

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

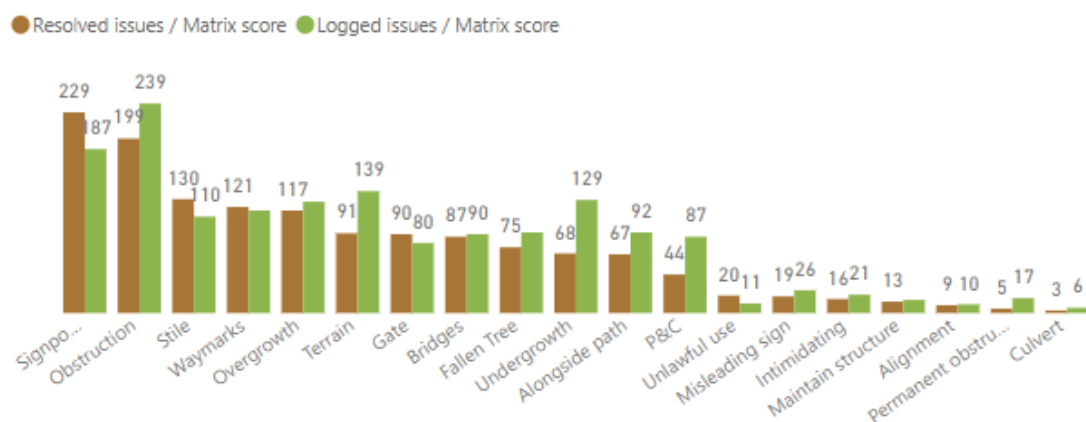


Figure 1 issues handled by type 2023-24

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:

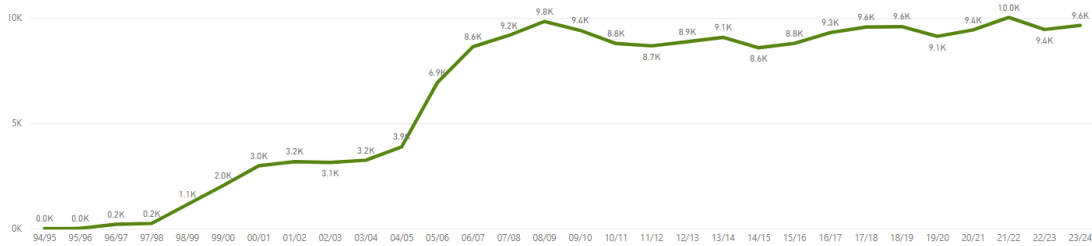


Figure 2 backlog history

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.

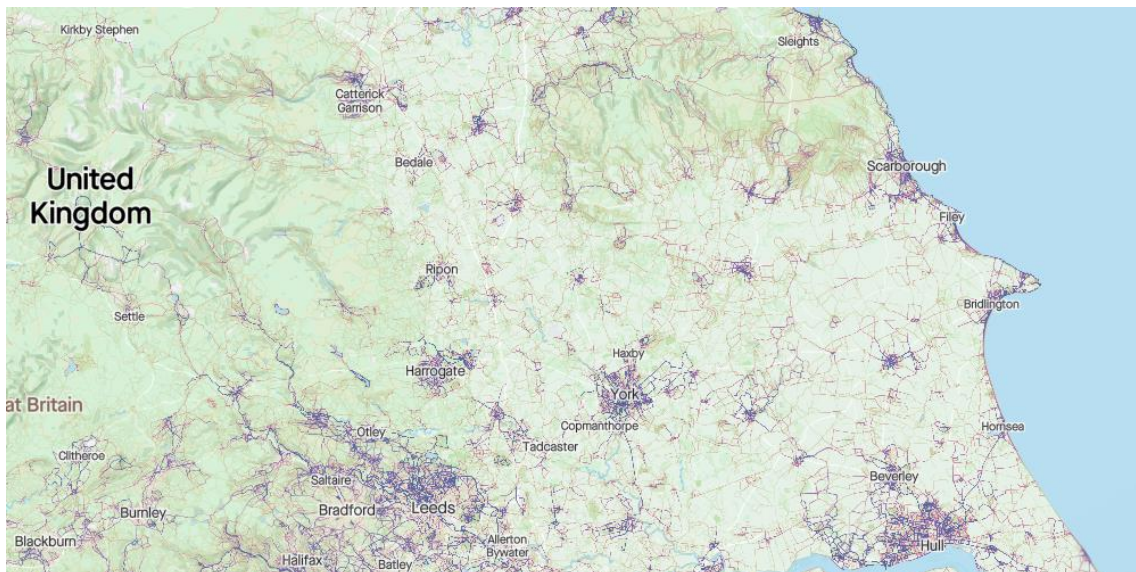


Figure 3 Strava Metro Walking Heatmap

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:

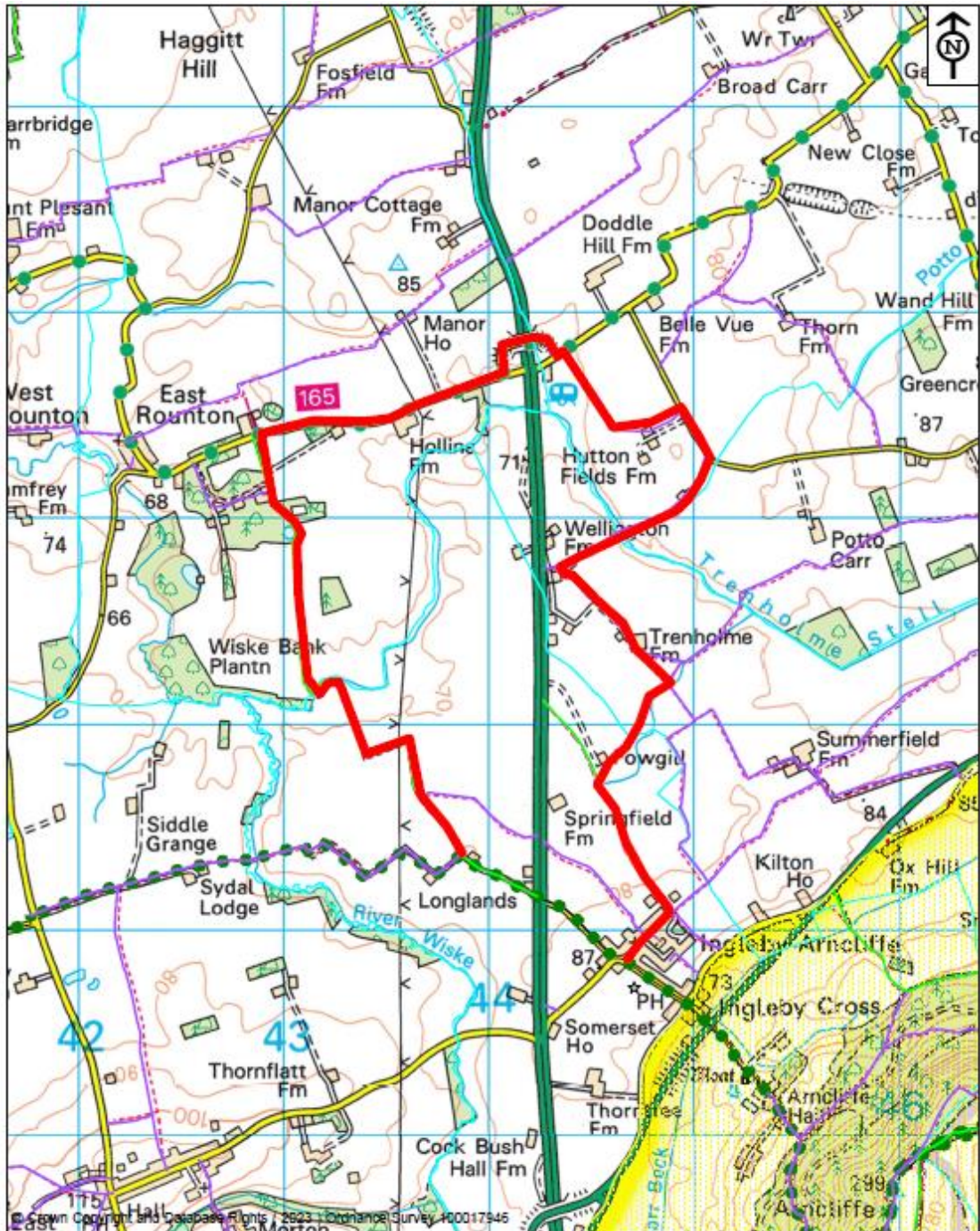


Figure 5 Coast to Coast National Trail alternative A19 crossing

- 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:

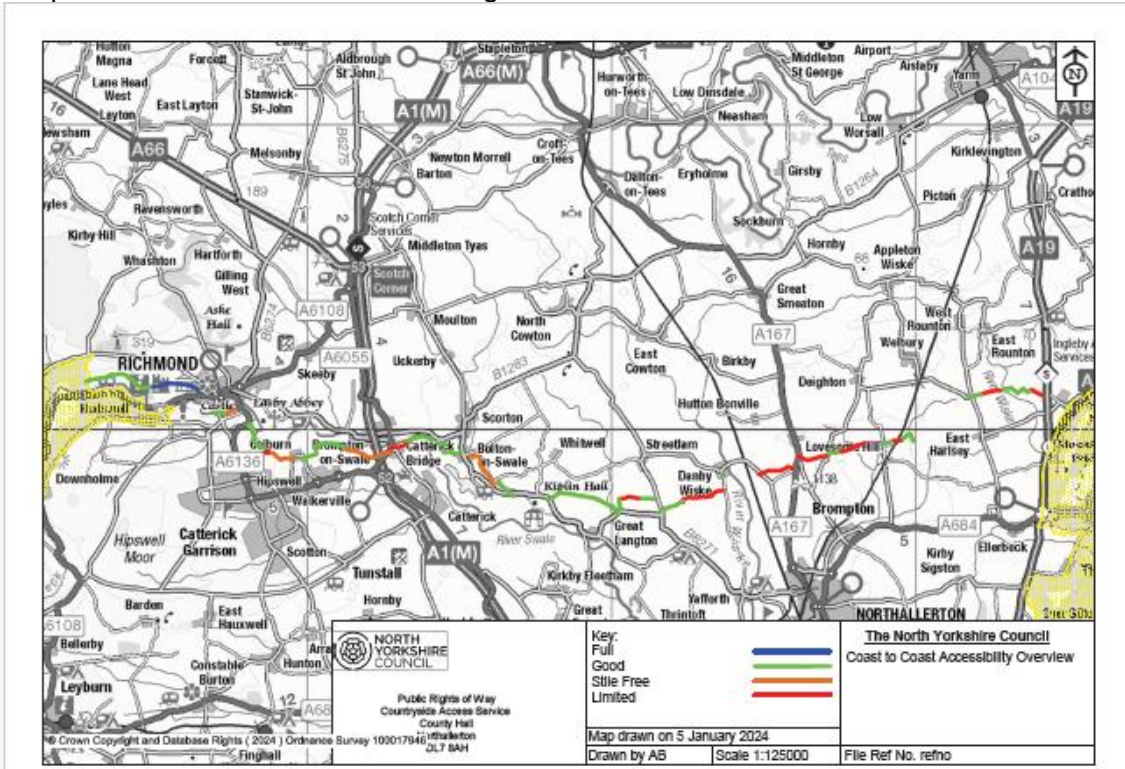


Figure 6 Coast to Coast National Trail accessibility audit

- 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

