



Agenda

- Meeting:** North Yorkshire Local Access Forum
- Members:** Will Scarlett (Vice-Chair), Rachel Connolly, Patricia Coulson, Jeremy Dunford, Naomi Guthrie, Roma Haigh, David Lepper, Samantha Perks, Belinda Ryan, Robert Heseltine and David Jeffels.
- Date:** Wednesday, 22nd May, 2024
- Time:** 10.00 am
- Venue:** Project Room B, Ground Floor, County Hall, Northallerton, DL7 8AD

This meeting is being held as an in-person meeting. Members of the public are entitled to attend this meeting as observers for all those items taken in open session. Please contact the Democratic Services Officer whose contact details are below if you would like to find out more.

Recording is allowed at Council, committee and sub-committee meetings which are open to the public, please give due regard to the Council's protocol on audio/visual recording and photography at public meetings, a copy of which is available to download below. Anyone wishing to record is asked to contact, prior to the start of the meeting, the Democratic Services Officer whose contact details are below. We ask that any recording is clearly visible to anyone at the meeting and that it is non-disruptive.

Business

1. **Election of Chair**
2. **Election of Vice Chair**
3. **Apologies for Absence**
4. **Declarations of Interest**
All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.
5. **Minutes of the Meeting held on 24 January 2024** **(Pages 3 - 8)**
To confirm as a correct record the minutes of the NY Local Access Forum held on 24 January 2024.
6. **Public Participation**
Members of the public may ask questions or make statements at this meeting if they have given notice to Dawn Drury of Democratic Services and supplied the text (contact details below) by midday on Friday 17 May 2024, 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 instruct anyone who may be taking a recording to cease while you speak.

- 7. Countryside Access Service Annual Report 2023-2024. (Pages 9 - 26)**
- 8. Secretary's Update Report (Pages 27 - 28)**
Purpose: To update LAF members on developments since the last meeting.
- 9. Liaison and LAF Sub-group and Individual Updates (Pages 29 - 34)**
Purpose: An opportunity for LAF members to update the Forum on District Council liaison and other LAF representative project activity since the last meeting.
- 10. NY Local Access Forum - Draft Revised Terms of Reference (Pages 35 - 44)**
To consider, agree and adopt the revised Terms of Reference put forward by the LAF Terms of Reference Sub-Group. (Document shown with track changes for ease of reading)
- 11. Yorkshire, Humber and North Lincolnshire Regional Access Forum - Minutes from 13 September 2023 (Pages 45 - 60)**
- 12. Forward Plan (Pages 61 - 62)**
To note the current Forward Plan and consider any additions or amendments.
- 13. Any Other Items**
Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances

Contact Details

Enquiries relating to this agenda please contact Dawn Drury. Tel: 01757 292065 or e-mail:

dawn.drury@northyorks.gov.uk

Website: www.northyorks.gov.uk

Barry Khan
Assistance Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

14 May 2024

North Yorkshire County Council

North Yorkshire Local Access Forum

Minutes of the public meeting held on Wednesday, 24th January 2024 commencing at 10.00 am.

Will Scarlett in the Chair, plus Rachel Connolly, Patricia Coulson, Jeremy Dunford, Naomi Guthrie, Roma Haigh, David Lepper, Samantha Perks, Councillor Robert Heseltine and Councillor David Jeffels.

In attendance: Councillor George Jabbour.

Officers present: Ian Kelly, Andy Brown and Melanie Carr.

Apologies: Belinda Ryan.

Copies of all documents considered are in the Minute Book

40 Election of a Chair

Will Scarlett, Vice Chair proposed the election of a new Chair and Vice-Chair (Agenda item 3) be deferred until the next meeting of the Forum so that the newer Members would have more time to participate in the work of the Forum before deciding whether they would be interested in taking up one of the posts.

As acting Chair, he confirmed he had discussed his proposed approach with all members prior to the meeting. He also took the opportunity to thank the previous Chair – Paul Sherwood, for his time on the Forum and for his contributions as both a long standing member and more recently as Chair.

Resolved – That the election of a new Chair and Vice-Chair be deferred to the Forum's next meeting on 22 May 2024.

41 Introductions & Apologies for Absence

Members of the Local Access Forum introduced themselves, and the acting Chair confirmed apologies had been received from Lin Ryan.

42 Election of a Vice-Chair

In line with the discussion undertaken for agenda item 1, it was

Resolved – That the election of a new Chair and Vice-Chair be deferred to the Forum's next meeting on 22 May 2024.

43 Minutes of the Meeting held on 27 September 2024

Members identified the following amendments required to the draft Minutes of the meeting held on 27 September 2023:

- The meeting had been held in public and not remotely as stated in the draft Minutes

- The attendance of Councillor George Jabbour as substitute for Councillor David Jeffels

Resolved - That subject to the above amendments, the draft Minutes of the meeting held on 27 September 2023 be agreed as a correct record and signed by the Chair.

44 Public Questions & Statements

There were no public questions or statements.

45 Secretary's Update Report

Considered –

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

Members noted the written updates provided on Sustrans, the Coast to Coast route and the Environmental Land Management Scheme (ELMs).

In regard to ELMs it was noted the purpose of the Scheme was to pay subsidies to landowners / farmers etc for permissive access. Members welcomed the proposed attendance of a representative of Natural England at their next meeting in May 2024, as the last public update on ELMs had been before Christmas 2023.

In regard to the Coast to Coast National Trail route, Andy Brown – Senior PROW Officer, confirmed the creation of a complimentary coast to Coast riders' route was progressing. He noted the plan was to maximise the benefits to riders by not religiously following the Trail's core route. He confirmed there had been more challenges than expected to the proposed diversions, but the work was still on schedule for the agreed timeframe.

Rachel Connelly queried whether a map of the trail route and the complimentary riders' route (for cyclists and horse riders) existed, and it was confirmed both would need to be 100% agreed before being publicised. The possibility of a Coast to Coast User Forum was also welcomed.

Members noted an ELMs update was scheduled for their next meeting in May 2024. They agreed they would also like a Sustrans update adding to the Forward Plan for that meeting, and that it would be helpful to have an update on the Coast to Coast route as a standing item on their Forward Plan for all future meetings.

Resolved – That:

- i. The update be noted.
- ii. The Forum's Forward Plan be updated to reflect the discussions above

46 Liaison & LAF Project Updates

Considered –

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

David Lepper drew attention to a written update he had previously circulated to Forum members on Designated Areas, which confirmed England was to get a new national park as part of a government set of 'nature pledges' to give greater access and protection to the

countryside. It was noted this would not fall within North Yorkshire.

He also confirmed £15m in additional funding was to be shared between the existing 10 national parks and 34 national landscapes, formerly known as Areas of Outstanding Natural Beauty (of which there were 3 in North Yorkshire).

Forum Members considered the allocations for representation shown in the table at paragraph 2.1 of the report.

In regard to the A19 Ian Kelly confirmed there was a Project Board meeting scheduled, and it was agreed that an update on the A19 should be added as a standing item to the forum's Forward Plan for all future meetings.

Forum Members went on to agree the table should be updated to reflect the following:

- Dick Brew to be removed;
- NYC Countryside Access Service User Group to be removed as it was no longer meeting;
- A66 to be added to Rachel Connelly allocations;
- Naomi Guthrie to be allocated the Selby District area

Resolved – That:

- i. The additional information provided at the meeting be noted;
- ii The table at paragraph 2.1 be updated;

47 Forward Plan

Considered –

Members considered the Forward Plan provided at Appendix 1

Ian Kelly, Head of Countryside Access Service drew attention to an online public survey related to the updating of the Council's Health & Wellbeing Strategy. He suggested the Forum may wish to submit a response and noted the closing date was 31 March 2024. He agreed to circulate a link.

He also drew attention to a Strategic Leisure Review underway and suggested the Forum may wish to feed in its views on access. He offered to investigate the attendance of an appropriate NYC officer to a future Forum meeting.

In regard to the scheduled update on the Local Transport Plan for the Forum's September 2024 meeting, Ian Kelly confirmed a liaison session for Forum members had been offered by NYC's LTP team. Forum members agreed it would be helpful and Ian Kelly agreed to arrange a session outside of the Forum's formal meeting dates.

In addition, Ian Kelly noted the Forum had yet to respond to the Let's Talk North Yorkshire' residents survey in support of the updating of the Council's Local Transport Plan, previously raised at the last Forum meeting. It was agreed that following the meeting the Acting Chair would identify a number of members to form a sub-group to respond on behalf of the Forum. Members agreed the Forum's response should highlight the need for use of more sustainable transport.

Councillor David Jeffels raised concern about off-roading, an issue brought to his attention by a representative of Green lanes Environmental Action Movement (GLEAM) following the

tragedy at Glaisdale. He noted the damage caused by non-essential vehicle usage on unsurfaced unclassified roads (UURs) and the need to safeguard other users and protect the environment. He suggested this was something the Forum should be concerned with and proposed it be considered for further review.

David Lepper acknowledged the conflict between recreational use and conservation, and the need to strike a balance for all users. Ian Kelly noted the Forum's many discussions undertaken over recent years on the UUR network, confirming they were classed as Category 6 Highways – available for use by all, and that the National Parks and CAS had a good handle on their usage. He noted the Authority had a legal statutory duty to maintain those routes and confirmed his team worked closely with both National Parks to identify those routes requiring maintenance work (with an annual budget allocated for that purpose), and that a review of that work was undertaken annually. Where there were ongoing issues, he confirmed that a Traffic Regulation Order was the last resort.

Attention was also drawn to the Forum's existing Position Statement on UURs which was still relevant, and it was agreed it would be helpful if the Secretary re-circulated all the Forum's Position Statements to ensure all members were aware of their content. Having noted the information provided, Forum members requested an update on UUR maintenance for their May 2024 meeting.

The Acting Chair proposed a possible update from the Slow Ways Volunteer Walking Group and agreed to investigate. He also drew attention to an informal meeting held in November 2023 attended by himself, the previous Chair, Ian Kelly and Daniel Harry - Head of Democratic Services, and confirmed his intention to circulate the notes from that meeting to all Forum members. He noted there had been discussions around the Forum's web presence, the Forum's terms of reference, and the future of the CAS User Group. This led to discussions around those three issues.

Ian Kelly confirmed the NYC Countryside Access Service User Group would no longer be continuing in its previous format, and it had yet to be decided whether and how the information shared at those meetings previously, would be disseminated in the future. He offered to provide an update on CAS for the next meeting and suggested an annual update for future years.

In regard to the other two issues, it was agreed that two further sub-groups be formed – one to consider the Forum's Profile and one to consider the Terms of Reference. Again the Acting Chair agreed to identify a number of members to participate in those sub-groups.

Forum members also queried the outcome of their recommendations arising from their previously completed review on Planning matters. It was agreed the Secretary should seek feedback from Planning.

As a result of all the discussions at the meeting, the following amendments were agreed to the Forward Plan:

22 May 2024

Add:

- Election of Chair & Vice Chair
- Update on restructure of Planning Teams following LGR
- Update on UUR maintenance works
- Annual Report on CAS
- Sustrans Update

Defer Network Rail Update to September 2024 meeting

25 September 2024

Remove:

- Coast to Coast National Trail Update (to be replaced by standing item)
- Local Transport Plan Update (replaced by liaison session to be arranged by Ian Kelly)

Add Network Rail Update

All meetings

Add standing items on A19 and the Coast to Coast Route for

Resolved - That the Work Programme document be updated as above.

The meeting concluded at 12.03 pm.

This page is intentionally left blank

The North Yorkshire Council

Local Access Forum

22 May 2024

Countryside Access Service Annual Report 2023-2024

Report of the Head of Countryside Access Service

1.0 Purpose of the report

- 1.1 To provide members with an update of the work of the Countryside Access Service from 1 April 2023 to 31 March 2024, and an overview of planned work and some of the challenges facing the team in the coming year.

2.0 Introduction and Executive Summary

- 2.1 2023-4 has been a challenging year for the Countryside Access Service (CAS). While we anticipated that the creation of North Yorkshire Council (NYC) would not have a significant impact on our service, as NYC would be the continuing authority in terms of public rights of way, a serious road accident in week one left us without a Principal Public Rights of Way Officer for the whole year, with a consequential impact on capacity and workload resulting from the implementation of temporary backfilling arrangements. In addition, the service has had to plan for the departure of key members of staff.
- 2.2 As in recent years, CAS received significant additional funding to deliver supplementary PROW maintenance works in quarter four, but the wet winter weather made implementing these projects extremely challenging. In addition, we have been set an ambitious target by Natural England to create a new national trail on the Coast-to-Coast long-distance walk, to be opened in 2025. Definitive Map Modification Order applications continue to be submitted at a high rate ahead of the confirmed cut-off date for applications based on historic evidence of 2031.
- 2.3 Despite this, CAS has responded well to these multiple challenges and as you will see in the report has delivered significant improvements to the PROW and UUR networks; 91% of the PROW network remains unobstructed; over £300K temporary funding has been used to bolster existing base budgets on maintenance and improvement projects; £350K capital funding has been secured on an ongoing basis for PROW bridge asset management and urban path maintenance; the service is successfully processing a high volume of DMMOs and PPOs; it continues to effectively utilise volunteers and Path Keeper Groups to manage the network; and additional staffing resource has been secured to manage the ongoing pressures on the service.

3.0 Staffing and Budget

- 3.1 After 30 years' service to Public Rights of Way in North Yorkshire, Brian Mullins recently retired from the key role of Principle Public Rights of Way Officer, which leads on PROW maintenance and enforcement activities for the service, following his serious accident last year. Andy Brown formally took over the role on 1 May 2024 and recruitment for his substantive post of Senior Public Rights of Way Officer will take place in early June 2024.

- 3.2 Penny Noake retired as Principal Definitive Map Officer on 31 March 2024, after over 30 years working in the Definitive Map Team. Her post has been filled by Beth Brown who started in the role on 1 April 2024.
- 3.3 Ron Allan, Principal Definitive Map Officer, is also due to retire in August 2024 which has afforded a mini review of the CAS structure, seeing the establishment of a new Senior Definitive Map Officer post (to be recruited to in the new year) and an increase in Definitive Map Officer FTE from 6 to 7. (See current CAS Structure in Appendix 1)
- 3.4 In recognition of the desire to improve the manner in which the Council's PROW Bridge assets are managed, a bridge engineer has been appointed within Bridges and Design Services dedicated to working on PROW bridges. They will focus primarily on the larger and more complex structures and working closely with colleagues in CAS will deliver a work programme for bridge replacement and repair, and co-ordinate inspections. The post comes with an additional £200,000 of capital funding, over and above the existing PROW maintenance budget.
- 3.5 £305,000 of additional funding for 2023-4 was allocated to CAS in November, more than doubling the annual maintenance budget of £264,000. Purchase and installation of kit bridges and signposts, major resurfacing and drainage works such as Oatlands (see 11.9) and stocking up on gate kits accounted for most of this additional funding.

4.0 Definitive Map Team - general

- 4.1 5751 Land Charge Searches and 298 Streetworks searches (for utility companies) were answered.
- 4.2 The team reviewed 1727 planning applications and sent responses to 488 of these where PROW are affected.
- 4.3 122 Temporary Traffic Regulation Order applications were processed, to allow utility companies and other parties to undertake necessary works affecting PROWs.
- 4.4 Highways Act Section 31(6) deposits (whereby a landowner submits a statement with a map, followed by a declaration, acknowledging any existing public rights of way across their land at the same time as declaring that they have no intention to dedicate any additional route to the public): 37 new submissions or renewals were processed.

5.0 Definitive Map Team – DMMOs

- 5.1 Following consultation and approval by the Council's Executive Members, the way the team prioritises DMMO applications has changed to an oldest-first system. Applications will be dealt with in chronological order, except for applications where the Authority has received a direction to determine from the Secretary of State (following an appeal under WCA1981 Sch14), or other exceptional circumstances as agreed with the Assistant Director.
- 5.2 The Secretary of State considered 12 appeals under WCA 1981 Sch14 (non-determination of DMMO application in 12 months) and has recently directed us to determine the applications. This is in addition to several recent directions to determine which has had a major impact on the caseload management within the team and has meant that the agreed system for dealing with applications in date order has been significantly disrupted.
- 5.3 43 new DMMO applications have been received and recorded on the legal Register.

- 5.4 The team are currently working on 46 DMMO cases.
- 5.5 Work started on investigation of 12 new DMMO applications.
- 5.6 Determinations were made on 9 DMMO applications (NYC decision to make an Order - 5 applications, or to reject the application – 4 applications).
- 5.7 4 DMMOs were confirmed, 2 of which were confirmed following referral to the Secretary of State.
- 5.8 3 DMMOs were not confirmed following referral to the Secretary of State, including one opposed DMMO to add a footpath at Seamer, Scarborough which was heard at Public Inquiry.
- 5.9 8 DMMO cases were completed and closed.
- 5.10 9 opposed Orders are currently being processed by the Secretary of State (6 DMMOs and 3 Diversions). A 3-day Public Inquiry scheduled for May this year to consider an opposed DMMO to add multiple Restricted Byway routes across the moorland near Scugdale in Hambleton has been postponed until the Autumn as directed by the PINS Inspector. Submissions are being prepared for a further 6 opposed Orders (4 DMMOs, 1 Diversion, 1 Extinguishment) to be referred to the Secretary of State.
- 5.11 There are 241 DMMO applications awaiting investigation.
- 5.12 About 80% of DMMOs are opposed and therefore require referral to the Secretary of State for final decision on whether they should be confirmed. Delays at the Planning Inspectorate mean that cases can take up to 18 months between submission and decision.
- 5.13 The Rights of Way reforms included in the Deregulation Act are due to be implemented early in 2025, subject to clarification. These will impose timescales for the processing of DMMO applications which will increase workload for the team. Whilst timescales have not yet been finalised by DEFRA, it is unlikely that the team will be able to meet these with current staffing resources, especially given the ongoing considerable number of DMMO applications being submitted due to the implementation of the 2031 cut-off date, and thus will lead to a review of resource and caseload management.

6.0 Definitive Map Team – PPOs (diversions, extinguishments & creations)

- 6.1 21 new PPO applications (HA1980 or T&CPA1990) have been received.
- 6.2 The team are currently working on 61 PPO cases. This includes 6 diversions related to the Coast-to-Coast National Trail project.
- 6.3 27 Orders were made for PPOs.
- 6.4 21 PPOs were confirmed, and 12 were certified to say that works required to open the new route were complete.
- 6.5 16 PPOs were completed and closed.
- 6.6 There are 12 PPO applications for which work has not yet started.

6.7 DEFRA guidance on diverting public rights of way out of gardens and working farmyards (“the Presumptions Guidance”) has recently been issued, and the Right to Apply for PPOs is likely to come into effect later this year, subject to DEFRA confirmation. NYC has always carried out PPO work and the new legislation and guidance does not change our position but does emphasise that this is a work stream that we must continue with.

7.0 PROW Network Management

7.1 1683 new issues on the PROW / UUR network were reported in 2023-24 down from 1711 in 2022-23. We feel that our continued robust approach to obstruction issues coupled with the visible presence of our volunteers on the network carrying out inspections and minor maintenance is also encouraging landowners to undertake their responsibilities. The volume of reports remains high but does vary annually and seasonally and a review of our counter data and discussion with stakeholders suggests that use of the PROW network appears to be down this year based on previous years and from peak usage during COVID.

7.2 1494 issues were resolved over the same period down from 2301 in 2022-23. However last year around 250 issues were resolved by specifically targeting volunteer inspections on long standing issues that were likely to be resolvable such as seasonal undergrowth, temporary electric fences and ploughing and cropping, whereas this year the volunteers have been focused on surveying all 2120 bridges on the network. While unlikely to resolve many issues we feel the bridge survey is valuable to better understand our liability for these assets, target proactive maintenance and reduce the likelihood for injuries and damages resulting from unsafe structures. Recruitment and backfilling arrangements to manage long term staff absence has also had an impact on overall performance. The significant additional funding in quarter 4 has also tended to favour the resolution of fewer expensive and complex issues such as bridges and surfacing rather than many inexpensive and simpler ones such as waymarking.

7.3 The service has performed well in working with landowners to resolve stile and gate issues, kept on top of signposting issues and the volunteers have done well tackling waymarking. Undergrowth, ploughing and cropping and terrain issues have seen higher than usual reports this year.

Total Issues By Type

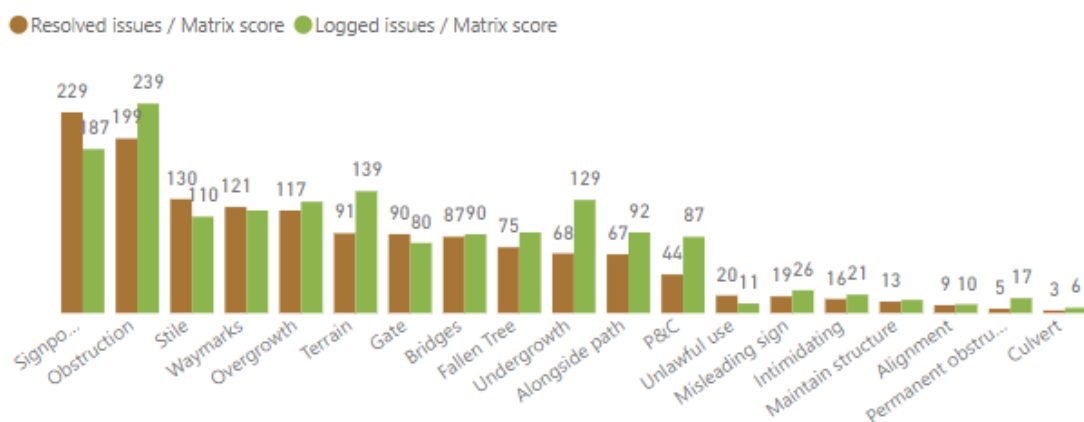


Figure 1 issues handled by type 2023-24

7.4 The unresolved issue backlog now stands at 9641, up slightly from 9449 at 01/04/2023 and lower than 10,018 at 1/4/22:

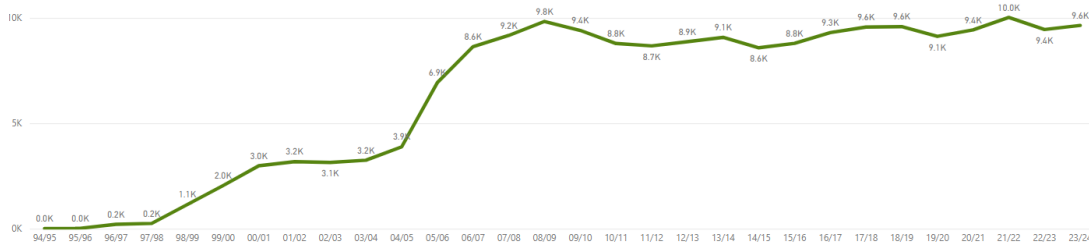


Figure 2 backlog history

7.5 Issues are currently recorded on 45% of the PROW network and 91% of the network remains unobstructed.

7.6 Two cuts were undertaken on the 2023/4 PROW mowing programme.

7.7 We now have access to Strava Metro data which records walking, running and cycling activity by Strava users. Comparing this to where we have people counters on the PROW network gives a consistent proportion of 1 in 6 Strava users compared to total users for both walkers/runners and cyclists. The data confirms our assumption that most use of the network is concentrated in and around towns and larger villages and on promoted routes, which forms the basis of our priority model. Overall use of the network shows a similar pattern both within and without the National Parks.

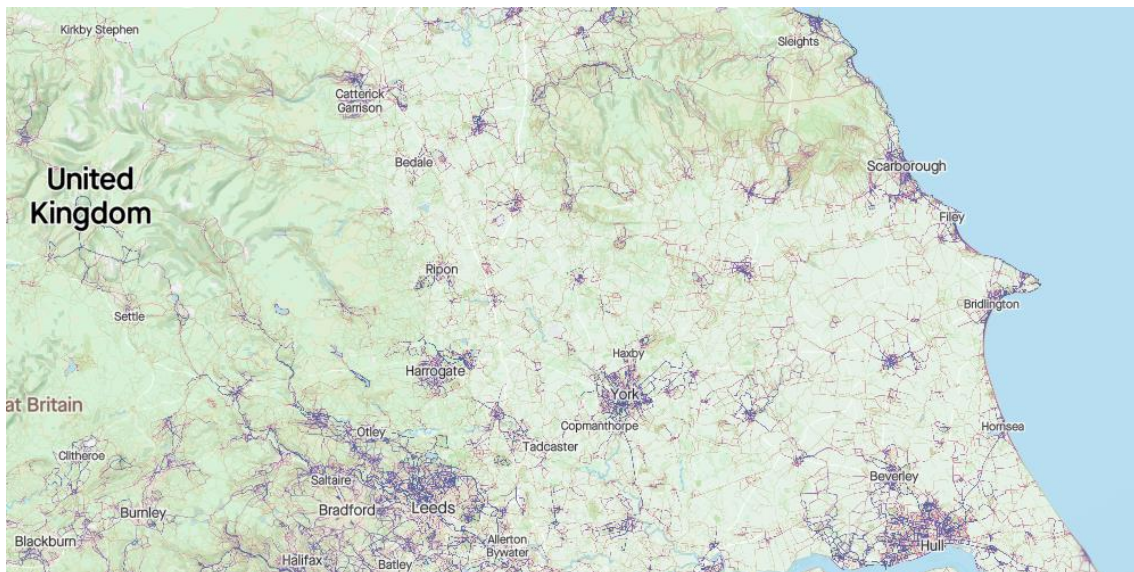


Figure 3 Strava Metro Walking Heatmap

8.0 National Trails

8.1 Coast to Coast.

- Work began in 2023 in preparation for the launch of the Coast-to-Coast National Trail in 2025. Six diversions have been identified to resolve significant obstruction and terrain issues, and missing bridges at Brough with St Giles, Catterick Bridge, Brompton, Great Langton and Welbury along with a DMMO to record the status of Low Moor Lane *ratione tenurae* road at East Harlsey. Brough with St Giles and Great Langton diversions are

now confirmed. Most physical works will coincide with these diversions, but drainage and surface improvements are also scheduled for 2024 on a well-used section of the route along the Swale at St Martins.

- An alternative route has been agreed with Natural England to divert the National Trail north to the Black Swan overbridge on the A19 pending a decision from National Highways on whether to install a bridge on the current Coast to Coast crossing at Ingleby Arncliffe and additional works have commenced to bring this route up to National Trail standard:

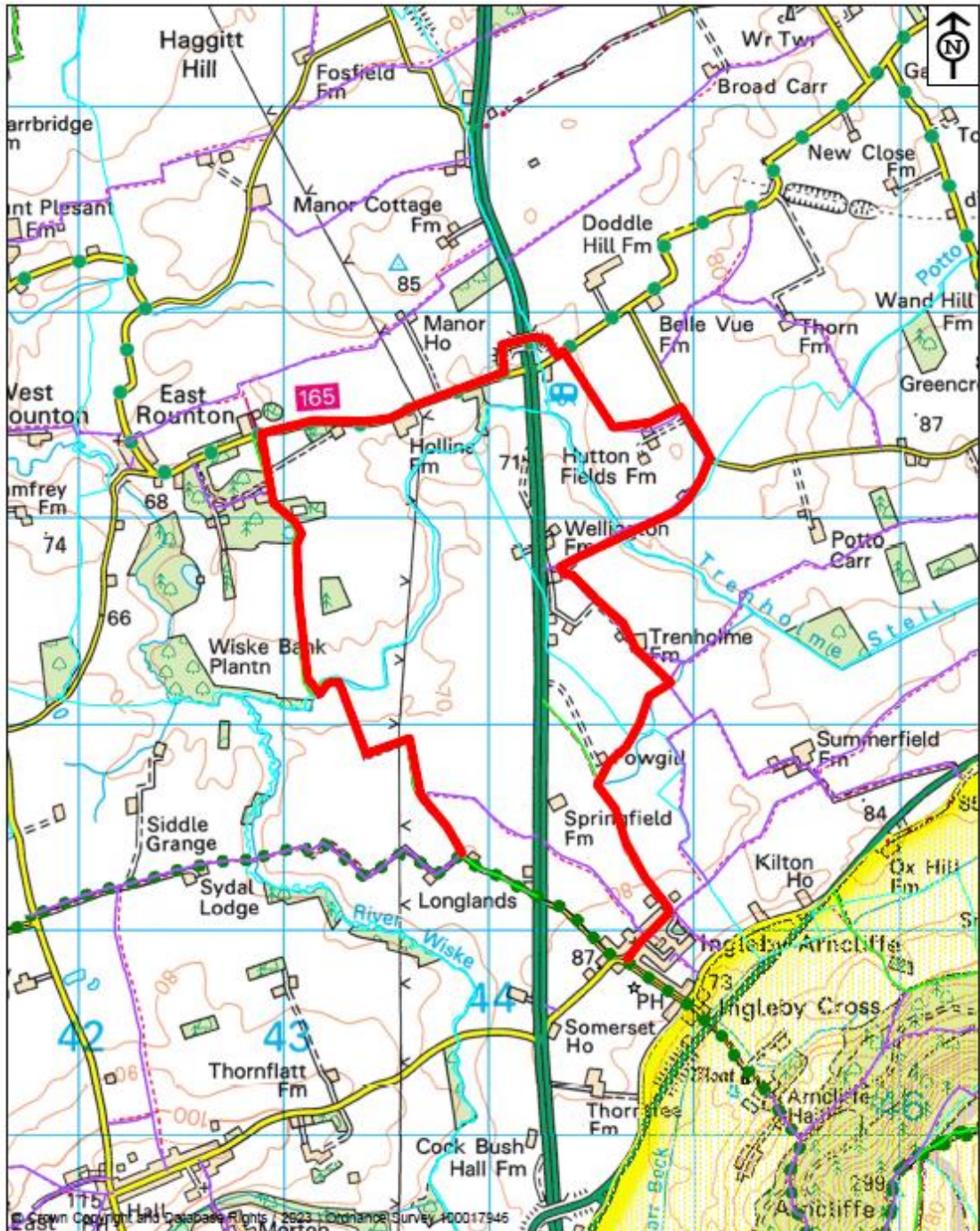


Figure 5 Coast to Coast National Trail alternative A19 crossing

- We have been working with Leonard Cheshire to assess the accessibility of the current route and identify where it would be most beneficial for accessibility to be improved or where accessible linking routes could be created:

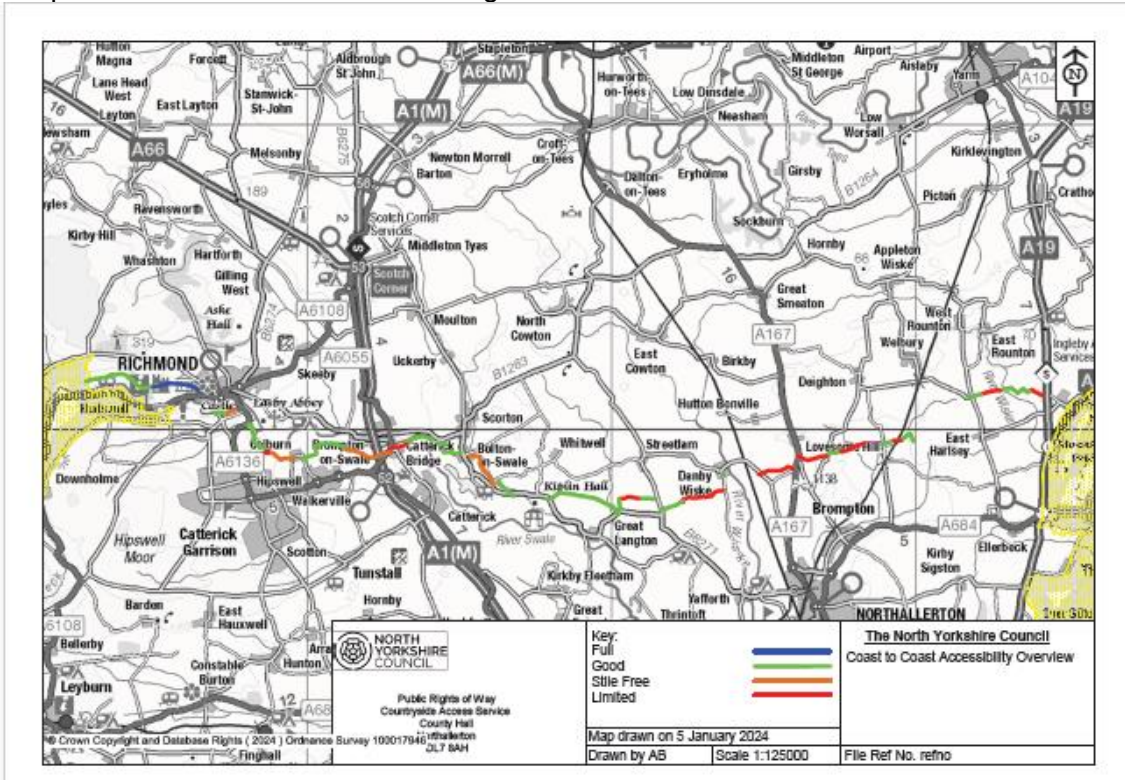


Figure 6 Coast to Coast National Trail accessibility audit

- Working with Natural England, we have also begun engaging with Cycling UK and the British Horse Society to identify a route for a complimentary Coast to Coast ride. Based on experience with the Pennine Bridleway, such a challenging long-distance route is considered to have limited appeal and thus would not be appropriate as the seventh National Trail in the County, however, the consensus view is that the section between Richmond and Brompton would have significant local benefit as a safe off-road cycling link:



Figure 7 Coast to Coast National Trail (red), proposed cycle route (blue) and horse ride (purple)

8.2 King Charles III England Coast Path and Cleveland Way

- In May 2023 North Yorkshire Council hosted the opening of the King Charles III England Coast Path (KCIIECP) between Filey Brigg and Bridlington, the final stretch to be established in North Yorkshire. This forms part of the longest continuous section of opened KCIIECP in the country, between the Scottish Borders and Bridlington completing the 50-mile section in North Yorkshire.
- A variation of the National Trail at Primrose Valley Holiday Park is required, and negotiations are ongoing, but a permissive alternative has been agreed in the meantime.
- Negotiations are ongoing with Yorkshire Water to resolve issues with a failed culvert at Hunmanby Gap.
- The first section of KCIIECP to roll back due to coastal erosion was successfully negotiated with landowners north of Hunmanby Gap in February:



Figure 8 KCIIECP roll back, Hunmanby Gap.

- Two further sections at Filey and Hunmanby Gap are being monitored as cracking and slipping has occurred.

8.3 Wolds Way

- The Wolds Way has been stile free for some time but as many replacement kissing gates are reaching the end of their lives, we are taking the opportunity to seek landowner agreement to replace them with hand gates or where stock control remains paramount, accessible kissing gates. While traditionally timber gates have been installed on National Trails, we have concluded with Natural England that metal gates offer much better value, require less maintenance, and do not look out of place on farmland where most gates are metal. There are currently 65 accessible gates on the Wolds way and 17 limited access gates remaining with a further five scheduled for replacement in 2024/5. Once complete the majority of the Wolds Way will be accessible for Tramper-type off road mobility buggies, with only short sections where the steep nature of the terrain will limit access.



Figure 9 Accessible kissing gate, Yorkshire Wolds Way

8.4 Pennine Trails

- 6 gates replaced or repaired.
- 15 metres of mill slabs purchased to replace boardwalk on Elslack Moor, Thornton-in-Craven.
- 10 oak signposts have been purchased for installation in 2024-25
- Review of cattle grid issues on route planned for 2024/5

9.0 Bridges

9.1 23 Bridges have been replaced by CAS Field Officers at:

- Alne SE512659
- Burneston SE314843
- South Stainley SE313635
- Thornton le Clay SE681639
- Lindley SE232487
- Seamer TA027815
- Howsham SE726620
- Whorlton NZ444028
- Hutton Rudby NZ446029
- Grantley SE232706
- Cononley SD992476
- Lawkland, SD763644 with Lancashire County Council
- Henderskelfe SE724706
- Healaugh SE493459
- Hipswell SE189984
- Carleton SD947499
- Barlow SE635297
- Barton le Street SE726775
- Cawood SE561376

- Stillingfleet SE595411
- Norwood SE204520
- Osgodby SE636334 and SE637334
- Cloughton TA008945



Figure 10 Stillingfleet

9.2 7 bridges have been replaced by Bridges and Design Services:

- White Bridge Thirsk, SD992476
- Overton SE566553, with City of York
- Westerdale UUR footbridge, NZ657058.
- Thornton le Moor bridleway bridge, SE386877
- Middleton on Leven, bridleway bridge, NZ464085
- Nunnington, SE653799, Ryevitalise/Blue Rivers funded



Figure 11 White Bridge, Thirsk

9.3 60 Bridges have been repaired.

9.4 Major bridges scheduled for replacement 2024/5:

- Alne, River Kyle, SE4975/6496, bridge installed, approach ramps to complete
- South Kilvington, Cod Beck, SE423842, 15m span bridleway bridge, total estimated cost £130k

And funding permitting after South Kilvington:

- Harome, River Riccall, SE64568197 footbridge.
- Sutton-in-Craven, Sutton Clough SE006435, bridleway bridge
- Middleton, Bow Beck, SE131494, footbridge
- Skeeby, Skeeby Beck, NZ205027, footbridge

10.0 Urban Paths Project

10.1 Approximately half of paved urban and village footpaths have been added to the Street Gazetteer and inputted into our Highways teams' Aurora network management system, meaning that regular inspections can be under taken and routine maintenance commissioned.

10.2 An additional £150k of capital funding has been allocated to Highways to maintain paved public rights of way split between highway areas based on network length:

Area	Network length (m)	% of network	Area Budget
Area 1, Richmond	3114.84	7.4%	£11,160.23
Area 2, Thirsk	7537.73	18.0%	£27,007.13
Area 3, Whitby	6385.21	15.3%	£22,877.71
Area 4 Kirby Misperton	2413.12	5.8%	£8,646.03
Area 5 Skipton	8170.68	19.5%	£29,274.94
Area 6 Boroughbridge	8506.59	20.3%	£30,478.47
Area 7 Selby	5737.07	13.7%	£20,555.50
Total:	41865.24	100.0%	£150,000.00

10.3 126 potentially publicly maintained paved bridleways have been identified across the County. Surveys to confirm the extent of these routes have been completed in the Hambleton area and those requiring surveying have been identified in Craven, Harrogate and Richmondshire with the requirement for surveying still to be determined in Ryedale, Scarborough, and Selby. The Senior PROW Officer acting up into the Principal PROW Officer role has delayed progress on this element of the project this year.

10.4 While it is anticipated that Highways will carry out most of the maintenance on paved urban routes, those that require major structural repair, may require additional funding and support from CAS to ensure that a small number of these schemes do not use the entire County-wide maintenance budget. This well used footpath at Cross Hills was completely resurfaced using Councillors' locality budget by CAS prior to handing over to Highways for future maintenance:



Figure 12 Cross Hills

11.0 Major Projects

- 11.1 **A66 Northern Trans Pennine Project.** National Highways proposal for the A66 dual carriageway upgrade has been approved by the Secretary of State, with construction due to begin in September. The proposed scheme in North Yorkshire will include an over bridge for all users at Collier Lane, underpass with segregated bridle path at Moor Lane and dedicated bridleway underpass at Warrener Lane. There will be no at grade crossings of the new road and all affected public rights of way will link into these new grade-separated crossings. This will do much to address the north-south severance of public rights of way created by the existing road. In addition, a bridlepath to be created alongside the old A66 as it will continue to be a busy local access road. This will also address issues with east-west connectivity of public rights of way. CAS will continue to work closely with National Highways and their partners on the detail design to ensure good quality integration of public rights of way and the road network for this scheme. More information on the project can be found at: <https://nationalhighways.co.uk/our-roads/a66-northern-trans-pennine/latest-news/>
- 11.2 **Bellerby to Leyburn Cycleway.** Potential for funding as wider scheme to improve A6108 corridor. CAS preference for bridleway link with polymer-bound aggregate-rubber crumb surface.
- 11.3 **Sowerby Gateway- Thirsk Station Cycle Link.** Current favoured option is bridleway link with unsealed aggregate surface rather than tarmac cycleway. Negotiations ongoing with landowners.
- 11.4 **A1 Leeming to Barton bridleway improvements.** Works complete to widen and resurface Gatherley Road to Scurragh House Lane bridleway. Diversion of Oak Grange bridleway agreed in principle with all parties. Bridleway creations at Catterick Junction, Kneeton Grange and Barton Grove abandoned as unable to secure landowner agreement.
- 11.5 **Broughton Green Lane bridleway improvement.** Partnership project underway to improve surface of bridleway to make more appealing to walkers and riders, avoiding Broughton bank on the B1257.
- 11.6 **Ryevitalise/ Blue Corridors.** Works to improve access mostly complete on three 'Routes along the Rye' connecting Nunnington, Harome and Helmsley apart from surface improvements to the footpath in East Plock Woods which has been delayed

due to forestry work. The project included the replacement of Plump Wood bridge with an innovative fibre reinforced polymer structure which has a potential design life of 200 years. Most of the £80,000 cost to supply and install the bridge was met by the Heritage Lottery funded projects. We are continuing to work with the North York Moors National Park to enhance visitor interpretation on the routes.



Figure 13 Plump Wood Footbridge, Nunnington

- 11.7 **Centenary Way.** CAS are working with the Howardian Hills National Landscape (HHNL) to identify maintenance needs and improvements on the Centenary Way, a long-distance walk created in 1989 to mark the Centenary of the Yorkshire County Councils. Once volunteer surveys are complete, we hope to carry out works with funding support from the HHNL.
- 11.8 **A59 Kex Gill.** Work is now underway on site to realign the A59 through Kex Gill at Blubberhouses which has been prone to land slips and closures over the years. The new road will largely follow the route of bridleway 15.14/5, which will be diverted to run alongside. The old road will be mostly stopped up apart from sections at either end that will be downgraded to restricted byways to link with UURs on Blubberhouses Moor to the south of the road. Underpasses to allow non-motorised users to pass under the new road will be provided at either end of the scheme.
- 11.9 **Oatlands School, Harrogate.** In September 2023 North Yorkshire Council began a trial to close Beechwood Grove to vehicular traffic during school drop off and pick up to create a safer environment and encourage more children to walk and cycle to Oatlands Junior School. This has resulted in a significant increase in the number of parents and children using public bridleway 15.53/16. It soon became apparent that a mix of broken tarmac and unsealed aggregate surfaces and poor drainage was not suitable for this enhanced level of use. Mindful of its primary duty to provide a suitable surface for horse riders and pedestrians on the bridleway, CAS has been trialling the installation of polymer-bound aggregate-rubber crumb surface on this bridleway. The rubber crumb from recycled car tyres provides good levels of grip as well as a certain amount of give which is important for horses and runners but also provides a firm, clean and smooth surface favoured by cyclists, pedestrians and users of mobility vehicles. The surface is also porous making it suitable for use in sustainable urban drainage schemes, giving similar porosity to natural surfaces and is claimed to be low maintenance. However, the surface needs to be hand finished and at a cost of around £90/m² is considerably more expensive than tarmac (£40/m²) or an unbound aggregate surface (£20/m²). With a total cost of £80,000 to resurface

360 metres of bridleway it is clearly not be a sustainable solution for all our surfaced bridleways and has only been made possible with substantial additional funding provided by our Highways team.



Figure 14 Oatlands Bridleway

12.0 UUR programme

12.1 Work completed 2023/4

UUR Number	UUR Name	Location	Description of work	Area
U8036/40	Dawsons Close	Halton Gill	Surfacing	YDNP
U255/9/70	Dubbing Garth lane	Low Row	Surfacing	YDNP
U232/1/40	Stake Road	Bainbridge	Surfacing	YDNP
U429/1/70	Fremington Edge	Reeth	Surfacing	YDNP
U234/9/30	Busk Lane (C Green)	Bainbridge	Surfacing & drainage	YDNP
U8040/20	Gorbeck Road	Gorbeck	Surfacing & drainage	YDNP
U228/9/30	Cam High Road	Hawes	Surfacing	YDNP
U936/60	Deadmans Hill	Arkside	Surfacing & drainage	YDNP
U1068/70	Goats Road	Marrick	Surfacing & drainage	NYC
U3310/50	Plantation	Stainburn	Drainage	NYC
U516/50	Low Lane	Howsham	Surfacing	NYC
U1293/50	Ingthorn Lane	Sherburn in Elmet	Surfacing	NYC
U2509/30	Dob Park Road	Farnley	Surfacing & drainage	NYC
U936/40	Deadmans Hill	High and Low Bishopside	Surfacing	NYC
U2286/30	Moor Lane	Halton East	Surfacing	NYC
U1293/50	Ingthorn Lane	Sherburn In Elmet	Additional surfacing	NYC
U7041/50	Angram Lane	Tollerton	Surfacing & drainage	NYC
U1127/50	Brier Lane	Newland	Surfacing	NYC
U7069/20	Troutsdale Brow	Troutsdale	Surfacing & drainage	NYMNP
U32/40	Rudland Rigg	Bransdale	Surfacing & drainage	NYMNP
U237/70	Rutmoor Road	Stape	Surface grading	NYMNP

U238/50	Brown Howe Road	Stape	Surface grading	NYMNP
U1818/70	High Town Bank	Sutton Bank	Surfacing	NYMNP

12.2 Planned work for 2024/5:

UUR Code	UUR Name	Location	Description of Work	Area
U228/9/30	Cam High Road	Bainbridge	Surface repairs	YDNP
U3577/9/30	Gale Lane	Low Row	Surface repairs	YDNP
U230/9/70	Busk Lane	Marsett	Concrete flagging extension	YDNP
U230/9/70	Busk Lane	Stalling Busk	Resurfacing aggregate	YDNP
U933/50	Paperhouse Lane	Gateforth	Surfacing	NYC
U3310	Plantation	Stainburn	Surfacing	NYC
U936/40	Deadmans Hill	High Bishopside	Surfacing and drainage	NYC
U936/60	Deadmans Hill	Arkleside	Surfacing and drainage	NYC
U1584/30	Back Lane	Husthwaite	Surfacing and drainage	NYC
U7033/50	Toft Ings Lane	Easingwold	Surfacing and drainage	NYC
U516/50	Low Lane	Howsham	Surfacing and drainage	NYC
U8023/50	Hanging Hill	Leavening	Surfacing and drainage	NYC
U3316/70	Gayle Lane	Braythorn	Surfacing and drainage	NYC
U1609/30	Raghill Lane	Helperby	Surfacing and drainage	NYC
U445/70	Redmire Moor	Preston under Scar	Surfacing and drainage	NYC
U7015/30	Back Lane	Scorton	Surfacing and drainage	NYC
U7038/50	Sandy Lane	Tollerton	Stone	NYC
U1684/50	Moorlands Lane	Tollerton	Stone	NYC
U1675/70	Rice Lane	Aldwark	Surfacing	NYC
U2465/70	Cock Hill Road	Greenhow	Surfacing	NYC
U598/70	Sawdon Balk	Sawdon	Surfacing	NYC
U586	Off West Side Road	Langdale End	Surfacing and ditching	NYMNP
U2392/50	Church Way	Fryup Dale	Surfacing and ditching	NYMNP
U7073/50	Peat Road	Glaisdale	Surfacing and ditching	NYMNP
U2266/30	Snowdon Nab	Glaisdale	Surfacing and drainage	NYMNP
U237/50	Rutmoor Road	Stape	Drainage	NYMNP
U32	Rudland Rigg	Bransdale	Stone delivery	NYMNP
U2297/30	Grange Farm	Ugthorpe	Surface and drainage	NYMNP
U2333/50	Tom Bells Lane	Iburndale	Surface and drainage	NYMNP
U2422	Harwood Forest	Harwood Dale	Surface and drainage	NYMNP
U8119/50	Reasty Bank	Broxa	Surface and drainage	NYMNP



Figure 15 Goats Road URR, Marrick

13.0 Volunteer report

- 13.1 There are currently 109 volunteers within the Countryside Access Service. In 2023-4 the service recruited 15 new volunteers, and 19 left, leaving a net decrease of 4.
- 13.2 The main role of the volunteers is to inspect issues where further information is required before the PROW Officers can act. Sometimes the volunteers can resolve the issue whilst they are there – for example waymarking, or clearing vegetation from around a stile, gate, bridge, or signpost. The volunteers also help by erecting legal notices, such as for path closures, orders or DMMOs.
- 13.3 In 2023/24, the volunteers carried out 1,041 inspections of issues on the PROW and UUR network, resolved 82 issues themselves and contributed to the resolution of 615 by the CAS Maintenance Team. In total, the volunteers gave 1888 hours of their time.
- 13.4 In addition, our volunteers have been tasked with surveying all 2120 bridges recorded on the PROW network so that we better understand their current condition and improve how we target future maintenance. 500 bridges have been inspected in 2023/4, and only 28 were found to require additional maintenance - a much better result than expected given the age of many of them.
- 13.5 Path Keeper groups are community groups who work semi-autonomously in their area to help maintain their local paths. There are currently 23 groups signed up to our Path Keeper scheme, although some are more active than others.
- 13.6 In 2023/24, Path Keeper groups contributed 1924 hours in helping to maintain the Public Rights of Way network. This included work such as repairing gates; clearing away fly tipping and litter; clearing overgrown vegetation and fallen trees; and repairing and clearing out drainage channels.
- 13.7 One of our most active Path Keeper groups is the probation service. Over the year 2023/24, the probation service contributed 1276 hours, which is 34.5 full time weeks' worth of work. The work was mainly carried out by the Scarborough community

payback service, at various locations including Featherbed Lane, Cockmoor Hall, and Crooks Nest. The Harrogate team also contributed 300 of hours; clearing vegetation on the Clint Horseshoe promoted route and Oatlands bridleway in Harrogate.



Figure 14 Clint Horseshoe cleared by probation service

14.0 Recommendation

14.1 It is recommended that members note the content of this report.

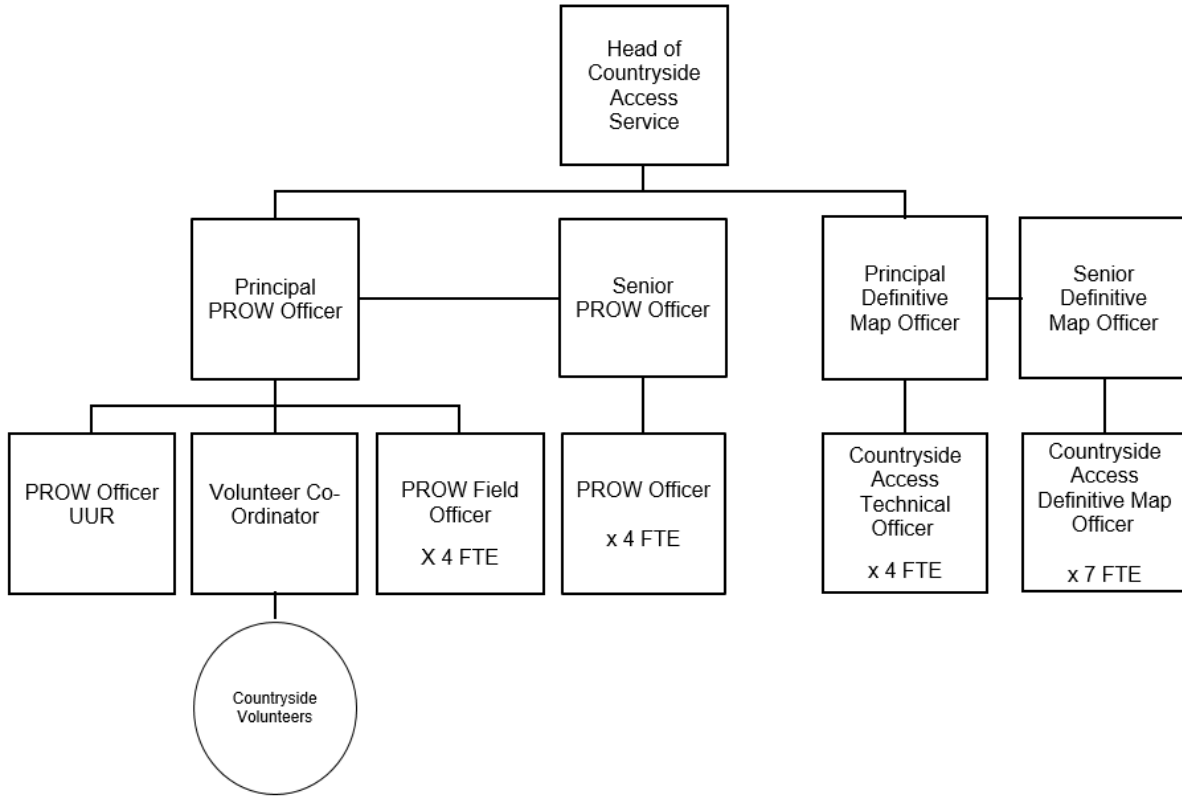
APPENDICES: CAS Structure

BACKGROUND DOCUMENTS: none

IAN KELLY
Head of Countryside Access Service

Report Authors:
Beth Brown – Principal Definitive Map Officer
Andy Brown –Principal Public Rights of Way Officer

Appendix 1 – CAS Structure



North Yorkshire Local Access Forum

22 May 2024

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 the new Council, and in relation to the Minerals and Waste Joint Plan.

Authority	Status
North Yorkshire Council	<p>The development plan, made up of local plan and neighbourhood plan policies, is at the heart of the planning system. Legally, decisions on planning applications and other development proposals must be considered against this plan, together with other material considerations such as national planning guidance, supplementary planning documents and development briefs.</p> <p>North Yorkshire Council is required to prepare and adopt a new local plan by 1 April 2028, which will replace the existing local plans of the former councils.</p> <p>The North Yorkshire Local Plan will set out where development will take place across the county over the next 15 to 20 years. It will also set out policies and strategies that planning applications will be considered against. This does not include the two national parks which have their own development plans. Until it is adopted, existing plans and policies listed in the consolidated planning policy framework will apply. For further information see: Consolidated planning policy framework and schedule of evidence North Yorkshire Council</p>
Minerals and Waste Joint Plan	<p>North Yorkshire County Council adopted the Minerals and Waste Joint Plan at a Full Council meeting in February 2022. An adoption statement (pdf / 436 KB) was issued under Regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Planning and Compulsory Purchase Act 2004 (as amended). The North York Moors National Park Authority adopted the Minerals and Waste Joint Plan in March 2022, and the City of York Council adopted the Minerals and Waste Joint Plan in April 2022.</p> <p>The Adopted Minerals and Waste Joint Plan and accompanying documents can be viewed in the Examination Library at: Minerals and waste joint plan examination North Yorkshire Council,</p>

3.0 Discretionary Restriction Notices

- 3.1 There has been one notification received of discretionary '28 day' restrictions under Section 22 of the Countryside and Rights of Way Act 2000, and two notices of discretionary dog restrictions, since the last Forum meeting.

4.0 Report Recommendations

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

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

Report Author: Dawn Drury, Secretary to North Yorkshire Local Access Forum

North Yorkshire Local Access Forum

22 May 2024

Updates from Sub-Groups & Individual Members

Report of the Secretary

1.0 Purpose of the Report

- 1.1 An opportunity for LAF members to update the Forum on their LAF representative project activity since the last meeting.

2.0 Background

- 2.1 The LAF operates an agreed list of nominated representatives willing to act as the first point of liaison with the old District/Borough Council planning teams. Individual LAF members are also nominated from time to time to take a lead on specific projects that the LAF has an interest in or in representing the LAF on other partnership bodies. Both are represented in the table below:

Name	Representation
Will Scarlett	Craven District
Rachel Connelly	Hambleton District Richmondshire District A1 A66
Roma Haigh	Ryedale District A19
NYC - Councillor David Jeffels	Scarborough District Regional Access Forum
Naomi Guthrie	Selby District
David Lepper	Protected Landscapes
Vacant	2026 Harrogate District

3.0 Liaison Updates

- 3.1 This agenda item provides an opportunity for the Forum to be updated on any such activity since the previous meeting.
- 3.2 There has been one written update provided by an individual Forum member, which can be seen at Appendix 1. Other Members are asked to provide verbal updates at this meeting.

3.2 The Forum are also asked to consider allocating some of the areas shown as vacant in the table above, to individual Form members.

4.0 Sub-Group Updates

4.1 It was agreed that the Planning sub-group would continue its work to help inform the service review, and an update report can be seen at Appendix 2.

4.2 The sub-group set up to review the LAF Terms of Reference have produced a document with recommendations and these can be seen at agenda item 9.

5.0 Recommendations

5.1 That the Forum:

- i) Considers and notes the written and verbal updates provided at the meeting and agrees any further actions required

BARRY KHAN
Assistant Chief Executive (Legal and Democratic Services)

County Hall
NORTHALLERTON
Report Author: Dawn Drury, Secretary to North Yorkshire Local Access Forum

Update provided by Rachel Connelly on Sec 94(4) reports.**A1 upgrade:**

At last, one safety issue has been put right on the local access road, but overall, this upgrade has been a very poor deal for Non-Motorised-Users (NMUs) with few of the provisions promised at Public Inquiry actually achieved. There are other issues still outstanding. Recently National Highways (previously Highways England) withdrew from six suggested improvements to make a degree of amends for their admitted shortcomings, and NYC allowed them to do so. The delegated stakeholder representing the user-groups was excluded from these negotiations.

The Bedale by-pass:

It is now 10 years since the by-pass was made, but the NMU parallel bridleway track on the eastern section has still not been ratified by NYC but is with their legal department, so it is understood.

A66:

The dualling scheme was approved and adopted by the Department for Transport and it was assumed work would start shortly. However, there has been an objection (not sure from what body and what about as the time for objection was surely during the public hearings) which will now set things back. If there is further news before the meeting this will be provided.

RC

(as at 30 April 2024)

This page is intentionally left blank

Planning Sub-Group Update Report – April 2024

Responses in the last six months have mainly concerned badly placed public open space, or not enough it, and poor sustainable transport connections. Rights of way are regularly built over or subsumed into estate roads in spite of guidance to the contrary from North Yorkshire Council's (NYC) rights of way team. Their own responses to rights of way issues focus on obstruction and surface of the public path, and never take account of the tricky (but important) unquantifiable matter of amenity value and the 'entitlement of enjoyment' which is embodied in the Highways Act 1980, sec 130....

What has emerged is the difference that the previous 7 district councils (which still handle the day today decisions) have when one could assume that it is standard. Even application forms are differently set out, and the way the applications are publically advertised have different titles. Sorting through a weekly list is a time-consuming task, and it should be possible for these lists to be filtered at source by a less-qualified support team, because planning offices are meant to check if there is a prow in or adjacent to a site. Done diligently this would also be a massive time-save to county hall, currently obliged to trawl through scores of applications for the few that matter.

Also surprising are the number of housing developments which ignore minimum standards for parking, (set by County Hall) and then not amended by the case officer. The Forum grumbles about this because of the knock-on effect ad hoc parking on estate roads has on the attractiveness and safety of cycling, and where cars are parked half on pavements this is a problem for those with pushchairs, wheelchairs, and those with poor sight. It is the job of the area highway engineers to vet site design, and I suggest their mind-set is geared towards the technical side of their job, and car-parking allocation is a peripheral issue. Interestingly enough, Hambleton does not regard a standard-size garage on a plan as a garage because they are routinely used as storage space and expects a dwelling to have car-space on its curtilage in addition. Oxfordshire have changed the size of its standard garage and parking spaces to cater for the larger cars, so different authorities have varying approaches on this. Is North Yorkshire sensitive to changing demographics and lifestyle? Time for a fresh look?

Conclusion: In an effort to streamline planning within the new NYC, would a tick-box system simplify planning? For access for instance: Is there play space within the site and overlooked? Is the site big enough to warrant public open space as well (ie not play equipped) for social interaction and rest? Are there prows in or near the site? Are there good cycle/walking links within and beyond the site? On the highway side: Have the parking standards been met? Are dropped curbs built in as a matter of course? There may be other access-related basics.

Just thoughts for discussion, in addition to how the forum can get pre-filtered consultations so we don't need to comment when planners have not done their job.

The Forum, has used Rachel as the lead on planning matters and other members have stepped forward and are helping provide responses, guided by Rachel. This ensures that the forum doesn't just rely on one person and hopefully share the responsibility.

It would also be helpful to have an update from Trevor Watson, Head of Planning, as to what progress is being made within the department and whether our previous report has helped with the transition.

This page is intentionally left blank

Terms of Reference for the North Yorkshire Local Access Forum

The Local Access Forum for the county of North Yorkshire shall be known as the North Yorkshire Local Access Forum (herein referred to as 'NYLAF').

Local Access Forums (LAFs) are advisory bodies established under sections 94 and 95 of the Countryside and Rights of Way Act 2000 (CROW). LAFs are established by local highway authorities. North Yorkshire Council is the Appointing Authority for the NYLAF (herein referred to as 'the Appointing Authority').

In 2007 Defra published the Local Access Forums (England) Regulations 2007 (herein referred to as 'the Regulations'). These came into force on 19th March 2007 with additional Guidance from the Secretary of State and form the basis of the Terms of Reference of the Local Access Forum for North Yorkshire.

1. Geographical Coverage

- 1.1 NYLAF covers the county of North Yorkshire, including the Howardian Hills Area of Outstanding Natural Beauty, the Nidderdale Area of Outstanding Natural Beauty and a small section of the Forest of Bowland Area of Outstanding Natural Beauty.
- 1.2 It excludes the area of the administrative unitary authority of the City of York, the North York Moors National Park & the Yorkshire Dales National Park.

2. Role

- 2.1 The primary purpose of the Forum is to provide advice to a range of organisations specified in the CROW Act 2000 and in supplementary regulations and guidance. Specifically to:

'advise its appointing authority and other specified bodies (listed in Annex A) as to the improvement of public access to land¹ in the area, for the purposes of open-air recreation and the enjoyment of the area, and as to such other matters as may be prescribed.

- 2.2 ~~Where there is no demonstrable connection to land access, NYLAF should not proceed on a matter.~~
- 2.3 In carrying out its functions, a local access forum shall have regard to-
 - (a) the needs of land management,
 - (b) the desirability of conserving the natural beauty of the area for which it is established, including the flora, fauna and geological and physiographical features of the area, and
 - (c) guidance given from time to time by the Secretary of State. (94 (6)).
- 2.4 NYLAF shall:
 - i. Set its own priorities depending on local issues, as well as providing a local input to consultation and draft policy documents.

¹ 'Land' includes land covered by water

- ii. Provide advice to the Appointing Authority and other authorities on the improvement of public access to land, **including promotion of**, within the County for the purpose of travel, open-air recreation and enjoyment of the area or any other lawful purpose.
- iii. Respond to consultations by Government Departments and Agencies on Access land registered common land and other open country.
- iv. Advise the Appointing Authority on the management of the Rights of Way network through the Rights of Way Improvement Plan for the County.
- v. Comment on the Appointing Authority's and ~~other relevant local authorities'~~ **[specific which authorities]** access strategies with a view to developing additional opportunities for ~~people to enjoy access to the environment.~~ **open air recreation and public access to land.**
- vi. Seek representation on and offer advice to other bodies working to similar aims.
- vii. Advise Natural England on the operation of open access restrictions, management and mapping.
- ~~viii. Advise on the promotion of opportunities for the appropriate use and enjoyment of the countryside and how to promote. See 2ii.~~
- ix. Advise on the opportunities afforded to NYLAF through engagement with Local Nature Partnerships (LNPs) and Local Enterprise Partnerships (LEPs); and other matters relating to the provision of access and opportunities for the enjoyment of the natural environment.
- ~~x. Seek opportunities to engage with managers of land to advise them of the opportunities available to promote and manage the provision of access including green spaces.~~

3. Responsibilities

- 3.1 In carrying out its function, NYLAF will have regard to biodiversity, wildlife management, the flora, fauna and geological and physiological features of the area and the needs and interests of landowners, land managers, user groups and the public at large.
- 3.2 NYLAF will respect local circumstances as well as environmental, social, economic and educational interests.
- 3.3 NYLAF will take into account statutory guidance issued by the Secretary of State whilst operating within the Countryside and Rights of Way Act and regulations made thereafter.

4. Funding

- 4.1 The Appointing Authority is responsible for the costs of running NYLAF. This includes paying for:
 - The provision of a secretary for NYLAF
 - Members expenses – travel, subsistence, and childcare
 - The publication of NYLAF's annual report

5. Membership of NYLAF

- 5.1 NYLAF shall consist of a maximum of 13 members.
- 5.2 Based on a membership of 13, the maximum number of members of NYLAF who may also be members of ~~a district or borough council or~~ the Appointing Authority is two.
- 5.3 The process for the appointment of members should be fair and transparent, following the Appointing Authority's policies on social inclusion and diversity.
- 5.4 Members will be appointed for a period up to three years - there is no limit to the number of times a member can be appointed.
- 5.5 In order to maintain some continuity of experience, recruitment will ~~take place by thirds~~ on an annual basis.
- 5.6 Individual members will represent a field of interest rather than a particular organisation of which they might also be a member. A reasonable balance of members representing different interests should be maintained. These will be representative of:
- Users of rights of way and open access land
 - Owners and occupiers of land ~~which may have a public right of way~~
 - Any other interests especially relevant to the authority's area, such as tourism, nature and heritage conservation, coastal issues, health, public transport or community safety
- 5.7 A member may resign by notice in writing.
- 5.8 The Appointing Authority may terminate the appointment of a member if:
- a) Without consent they fail to attend meetings for a year; or
 - b) Fail to declare an interest they have in a matter to be considered by NYLAF; or
 - c) If the Appointing Authority is satisfied that they have become a member of a local authority in the area covered by NYLAF and as a result paragraph 5.2 has not been complied with.

6. Chair & Vice Chair

- 6.1 The Chair and Vice Chair will be drawn from NYLAF members. They will be elected by two ballots. Whenever possible the Chair and Vice Chair should represent different categories of interest. Members of the Appointing Authority will not be eligible for either position.
- ~~6.2~~ The appointment to these posts will be renewed on an annual basis.~~[insert when]~~ In the event that either post become vacant during the period of appointment. NYLAF may decide that both posts should be filled afresh. ~~The total period during which a member may be Chair or Vice Chair will not exceed the period of their appointment as a member.~~

~~6.3 For the purposes of the election of officers NYLAFs year is deemed to be the calendar year and elections will be held at the first meeting each year. [covered by 6.2]~~

6.4 Where neither the Chair nor Vice Chair are able to attend a meeting, NYLAF may choose to elect a ~~Chair for the duration of~~ **member to Chair** that meeting only.

7. Meeting of the Forum

7.1 Meetings are to be held at least three times a year.

7.2 The meetings shall be deemed to be quorate ~~when~~ **with** half the ~~then~~ **existing** membership ~~or nine members are present, whichever is the smaller number, but not less than five.~~

7.3 Members who have a personal interest, whether direct or indirect, in a matter to be discussed by NYLAF should disclose that interest at the meeting. A personal interest is defined as one which might affect a member's wellbeing, financial position or business, or that of a relative or friend, to a greater extent than that of other inhabitants of the area. Personal interests will be recorded in the Minutes but will not necessarily prohibit that member from taking part in the discussion of that item.

7.4 Copies of the agenda for each meeting and any reports will be made available for inspection by the public at County Hall and on the Appointing Authority's website at least five clear working days before the meeting or as soon as possible if a meeting is convened at short notice.

7.5 The papers and minutes of each meeting will be made available for inspection by the public at County Hall and on the Appointing Authority's website for a period of two years after the meeting.

7.6 The Chair may, with the permission of NYLAF, vary the order of business to that set out on the agenda **and include an item of Any Other Business if required.**

7.7 Voting shall be by show of hands and all decisions shall be decided by a majority of the Members present. In the event of an equality of votes the Chair may exercise a second or casting vote.

8. Public Access to Meetings

8.1 The meetings will be open to the public but people may be excluded if necessary to prevent disorderly conduct or misbehaviour.

8.2 Members of the public wishing to speak at the meeting must inform the Appointing Authority at least one working day before the meeting is held. **Maximum 3 minutes speaking.**

8.3 Observers may at the discretion of the Chair, attend and take part in the discussion but cannot vote or take part in decision-making.

9. Secretary

- 9.1 The Appointing Authority will nominate an officer to act as the interface with NYLAF and advise NYLAF and fulfil the responsibilities of a secretary.
- 9.2 The Secretary will, in conjunction with the Chair, be responsible for the overall administration of NYLAF, including organising the meetings, drafting the minutes, producing publishing the draft annual report, and liaising with neighbouring Forums and the Appointing Authority.

10. Annual Report

- 10.1 NYLAF shall produce an annual report on its work which the Appointing Authority will publish and make available online.

11. Sub-groups and Working Groups

- 11.1 NYLAF may approve the creation of sub-groups and working groups (herein referred to as sub-groups) to assist with the work of NYLAF. Sub-groups will be created and disbanded when appropriate for a specific piece of work, as agreed by NYLAF. A sub-group may appoint a Chair only for the purposes of representing the sub-group at NYLAF meetings and administration.
- ~~11.2 The work of any sub-group will be to act in an advisory capacity to NYLAF. Its scope and work programme will be set by NYLAF.~~
- 11.3 NYLAF as an official body supersedes all work of the sub-groups.
- 11.4 Sub-groups meetings will be held informally without the need for a published agenda or minutes. A sub-group may produce a report of their meetings to NYLAF and all work undertaken by a sub-group must be approved at the NYLAF.
- 11.5 The administration and logistics of sub-groups will be arranged by the sub-group itself.

12. Communication

- 12.1 All communication received and sent by NYLAF must be noted and/or approved at a meeting of NYLAF. Correspondence having then been agreed, should be sent by the Chair or Secretary on behalf of NYLAF.
- 12.2 The timing of requests for advice or consultations may not always correspond with NYLAF's meeting cycle. Liaison with the Appointing Authority in preparing the forward work programme and setting meeting dates should minimise this. NYLAF may also anticipate the need for advice and plan ahead by developing (and keeping under review) a generic 'position statement' setting out advice on broad principles or key issues which can be used, when appropriate, for responding when advice is required between NYLAF meeting – see advice and principles at Annex B.
- 12.3 The Chair may discuss the handling of issues with other NYLAF members by telephone, email, social media etc. Depending on the importance of the issues raised the Chair may decide that:

- The issue should be added to the agenda of the next NYLAF meeting;
- Previous advice or a pre-agreed position statement provides adequate or interim advice.
- A formal response has to be provided before the next formal meeting.

12.4 In the event that communication as described on paragraph ~~11.2~~ 11.1 is required, the Chair must seek general approval from other NYLAF members before sending any communication, and must take into account all interests of NYLAF as outlined in paragraph 5.6. Any communication sent in this manner must still be noted at a meeting of NYLAF.

12.5 Chairs of sub-groups may write to third parties on routine matters e.g. seeking information, booking venues, inviting guests, but must not offer the views of NYLAF.

13. These Terms of Reference will be reviewed annually
Next to be reviewed May 2025

version number to be added to document.

Specified Bodies to which the CROW Act 2000 & Supplementary Regulations and Guidance Refer

- The Appointing Authority(ies) (a Highway Authority or National Park Authority)
- Any County, Unitary, District or Borough Council within the area of the Forum
- The Secretary of State i.e. any Government department with a Secretary of State e.g. Defra and MoD, as well as 'executive agencies' such as the Planning Inspectorate and Highways England
- Natural England
- The Forestry Commission
- English Heritage
- Sports England (the English Sports Council)
- ~~Area of Outstanding Natural Beauty (AONB)~~ National Landscapes Conservation Boards
- Parish & Town Councils

NORTH YORKSHIRE LOCAL ACCESS FORUM

Local Access Forums perform a statutory function and all section 94(4) bodies are required under section 94(5) of the CROW Act 2000 to 'have regard in carrying out their functions to any relevant advice given to them' by a Forum. Reflecting the directives given to forums, the North Yorkshire LAF has drawn up a set of principles which now underpin their work and advice.

- Any new access should be at the highest rights appropriate for non-motorised users
- All rights of way should be maintained to the standard required and, where needed, upgraded physically and legally to a higher standard
- The Forum will work to see rights of way developed to redress the fragmentation of the network, connect communities and improve links to places of demand
- The Forum will work to develop more access opportunities to include the widest possible range of users, especially families, children, minority groups and the less able
- The Forum seeks the establishment of an annual budget to fund the fulfilling of the Rights of Way Improvement Plan (RoWIP)
- Whilst the creation of all access is welcome, the Forum stresses that permissive (temporary) access does not equate with the public benefit of definitive (permanent) access
- The Forum wishes to raise awareness of how different users can enjoy responsible sharing of routes where appropriate, whilst supporting challenges to illegal use
- The Forum recognises the establishment and challenges of new initiatives such as coastal access, access to water, access to woodland and the dedication of land for public access

The above may be summarised simply as:

The Forum seeks to maximise every opportunity for improved access, providing safer journeys for the widest range of users practicable.

The Forum welcomes consultation from all section 94(4) bodies or others who feel they might benefit from discussion with them. For further information please contact the chair through the Secretary to the Forum – Dawn Drury, at North Yorkshire Council either by telephone on 01757 292065 or by email at:

dawn.drury@northyorks.gov.uk

NORTH YORKSHIRE LOCAL ACCESS FORUM

Advice to District Councils as Sec.94 (4) bodies

Whilst each District will have different priorities within its Local Plan, the North Yorkshire Local Access Forum, in accordance with its statutory remit under sec. 94(5) of the CROW Act 2000, recommends the following points, which it hopes will be reflected by every District Council:

- The Forum advises that Good Practice in planning matters will incorporate connections for non-motorised users to local services and the rights of way network whenever possible. Such routes should be multi-user, if practicable, to encourage sustainable travel.
- That new sites provide informal as well as formal green space.
- That Local Plans reflect the objectives of NYCC's Rights of Way Improvement Plan and the Local Transport Plan.
- That Councils identify popular rights of way so they can put measures in places to enhance them and ensure their sustainability.
- That Councils seek opportunities to remedy missing links in a fragmented network to encourage healthy and sustainable travel.
- Councils should take advantage of Community Infrastructure Levy, Sec.106 arrangements, minerals tax and wind farm contribution to invest in initiatives and improvements for access.
- That Councils recognise the value of strong partnership with NYCC's rights of way department to promote the benefits accruing from a useful network of public paths.

These can be loosely summarised in the advice 'that all planning applications, should be considered from the Access point of view, to ensure opportunities for access are included'. Once missed, it is unlikely they can be added at a future date.

In addition, as Local Access Forums are directed to be inclusive in approach, which avoids discrimination and provides Best Value in access provision, we strongly advise that all new paths should be for the widest range of users, as in this way it encourages sustainable travel and supports safer and healthier journeys for as many as practicable.

The Forum welcomes engagement. Contact can either be made through your named LAF member or through the LAF Secretary – Dawn Drury, at North Yorkshire Council either by telephone on 01757 292065 or by email at: dawn.drury@northyorks.gov.uk

This page is intentionally left blank

YORKSHIRE, HUMBER & NORTH Lincs REGIONAL ACCESS FORUM

MINUTES OF MEETING HELD AT LEEDS CIVIC HALL, LEEDS

Date: 13th September 2023 Start time: 10.30 Finish Time: 3.30 pm

Attendees:

Phil Maude (PM)	YH & NL RAF Acting Chair	Leeds LAF
Paul Bruffell (PB)	Guest Speaker	SUSTRANS Senior Network Development Manager
James Copeland (JC)	Senior Environment & Land Use Adviser	NFU Northern Region
Mike Willison (MW)	Chair	Leeds LAF
Alison Fuller (AF)	Chair	NYMNPA LAF
Didy Metcalf (DM)	Y & H & NL RAF Secretary	Bradford LAF
Pam Allen (PA)	Chair	Bradford LAF
Paul Sherwood (PS)	Chair	NYC (outside NPs) LAF
Bob Buckenham (BB)	Parks & Countryside Dept.	Leeds CC
Mark Corrigan (MC)	Yorkshire Regional Access Field Officer	British Horse Society (BHS)
Hazel Armstrong (HA)	Chair	ER & H JLAF
David Jeffels (DJ)	Councillor	NYC
Julie Swift (JS)	Secretary	Calderdale LAF

Apologies:

Jon Beavan (JB)	Chair	YDNPA LAF
Frances Ross (FR)	Vice Chair	N Lincs LAF
Graham Hale (GH)	Disability Action Forum	Calderdale LAF

Actions:

ITEM 2	<p>DM to liaise invite PB to our next meeting &:</p> <ul style="list-style-type: none"> • Request PowerPoint presentation (if it can be shared) • Request contact details for Sustrans officers • To agree a suitable way to share project details with members.
ITEM 5.c	<p>Coast to Coast National Trail: as there is uncertainty, MC will report back from the meeting on 27th September, and DM will ask Andrew Mackintosh (AM) if he is able to clarify the situation.</p>

ITEM 3	Duly noted: DM will issue open invitations to BP, JC & MC to all our meetings
ITEM 6	s. 14 Applications: DM to co-ordinate and collate
ITEM 8	Recreational signage: PS to raise concerns about guidance point 1.2, "Open Access land not to be waymarked".
ITEM 11	DM to invite Ian Kelly (NYC) & Russell Varley (City of York C) to our next meeting
ITEM 11	Active Travel Guidance: DM to circulate when published early next year DM to invite a representative from Active Travel to give a presentation at our next meeting.

1. Introduction/Apologies

PM welcomed Guest Speaker Paul Bruffell (Sustrans) and guest James Copeland (NFU) who joined the meeting via Teams. PM thanked Leeds CC for the use of the Committee Room and facilitating the technical arrangements.

2. Active Travel Presentation - Paul Bruffell, Sustrans Senior Network Development Manager

PB explained the area covered by the Sustrans England North team and how it is split in to three sub-regions, each region having a regional office. The Yorkshire Region has an office in Leeds. The Network Development team deal with the strategic vision for the National Cycle Network setting out how to fix and grow the Network. The Yorkshire Region has two Network Development Managers, namely Josh Molyneux covering West Yorkshire, North Yorkshire, East Riding, York and Hull, and Helen Kellar covering South Yorkshire but also having responsibility for the communications strategy across the whole of the England North region. The Yorkshire Region also has a Project Officer but this post is currently vacant. E-mail contact details are shown on the last slide of the presentation.

The Network Development team has in recent months been developing the Network Development Plan for the National Cycle Network which sets out how the Network is to be fixed and where the Network is to grow. This work builds on a review of the Network in 2018 which quantified issues such as surface quality, wayfinding, accessibility and road safety along the 3,123 miles of the current Network. This review highlighted that about 42% of the Network is of a poor or very poor standard, much of it along roads that have motorised traffic volumes/speeds too high to meet current design guidance.

Sustrans is establishing a database for each element of the Network so that we can understand and quantify the improvements necessary to existing routes, where we need to realign routes and the types of new routes that we are seeking to create.

Sustrans will be working in partnership with councils and other organisations to agree improvements to existing routes and agree where routes are to be realigned and where new routes are to be created.

This database will also include indicative costs for fixing and growing the Network, and will facilitate the establishment of programmes to undertake development of projects and ultimately delivery projects on site.

This strategic information gathered over the last 3 years will help to inform the consultation on the whole of the National Cycling Network which is scheduled to take place later this year.

Sustrans has 9 quality standards for the national Cycle Network as set out on slide 8 of the presentation.

Sustrans Communications Strategy is an important new development for the Network Development team and has been instigated this year to facilitate the Network Development Plan process. It aims to consult extensively with councils, highway departments, national bodies such as the Forestry Commission and National Trust, as well as those representing land managers, cycling, walking and the British Horse Society.

The Network Development Plan will give consideration to the public rights of way network e.g. understanding which section of the National Cycle Network need to be bridleway status or where there is an opportunity to upgrade the status of a PROW. Removing barriers, upgrading wayfinding, path enhancements and improving road crossings on the National Cycle Network will also benefit the public right of way network.

Sustrans will also look at ways that the Network can be enhanced by introducing Quiet Lanes in rural areas and Low Traffic Neighbourhood schemes in urban areas. Active Travel England is due to update its guidance to LAs on Quiet Lanes in January 2024. Current Quiet Lane guidance dates back to 2006 and requires updating in line with recently published guidance such as LTN 1/20.

Sustrans is also reviewing all road crossing to ensure that they meet LTN 1/20 design guidance. This will raise challenges in rural areas where high speed roads require expensive interventions such as bridges/subways or signalled crossings.

Sustrans' preferred surface is flexipave where the route is used by equestrians. We are aware that flexipave has other advantages such as being less susceptible to creating slippery condition when temperatures are freezing. It also has some give in it making it an attractive surface for use by walkers, runners and horse riders, (particularly travelling long distances). Providing routes of sufficient width is also an important element that allows different user groups to feel comfortable sharing our routes.

Finally, Sustrans route numbering and signage needs to be reviewed. For example, so that named routes have only one route number rather than several numbers as is

the case with the Way of the Roses route between Morecambe and Bridlington. There are a lot of missing signs across the network, currently having stickers in place as a short-term solution. We aim to simplify the numbering, provide destinations on the signage, and some additional routes may be named to make them more relatable, to complement routes such as the TPT, Way of the Roses, C2C, etc. Some routes will have artwork (particularly at start and end points) and logos that create identifiable narrative.

There followed a question and answer session, notes of which are circulated at Appendix 1, this includes a photo showing how Flexipave copes with cold weather sent by MC.

Also, PB has kindly shared his presentation with us, which has the contact details of officers are on the last slide. This will be circulated separately as it is a large file.

PM Summarised the main points that came out of the discussion: the varying standards of existing routes and the need to uplift these routes in line with Sustrans' 9 design quality standards, a significant expansion of the National Cycle Network is proposed, there is significant investment required to achieve these goals and there are challenges in partners being able to manage the future maintenance liabilities of the National Cycle Network. Going forward, our Forum especially welcomes Sustrans' emphasis on wider consultation, and would like to develop ways of working constructively with them.

PM asked PB: Are you able to let us have details of projects you're looking at? Could you provide contact details for your project officers, and be willing to attend further meetings? PB agreed those things were possible.

Resolved: that DM liaises with PB about providing contact details for Sustrans officers, and to agree a suitable way to share project details with members. We can discuss those at our next meeting in March and invite PB back to join us.

3. Natural England Update

New SharePoint site

NE provided a link to its new site for LAFs and is encouraging members to join up, by applying by email to Danielle.Radley@naturalengland.org.uk.

HA Is it worth asking Danielle speak to us about this? DM thought it unlikely as her impression was that NE resources are very stretched at the moment. LAF members are invited to register with the site, and perhaps when more people have signed up there will be more to say about progress. PA noted that AM's update invites members to get in touch with queries, which is encouraging.

Environmental Land Management Scheme ELMS/Countryside Stewardship Plus (CSP)
PM noted that AM mentions possible permissive access elements could be included in the ELMS Landscape Recovery tier and the CSP, but as it referred to as a 'secondary objective' it's difficult to tell if it will make a widespread impact.

JC We are beginning to see a very slow stop and start transition to the ELMs programme. We were hoping to see the Sustainable Farm Incentive (SFI) go live this autumn but that has been postponed and people can only express an interest. There are various Landscape Recovery options but as yet we have not seen any access provisions. This is disappointing as we were hoping to see options continuing previous agreements in the old schemes.

PM Do you think this will affect the General Election; they seem to be making heavy weather of this? JC said there are political elements, as these agreements could be complementing other government strategies. That is why I mentioned it to Sustrans earlier; correctly designed schemes will enable our members to help deliver public goods.

Defra Guidance on diversion and extinguishment of ROWs

PM said his understanding is that where Defra is looking at diverting rights of ways over working farms, the guidance gives more weight to the rights of the landowner than was formerly the case. In his experience diversion applications can meet with stiff opposition from the Ramblers and others, perhaps unfairly. He thought the principle is not unreasonable providing the diversion is well designed and maintained.

HA We have an example where a farmer blocked a bridleway through his farmyard, and informally created a diversion. He didn't follow the proper procedure but it wasn't unreasonable. Now however, he wants to close the informal route and divert the bridleway onto a nearby quiet lane, removing that part of the bridleway completely. That is sharp practice and this new guidance gives him everything he wants to manipulate the system. AF commented that it requires a robust response from the council.

PM asked JC how he views the guidance. JC Our key concern is safety in the modern working farmyard where there are many more large vehicle movements and other activities than there used to be. The priority is to keep farm workers and countryside visitors safe. We hope LAs will consider any reasonable proposals for diversions on that basis, but I know of 3 cases where they have been turned down, and hope they may re-consider them now. This guidance presents an opportunity for the public to better understand why these diversions are necessary. There will always be people who attempt to manipulate the rules, and LAs should act against them. Again, our priority is safety.

PM thought the example described by Hazel is clearly not right. If wholesale diversions onto other routes are permitted to effectively rationalise the network it will inevitably reduce the quantity of RoWs available.

AF I certainly support getting RoWs out of farmyards, there are circumstances where that is better for everyone. Problems arise with routes near private dwellings where

owners wish to expand their gardens, and then complain of a lack of privacy. DM added that is likely to increase with more redundant farm houses and buildings being converted to private dwellings as farm land is consolidated into larger holdings.

PM LAs will only embark on a diversion if the person seeking it undertakes to meet all the requirements, including costs such as compensation under s. 26 28?. Complications and possible conflict may arise where the only option is to divert a route over someone else's land and the neighbour may not agree. JC said that their recommendation is that those seeking a diversion should ensure that the entry and exit point to their land remains the same, which eliminates some of the problems. PM In conclusion, the general feeling is that the emphasis of the guidance was rather skewed toward the land owners' interest. In principle, everyone is supportive of the diversion of RoWs away from farmyards where they present a hazard to farm workers and the public. However, these measures may be open to abuse and members will need to monitor their impact.

Walking with Livestock

PM reported 2 incidents where he had encountered curious, frisky cattle while out walking in groups of people over the summer. Cattle can be intimidating and it is hard to judge if they might become aggressive. At our last meeting, it was suggested that the Forum might produce a newspaper article (assisted by the NFU), to explain the best way to respond. Since then, the Sunday Times had published an article entitled "Killer Cows" which seemed critical of farmers and several unhelpful letters on the subject were sent to the Yorkshire Post. He wondered therefore if a positive contribution from us might help, and asked JC for his opinion.

JC Yes, there has been quite a lot of coverage and we have been ramping up our health and safety advice. There are some main areas we have focused on: signage, stock management, the positioning of feeders, fencing (leaving enough space for RoWs), wider risk assessments and permissive paths. It is becoming more complex and unfortunately more legally complex, to inform and advise our members without creating more difficulties.

PM What sort of legal issues arise? JC Liability, insurance and signage are all sensitive issues. The wording of some signs can imply a risk is known about and therefore it could be argued that the farmer is aware that the arrangements do not meet the health and safety risk assessment criteria. Responsible livestock owners are finding that the rules are just becoming too complex.

PA Made the suggestion that where bridleways go through farmland, the risk assessment should include making sure the gates are fully functioning. It's not unusual for horse riders to get boxed into a corner by cattle near a gate. If the horse is nervous or the rider needs to dismount it creates a dangerous situation.

PM thanked JC for making time to attend our meeting on behalf on the NFU. It is always interesting to hear the farming perspective on these topics, and PM hoped he would be available attend our next meeting in March.

PA suggested that as we already offer an open invitation to our meetings to MC as the Regional BHS representative, it would be a welcome addition if JC and PB could also receive an open invitation to all our meetings.

Resolved: DM will issue open invitations to BP, JC & MC for all our meetings

4. Minutes of last meeting

The minutes of the previous meeting were approved. Proposed HA and Seconded MW.

5. Matters arising

a) HS2/Trans Pennine Route update

PM noted that the situation with HS2 was still unclear. The route to Leeds has since been abandoned.

MW said the Trans Pennine Route is gradually working its way east. Network Rail has applied for a Transport Works Order for the upgrade of the Leeds to Micklefield section. PM commented they are working on the Manchester to Marsden section. MW confirmed that section is a new route and onward from Marsden is an upgrade.

b) Network Rail crossings

MW said Leeds LAF has objected to the proposed diversion of a route crossing the railway near Micklefield. PM said the Network Rail consultation had contained an option to create a bridleway and improve the network, which we supported. After the consultation had closed, we were informed that they had decided it's not value for money, and they will not provide what was originally promised. We objected on the basis that it was dis-ingenuous to consult on something they would not be able to provide. PM warned members that the Network Rail consultation procedure is not clear cut, and they should be aware that options may be offered that cannot be fulfilled should they become involved in similar consultations.

MW added that Leeds CC had also found errors in the actual application. As it wishes to keep the dialogue open in the hope of finding a way forward; to date it has only reserved the option of opposing the application. It is unclear whether LAF can be a statutory objector in its own right; however, if Leeds CC decides to submit a formal objection, there is a commitment to make sure that the LAF has an option to give evidence to an inquiry. For now we have been asked to provide evidence of use. PM We will report on developments at the next meeting.

c) The Coast to Coast National Trail

AF They have appointed a part time officer for the section in the NYMNP who is making progress, some bits will need orders and bridleways need re-surfacing. There could be benefits assuming the money comes through, but no cheques have been written and there is no time scale.

MC said he has been involved with the mapping of the cycling and riding route and we will get an update at a meeting on 27th September. Basically we are scoping three routes, and it will not be possible for all sections to be shared with walkers. AF Do I understand that you're talking just about the cycling and horse route as opposed to the Coast to Coast Route that Government has already approved? MC said that he understood that to be the existing "Wainright" route and the one he referred to would be the proposed new national trail. PS commented that he thought the walking route already announced and projected to be completed by 2025 was the national trail, but the position of a bridge over the A19 had yet to be agreed.

MC summarised the situation as he understood it. Originally, the proposed route was to be a bridleway throughout. Following an initial consultation process, Cycling UK and the BHS heard nothing for months. Then Government announced its approval of a walking route approximating to the existing Wainright route which it planned to designate as the Coast to Coast National Trail. Cycling UK and the BHS appointed a barrister who applied for a judicial review challenging the creation of a National Trail that was not a shared route. Government backed down, as it was proven that they were not authorised to create a National Trail that is only a footpath. The new alternatives they have been consulting on are the result. HA commented that that is why the Coastal Path has been designated as access land and is not actually a National Trail.

Resolved: As there is uncertainty, MC will report back from the meeting on 27th September, and DM will ask AM if he is able to clarify the situation.

d) UUCRs

DM said there is nothing to report. NYC has made orders to add to routes to the Definitive Map as BOATS and those are working their way through the system.

6. Quantifying outstanding Schedule 14 applications

HA Had suggested at the last meeting that it would be useful to have some idea of how many outstanding applications there are in each LAF area, details of how many have actually been processed in the last 2 years, and the date of the earliest applications awaiting attention. The East Riding has helpfully provided that information, and HA's questions and their answers have already been circulated to members. HA thought it important for LAFs to monitor their LA's the progress of claims. She cited as an example, the discovery of a number of older applications that could not be certified, because the applicant now has dementia. As they are footpath applications, the Ramblers were consulted and the claims re-submitted.

AF pointed out that NYC deals with all the National Park applications. PS reported that 215 are awaiting investigation, with 47 currently being investigated, and 8 of those are with PINs, that figure includes the 2 National Parks as well as the County. HA asked the date of the oldest application? MW & AF said that information will be the NYC website but it would take a long time to go through them all to find the earliest.

HA pointed out that LA websites don't contain details of the rate at which they are being determined either.

MW reported that Leeds had around 53 going back to about 2003. BB added that about 6 have been determined in the last 2 years and he is happy to provide answers to the suggested questions.

JS thought that although it was not her area, Calderdale has around 50 outstanding claims some many years old.

DM reported that according to its website Bradford has 78 outstanding claims the earliest being 1989 (FP). However, objections had been lodged to the status of roughly 159 paths in 1980 which the applicant claimed were vehicular. As these under-recorded routes represented the majority of our missing bridleway network, DM had assumed they would be dealt with in due course and therefore no need to submit claims. A few years ago, the council asked the (by then elderly) applicant to withdraw his claim and therefore they now seem to be "off the books" and will need applications.

MC asked how many LAs used Planning rather than officer's decisions to determine orders. AF said that NYC use officer's decisions except were contested; in that case it goes to Committee to decide what stance to take. HA East Riding Definitive Map Team evaluates the evidence which goes to a pre-consultation, followed by a full consultation, then legal takes it forward. MC suggested that standards need to be established before the Deregulation Act comes in so that it is administered fairly. Government should be made aware of the vastly different rates at which LAs process claims: e.g. NYC are making steady progress with 8 at PINs, while other LAs haven't processed 1. There are also variations in the way that claims are dealt with nationally, with 70% determined by Planning Committee and 30% by officers (unless contested).

PM said that the order in which they are processed is another hot topic. There are arguments for taking them in chronological order, and, for dealing with current challenges immediately (e.g. a recently blocked route). Another aspect is diversions resulting from planning applications. These need to be processed and are financed by the applicant, but divert officer time away from the dealing with the backlog.

AF NYC formerly had a points system evaluating the weight of historical evidence & user evidence, giving preference to stronger cases while also processing some of the

oldest. This seemed fair, but NYC has recently changed to a date order system – earliest first. This has upset some applicants who may not be alive to argue their case. Added to this PINs is increasingly allowing people to effectively jump the queue by applying to have their cases processed after one year. She felt that Government will claim that the Deregulation Act deals with these anomalies, and it should be up to each authority to decide how it processes claims, but that will not address the unfair elements.

PM suggested members try to obtain the number of claims submitted, rate of processing and dates for the oldest.

Resolved: DM to co-ordinate and report back

7. Communication with other RAFs /LAFs

MC had forwarded the Worcestershire and Devon LAF Annual Reports for our information. PM commented that these LAFs clearly had the resources to produce them, but did not think such funding is available to many LAFs in this region. DM thought the new SharePoint site might stimulate interest in LAFs sharing news of their progress.

8. Signage for recreational routes

PS circulated 3 documents on Waymarking produced by NYC in April this year, on resolving problems, principles and guidance, which he thought were possibly a response to discussions the LAF had earlier. AF welcomed them as helpful. PM questioned the Guidance at point 1.2 “Open Access land is not to be waymarked”. Where the land is not fenced that might be appropriate but in fact much of the land has walled or fenced boundaries where and access and egress needs to be identified, particularly in remote locations. MW added that where a PRoW crosses Open Access Land and the access is temporarily suspended, Waymarking needs to make clearly that the RoW is unaffected by closure. PS said he would raise those concerns with NYC.

9. Chair of next meeting – Secretary next meeting

PM agreed to act as Chair and DM as Secretary

10. LAFS

a. Attracting new members

PM said Sustrans attendance this morning is encouraging: as it offers the opportunity to become involved with some of their projects. HA also welcomed the fact that JC had attended on behalf of the NFU, and MC’s (BHS) regular attendance, which broadens the base information we can share. PM acknowledged the difficulties of getting new members involved in the current political climate. PS thought that even a change of government might not make a difference, as lack of funds to support the RoW network would still be a problem. AF pointed out that LAFs also advise on and promote public engagement in RoWs matters, which is not necessarily a funding issue.

b. Reports from constituent LAFs

NYMNP LAF

Our last meeting was held virtually on 7th June 2023 and most members were present. We discussed

- rights of way surveys
- methods of volunteering and a new system is being developed to make it easier for groups e.g. bridleway groups to volunteer with the resolution of the 3rd party liability insurance issue
- guidance for planning applications where PRoW were impacted; guidance has now been revised so that the Ramblers and BHS are to be consulted
- Miles without Stiles; easy access routes identified
- Coast to Coast new national trail; a part time officer has been appointed and Orders being worked on. Lack of consultation with landowners and consideration for a route for horse riders and cyclists were flagged up and a letter sent to Natural England.
- Moorsbus; concern that there will be no funding from the NPA
- Ryedale Cycle Forum; liaison with other organisations regarding bids for work and routes
- Off road motor cycles using routes illegally
- Signage on UURs and BOATs to indicate type of user to expect; examples from the YDNP
- Illegal damage to a crag used by climbers
- Stewardship payments; re maintenance of PRoW
- Dog faeces on Scarborough to Whitby dismantled railway

BRADFORD LAF

PA following our former secretary's move to Calderdale, Danny Jackson is still acting as temporary Secretary, but PA finds communication patchy and would prefer to have meetings booked well in advance. A new member of staff has been appointed, but only part time like the rest of the team. We had an online meeting on 28th March, which was reasonably well attended. PA had suggested a summertime site meeting, which was held a couple of weeks ago when members walked routes in the Aire Valley in Saltaire, Bingley and Baildon, which was a really useful exercise. This is an exceptionally important area with access along the canal and the river, taking in Salts Mills, the Milnerfield Estate and ancient packhorse routes in Baildon. But, some routes are under-recorded or blocked to the users of higher rights. MC who also attended commented that Bradford will be the City of Culture in 2025, and this area offers potential for developing a new heritage route, which could meet the miles without stiles criteria.

NYC LAF

- Since the last RAF meeting, very little has happened within the NYCC LAF membership has declined to five plus two elected members. We should have thirteen with an absolute lower number of ten.
- The general feeling of the existing membership is that we achieve nothing and receive very little support from the authority. To the extent that it was even suggested we all resign as a block. It was eventually decided that by doing this it could result in the new unitary authority not even bother having an LAF.
- To exacerbate matters the authority cancelled our May meeting, with little notice and little in the way of reasons. We therefore have not met since 25th January.
- As a result, it was decided that we demanded a face to face meeting with relevant management and director of the relevant council directorate. To basically ask “what the hell is going on?” Clearly the current excuse for apathy is the re-organisation from the old two tier system to the unitary authority, having run out of Brexit, Covid & Ukraine excuses. This meeting has been scheduled (and altered) several times since about June, was fixed for 5th September and cancelled last week.
- A further dismal performance on the part of the council was the eventual (at long last) recruitment process for new members, had been decided in early May that this was urgent they commenced the procedure in early July. About fifty application packs were sent out, sixteen applied, the initial ‘sifting’ process came up with ten to interview, the interviews were last week. [the interview panel consisted of Head of Democratic Services, Countryside Access Manager, myself and someone from Human resources] bearing in mind we needed seven members to get back to full strength, one pulled out before interview, several were totally unsuitable and we were to appoint five. It remains to be seen how many accept the offer.
- On the positive side; the A66 Trans Pennine upgrade is now (after seven years) in a stage awaiting final acceptance by government, we, along with Cumbria & Durham LAF’s keep getting updates, but little is actually going on. Likewise the ‘Coast to Coast’ plans for National Long Distance Path is ongoing, we, along with Cumbria, Durham, North York Moors, Lake District & Yorkshire Dales National Parks LAF’s are getting involved with Natural England. We set up a working group to look at the thorny issue of ‘planning’ that has made some extremely slow progress and of course the current planning system is involved with reorganisation from seven district/borough + county council to one county authority – we ask questions and receive ‘nowt’ back. Possibly someone knows what’s going on.

DM said HA had mentioned that an NYC officer, Ian Kelly, had attended one of their meetings and expressed interest in attending an RAF

meeting. When DM had contacted NYC to invite him she was told that NYC does not provide contact details of its officers. The 0300 phone number given to contact the RoW Department on the council's website does not connect. DM thought that really isn't good enough and the public ought to be able to contact RoWs.

PS said he would mention this. HA said she would provide Mr Kelly's email address and also that of an officer from York who had expressed and interest.

Resolved DM to invite both to the next meeting

ER & H LAF

HA we have just got over a mile of new route added to the Definitive Map, (although it's not online yet). As Chair of the LAF, HA was threatened with a disciplinary hearing by the agent of a landowner associated with a planning application, for apparently over-reaching LAF powers. However, when she asked for more detail and if she could bring legal representation the matter was quietly dropped. There is now 4 miles of new bridleway under construction along the estuary from Skeffling, near Spurn Point, to Cottingham, which should be completed next year.

PA asked for clarity about the disciplinary threat. HA explained, it concerned a planning application along a quiet road used by walkers and horse riders. Permission was granted with the proviso the road would be closed. The RoWs Department was not consulted and objected, along with the Ramblers, the BHS, BBT and the LAF. We objected because we were specifically asked our opinion by the Department of Transport, who clearly believed that we could object. But as a body she was told that LAFs may only advise; and that we have no right to object except as individuals. As it happens, some time ago we had a similar problem with a planning application in Cottingham, Andrew Mackintosh (NE), became involved and I remember us looking at the Defra Guidance which suggested we can advise only.

MW asked why the Secretary of State had not told them their objection could not be considered, citing other examples in Essex and Nottinghamshire where that had not happened. HA thought they just weren't aware of the issue. PM understood the rationale of LAFs set up as advisory bodies not objecting to their own council. But it is different when a third party is involved and the LA may welcome robust support from its LAF, and their ability to give evidence.

JS said we are currently being consulted on the A 641 Improvement Scheme, which aims to better connect communities between Bradford, Brighouse and Huddersfield, she was surprised to learn the LAF would not be able to object to some aspects of it. HA suggested that the LAF could raise any issue in a section 9.44 advice notice, to which the authority is obliged to reply.

PM said he would check the guidelines to clarify the situation. MW thought the guidelines state LAFs are a statutory body that can advise: they do not say they cannot object. HA suggested they are available at meetings.

Resolved PM and MW will look into the issue and report to the next meeting with the aim of clarifying our position.

CALDERDALE LAF

JS reported that the LAF is thriving with 2 councillors attending regularly. There are historic problems to correct but the council is trying hard to move in the right direction. We have meetings every 2 months. Online meetings have made it easier for people to attend and we plan to carry that on.

MC commented that the Forum is engaging well. It has the council support and is representative of the population, including cyclists and a strong disability membership. The list of claims is steadily being dealt with.

LEEDS LAF

MW reported that:

- The Forum last met on 16th May and next meets on 19th September. We have continued to hold 4 business meetings per year with a site visit in the summer.
- We had a presentation by Sustrans on the proposed improvements between Rothwell and Temple Newsam funded by Highways England. An update is scheduled for the September meeting.
- The LAF has lodged an objection to Networks Rail's TWAO application for enhancements to the Trans Pennine route between Leeds and Micklefield. The objection relates to the proposed closure of the bridleway crossing at Micklefield.
- The site visit in July was to Post Hill in west Leeds the site of a DMMO to upgrade 2 footpaths to bridleway and add a linking bridleway between them.
- The Forum continues to be part of pre-consultations for PPOs and DMMOs.
- The Forum is consulted on Neighbourhood Plans and the advice given is usually followed by Neighbourhood Forums and Inspectors.
- Following the departure of the Principal Definitive Map Officer to PINS the PROW team has now recruited a Definitive Map Manager and a Definitive Map Officer; a vacancy for a second Definitive Map Officer remains.

BB gave an update on staffing: with Charlotte Hamer is now the Definitive Map Manager and Finn Connor-Watson is now the Definitive Map Officer. The rest of the team consists of BB and 2 officers who oversee a range of duties over the whole area.

PM mentioned a particular unrecorded path brought to their attention by a planning application. There are many similar instances dotted around the area

and because people use them daily without challenge, it doesn't occur to anyone that they need to be claimed.

11. Items for next agenda

HA's suggested s.14 statistics, DM to coordinate collection.

HA also suggested inviting Russell Varley a RoW officer of City of York Council to attend. She had met him recently and thought he may be able to let us know about progress in York as they don't appear to have had a LAF for some time.

DM is liaising with PB who will hopefully be able to share details of proposed Sustrans schemes, which we can distribute to LAFs and discuss at the next meeting.

PB also mentioned that the Active Travel guidance will be published early next year. DM to circulate when available

PA suggested inviting someone from Active Travel to give a presentation, and has a contact there who might be prepared to speak.

12. Date and location of next meeting

Date of the next meetings will be Wednesday 6th March 2024 (**NB.** This has been changed) – followed by Wednesday 4th September 2024.

This page is intentionally left blank

NORTH YORKSHIRE LOCAL ACCESS FORUM

Forward Plan 2024/25

Date of Meeting	
Standing items	<ul style="list-style-type: none"> • Minutes • Matters Arising • Public Questions and Statements • Secretary's Update Report • District Council Liaison Updates • Forward Plan
22 May 2024	<ul style="list-style-type: none"> • Election of Chair • Election of Vice Chair • Update on the re-structure of the Planning Teams following LGR • Natural England – Environmental Land Management Scheme (ELM's) Update – deferred from meeting held on 24 January 2024 • Sustrans Update • NYC Countryside Access Service (CAS) Annual Report
25 September 2024	<ul style="list-style-type: none"> • Network Rail Update
29 January 2025	
Suggested Future Items	<ul style="list-style-type: none"> • Rights of Way Improvement Plan • In-depth discussion on Reinstatement • Draft NYCC Active Travel Strategy

This page is intentionally left blank