1 Failure of previous riverbank reinforcement has resulted in a gap developing in the riverbank. While not an immediate danger to users of the path the Parish Council felt that if not tackled soon then the damage would quickly get worse, resulting in the potential loss of this attractive village path. While NYCC could not fund the entire cost of the repair, estimated at £15,000, an agreement was reached to co-fund with the Parish Council. The Tees Rivers Trust successfully bid for the work and provide d the most cost effective and environmentally friendly solution using Alder spiling and Birch faggots at a cosy of £7,400 including resurfacing the footpath. £4,000 was provided by the Parish Council, £2,400 by CAS and £1,000 from Member’s Locality Budget. This is a successful example of partnership working where the CAS budget will not stretch to major infrastructure repairs.

15.0 Forward Plan

- 15.1 Major projects for the next six months will be:
- Completion of A1 Dishforth to Leeming remedial work.
 - Snagging on A1 Leeming to Barton
 - undertaking A1 additional work associate with A1 orders
 - Roll out of new enforcement and maintenance procedures
 - Review UUR pilot and develop future strategy
 - Training of Graduate Field Officer
 - Lovesome Hill bridge and unauthorised furnituer

16.0 Recommendation

14.1 LLG members are invited to comment on the content of the report

ANDY BROWN

Public Rights of Way Officer (North) – Transport Waste and Countryside Services

North Yorkshire County Council
North East Area PROW Local Liaison Group

9th November 2017

Report of Eastern Area PROW Officer, Ryedale & Scarborough

1.0 Purpose of Report

1.1 To provide the LLG with an update on project work completed between 01/05/2017 and 01/11/2017 and on-going major projects.

2.0 PROW Maintenance

2.1 287 new issues were logged in the Eastern Area between May and October and 186 issues were resolved. The number of issues outstanding in the area now stands at 2166.

2.2 The new Ploughing and Cropping process is now in place and is proving successful in addressing ploughed and cropped routes in the Eastern Area

3.0 National Trail Management

3.1 National Trails within North Yorkshire are still managed centrally by the Eastern Public Rights of Way Officer

3.2 In these times of austerity; there is still uncertainty regarding future Natural England funding for the National Trails. However, with the obvious health and economic benefits that they bring; there is still confidence that this will continue. The ongoing public support for the National Trails from user groups will be vital in achieving their future sustainability.

Yorkshire Wolds Way National Trail

3.2 A change of personnel within the company responsible for cutting the Yorkshire Wolds Way resulted in serious delays to the work being completed. Following very close management of the new team responsible for the cut; we have received positive reports about the quality of the cutting.

3.3 It was necessary to liaise with North Yorkshire Police following the theft of a number of signposts along the National Trail around West Hessleron. This crime is being investigated and the signposts have been replaced with a vandal proof design at these locations.

- 3.4 Work on the trail so far since May has included:
- Replacement of 25 sign posts along the route.
 - Installation of new hand gate at Muston.
 - Installation of new hand gate, kissing gates and surface improvements at Danebury Grange near Flixton.
- 3.5 Planned work for this year:
- Furniture improvements on the Settrington Estate.
 - Additional surface improvement near Rowegate Farm.
- 3.6 This year's annual Yorkshire Wolds Way survey will commence in December 2017.

Pennine National Trails

- 3.6 The annual surveys of the Pennine Way and Pennine Bridleway were completed in August.
- 3.7 Maintenance work to a section of boardwalk near Thornton in Craven has been completed.

4.0 Coastal Access Project

- 4.1 Plans have been drawn up for the establishment works required along the section of coast south of Filey. This follows detailed surveys, extensive negotiation with landowners and exploratory clearance work. Identified work includes:
- Installation of two bridges near The Bay.
 - Clearance work between Primrose Valley and Hunmanby.
 - Surfacing works between Filey Golf Course and Primrose Valley.
- 4.2 The Natural England Coastal Access Report for this stretch should now be made public for consultation next year.

5.0 Pathways to Health Project

- 5.1 Pathways to Health is a partnership project between Public Rights of Way, North Yorkshire Public Health, Stronger Communities, Borough and District Councils and other stakeholders. The aim of the project is to improve public health encouraging greater access to the countryside. The project includes a mix of outreach, promotion, and access improvement.
- 5.2 Following the successful launch of the project in Selby; the Scarborough element of the project has been launched under the banner of 'Discoveries On Your Doorstep'.

Working with a Community Engagement group called Magpie, a number of

Discovery Points and walking routes are being promoted as 'The Scarborough Trails'. These include:

- The network of bridleways and footpaths around Eastfield.
- Routes around Burton Rigg Nature Reserve.
- Sections of the Cleveland Way and newly designated England Coast Path through Scarborough.
- The Cinder Track between Scarborough and Burniston.

These routes have been selected for their accessibility from areas with the highest levels of health deprivation.

5.3 Working with the developer at Middle Deepdale (north of Eastfield), the project will deliver a long section of surface improvements on the bridleway north from the Dell at Eastfield. This work has now started and should be completed in the next few weeks.

6.0 CAMS and Symology

6.1 I am tasked with ongoing system support for the CAMS system, and facilitated its annual service and upgrade in October.

6.2 A decision has been reached to retain CAMS as the IT management tool for the Public Rights of Way Team. The plan is to now press on with fully utilising the CAMS system to support working with volunteers and integrating with NYCC Customer Support. This will hopefully include:

- Offering an online customer interface for issue reporting and monitoring.
- CAMS Web for delegating work to Volunteers.
- CAMS mobile – offering officers in the field:
 - Mobile GPS mapping against the working copy of the definitive map.
 - Access to view and update the CAMS data whilst on site.

7.0 Business Intelligence Project

7.1 The IT reporting tool Business Intelligence has now been launched for use with the CAMS system data. This will allow the team to better interrogate the huge amount of information that we have in the CAMS database relating to the PROW network. Identifying and targeting priority areas will help us to manage the network more effectively.

Ben Jackson

Public Rights Of Way Officer – Ryedale and Scarborough

Transport, Waste and Countryside Service

NORTH YORKSHIRE
LOCAL LIASION GROUP
NORTH & EAST AREA
(HAMBLETON, RICHMONDSHIRE, RYEDALE & SCARBOROUGH)

THURSDAY 9 NOVEMBER 2017

DEFINITIVE MAP TEAM UPDATE

1.0 PURPOSE OF REPORT

- 1.1 To provide an update of the work of the Definitive Map Team from April to October 2017.

2.0 BACKGROUND

- 2.1 This report covers the period 1 April – 30 September 2017.

3.0 STAFFING

- 3.1 Josh Dight left the Definitive Map Team in mid-June to move to the Legal team.
- 3.2 Russ Varley left the team at the end of July, initially to Highways but soon to be moving again to do Definitive Map work for City of York Council.
- 3.3 Two new Technical Officers (Steph Haworth and Steve Metcalfe) started in August, doing work for both Definitive Map Team and Maintenance Team.

4.0 GENERAL DEFINITIVE MAP WORK

- 4.1 The Definitive Map Team has been continuing the process of digitising the Definitive Map onto the modern Ordnance Survey basemap. In total there are 17,048 paths / links to re-digitise (including paths in the two National Parks). Paths in all districts have been redrawn by DMT Technical Officers and have had a sense check done by the Maintenance Team. Definitive Map Officers are now reviewing queries and issues ready for completion.
- 4.2 Linked to the digitisation project, the Team has also been working on completing Omnibus Modification Orders which have been outstanding

for many years. Omnibus Orders are the legal method of amending the Definitive Map and Statement following a Public Path Order (Diversions, Creations etc). Since April we have completed Omnibus Orders for Craven, Hambleton and Richmondshire Districts, bringing North Yorkshire's Definitive Map up-to-date (in terms of Public Path Orders) for the first time ever in its existence.

- 4.3 The Team has now digitally mapped all historic and current Path Orders, except for those in the North York Moors National Park. This will help PROW staff based away from County Hall to identify where paths have been or are proposed to be diverted, and is also now a requirement of the Land Charge Searches process. NYMNP Orders to be added soon.
- 4.4 Since July 2016, all Land Charge Searches (when people are purchasing property) have included the question about PROW affecting the property. Previously this question was optional. In the six months from 1 April to 30 September the Team answered 4663 Land Charge Searches. Also 290 Streetworks searches (for utilities companies) and 227 responses to planning applications where PROW are affected.
- 4.5 Highways Act Section 31(6) deposits: 7 submissions / renewals processed.

5.0 DMMOs IN PROGRESS

- 5.1 **Hambleton, Borough Green Farm, Kildale & Easby** three separate (but linked) applications: to add a restricted byway; to upgrade a footpath to bridleway; and to add a short spur of bridleway to the footpath upgrade. The application to add a restricted byway was rejected, appealed to the Secretary of State, who has now directed NYCC to make an Order. At the same time an Order will be made for the footpath to bridleway upgrade.
- 5.2 **Richmondshire, West Appleton** - DMMO to add Restricted Byway. This case is on the waiting list for referral to Secretary of State.
- 5.3 **Hambleton, Rosehill Drive to Levenside, Stokesley** – DMMO application to upgrade footpath to bridleway. This case is on the waiting list for referral to Secretary of State.
- 5.4 **Hambleton, Mucky Lane to Footpath no.10.39/2, Easby (Stokesley)** application to add a footpath. This case is also on the waiting list for referral to the Secretary of State.
- 5.5 **Ryedale, Broates Lane** – upgrade to restricted byway. This case has been opposed at the initial consultation by the land owner.
- 5.6 **Ryedale, Cropton Lane to Holly Close, Wrelton** – draft case has been prepared for sending off to the Secretary of State & is with Legal.

- 5.7 **Scarborough, Tin Ghaut car park, Whitby** – Public Inquiry held on 31 May 2017. Inspector proposed modifications to Order (to delete part of route), no objections to modifications so Inspector’s decision now due around December.

6.0 NEW DMMO APPLICATIONS

- 6.1 Application to add footpath along river bank, **Piercebridge, Richmondshire**
- 6.2 Application to add bridleway along **Halliday Slack Road, Great Broughton, Hambleton**
- 6.3 Application to add footpath along **Raskelf Lane, Easingwold, Hambleton**
- 6.4 Application to add bridleway at **Perish Crook, Whorlton, Hambleton**
- 6.5 Application to add footpath at **Newby Wiske Hall (old Police HQ)**
- 6.6 Application to add Restricted Byway, **Cinder Track, Whitby to Scarborough**
- 6.7 Application to add footpath at **Oriel Close, Scarborough**

7.0 DMMOs ON FILE AWAITING INVESTIGATION

DMMOs on file awaiting investigation in Hambleton

Priority Ref No.	Parish	Location	Intended effect	
26	HAM/1996/01/DMMO	Ham - Great Ayton	All Saints Church to corner of field	Add FP
26	HAM/2016/09/DMMO	Ham - Whorlton	Whorlton Lane (Perish Crook) to Cleveland Way	Add BW
25	HAM/2012/09/DMMO	Ham - Great Busby	Busby old railway lines, Busby Pond to Busby Gate House	Add BW
24	HAM/1988/01/DMMO	Ham - Kirkby Fleetham with Fenco	Kirkby Lane to Kirkby Fleetham Hall	Add FP
24	HAM/1999/01/DMMO	Ham - Danby Wiske with Lazenby	White Swan to the Old School House	Add FP
23	HAM/1993/01/DMMO	Ham - East Cowton	Deerstones to Beeswing	Add BOAT
23	HAM/2015/04/DMMO	Ham - Dalton	Track leading from Primrose Hill to Dalton Lane	Add BW
21	HAM/1995/01/DMMO	Ham - Thirn	Thirn to Charlcot	Add BW
21	HAM/2017/15/DMMO	Ham - Easingwold	Raskelf Lane, Easingwold	Add RB
17	HAM/2017/14/DMMO	Ham - Great & Little Broughton	Halliday Slack Road, Great Broughton	FP upgrade to BW
16	HAM/2016/01/DMMO	Ham - Bilsdale Midcable	Fangdale Beck to Low Mill	FP upgrade to RB
15	HAM/2017/11/DMMO	Ham - Hackforth	Lord's Lane, Hackforth	Add RB
14	HAM/2009/10/DMMO	Ham - Bedale	Masham Road to Pinewood Grove, Bedale	Add FP
14	HAM/2017/09/DMMO	Ham - Crakehall	Green Gate Lane, Crakehall	FP upgrade to BW
14	NYM/2013/22/DMMO	Ham - Whorlton	Harfa House, Scugdale	Add FP
11	HAM/1986/01/DMMO	Ham - High Worsall	Village Green to River	Add FP
	HAM/2016/05/DMMO	Ham - Hutton Rudby	FP 9 Hutton Rudby	Re-align FP

DMMOs on file awaiting investigation in Richmondshire

Priority Ref No.	Parish	Location	Intended effect	
35	RICH/2017/01/DMMO	Rich - Brough with St Giles	UUR U7023, Catterick Bridge to the road to St Giles	Add BW
19	RICH/1985/01/DMMO	Rich - Ravensworth	Kirby Hill to Ravensworth (part of FP 20.55/9)	FP upgrade to BW
15	RICH/1997/01/DMMO	Rich - North Cowton	North of Old School - from Main St opposite Chapel to Holywell Lane nr Post Office	Add BOAT
15	RICH/2017/04/DMMO	Rich - Manfield	Riverbank from Piercebridge Roman Bridge to FP near Holme House, Manfield	Add FP
13	RICH/2005/12/DMMO	Rich - Carlton Town	Carlton to Cote Bridge nr. West Burton, parishes of Carlton Town and Burton-cum	BW upgrade to BOAT
12	RICH/2013/03/DMMO	Rich - St Martins	FP no.20.62/2, Theakston Lane to Priory Villas, St Martins, Richmond	Re-align FP
07	RICH/2001/01/DMMO	Rich - Richmond	West Applegarth to Deep Dale Tree (FP no. 20.57/41)	FP upgrade to BW
07	RICH/2001/02/DMMO	Rich - Richmond	High Applegarth to Deepdale	Add BW

DMMOs on file awaiting investigation in Ryedale

Priority Ref No.	Parish	Location	Intended effect	
30	RYE/2015/01/DMMO	Rye - Pickering	Greens Road, Pickering	FP upgrade to RB
27	RYE/2006/03/DMMO	Rye - Scampston	Firs Plantation FP no.25.75/27	FP upgrade to BW
25	RYE/2002/02/DMMO	Rye - Thorpe Basset	Thorpe Basset to Sands Lane, past Beech Tree Farm	Add FP
24	RYE/2013/02/DMMO	Rye - Allerston	Main Street, Allerston to Cliff Lane, Wilton	Add FP
23	RYE/2001/02/DMMO	Rye - Willerby	Stonepit Road - A64 to former Stone Pit	Add FP
21	RYE/1993/01/DMMO	Rye - Willerby	The Village Street to A64	Add BOAT
19	RYE/1988/01/DMMO	Rye - Willerby	Fordon Lane to America Farm & Cotton Dale Slack	Add BW
19	RYE/1995/02/DMMO	Rye - Norton on Derwent	Welham Road to Welham Trod FP	Add FP
18	RYE/2009/12/DMMO	Rye - Newton	Pinfold Hill to Howldale Lane, Newton	Add FP
18	RYE/2010/08/DMMO	Rye - Newton	Beckett Recreation Ground & School Lane Newton	Add FP
15	RYE/1991/01/DMMO	Rye - Willerby	Side Gate to Wold Lane & Staxton Brow Plantation	Add FP
14	RYE/2011/02/DMMO	Rye - Pickering	Love Lane off Westlands	Add FP
12	RYE/2001/01/DMMO	Rye - Willerby	Flintons Brow - A64 to Beacon Road	Add FP
11	RYE/2011/09/DMMO	Rye - Kirby Grindalythe	Towthorpe Plantation - Canada Cottage to B1248 by reservoir	Add RB
11	RYE/2011/10/DMMO	Rye - Wharram	North Plantation BW no.25.108/1	BW upgrade to RB
09	RYE/2002/01/DMMO	Rye - Kirby Grindalythe	Towthorpe Plantation - Canada Cottages to the Wharram-Wetwang road	Add BW
08	RYE/2015/04/DMMO	Rye - Kirby Grindalythe	Cupid's Alley, Duggleby	Add FP
?	RYE/2014/03/DMMO	Rye - Thornton Le Dale	Thornton Carr (RT road)	Add FP

DMMOs on file awaiting investigation in Scarborough

Priority Ref No.	Parish	Location	Intended effect	
26	SCAR/2016/02/DMMO	Scar - Seamer	Land off Stoney Hags Road, Seamer	Add FP
25	SCAR/2013/02/DMMO	Scar - Filey	Sycamore Avenue to Cleveland Way Cliff Top Path	Add FP
24	SCAR/2016/01/DMMO	Scar - Hunmanby	Stonegate to Vicarage Close	Add FP
23	SCAR/2011/02/DMMO	Scar - Filey	Mile Haven to Butcher Haven (Primrose Valley)	Add FP
11	SCAR/2007/01/DMMO	Scar - Scarborough	Weaponness Valley Close to the Donkey Field	Add FP
	SCAR/2017/03/DMMO	Scar - Whitby	Whitby to Scarborough Cinder Track	Add RB
	SCAR/2017/04/DMMO	Scar - Scarborough	Oriel Close	Add FP

8.0 CREATION AGREEMENTS, DIVERSIONS ETC

- 8.1 **Scorton Quarry** – diversion of Bridleways No.20.58/3 and 20.58/11 and Footpath No.20.58/12. Order sealed and put out for consultation (deadline 29 September). No objections received. This is the final diversion needed north of the road, with just one creation to complete the network once quarry works are finished. All public rights of way on the quarry site are now open and usable.
- 8.2 See separate report for Andy Hunter, Susan Stott and Ron Allan's diversions.

9.0 CONCLUSIONS

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

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Definitive Map Officer – Hambleton & Richmondshire

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Vacant Post

Definitive Map Officer – Ryedale, Scarborough & Selby

and other land managed under environmental schemes.

“Farmers should check to see if footpaths have been added. It is possible to get them removed by contacting the companies that provide the maps online for other mobile apps to use,” she said.

NFU Access Adviser Martin Rogers said the NFU was talking to a number of organisations that produce maps on mobile apps, to raise awareness of the importance of accurately portraying the right of way network.

“Checking online apps, and getting in contact with their owners, are important steps when you believe there are errors on their system,” he said.

“If you do discover that routes have erroneously been added to mobile apps, it is important to make it clear that you do not intend to dedicate these routes as legal rights of way.”

Rights of way: the legal situation

NFU Access Adviser Martin Rogers said that in England and Wales the ‘definitive map’ is the official legal record of all rights of way in existence. Local authorities have a duty to keep this up to date.

Routes can be added to the definitive map after 20 years ‘uninterrupted’ continuous use, and once a route is added to the definitive map it is very difficult for it to be removed.

Martin Rogers said: “The most important action landowners can take is to deposit a map and statement to their local council, under 31(6) of the Highways Act, showing which rights of way they accept are on their land, and stating that they do not intend to dedicate any new rights of way.”

The NFU’s member-only business guide *401- Acquiring (and preventing the acquisition of) new rights of way through a period of long use in England (/assets/30902)*, provides more detailed advice on this issue. (Log-in required).

Mr Rogers said that signs could be placed at obvious locations along any fake footpath, such as gates, making it clear that there was no public right of way over the route.

Access could also be prevented by using locking gates or installing barriers. However, it was important not to obstruct legal rights of way or other rights of access.

NFU members: Have your say

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