

**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](mailto: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:** 8<sup>th</sup> 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: <b>Sorry I did not catch Steve's role</b>	Natural England

**Apologies:**

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

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

Ref No	Actions	Owner
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

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

	keep reminding government that the funds do not follow.
<b>JP</b>	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.
<b>DMnl</b>	Said that the Actions should be given to members to spread the work load
<b>MW</b>	Agreed they should be shared with members having the relevant knowledge of the issue concerned.
<b>JR</b>	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.
<b>TM</b>	Agreed others must be responsible for the Action Points.
<b>DJ</b>	Said he would be glad to offer but wondered if that is appropriate for a local Councillor.
<b>DMb</b>	Offered to fill the post of Vice Chair for the next 6 months
<b>MW</b>	Seconded that suggestion
<b>JP</b>	Agreed to continue as Chair as he was keen that the Forum should not fail.
<b>Resolved:</b> 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).

	<b>Network Rail (NR) – Closure of Railway Crossings:</b> see <b>Item 7b</b> below.
	<b>Coastal Path:</b> 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 <b>Item 5</b> below.
<b>JR</b>	<b>SWG for Motorised Vehicles:</b> 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.
<b>SB</b>	Thought that there would be at least 1 further meeting. See <b>Item 8c</b> below.
<b>SB</b>	<b>Deregulation Act 2015 – Regulations:</b> See <b>Item 8c</b> below

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

<b>JP</b>	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.
<b>RD</b>	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'<sup>i</sup>. 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.<sup>ii</sup>
- 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.<sup>iii</sup> There are also alternatives which are suitable for horses such as Toptrek and Multitrek<sup>iv</sup>.

**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.

	<p>Greening Greenways: Sustrans has begun a new initiative to protect and enhance biodiversity along its traffic free sections<sup>v</sup>. There are 3 in Yorkshire:</p> <ul style="list-style-type: none"> <li>• Fosse Island<sup>vi</sup></li> <li>• Spen Valley<sup>vii</sup></li> <li>• <b>Sorry I didn't get the third one.</b></li> </ul> <p><b>The Future:</b> 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"> <li>○ <i>the bike must have pedals that can be used to propel it</i></li> <li>○ <i>the electric motor shouldn't be able to propel the bike when it's travelling more than 15.5mph</i></li> <li>○ <i>the motor shouldn't have a maximum power output of more than 250 watts"</i></li> </ul>
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.

<b>MW</b>	Asked what the cost of using Toptrek or Altitrek was compared with tarmac.
<b>RD</b>	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.
<b>JP</b>	Said he had 5 questions to put:
<b>RD</b>	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 <sup>viii</sup> . The work of the SIP audit and review will provide further clarification. He will provide the Forum with that.
<b>JP</b>	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?
<b>RD</b>	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.
<b>RD</b>	4. Is there signage guidance?
<b>JP</b>	Yes. I will send it to you.
<b>RD</b>	5. Working with us (LAF). Are you doing this?
<b>RA</b>	Yes. In places.
<b>RA</b>	Asked if RD had contacts for all our LAFs so that he could work more inclusively with them.
<b>JJ</b>	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.
<b>FR</b>	Sustrans had worked with North Lincs LAF successfully on a foot and cycle path at Normanby Hall.
<b>JN</b>	Said the quality of the Beverley to Willoughby cycleway was variable and not practical in places.
<b>RD</b>	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.
<b>JP</b>	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.**

<b>EL</b>	<p>SW &amp; 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<sup>ix</sup>. 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>
<b>CC</b>	Asked where the Coastal Path is legally recorded?
<b>DMnl</b>	Commented that it is not on the Definitive Map as its Open Access Land.
<b>EL</b>	It is shown on the OS by the National Trails symbol.
<b>JJ</b>	Asked about the Coastal Strip in our area.
<b>EL</b>	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.
<b>SW</b>	<p>There are national rules regulating the activities that may be carried on.</p> <ul style="list-style-type: none"> <li>• No vehicles</li> <li>• No horses or cycles</li> <li>• No camping</li> <li>• Dogs must be kept under control</li> </ul>
<b>CC</b>	Have landowners provided this access?
<b>SW</b>	<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>
<b>RA</b>	<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>
<b>SW</b>	<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>

<b>RD</b>	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.
<b>EL</b>	Matched funding is required for higher rights. The timescale is tight and it all has to come together, which makes it more difficult.
<b>JN</b>	Funding: he objected to the maintenance falling on LAs.
<b>JP</b>	It is a National Trail but not a public right of way. Is that a funding matter?
<b>RA</b>	Commented that would mean there is no firm maintenance guarantee. Therefore, no guarantee of it being there in perpetuity.
<b>RD</b>	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.
<b>EL</b>	Didn't catch the answer to this.

## LUNCH

### 6. Walking and Cycling Strategy

<b>CC</b>	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
<b>DMb</b>	Said this may associated with a paper compiled by 'Transport Focus' <sup>x</sup> 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 <sup>xi</sup> .
<b>JP</b>	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)
<b>CC</b>	Said the BHS supports that.
<b>JP</b>	Added that Ramblers say that lots of paths are ideal for cycling.
<b>CC</b>	Some routes are used already and the public should take them as found.
<b>DMnl</b>	Cited some routes that are rarely used by pedestrians but are used by cyclists.
<b>RA</b>	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.
<b>JR</b>	Noted that they were also campaigning to allow to race on bridleways.
<b>TM</b>	Does not think this should be allowed to slide into the Walking and Cycling Strategy. The principle of sail before steam should apply.
<b>JP</b>	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

<b>7a Permissive Access</b>	
<b>CC</b>	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.
<b>RA</b>	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.
<b>JP</b>	Remarked that unfortunately that was not universally the case and cited paths near Scarborough and Ripon where access had been withdrawn.
<b>CC &amp; JP</b>	Both made the point that it was a good time to lobby nationally for the access to be included in the new schemes.
<b>RA</b>	Suggested that members write to their MPs.
<b>MW</b>	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.
<b>CC</b>	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.
<b>SB</b>	Said NE is looking at a more holistic approach.
<b>JP</b>	At our next meeting LAFs should provide their letters and replies to their MPs
<b>RESOLVED:</b> Constituent LAFs lobby their MPs asking for access to be provided in any new schemes.	

<b>7b Network Rail</b>	
	<b>Network Rail (NR) – Closure of Railway Crossings:</b> 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.
<b>JP</b>	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.
<b>TM</b>	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
<b>JP</b>	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

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

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: <a href="mailto:stephen.smith@hs2.org.uk">stephen.smith@hs2.org.uk</a>  For LAFs in South Yorkshire Marcus King: <a href="mailto:marcus.king@hs2.org.uk">marcus.king@hs2.org.uk</a></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

DMb	<b>West Yorkshire Transport Strategy</b> - 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><b>ROWIP Review 2017</b> – 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><b>Definitive Map Officer</b> – 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><b>Bradford’s unrecorded rights of way</b> - 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><b>Mountain Biking on Council owned land</b> – 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"> <li>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.</li> <li>2) The Woodland Officer is working with Mountain Bike groups to minimise damage and reinstate areas where it has occurred.</li> </ol>
<p><b>Resolved:</b> 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

<p>JN</p>	<p><b>Coastal Path:</b> tit has been liaising with NE about this.</p> <p><b>Consultation:</b> Has considered a diversion consultation associated with a large development in Hull.</p> <p><b>Permissive Access:</b> 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><b>Beverley Bypass:</b> opened on 1<sup>st</sup> February. It has involved&lt; 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<sup>xii</sup>.</p>

### North Lincs LAF

FR	<p><b>Ironstone Walk:</b> A site meeting has been arranged on the Ironstone Walk, with the aim of getting the long awaited signage installed.</p> <p><b>Permissive Path:</b> Our MP opened a new permissive path on 14<sup>th</sup> October.</p> <p><b>Castlethorpe to Ferriby:</b> It is working on developing safe route as it is especially dangerous.</p> <p><b>Lost Ways Research:</b> 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

JR	<p>Has been busy focusing on reorganisation since parts of Cumbria and Lancashire joined the Park on 1<sup>st</sup> 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

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

CC	<p><b>NYCC Projects:</b> 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><b>Potash Mine:</b> 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

<b>TM</b>	<b>ROWIP:</b> 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

	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)

<b>SB</b>	<p>Thanked North Lincolnshire CC for hosting us: particularly DMnl for making all the arrangements.</p> <p><b>NE Reorganisation.</b> Circulated a link to NE's 'Conservation 21 Strategy' document which has been published since our last meeting.</p> <p><b>Motoring SWG:</b> A meeting had been convened by NE and DEFRA on 17<sup>th</sup> 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><b>LAF Conference:</b> will be held in Birmingham on 21<sup>st</sup> June 2017 - everyone is invited to attend.</p> <p><b>HUDDLE:</b> 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><b>Deregulation Act 2015 – Regulations:</b> 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.

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

<b>Date of Next Meeting:</b> 26 <sup>th</sup> September 2017 at Bradford City Hall, Bradford.
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<sup>i</sup> 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](http://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle_friendly_design_11_04_14.pdf)

<sup>ii</sup> Link to **Cycle City Connect**

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

<sup>iii</sup> 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)

<sup>iv</sup> Link to **Toptrek leaflet**

[http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwiKreuJ7MnSAhUILLMAKHVrxDyQQFgggMAE&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](http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0ahUKEwiKreuJ7MnSAhUILLMAKHVrxDyQQFgggMAE&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)

<sup>v</sup> Link to **Greening Greenways**

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

<sup>vi</sup> Link to **Fosse Island Leaflet**

[http://www.itravelyork.info/uploads/Map\\_7\\_Foss\\_Island.pdf](http://www.itravelyork.info/uploads/Map_7_Foss_Island.pdf)

<sup>vii</sup> Link to **Spenn Valley Greenway and Ringway**

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

<sup>viii</sup> 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](http://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle_friendly_design_11_04_14.pdf)

<sup>ix</sup> Link to **HE Coastal Access Guidance 2013**

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

<sup>x</sup> Link **Transport Focus website**

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

<sup>xi</sup> **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/>

<sup>xii</sup> Link to **Open Spaces paper 'Highway Verges'**

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