

North Yorkshire Local Access Forum**11 October 2017****HS2****Report of the Secretary****1.0 Purpose of the Report**

- 1.1 To consider what work the Local Access Forum wishes to undertake in relation to HS2.

2.0 Background

- 2.1 Tom Halstead produced the attached document on behalf of the LAF, setting out where the proposed route of HS2 may affect the public rights of way network in North Yorkshire, with annotated maps.
- 2.2 Members are asked to consider what work, if any, the LAF wishes to undertake in relation to HS2, including consideration of the timing of any work and who the Forum would wish to involve.
- 2.3 Members may wish to note that the Regional LAF has set up a sub-committee on HS2, led by Wakefield LAF. An initial meeting took place in November 2017 with representatives from the HS2 engagement team.

3.0 Recommendation

- 3.1 That the Local Access Forum considers whether it wishes to undertake any specific work in relation to HS2.

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

HS2

I have looked at the maps for the proposed route of HS2 to see where it might affect the public rights of way network in North Yorkshire. I attach an annotated overview OS Explorer map (HS2.jpg) and three maps from the North Yorkshire website showing more detail. The main points are:

1. The route enters North Yorkshire at the boundary with West Yorkshire about 1 km NW of **Mickelfield** and runs S of **Barkston Ash** and N of **Sherburn-in-Elmet** and **Church Fenton** to its terminus S of **Ulleskelf**.
2. It will cut across the following roads: **Sandwath Lane** and **Common Lane** to the west of **Church Fenton**; the **A162** south of Barkston Ash; **Coldhill Lane** NW of Sherburn-in-Elmet.
3. The route will be aligned along an existing railway cutting (SE 49470 35657 53.814866,-1.250124) just SW of Barkston Ash (Barkston Ash.jpg). At present, an unclassified road (U866/2/70) crosses the railway on a bridge and connects a footpath coming from Barkston Ash (35.4/7/1) with footpaths (35.4/5/2 and 35.4/8/1) leading to Little Fenton and Sherburn-in-Elmet. *It is almost certain that the existing bridge would be removed or replaced, consequently, it would be important to ensure that pedestrian access was retained as this is an important network connection.*
4. The route cuts across Sandwath Lane between Sandwath Drive and Sandwath Farm (Church Fenton.jpg). This threatens to remove the link between footpath 35.22/2/1 in Church Fenton and footpath 35.22/1/1 that leads to Scarthingwell.
5. The route from Mickelfield joins the existing railway line just after crossing Coldhill Lane near Mile Hill (Coldhill Lane.jpg)

I think the main issue to keep an eye on would be south of Barkston Ash (bullet point 3) where it is probable that the existing bridge would not be replaced. In the worst case, if only one of the roads along this stretch of the proposed route were to be reconnected, then the network of paths around Church Fenton and Sherburn-in-Elmet would effectively be cut off from public rights of way to the north west.

Tom Halstead



proposed terminus

Sandwath Lane

Courman Lane

Bishop Dyke

{ FP Barkston Ash 35.4/7/1
FP 35.4/5/2.
VCR U866/2/70

A162

Coddhill Lane

Ranger's walk





