



Agenda

- Meeting:** North Yorkshire Local Access Forum
- To:** Councillors Paul Sherwood (Chair), Will Scarlett (Vice-Chair), Nick Abbey, Dick Brew, Rachel Connolly, Roma Haigh, Graham Lampkin, David Lepper, Kath Topping, Julia Winterburn, Robert Heseltine and David Jeffels.
- Date:** Wednesday, 28th September, 2022
- Time:** 10.00 am
- Venue:** Brierley Room, County Hall, Northallerton

Under his delegated decision making powers in the Officers' Delegation Scheme in the Council's Constitution, the Chief Executive Officer has power, in cases of emergency, to take any decision which could be taken by the Council, the Executive or a committee. Following on from the expiry of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, which allowed for committee meetings to be held remotely, the County Council resolved at its meeting on 5 May 2021 that, for the present time, in light of the continuing Covid-19 pandemic circumstances, remote live-broadcast committee meetings should continue, with any formal decisions required being taken by the Chief Executive Officer under his emergency decision making powers and after consultation with other Officers and Members as appropriate and after taking into account any views of the relevant Committee Members. This approach will be reviewed by full Council at its July meeting.

The meeting will be available to view once the meeting commences, via the following link - www.northyorks.gov.uk/livemeetings. Recording of previous live broadcast meetings are also available there.

Business

- 1. Introductions & Apologies for Absence**
- 2. Minutes of the Meeting held on 1 June 2022** (Pages 3 - 10)
- 3. Public Questions & Statements**

Members of the public may ask questions or make statements at this meeting if they have given notice to Melanie Carr of Democratic Services (*see contact details at bottom of page*) by midday on **Friday 23 September 2022**, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public, who have given notice, will be invited to speak:

 - At this point in the meeting if their questions/statements relate to matters which are

not otherwise on the Agenda (subject to an overall time limit of 30 minutes);

- When the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting;
- If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chairman who will ask anyone who may be taking a recording to cease while you speak.

- 4. Secretary's Update Report** **(Pages 11 - 14)**
Purpose: To update LAF members on developments since the last meeting.
- 5. Local Government Review - Verbal Update**
Provided by the Corporate Director - Business & Environmental Services
- 6. Countryside Access Service - Waymarking Overview** **(Pages 15 - 28)**
- 7. District Council & LAF Project - Verbal Updates**
Purpose: An opportunity for LAF members to update the Forum on District Council liaison and other LAF representative project activity since the last meeting.
- 8. Work Programme** **(Pages 29 - 30)**
Purpose – To consider, develop and adopt a work programme for future LAF meetings.
- 9. Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances.**

Contact Details

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Barry Khan
Assistance Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

20 September 2022

North Yorkshire County Council

North Yorkshire Local Access Forum

Minutes of the remote meeting held on Wednesday, 1st June, 2022 commencing at 10.00 am.

County Councillor Paul Sherwood in the Chair. plus County Councillors Dick Brew, Rachel Connolly, Roma Haigh, David Lepper, Kath Topping, Robert Heseltine and David Jeffels.

Officers present: Ian Kelly, Karl Battersby and Melanie Carr.

Apologies: Will Scarlett.

Copies of all documents considered are in the Minute Book

1 Introductions & Apologies for Absence

Following members of the Local Access Forum introducing themselves, the Chair confirmed apologies had been received from Will Scarlett.

2 Minutes of the Meeting held on 26 January 2022

Resolved - That the Minutes of the meeting held on 26 January 2022 be agreed as a correct record and signed by the Chair.

3 Public Questions & Statements

Mr Brian Forbes attended the meeting to present his question to the Forum, as follows:

“North Yorkshire Council have a mechanism for prioritising public rights of way maintenance which is heavily biased towards urban areas to the detriment of rural areas.

Last year a collapsing bridleway bridge in the village where I live resulted in the closure of the bridleway to the public. The bridleway is part of a popular circular route south of the village which can no longer be used. The prows in and around the village are rated very low using the rating equation used by NYC and recently the closure of the bridleway has been extended again, a further six months to October.

The collapse of the bridge gives rise to a high level of risk to public safety and such issues are supposed to be given overriding priority. I was informed originally that “when the new budget is set” in April 2022 I would be informed of the status of the bridge replacement, however upon pursuing this in May I was informed that the bridge would be considered “as part of a package” and that it would be given consideration along with a number of other outstanding issues which involved public safety.

This gives rise to a number of questions, primarily

- 1. How do NYC reconcile budgeted finance for prows with their outstanding list of priorities left over from previous year/s.*
- 2. Is the bridge in question currently seen as a safety priority when the bridleway is continually closed to the public. In which case is it no longer a safety issue and*

destined to languish at the bottom of the pile.

3. Is length of time out of use part of the equation which establishes priority.

I could pursue this on a monthly basis with NYC and have yet to decide in my own mind whether the officer I am communicating with actually does know where the bridge in question fits into the plan and doesn't want to say "it's not going to happen", is being ambiguous because he genuinely doesn't know or is making it up as he goes along? The view of the access forum to my questions would be appreciated".

Ian Kelly - Countryside Access Manager apologised that the closure of public bridleway no. 10.155/12/1 at Thornton le Moor was causing Mr Forbes an inconvenience.

He confirmed North Yorkshire County Council had the largest network of public rights of way (PROW) in the country with over 6100km of footpaths, bridleways, restricted byways and byways open to all traffic, and also confirmed that the Countryside Access Services (CAS), which managed the PROW network, received approximately 1930 reports of issues on the network per year.

Consequently, as in the case with the vast majority of Local Authorities, the County Council had prioritised its workload and targeted its limited resources to resolving issues that pose the most significant risk and impact on network users. He referenced the prioritisation framework, which the County council had adopted in 2017 following extensive consultation with the public, Parish Councils, PROW user groups and stakeholders, Local Access Forum, Council Scrutiny and Area Committees.

He went on to confirm that issues were scored based on a combination of route category, the effect on the user and the risk, and were categorised as High (25 and above); Medium (15 – 24) and Low (14 and below) Priority. This drove work programming and as a key principle, the Service looked to address higher scoring issues before lower scoring issues. He agreed that following the meeting, he would provide Mr Forbes with an excerpt from a 2017 BES Executive report, which included details of route categorisation and the issue prioritisation model, together with practical examples of issue prioritisation scoring for information.

In regard to the unsafe bridge in question, Ian Kelly confirmed that as a result of an overall Issue Priority score of 27, the bridge was a high priority issue. Public safety was paramount and for that reason, a formal temporary closure of the right of way at the bridge had been implemented when an inspection raised concerns about its condition in October 2021.

He noted that while superficially the damage to the 4 metre span bridge may appear minor and easy to rectify, the inspection had revealed that both the main beams and abutments were defective and consequently the bridge required complete replacement and had therefore been added to a bridge replacement programme.

Ian Kelly confirmed that approximately 40% of CAS's maintenance budget a year was spent on bridge repairs and replacements. In general terms, installation of short span and simple (pedestrian) bridges was managed by officers in CAS and larger, more complex structures (as in the bridge in question) were managed by Highways Bridge Engineers working closely with CAS officers.

He confirmed officers have explored options to divert the right of way to negate the need for a replacement, however, negotiations with the landowner had not been successful. Therefore, replacement of the bridge was scheduled for the current financial year but this was subject to the engineers having capacity to do the work and being able to secure the necessary consents. Nevertheless, the Council would do whatever it could to ensure the bridge was replaced and the bridleway re-opened as soon as possible.

In respect to the three questions raised by Mr Forbes, Ian Kelly confirmed:

1. The bridge replacement list remained the same and CAS' revenue budget for maintenance (which in addition to bridges also included seasonal vegetation; surfacing; signpost; and gates & stile programmes) was allocated out of the respective financial year's budget.
2. The Issue Priority score was high and would remain as such until resolved. Consequently, in the interest of public safety, the closure would remain in place until the bridge was replaced.
3. In the context of the bridge replacement programme, where issues had the same priority score, the age of the issue was taken into consideration when determining which bridge would be replaced first.

Finally, Ian Kelly confirmed Mr Forbes would be advised in due course when the works were scheduled to be completed.

Paul Sherwood thanked Mr Forbes for his contribution to the meeting.

4 Attendance of a Network Rail Representative

The meeting was attended by David Shorrocks and Rachel Tyrer from Network Rail, who provided a detailed update on the work of Network Rail in relation to the relationship between railways, and Bridleways and Rights of Way.

David Shorrocks confirmed:

- There was no wholesale message regarding the removal of all crossings, footpaths and bridleways;
- There was always pressure on to improve safety at crossings;
- Accidental deaths had reduced over the last 10 years with only two recorded last year;
- There were approximately 300 suicides a year and Samaritan signs were situated at key spots. All staff were also trained in suicide prevention;
- There were two pending closures of crossings in the County. The first, a crossing at Huby on the York to Harrogate line where the horns on trains were inaudible. The plan was to move the crossing to an underpass approximately 100yds away. The second on the Normanton to Church Fenton line where sighting was almost nil and train noise was confused with sounds from other nearby rail lines;
- Network Rail would seek to close a level crossing wherever possible. For example, in the village of Wormesley where the plan was to provide a new public road to fields for farmers, with the existing road crossing to be reduced to a bridleway. Another in Northallerton, and Willowbeck footpath south of Thirsk, which was rarely used;
- Where the Coast to Coast recreation route crossed a rail line, it would not change the treatment of that crossing. A stepped bridge would be an obvious solution for such a crossing if funding were available;
- The least expensive type of bridge was a flow bridge – a new design to be rolled out, suitable for pedestrians only (not horses or cycles);
- There was a rail safety issue requiring a level crossing closure in the Leeds City Council area. The plan being to divert the public footpath to an underpass that lied within North Yorkshire;

Rachel Connolly highlighted a particular crossing south of Northallerton where there was a button to press to connect to a Network Rail office, to seek permission to cross. It was noted that in other locations, red and green traffic lights were used. She also drew attention to the need for horse riders to dismount where there were high powered lines above.

Finally she suggested that where the use of a phone was required, it would be helpful if mounting blocks and tethering posts were supplied.

In regard to out of use redundant railway lines, it was confirmed that all such land was still deemed to be usable rail lines and therefore public access was not allowed.

Forum Members thanked David Shorrocks and Rachel Tyrer for attending and it was

Resolved – That:

- i. The update be noted.
- ii. A further update be provided in a year's time.

5 Update on the Coast to Coast National Trail from Natural England

Christine Pope, Natural England representative provided an update on the Coast to Coast trail project, confirming the aspiration to have it as a national trail.

She went on to confirm:

- The campaign had been spearheaded by Rishi Sunak following a request from DEFRA for a commitment from Natural England, that they create an accessible trail linking communities;
- A proposals report to the Secretary of State was being produced by a small team at Natural England;
- A Project Board met monthly, made up of representatives from DEFRA and all Local Authorities.
- The whole route by foot was being surveyed, following existing rights of way where possible. At the same time, the opportunity was being taken to look at proposals for alternative routes, and circular routes for all users;
- All identified issues were being considered e.g. bridge improvements, and way markers, signage and finger posts;
- Permissive rights would be required for parts of the route but ideally agreement would be sought for full long term legally secured access (85% already legally secure);
- Some new rights of way may be required;
- There had been some stakeholder contact e.g. land owners, Parish Councils etc.
- Some variations were expected as the establishment works were undertaken, and all necessary consents would be sought;

Christine Pope also confirmed that National Highways were undertaking a feasibility study at their own cost on for a required A19 crossing, even though they did not have the necessary funding to carry out the works;

Forum members went on the discuss how the project could maximise the benefits e.g. developing new circular routes off the Coast to Coast, linking communities, improving accessibility etc. They also queried what the expected economic value of it would be.

Finally, Christine Pope confirmed that a draft report which included costings had been completed for sign off by the Natural England Board, prior to its submission to the Secretary of State. It was hoped that approval would be granted prior to the end of summer, and it was expected that it would take 3 years from approval to full establishment.

Ian Kelly, Countryside Access Manager confirmed that once established, his Service would

be responsible for the maintenance of 26 miles of the trail (14%). It was noted that an official trail guide was also under discussion.

Forum Members thanked Christine Pope for attending the meeting and it was

Resolved: That her update be noted.

6 Update from National Highways representative on their proposed A19 Safety Improvements;

Ben Dobson, a representative from National Highways, attended the meeting to provide an update on the ongoing A19 safety improvement works, and an overview of the planned next stage between the Lontine and Black Swan junctions.

It was noted there were thirteen gaps in the central reservations between those two junctions, and the aim of the works was to reduce the number of incidents and accidents at those gaps, which included the potential closure of six gaps, which were currently there to give access to either private properties or fields.

Ben Dobson confirmed the remaining seven would be improved, and provided an overview of the minor maintenance works planned to start in autumn 2022, subject to the required funding being received. He also confirmed the A19 improvement works were unrelated to the Coast-to-Coast works.

Forum members noted there was only one right of way that ended along that specific section of the A19, which had continuation at the other side of the road.

The Chairman thanked Ben Dobson for attending the meeting and providing his update, and it was

Resolved – That the update be noted.

7 Definitive Map Team Update

Ron Allan, Principal Definitive Map officer provided an update on the work of the Definitive Map team.

The update included an overview of performance and service improvements, and Ron Allan provided an overview of the process, as outlined in the report. He also confirmed:

- All Definitive Map officers were now working on progressing audits, each taking approximately 2 years to complete;
- There was a 9 month backlog in PINs work, with 9 currently being worked on;
- There had been an increase in the number of objections received in the last two years;
- 8% Of DMMOs attracted objections from land owners;
- The user evidence forms in use nationally were varied and there would be some benefit to using one nationally accepted form;
- Work was ongoing to streamline the processes and the hope was to implement a better system for analysing the forms
- Re-regulation would change the work required e.g., an initial assessment would be required within 3 months of an application being received. – it would take 4-5 years to address the current backlog;
- Anything new has to align with current equality legislation;

- There were currently 4 field officers (3 of which were new posts) surveying for maintenance purposes;

Forum members thanks the officer for the update and agreed the register would benefit from having some in built filters e.g. to pull out ongoing order status;

8 Secretary's Update Report

Considered – The report of the Secretary, which updated on developments since the last meeting.

Karl Battersby, Corporate Director for Business & Environmental Services provided a verbal update on the ongoing work on Local Development Reorganisation (LGR). He noted that within 5 years of vesting day, one new Local Plan would need to be in place for the whole of the new Authority area, which would replace the 8 currently in place.

He also highlighted a number of areas where the move to the new Authority would bring some much-needed consistency across the County e.g. affordable Housing Policy.

Finally, he drew attention to the ongoing work to review Highway Design Guides and agreed to provide an update on that work at the next meeting.

Resolved – That the report and the verbal update on LGR be noted.

9 District Council & LAF Project Updates

Considered –

The report of the Secretary giving LAF members the opportunity to update the Forum on District Council liaison and other LAF representative project activity since the last meeting.

In addition to the information provided for the report, Councillor Robert Hardcastle confirmed the cycle track from Malton to Pickering was now open, using some sections of bridleway, and with some sections designated for cycle use only.

It was confirmed there was a dearth of warning signs across North Yorkshire on routes heavily cycled, and it was suggested that many were not official DfT signs.

Rachel Connolly drew attention to a previous commitment by National Highways to address some outstanding safety issues associated with their A1 upgrade project. In response, Ian Kelly Countryside Access Manager confirmed National Highways had agreed in principal to provide some funding for some maintenance works which had been scheduled in to the programme of works for this year.

Finally, Councillor David Jeffels highlighted the proposed designation of the Yorkshire Wolds as an Area of Outstanding Beauty by Natural England.

Resolved - That the additional information provided at the meeting be noted, alongside the written updates provided in the report.

10 Forward Plan

Considered –

Members considered the Forward Plan provided at Appendix 1 to the report, and invited members to identify any additional items of business to be added.

Resolved - That The Work Programme document be noted and updated to include:

- A further update on LGR for the next meeting
- An overview of the ongoing work on Highways Design Guide for the next meeting
- The attendance of the relevant Executive Member at a future meeting

The meeting concluded at 12.55 pm.

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North Yorkshire Local Access Forum

28 September 2022

Secretary's Update Report

1.0 Purpose of the Report

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

2.0 Local Development Plans

- 2.1 One of the key areas of involvement for the Forum is to ensure appropriate engagement in the preparation of Local Development Plans. Set out in the table below is a summary of the current position in relation to each District Council area, and in relation to the Minerals and Waste Joint Plan. The information is taken from the websites of the relevant authorities and as there has been no recent updates to those websites, the information below remains the same as detailed in the last report.

Authority	Status
Craven	In Craven, the Plan was adopted in November 2019 and a provisional date of October 2023 was set for the publication of results of a formal review of the Craven Local Plan, in order to meet the Government's requirement for a review to be completed 5 years after its adoption i.e. by Nov 2024. Most recently a number of consultations have been commenced – see list above.
Hambleton	The Hambleton Local Plan was submitted to the Secretary of State (Planning Inspectorate) for examination on 31 March 2020. The estimated timetable for progressing to the adoption of the Plan was as follows: <ul style="list-style-type: none"> • Estimated examination period March 2020 to February 2021 • Receipt of inspector's report March 2021 • Estimated date of adoption April 2021 The Council's website has no further updates.
Harrogate	The council formally adopted its Local Plan with new settlement policies on 9 December 2020.
Richmondshire	The Local Plan 2018-2035 will be a single document and comprise of a review of the adopted Local Plan Core Strategy 2012-2028 and will provide site allocations, area strategy for Catterick Garrison, land use designations, revised Development Limits for settlements identified in the settlement hierarchy and detailed development policies. It will include an updated and revised Proposals Map. Examination Hearings took place in Spring 2021, followed by a 'Preferred Options' consultation which ran for 8 weeks from 28 May 2021 until 23 July 2021. The Council is now preparing the Pre-

	<p>Submission Draft (Regulation 19). This is the final stage of the process before submission of the Local Plan to the Secretary of State.</p> <p>The Pre-Submission consultation was held in winter 2021.</p>
Ryedale	<p>Ryedale District Council are in the process of reviewing their Local Plan which covers the period 2012- 2027. A two-month 'Call for Sites' consultation concluded on 5 July 2021.</p> <p>Community consultation and consultation with stakeholders began in August 2021. Once they have a group of potential allocations, an options consultation will be undertaken in the spring of 2022 to explore the choices, informed extensively by the initial consultation, evidence base collection and analysis and interactive development of the distribution strategy.</p> <p>Proposed site allocations were published in September 2022.</p>
Scarborough	<p>Scarborough Borough Council formally adopted their Local Plan 2011/32 on 3 July 2017. A consultation on the first stage of the review (the Issues and Options stage) concluded in late 2020 and work continues on the review – see: Review of the Scarborough Borough Local Plan (2011/32) SCARBOROUGH.GOV.UK</p>
Selby	<p>A new Local Development Scheme for the period 2019 to 2023 came into effect on 17 September 2019. The scheme identified which Local Plan documents the Council would progress over the next four years, together with the programme for their preparation, and key consultation milestones.</p> <p>In line with the Scheme, a six-week consultation on the Local Plan Issues and Options ended 6 March 2020, and a six week consultation for the Preferred Options Local Plan 2021 concluded on 12 March 2021.</p> <p>A Local Plan Evidence Base Consultation took place between 3 September 2021 and 15 October 2021.</p>
Minerals and Waste Joint Plan	<p>The Minerals and Waste Joint Plan, prepared by North Yorkshire County Council, City of York Council and North York Moors National Park Authority, was submitted to the Secretary of State for independent examination. Elizabeth Ord LLB (Hons) LLM MA DipTUS was appointed as the Planning Inspector to undertake the Examination and public hearings were held between 27th February and 13th April 2018, and 24th and 25th January 2019.</p> <p>Through the Examination several policies and supporting text in the Minerals and Waste Joint Plan were identified where a Main Modification was required to address concerns identified by the Inspector or other representations to the Joint Plan, or to reflect changes in evidence or national planning policy and a schedule was prepared for consultation.</p> <p>The Main Modification consultation started on Wednesday 21st July 2021 and closed on Wednesday 15th September 2021.</p> <p>All previous documents and evidence reports that underpin the Minerals and Waste Joint Plan, can be viewed online at: www.northyorks.gov.uk/examination.</p>

	The Examination is a continuous process running from the date of submission through to the receipt of the appointed Planning Inspector's Report. The representations provided relating to the Schedule of Main Modifications consultation will be considered by the Inspector while she is writing her report.
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3.0 Local Transport Plan

- 3.1 The existing, and fourth, North Yorkshire Local Transport Plan (LTP) was adopted in 2016 and has been in place since. The LTP, which sets the policy and investment approach for highways and transport within the county, focusses on five key national policy objectives, within the local policy to manage, maintain and improve the county's transport network and facilities. Since that plan was adopted, there have been significant changes, in terms of social policy, but also technology and the wider transport industry, which mean that some of the content of the LTP requires updating. Whilst the LTP had a strategic horizon of 2040, the delivery plan for LTP4 was shorter term, and therefore it is appropriate, particularly in light of the wider contextual changes, to consider updating the LTP.
- 3.2 In a report presented to BES Exec in July 2022 it was recommended and agreed that a complete rewrite of the document should be progressed. Officers are now working with City of York Officers to devise a programme, including stakeholder engagement that will enable draft documents to be in place by May 2024, when Mayoral elections are anticipated. Department for Transport are producing guidance on LTP development and this is expected later this year or early next year. The LTP delivery team will be working closely with other teams across the authority including the Countryside Access team. The LAF will be a key stakeholder and once we have a timetable for stakeholder engagement we will give the members advanced warning and arrange to attend a LAF meeting.

4.0 Regional Forum

- 4.1 The last meeting of the Yorkshire Humber and North Lincolnshire Regional Access Forum was held on 7 September 2022. The draft Minutes will be circulated in due course.
- 4.2 The next meeting of the Regional Forum will be held at Leeds Civic Hall on a date to be confirmed.

5.0 Discretionary Restriction Notices

- 5.1 Since the last Forum meeting two notifications of discretionary '28 day' restrictions under Section 22 of the Countryside and Rights of Way Act 2000 have been received, and one withdrawal of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000.

6.0 Report Recommendations

- 6.1 The Local Access Forum is recommended to note the report:

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

Report Author: Melanie Carr, Secretary to North Yorkshire Local Access Forum

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North Yorkshire County Council

North Yorkshire Local Access Forum

28 September 2022

Countryside Access Service - Waymarking

1.0 Purpose of the report

- 1.1 To advise members of the NYLAF on how the Countryside Access Service currently responds to requests for waymarking from landowners, Parish Councils and the public, and request strategic advice on how this could be modified to streamline the process.

2.0 Context

- 2.1 In addition to signing public rights of way where they leave a metalled road, the highway authority has a duty under Countryside Act 1968 section 27 to erect signs along the route where it considers they are necessary to guide people unfamiliar with the right way. However, there is no national standard when it comes to deciding where this is necessary.
- 2.2 In deciding on a clear set of principles, the Countryside Access Service (CAS) wish to ensure consistency across the network, as well as ensuring that they are making best use of limited resources, both financial and staffing.

3.0 Aims of waymarking

- 3.1 **To guide people without excessive use of waymarks or over-reliance on waymarks**

We do not want to litter the countryside with waymarks; nor do we want people to rely solely on waymarks to find their way. We would expect most users of the network in most cases, to be following a map, leaflet or guide book of some sort, although this may be less likely the case closer to urban areas.

- 3.2 **To protect privacy, livestock, users' safety, and the natural environment**

By ensuring that people do not trespass off the Right of Way, we aim to keep users of the network safe, as well as protect the environment, protect livestock, and protect privacy of landowners.

4.0 Current position

- 4.1 The service currently receives around 200 requests for waymarking each year, and resolves a similar amount, thus breaking even. However, there remains a backlog of over 1200 requests that require resolution. Waymarking issues are all categorised as low priority due to the low risk associated with them.
- 4.2 Where a landowner or Parish Council requests waymarking, the PROW Officer may send waymarks directly for them to install themselves. However, in the vast majority of cases, waymarking issues are resolved by Countryside Volunteers carrying out the waymarking.
- 4.3 Currently, all requests for waymarking instigate a visit by a Countryside Volunteer, who will assess whether waymarking is considered necessary and waymark where appropriate. If a waymarking post needs installing, the PROW Field Officers will do this.

4.4 Countryside Volunteers are issued with a guidance document on how and where to waymark (see Appendix 1) – this includes, for example, ensuring they use the correct colour demarking the status of the PROW, to seek consent when waymarking through a farm or other property, and to ensure that old waymarks are removed. They are also advised that waymarks should only be used at the following locations:

- Where a PROW changes direction
- Where a PROW crosses a non-PROW
- A junction of multiple paths
- Cross-field paths – in both directions at both ends

5.0 Considerations for future ways of working

5.1 The service would like to consider whether a more stringent approach to responding to waymarking requests would be useful and prudent, to make best use of staff and volunteer time, and budget. There are many caveats and factors to consider, some of which are outlined below.

5.2 Caveats to consider

5.2.1 Waymarks cost around £1 each and a typical issue will cost c. £30 to resolve.

5.2.2 Waymarks are made of plastic and thus contribute to plastic consumption.

5.2.3 Volunteer time spent visiting routes and waymarking where it might not be necessary could be more usefully spent on other higher priority and higher risk issues.

5.2.4 Many network users request waymarking even if they did not get lost along the way. There seems to be an expectation to see waymarks at all points along a route.

5.2.5 Guidance from Natural England (2008) (Appendix 2) states the following:

- Waymarks should not be placed at random, but be part of an overall scheme;
- Upland areas should not be waymarked as this can provide a false sense of security;
- Only the minimum amount of waymarks necessary to make the route clear should be installed.

5.3 Questions for consideration

5.3.1 Do other Local Authorities employ any kind of waymarking strategy?

5.3.2 Should route category be taken into consideration – e.g. Category A routes are well used so paths should be more defined – do they need waymarking? Conversley, Category A routes are more likely to be near urban areas and thus used more by people without a map or guide book, so should they be more heavily waymarked?

5.3.3 Should routes not be waymarked where they do not provide a circular route – e.g. dead-end routes, or routes that lead to a dual carriageway?

5.3.4 Should we erect signage on all dead end routes to indicate that it is a dead end?

5.3.5 Should third party promoted routes be more or less heavily waymarked? Users are likely to have a guidebook. Should promoters of the route pay for or contribute towards the cost of the waymarks?

5.3.6 Should we consider all requests after one customer report or should we advise that we will only take action if two or more customers report the same problem with finding their way? Should we close the request if a specified time lapses with no further requests for waymarking on the same route?

5.3.7 Should we only consider requests where at least one of the criteria referred to under 4.3 above are met – i.e. change of direction; route crosses a non PROW; junction of multiple paths; or cross-field path?

5.4 Note; this is not an exhaustive list and NYLAF Members may wish to consider other pertinent questions.

6.0 Legal Implications

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

7.0 Financial Implications

7.1 There are no financial implications as this is an advisory report only.

8.0 Equalities Implications

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

9.0 Recommendation

9.1 The Countryside Access Service would value the views and input of the Members of the NYLAF with regard to considering options for the development of a streamlined approach to way marking, specifically:

9.2 That Members of the NYLAF carry out research to identify how other Authorities currently deal with requests for waymarking from users of the network; and

9.3 That Members of the NYLAF consider their findings, along with the above report, and provide strategic advice on how the service could amend their current approach.

IAN KELLY
Countryside Access Manager

Author of report: Arrietty Heath, Volunteer Coordinator

Background Documents:

Appendix 1: Countryside Access Service - Waymarking Procedure

Appendix 2: Natural England (2008) - Waymarking Public Rights of Way.
[NE WAYMARKING \(5622\) \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/214242/NE_WAYMARKING_5622.pdf)

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Way-marking Procedure

Waymarks help to clarify routes, especially at junctions and where the route is unclear on the ground. However, we encourage all walkers and riders to use maps, and they should not rely purely on waymarks to find their way.

Please adhere to the following instructions when way-marking;

Where

Ensure you are on the definitive line; permissive routes **must not** be waymarked.

Only waymark if the route is unclear going forward in the following places;

- A change of direction
- Where a Right Of Way crosses a non-Right Of Way
- A junction of multiple paths
- Cross-field paths; also waymark the far stile/gate if possible so that this can be seen from across the field.

Do not waymark a straight stretch of path if there have been no junctions or opportunities to change direction.

Note: at boundaries, the waymark should denote the direction **beyond** the boundary.

What

Waymarks can be affixed to stiles, gates, fences, waymark posts; and private property with the owner's permission (e.g. barns through a farmyard).

Waymarks **must not** be affixed to trees, telegraph poles, or roadside signposts.

How

Remove and replace faded or broken waymarks.

Ensure you use the correct colour for the status of the path.

Remove waymarks that are not on the definitive line, or are not necessary.

Clean waymarks of dirt and encroaching moss to enhance their longevity and prevent obscurity.

Waymark in both directions.

Affix waymarks to the latch side of gates and always on the gate post, not the gate itself.

Ensure the waymark is visible on the approach; do not attach to the top of posts.

Check with the landowner/tenant when way-marking a route through farm buildings; if a landowner asks you not to waymark, just let us know and we will contact them.

If there is nothing to attach a waymark to where a waymark is needed, take a photograph of the location and let NYCC know via paths@northyorks.gov.uk . We may then install a waymark post.

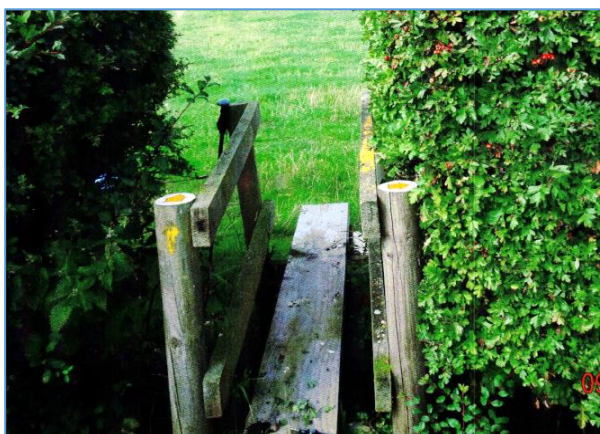
If you have any questions about this protocol, contact the Volunteer Co-ordinator at countryside.volunteers@northyorks.gov.uk

THANK YOU

Examples of incorrect way-marking;



Waymark on signpost – not necessary.
Old waymark has not been fully removed.
New waymark is not central and overhangs the edge.



Don't place waymarks on top of posts.



Never waymark trees.
Waymarks are poorly aligned – keep them neat and together



The faded waymark at bottom needs removing.



Here the bridleway is in front of the gate; only the footpath goes beyond it. Therefore, the blue waymarks are misleading and unnecessary. They should be on the other side of the gate for those approaching the bridleway from the footpath.



Natural England works for people, places and nature to conserve and enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas.

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Waymarking public rights of way

www.naturalengland.org.uk

Waymarking public rights of way

Contents

Introduction	1
The waymarking system	1
Planning a waymarking scheme	2
Working with the highway authority	2
Working with landowners, occupiers and the parish council	3
Problem paths	4
Permissive paths	4
Waymarking in upland areas	4
The practical work	4
Type of waymarks	4
Positioning	6
Functions	7
Problem sites	8
Large fields	10
Erecting waymarking posts	10
Equipment for waymarking	11
Looking after the waymarking	12
Further advice	12
Working with others	12

Introduction

The term waymarking means marking objects along a public right of way. It complements signposting, which shows where a right of way leaves the metalled road and indicates its initial direction.

Waymarking enables users to follow a path accurately and confidently at points where they might otherwise have difficulty.

Waymarking benefits not only users of rights of way but also farmers and landowners. It increases users' enjoyment of the countryside and prevents unintentional trespass.

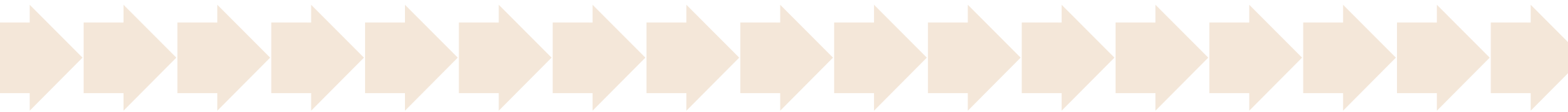
Carrying out waymarking is a simple and very practical way in which a parish council, local group or individual landowner or occupier can help to look after the rights of way in their area. This booklet explains how to go about it.

The waymarking system

The recommended system in England (and Wales) uses small coloured arrows to show the direction of the path and also to act as a target when viewed from a distance. A different colour is used for each category of public right of way:

- footpaths are waymarked using yellow arrows;
- bridleways are waymarked with blue arrows;
- restricted byways are waymarked with purple arrows
- byways open to all traffic and other routes that may legally be used by wheeled vehicles are waymarked with red arrows, but they are intended only to show the status of the route and not to indicate whether it is physically suitable for vehicles.

If the status of a path changes along its length, so does the colour of the waymarking arrows. Where a right of way is part of a special route, such as a National Trail or circular walk, the arrows are used in conjunction with the route's own symbol.



Planning a waymarking scheme

Once the waymarks are in place, many people will rely on them and will expect to be able to follow the route without the help of a map or guidebook. Therefore, waymarks should not be placed at random, but must be part of an overall scheme.

Initially it may not be practical or possible to waymark all of the paths in an area, so it is useful to bear in mind that the majority of walkers look for attractive circular walks of about two to five miles in length, which they can follow and enjoy with confidence. Those who are riding or cycling will typically cover around 10 to 15 miles.

Start by linking through routes, for example from one surfaced road to the next or from village to village. Try to include paths with the finest views, those that pass places of interest and any where users can park a car or unload a horse-box. Build this up into a network of waymarked routes that offer an attractive variety of walking or riding opportunities.

Although waymarking is an ideal way of increasing users' choice by indicating little-known or recently

restored paths, you should avoid inviting people to follow paths where you know they will encounter serious problems. Paths that are impossibly overgrown, badly eroded or obstructed should not be waymarked until these problems have been resolved by the highway authority.

Working with the highway authority

It is essential to contact the highway authority at an early stage, and to follow its advice and instructions. The highway authority is the county, unitary or metropolitan authority or London borough for the area.

A highway authority is responsible for the rights of way in its area. Its duties include erecting and maintaining signposts wherever a footpath, bridleway or byway leaves a surfaced road, and waymarking those rights of way where, in the authority's opinion, it is necessary to help anyone unfamiliar with the locality to follow the route.

The highway authority will be able to help in a number of ways. In planning the scheme, it will:

- help to check the definitive map (the legal record of rights of way in the area) to confirm the correct line of each path;

- know about any recent changes, such as paths that have been diverted;
- know about any disputed paths in the area and give advice on these or other difficulties;
- assist or give advice in any negotiations with landowners or farmers.

For the practical work, most authorities can supply free waymarking signs and many can provide paint in the correct colours and other materials. The authority might be able to arrange for other work to be carried out at the same time to make the waymarking as effective as possible, such as erecting any signposts that are needed where paths leave the metalled road, and minor path clearance.

It is often possible for an authority to extend its insurance cover to indemnify volunteers while they are carrying out work on the authority's behalf.

Working with landowners, occupiers and the parish council

It is important to contact all of the landowners and occupiers of the land crossed by the paths in the scheme. The law requires that they

be consulted, and their consent is needed (preferably in writing) before waymarks can be placed on anything that is the owner's or occupier's property, such as a fence post or part of a stile.

Most owners and occupiers are aware of the benefits and will readily agree to their paths being waymarked. Try to arrange to walk the paths with them to agree the best location for each waymark. It is useful at this stage to obtain permission to replace or repaint waymarks as necessary.

The occupier or owner may also offer to help in practical ways, even to the extent of supplying the waymarks themselves. For example, the Country Landowner and Rural Business Association has packs of waymarks that it sells to its members. If any difficulties or disputes do arise, you should refer back to the highway authority for further advice.

If the parish council is not already involved, it should be contacted. It may have a member who is particularly interested in rights of way and who is able to assist in approaching the landowners and occupiers or finding out who they are.

Problem paths

There will normally be no difficulty in finding out from the highway authority which rights exist over each of the paths in the scheme and, therefore, what colour waymarks to use.

However, occasionally, difficulties can arise on other paths, either because the path is not yet recorded on the definitive map or because someone (a path user or the farmer or landowner) believes that the status shown on the definitive map is incorrect. Follow the highway authority's advice and be prepared to change the waymarks, if necessary, once these difficulties have been resolved.

It is important to appreciate that waymarking a path cannot take away any 'higher' rights that may exist. For example, the fact that a path is shown on the definitive map as a footpath and is waymarked in yellow does not invalidate any higher (unrecorded) horse-riders rights that might exist over the route.

Permissive paths

Permissive paths are paths that are not public rights of way, but which the landowner has agreed can be used by the public, with certain conditions.

The highway authority's duties do not include waymarking permissive paths. Even so, where such an agreement has been made it may be sensible for the

route to be included in the waymarking scheme. Ask the authority for advice on the arrows to be used. Some authorities use standard colours corresponding to the type of use that has been agreed, eg. yellow arrows on a path that can be used only by walkers. Others prefer a non-standard colour, such as white, to emphasise that the path is not a public right of way. In either case, simple notices should be put up at each end of the path explaining that it is permissive and listing the conditions under which it can be used.

Waymarking in upland areas

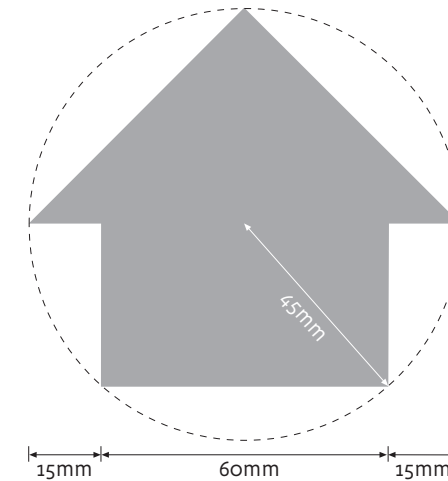
Special thought should be given before waymarking paths over mountains or remote moorland. These are places where inexperienced walkers or riders can easily get lost, but the widespread use of waymarking posts will be out of keeping in such areas. Waymarks can also encourage a false sense of security, putting users in danger should the weather suddenly deteriorate.

Information may need to be given, particularly at the start of a route, about the hazards of going into these areas.

The practical work

Type of waymarks

Most waymarking is now carried out using printed plastic or metal signs fixed with galvanised nails. This is quick and easy, and ensures that the waymarking has a uniform



appearance, although such waymarks can only be attached to wooden fences, stiles and gateposts. They must not be nailed to trees as this causes damage.

The traditional, and still the most versatile method is to paint the waymarking arrows. While this takes longer and can only be done in dry weather, painted arrows can be adapted to convey a special meaning and can be applied to a wider range of surfaces, including trees, stone and brick.

The arrow must be of the dimensions shown. It is easy to draw if based on a 90-mm diameter circle.

The correct waymarking colours are:



Footpaths

Yellow
BS 08 E 51



Restricted byways

plum
BS 02 C 39



Bridleways

Blue
BS 20 E 51



Byways open to all traffic

Red
BS 06 E 55 (approximate)

Positioning

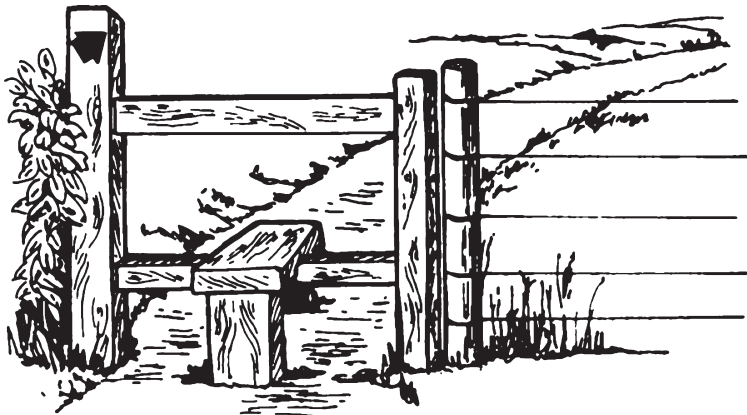
Waymarks are used in the same way as traffic signs, ie. facing the oncoming walker or rider and with a different set of waymarks for each

Straight on



Page 25

Bear right

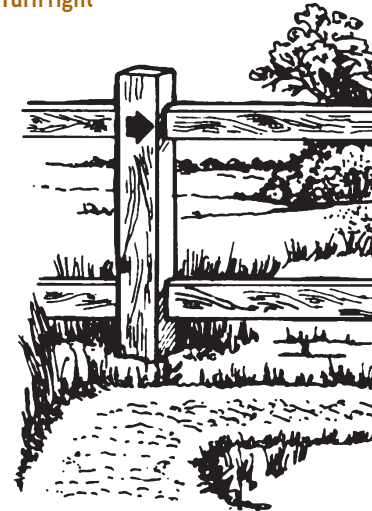


direction of travel. A '12 o'clock' arrow means the path goes straight ahead; a '3 o'clock' or '9 o'clock' arrow indicates a right-angle turning to the right or left, etc.

It is important that the angle of each arrow is as accurate as possible, even when the route is obvious on the ground, as this will give confidence at the more difficult sites. To determine the angle, imagine the arrow as if it was flat on the ground. Temporarily fix or sketch the waymark in position then stand well back to check the angle as it will appear to approaching users. If possible, get at least one other person to confirm that the arrow conveys the proper direction.

The sites chosen should be as permanent and vandal resistant as possible. Stiles and gateposts are often suitable, although you should not put a waymark on the opening part of a gate. Bear in mind that a horserider's

Turn right

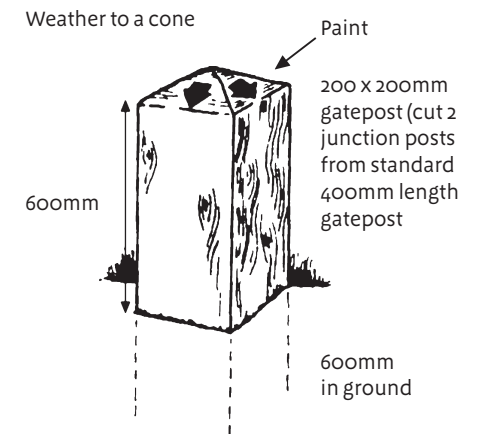
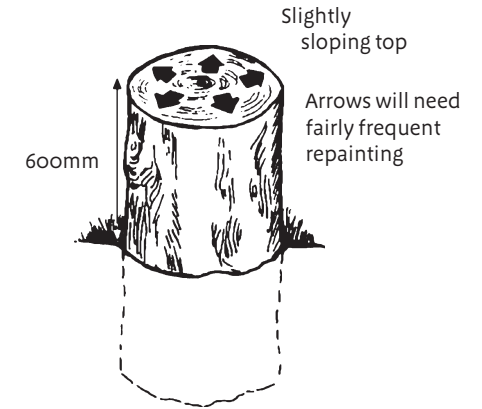


eye level will be higher than that of a walker; they may miss arrows that are not well above the ground.

The number of waymarks should be kept to the minimum necessary to make the route clear. Extra waymarks may be needed through a wood or other area with many alternative paths. They can be removed later or allowed to fade if the right of way becomes better defined. A turning from a major to a minor path may also need more than one arrow, or a larger arrow, if the walker's or rider's attention is to be attracted.

It is helpful to include an arrow at the start of the route where the path leaves the metalled road, so that users can see the path is waymarked and know which signs to follow.

Peeled log: as large a diameter as possible



Junctions

The best solution at a complicated junction is to ask the highway authority to supply a traditional fingerpost. This has the advantage of being easily recognised from a distance and conveying accurately the direction of each path. Other information such as destination and distance can be given, with the standard arrow included to give consistency. However, fingerposts are costly and prone to vandalism.

There are a number of other solutions, although each has some disadvantages. The most simple is to erect a special junction post with a series of waymarking arrows on each face, but this can look cluttered and confusing.

Another suggestion is to use a large log, or half of a stout gatepost, sunk into the ground with arrows on the top. The weakness here is that the arrows will not be visible from a distance and will weather more quickly. Junction signs are occasionally made in the style of a small road sign, but they can be complicated to paint, especially if more than one colour is involved, and it may be difficult to find a suitable surface on which to put a sign.

Whichever solution is adopted, a confirmatory arrow on each path as it leads away from the junction will help to reinforce users' confidence.

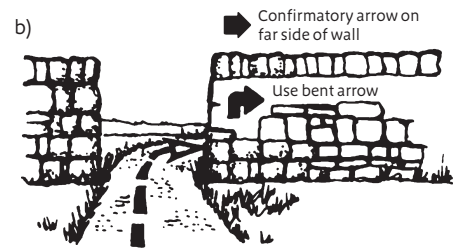
Problem sites

Problems arise where the standard arrow cannot accurately convey which route should be taken, for example, which side of a wall or other field boundary the walker should follow. In these situations, the shaft of the arrow can be extended and curved through 45 or 90 degrees to give a clearer picture of the route.

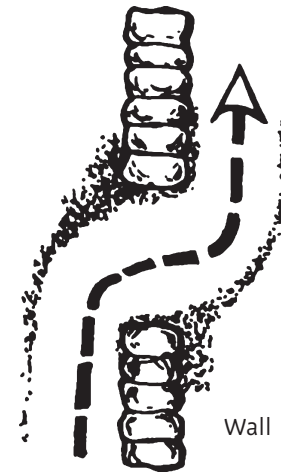
In the examples below, illustrations (a) show how the standard arrow can mislead, and illustrations (b) show the use of the curved arrow.

The curved arrow should be used with care, and only in situations where the standard arrow is not suitable. The preferable solution is to ensure that the route is clear on the ground.

Where should the waymark be placed?

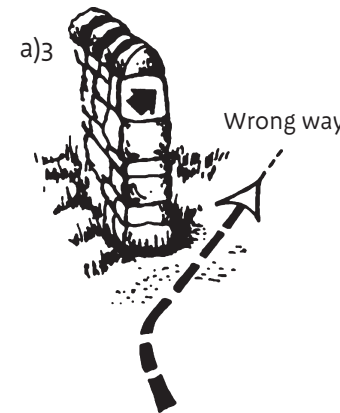


Where standard waymarks are not suitable



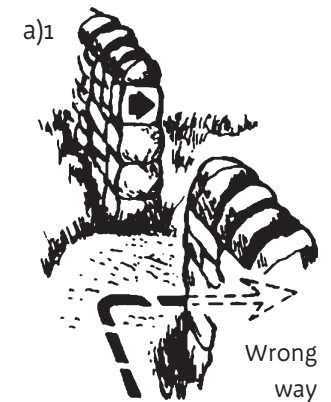
Wall

Wrong way



a)3

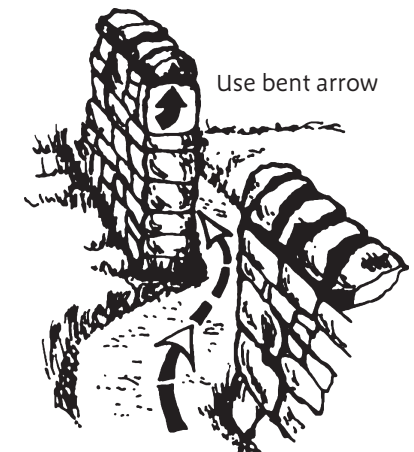
Wrong way



a)1

Wrong way

b) Correct route taken



Use bent arrow

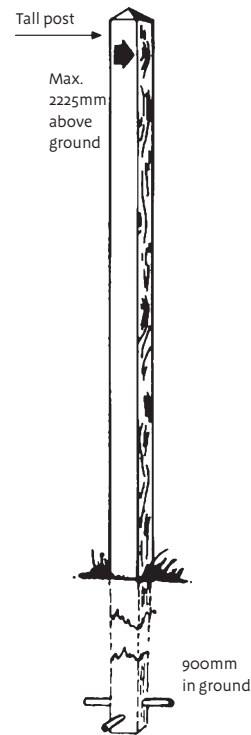
Large fields

When crossing a large field, particularly where the land rises in the middle to obscure the far boundary, the walker or rider has to set off with no target to aim for. The solution in cultivated fields is for the surface of the right of way to be reinstated after ploughing and for the line to be made apparent on the ground. Farmers are legally required to do this, and to ensure that the line through the growing crops remains apparent at all times.

A carefully angled arrow at the point of departure, and a clearly visible stile or gate once the next boundary comes in view, will help to keep the correct line in use. It is helpful to paint the top 0.2m of the stile or gate post in white to attract the eye, or to erect a tall target post topped with a white disc.

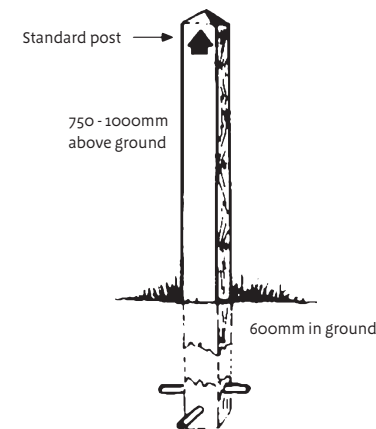
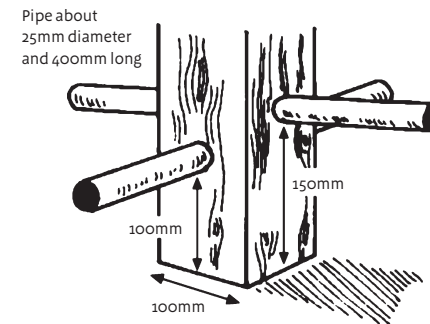
Erecting waymarking posts

If it is necessary to erect posts for the waymarks, use at least 100 x 100mm hardwood, or softwood timber that has been pressure treated with preservative. Posts need to stand at least 0.75-1.0m above ground level but taller posts, up to 2.2m high, are useful in some situations as a marker or to stand above wayside vegetation. Try to choose a position where the post will not be used as a rubbing post by farm animals.



Fixing cross bars to the base helps to hold the post securely and to resist vandalism; use metal pipes pushed through drilled holes as shown in the drawing or short wooden bars nailed to two adjacent sides of the post.

To install a post, dig a hole to the correct depth, put the post in position, and replace the soil as firmly as possible by ramming down each 25mm layer with a suitable tool.



Equipment for waymarking

Tools

Useful tools for surface cleaning and minor clearance around a waymark include a wire brush, curved Surform, sickle, folding saw and bush pruners. A hammer and galvanised nails will be needed to install plastic or metal waymarks.

Paint

An oil-based undercoat, followed by a gloss topcoat, is the most lasting. Non-toxic paints must be used to ensure that there is no danger to livestock. Waymarking uses very little paint, so only small tins are needed, and paint can be decanted into a suitable container for use on site.

Brushes

Small brushes are required, with a fine fitch brush for the arrow corners. White spirit for cleaning should be taken in a suitable container, and a rag will also be useful.

Stencil

A stencil can be used either to paint directly over or to give an outline shape that can be marked with a pencil or fine point. Old vinyl flooring is pliable and easy to cut for this purpose. The centre piece can be used as a temporary waymark to help to choose the correct angle, or to mask over an arrow if a background colour is being painted to increase the arrow's visibility.

Looking after the waymarking

Once all of the waymarks are in place it is useful to arrange for someone who does not know the path to make sure the whole route can be followed accurately and without difficulty.

The waymarking should be checked every few months to make sure that all of the arrows are still in place and continue to convey the correct meaning. This is a good opportunity to look for early signs of other problems that might affect users' enjoyment of the route. Any such problems should be reported to the highway authority.

Occasionally waymarks may be stolen or vandalised, particularly those at the start of a path or close to built-up areas, and they should be replaced promptly. Beyond this, all that is necessary is to spruce up the

scheme every few years by giving painted signs a fresh coat and replacing printed signs that have faded or become brittle.

Looked after in this way, your waymarking will help to ensure that the paths can be followed accurately and are enjoyable to use for many years.

Further advice

Working with others

The work involved in planning and carrying out a waymarking scheme is easier if it is shared between a small group of people. Many groups of volunteers carry out not only waymarking, but also a wide range of other essential tasks such as clearing paths and building bridges and stiles. Highway authorities welcome and rely on their help in keeping rights of way open for everyone to enjoy.

The highway authority may be able to put you in touch with a group in your area, or you can write (enclosing a stamped, addressed envelope) to:

Ramblers' Association

2nd Floor, Camelford House
87-90 Albert Embankment
London SE1 7TW
0207 339 8500
ramblers@london.ramblers.org.uk
www.ramblers.org.uk

British Horse Society

Stoneleigh Deer Park, Kenilworth
Warwicks CV8 2XZ
0844 848 1666
enquiry@bhs.org.uk
www.bhs.org.uk

British Trust for Conservation Volunteers

36 St Mary's Street, Wallingford
Oxon OX10 0EU
01491 839766
information@btcv.org.uk
www.btcv.org.uk

LARA

(Motoring Organisations' Land Access and Recreation Association)
PO Box 20, Market Drayton
Shropshire TF9 1WR
01630 657627
LARAHQ@aol.com
www.LARAGB.org

The importance of good, clear waymarking to help those using the countryside to know where they can legally walk, ride or drive has been endorsed by the following bodies:

- British Horse Society
- Byways and Bridleways Trust
- Country Landowner and Rural Business Association
- County Surveyors Society
- Cyclists Touring Club
- Department for Environment, Food and Rural Affairs
- Institute of Public Rights of Way Officers
- Land Access and Recreation Association
- Local Government Association
- National Association of Local Councils
- National Farmers' Union
- Natural England
- Open Spaces Society
- Ramblers' Association
- Sport England
- Youth Hostels Association

North Yorkshire Local Access Forum

28 September 2022

Forward Plan Report

1.0 Purpose of the Report

- 1.1 To consider, develop and adopt a Forward Plan of items of business for future meetings.

2.0 Background

- 2.1 The 'Guidance on Local Access Forums in England' published by the Department for Environment, Food and Rural Affairs (Defra) strongly recommends that forums prepare a forward work programme which sets out the forum's priorities and special areas of interest.
- 2.2 This can play an important role in helping the forum to:
- Ensure a focus on issues which are the most relevant for the area
 - Clarify the issues on which the County Council or other section 94(4) bodies would benefit from receiving advice
 - Timetable when specific matters are likely to be considered
 - Inform the public about the forum's work
 - Identify training needs
 - Review effectiveness and prepare an annual report.

3.0 Forward Plan

- 3.1 The Forward Plan is attached at Appendix A, which lists the agreed meeting dates for the coming municipal year.
- 3.2 The Forum meets three times a calendar year but may choose to agree further meeting dates (based on need), and may set up sub-groups to progress specific pieces of work outside of the formal meetings.
- 3.3 Remaining meeting dates for this municipal year are:

25 January 2023

24 May 2023

4.0 Recommendation

- 4.1 Forum members are asked to note the dates of future meeting in 2022/23 and agree the work programme for those meetings, taking into account the discussions and suggestions made at this meeting.

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

Report Author: Melanie Carr, Secretary to North Yorkshire Local Access Forum

NORTH YORKSHIRE LOCAL ACCESS FORUM

Forward Plan 2022/23

Date of Meeting	
Standing items	<ul style="list-style-type: none"> • Minutes • Matters Arising • Public Questions and Statements • Consultations • Secretary's Update Report • District Council Liaison Updates • Forward Plan
26 January 2022	<ul style="list-style-type: none"> • Attendance of Natural England Representative - Review of new Land Management Scheme • Active Travel Update • UUR Draft Position Statement
1 June 2022	<ul style="list-style-type: none"> • Attendance of a Network Rail Representative • An update on the Coast to Coast National Trail from Natural England • A presentation from National Highways on their proposed A19 Safety Improvements; • An update on the Definitive Map team
28 September 2022	<ul style="list-style-type: none"> • Verbal Update on Local Government Reorganisation • Waymarking Overview Paper
25 January 2023	<ul style="list-style-type: none"> •
24 May 2023	<ul style="list-style-type: none"> •
Suggested Future Items	<ul style="list-style-type: none"> • Rights of Way Improvement Plan • In-depth discussion on Reinstatement • Draft NYCC Active Travel Strategy • ELMS Scheme Update