

North Yorkshire Council

Corporate Director of Environment

11 August 2025

Installation of a Cattle Grid, near Low Askew Bridge, between Lastingham and Cropton

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Corporate Director - Environment, to apply for the installation of a Cattle Grid, near Low Askew Bridge, between Lastingham and Cropton

2.0 SUMMARY

- 2.1 This report introduces a proposal to construct a new cattle grid in Cropton, Pickering, North Yorkshire and a bypass on adjacent land, to be funded through Farming in Protected Landscapes (FiPL) grant by the North York Moors National Park Authority. The cattle grid is required as part of a scheme to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway.

3.0 BACKGROUND

- 3.1 A request has been received from Spaunton Commoners Association to approve the installation of a cattle grid near Low Askew bridge on the road between Lastingham and the Manor of Spaunton Boundary, Cropton, Pickering, North Yorkshire (Site coordinates 54°17'56.1"N, 0°51'19.3"W) and a bypass on the adjacent common land. A plan showing the proposed location of the cattle grid and bypass is included as Appendix 1. The cattle grid is required for the control of sheep to comply with the terms of a grazing licence agreement.
- 3.2 North York Moors National Park Authority support this application and has offered to grant fund the applicant for the full cost of the works, based on an estimate provided by the applicant to install a cattle grid and bypass to the Council standards. If approved, the works would be procured by the applicant and supervised by North Yorkshire Highways under a licence to work in the highway. The offer of funding from North York Moors National Park Authority was time limited, being valid to the end of March 2025, however, due to delay in legal proceedings associated with the consultations, North York Moors National Park Authority have agreed to extend the deadline beyond that date, so as to allow for the statutory procedures and installation to take place. It has been agreed that North York Moors will allow an extension for another financial year.

4.0 LOCAL HIGHWAY AUTHORITY WORK UNDERTAKEN TO SUPPORT THE INSTALLATION

- 4.1 Schedule 10 of the Highways Act 1980 requires notices to be published locally in the press in two consecutive weeks and displayed on site, inviting objections from the public about the installation of the cattle grid and bypass over a period of 28 days from the date of the first notice.

- 4.2 The Planning Inspectorate will also need to be consulted in accordance with Section 38 of The Commons Act 2006 to establish whether they have any objections to the installation of the bypass on the adjacent common land.
- 4.3 In the event that there are no unresolved objections to the statutory advertisement to the installation of the bypass on the adjacent common land, it is proposed that the highway authority, via Local Committee, may proceed to determine the question in Schedule 10 of the Highways Act 1980 namely:
- a) Whether it is expedient to place any part of a cattlegrid in, or provide a bypass on, any such land not forming part of a highway and not belonging to the highway authority therefore as is mentioned in section 82(4), [namely any common or waste land not forming part of the highway but adjoining the highway or adjacent thereto notwithstanding that it does not belong to the authority], or
 - b) Whether it is expedient to provide a bypass along any part of a highway, or
 - c) Whether the purpose for which a right to install gates is exercisable will be adequately achieved by the provision of a cattlegrid.
- 4.4 If, however, there are unresolved objections then a report will be brought back to this Local Committee as to whether the procedure should be continued, whereby any unresolved objections, together with the highway authority's observations and proposals will be considered by the relevant Government Minister and the Minister shall either cause a local inquiry to be held or afforded to any person by whom any representation has been duly made and not withdrawn and, where the highway authority is not the Minister, to that authority, an opportunity of appearing before and being heard by a person appointed by the Minister.
- 4.5 It should also be noted that the construction of the cattle grid by-pass will also require the dedication of a part of adjoining land to become part of the highway, and the legal agreement with the landowner, to allow this, will need to be completed before construction work can commence.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 The objections received during the consultation were received from the Ryedale Bridleways Group, the Byways and Bridleways Trust and the owners of the Low Askew Farm;
- 5.2 Objections are detailed in the table below with officer comment, a total of 17 points were raised across all objections.

Objectors NO.	Objection	Officer Comment	Addressed?
1. Ryedale Bridleways Group	a cattle grid is an obstruction to horse riders and carriage drivers in that they have to use by-pass gate to continue on the road. This is detrimental to their enjoyment.	It is accepted that the cattle grid alone is an obstruction to horse riders, and this is why a bypass is provided to permit appropriate access. There is a right of access and egress over the publicly maintainable highway but no obligation on the part of the local highway authority to ensure enjoyment of the highway.	Yes
1. Ryedale Bridleways Group	a cattle grid can be dangerous in that as well as looking at the traffic on the road, the equestrian has to	The gate is positioned at a safe distance from motorists, in compliance with design standard BS 4008:2006.	Yes

Objectors NO.	Objection	Officer Comment	Addressed?
	deal with opening and closing the gate.	Cattle grids are a typical feature of a rural community. The Local Highway Authority must consider all groups. The cattle grid will permit access for equestrian users, who should ensure their actions are compliant with their own safety	
1. Ryedale Bridleways Group	as a vehicle goes over the cattle grid it makes a rattling noise which could or often does upset the horse making it more difficult for the equestrian to use the by-pass gate.	On the highway there are inevitably conflicts between different road users and in all circumstances, equestrians are advised to approach the highway network with due care and consideration for the behaviour of their horse and this similarly applies when approaching any cattle grid. The grid will be appropriately signed and constructed and will not impede access for equestrians.	Yes
1. Ryedale Bridleways Group	"a horse which runs or steps into a cattle grid is likely to be very seriously injured and may have to be destroyed" (BHS Advice Note).	The cattle grid will be appropriately signed and the position of it will mean equestrians will have visibility of it on approach.	Yes
1. Ryedale Bridleways Group	the proposed cattle grid is very close to a significant bend in the road; a very unsuitable and potentially dangerous position if coming from the east in a westerly direction.	As above the cattle grid is designed in accordance with standards and is not considered to cause an undue hazard to road users. The road is a typical country route and all users should use accordingly. The cattle grid is provided to create a barrier to livestock and will therefore increase the safety for road users including equestrians at any adjacent bends. Road Safety Audit has been completed to ensure that health and safety of all highway users is not compromised.	Yes
1. Ryedale Bridleways Group	by-pass gates unless the surface is stoned, inevitably become muddy with use.	The surface will be constructed to NYC standard road construction specification with a AC20 dense asphalt concrete surfacing which will ensure that the surface does not become muddy.	Yes

Objectors NO.	Objection	Officer Comment	Addressed?
		The cattlegrid and bypass gate will be subject to routine inspection schedule, with any necessary maintenance undertaken accordingly.	
1. Ryedale Bridleways Group	by-pass gate catches often drop and require maintenance	As above	Yes
1. Ryedale Bridleways Group	the gate can be damaged and require maintenance.	As above	Yes
2. Byways and Bridleways Trust	why have you not consulted the organisations who represent vulnerable road users eg BHS, BBT, Cycling UK and Ramblers?	NYC Legal team published notice advising public of the proposed works on Wednesday 12 February 2025, there was a 28 day period for receipt of representations. All residents and all organisations were invited to comment on the proposal to install cattlegrid. Summary of all comments is listed in this table with relevant officer comments.	Yes
2. Byways and Bridleways Trust	any permanent gate across the road used by both the ridden and driven horse is a great limitation and if not regularly serviced can become an obstruction. Gates are particularly bad for the very young, elderly or infirm rider.	On the highway there are inevitably conflicts between different road users and in all circumstances equestrians are advised to approach the highway network with due care and consideration for the behaviour of their horse and this similarly applies when approaching any cattle grid. The grid will be appropriately signed and constructed and will not impede access for equestrians.	Yes
2. Byways and Bridleways Trust	any consultation should have reasons for the intended structure with a relevant map and diagrams of the guard rails between the grid and the bypass gate for equestrians.	The cattlegrid will be installed as per design standard BS 4008:2006. The notice advising public of the proposed works published on Wednesday 12 February 2025 included all necessary information.	Yes
2. Byways and Bridleways Trust	if a rider falls off a horse and it gallops off, it can easily break its leg in a cattle grid, I have witnessed this.	The gate is positioned at a safe distance from motorists, in compliance with design standard BS 4008:2006. Cattle grids are a typical feature of a rural community. The Local Highway Authority must consider all groups.	Yes

Objectors NO.	Objection	Officer Comment	Addressed?
		The cattle grid will permit access for equestrian users, who should ensure their actions are compliant with their own safety	
2. Byways and Bridleways Trust	there are other means of controlling grazing animals on land which for what ever reason should not be fenced. Modern technology can provide invisible electric fences when the animals wear a collar with the technology.	Cattle grids are a typical feature of a rural community. The Local Highway Authority must consider all groups. The cattle grid is required as part of a scheme to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway.	Yes
3. Owners of Low Askew Farm	Farmers owning sheep which are hefted to this area of the North Yorks Moors, generally keep them under control, however, there are one or two who are less diligent and leave them to roam further afield which is why their sheep can be found straying over the bridge. These farmers should be made responsible for controlling their sheep; if they did, a cattle grid would serve no purpose. We are concerned that there may be a conflict of interest with those eager to propose the cattle grid, as they have not been open with their proposal. We would, at least, have expected a site visit to have been arranged in which we would have been included. On the contrary, we appear to have been deliberately kept in the dark.	Cattle grids are a typical feature of a rural community. The Local Highway Authority must consider all groups. The cattle grid is required as part of a scheme to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway. NYC Legal team published notice advising public of the proposed works on Wednesday 12 February 2025, there was a 28 day period for receipt of representations. All residents and all organisations were invited to comment on the proposal to install cattlegrid. Summary of all comments is listed in this table with relevant officer comments.	Yes
3. Owners of Low Askew Farm	Should cattle grid be installed, we feel that many problems would occur as a consequence such as sheep bunching-up on the bridge with cars and heavy vehicles building up behind them. This will cause them to panic and probably jump over the bridge parapet into the river bellows. Consequently, this would mean traffic reversing – or at least trying to – on the narrow	As above the cattle grid is designed in accordance with standards and is not considered to cause an undue hazard to road users. The road is a typical country route and all users should use accordingly. The cattle grid is provided to create a barrier to livestock and will therefore increase the safety for road users including equestrians at any adjacent	Yes

Objectors NO.	Objection	Officer Comment	Addressed?
	<p>road back to the junction and a very dangerous corner. All who regularly drive across the humped back bridge from the Lastingham Junction heading to Cropton, are acutely aware of the dangerous blind spot as they approach, indeed it is an unwritten code that they pause before crossing, so as to assess any oncoming traffic. It will be very difficult for them to see a group of sheep bunched up on the other side, as it is to see an approaching car. We have measured the length of the road between the centre of the bridge to the corner on the Cropton side which is 112 metres, a very short distance on a very narrow road. There is also the added problem of walkers who enter and exit the public footpath through the gate just before the bridge on the Lastingham side which goes through our land.</p>	<p>bends. Road Safety Audit has been completed to ensure that health and safety of all highway users has been considered.</p>	
<p>3. Owners of Low Askew Farm</p>	<p>And this we feel most strongly about: The area beneath the bridge is an otter pool where otters are frequently spotted. Otters were reintroduced to this area through the Vincent Wildlife Trust soon after we moved here in 1983, when we became involved with the project. Over the years, with our help, the otters have flourished and the population has increased. They are shy creatures which are often spotted near the bridge. The loud noise of traffic crossing the grid and the possibility of fatalities, should they try to cross it, could seriously affect their survival in this special area of the National Park. Another victim would be the Daubenton, and other species of bats, which for as long as we can remember, have roosted under the bridge, the</p>	<p>Designs for the cattlegrid were carefully considered and shared with North Yorks Moors Conservation & Climate Change Department who commented that whilst there will be a small increase of noise from traffic crossing the grid, the wildlife of the area including otters will soon habituate to it, and occasional small disturbance may have the beneficial effect of keeping otters away from the road and thus reduce the risk of casualties.</p>	<p>Yes</p>

Objectors NO.	Objection	Officer Comment	Addressed?
	perfect habitat for these protected species which are highly sensitive to sound.		
3. Owners of Low Askew Farm	Finally, from an aesthetic and heritage point-of-view, the installation of a cattle grid so close to this lovely old bridge would deprive visitors and those living in the area of its rural past, which from early photographs has changed little.	Cattle grids are a typical feature of a rural community. The Local Highway Authority must consider all groups. The cattle grid is required as part of a scheme to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway.	Yes

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 No alternative options were considered. There is no alternative way of providing the barrier to livestock. The cattlegrid will ensure there is no conflict between livestock and other road users on inappropriate sections of road.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 7.1 The Cattlegrid will become part of the council's structure portfolio and will be maintained by the council. A commuted sum of value £39,337 has been calculated and would be collected from the applicant to cover maintenance costs of the cattlegrid, in line with NYC's commuted sum guidance.

8.0 FINANCIAL IMPLICATIONS

- 8.1 In respect of the proposed cattle grid at Cropton, Pickering, North Yorkshire, the project is fully funded by North York Moors National Park Authority, so there is no capital cost to the Council. Any future revenue maintenance cost will be funded from commuted sum monies collected from the applicant prior to establishing the Section 278 Highways Act agreement for the construction works. Should any further costs be incurred due to the matter being referred to the Secretary of State for approval, which are estimated to be no more than £5,000, these costs would be recovered from the applicant Spaunton Commoners Association.

9.0 LEGAL IMPLICATIONS

- 9.1 Under section 82 of the Highways Act 1980 the Highway Authority has powers to install and maintain cattle grids where they consider this course of action expedient for controlling the passage of animals along the highway. Schedule 10 of the Highways Act 1980 describes the procedure for determination by Highway Authority of certain questions arising in connection with provision of cattle grid or bypass.
- 9.2 The consent of the Planning Inspectorate to the installation of the bypass on the adjacent common land should be obtained, in accordance with Section 278 of The Highways Act 1980.

10.0 EQUALITIES IMPLICATIONS

- 10.1 There are no equality implications arising from the installation of the cattlegrid, which by design caters for all road users.

11.0 CLIMATE CHANGE IMPLICATIONS

11.1 There are no climate change implications arising from the installation of the cattlegrid, there is however a benefit to land management, as livestock grazing will be mindfully controlled. Positive land management may make incremental improvement to climate change in upper catchment areas. Initial Climate Change Impact Assessment screening form attached at Appendix B.

12.0 CONCLUSIONS

12.1 This report outlines a proposal to install a new cattle grid in Cropton, North Yorkshire for the purposes of controlling the passage of animals along the highway. Whilst objections were received, they had all been considered and ameliorated by the design and location of the cattle grid. It is therefore proposed to approve this proposal so the matter can then be referred to Secretary of State, subject to:

- a) there being no unaddressed objections received as a result of the statutory advertisement requirements set out in Schedule 10 of the Highways Act 1980.
- b) the satisfactory dedication of land as highway for the purposes of the cattle-grid bypass on the adjacent common land.
- c) there being no objections from the Planning Inspectorate to the installation of the bypass on the common land.

12.2 Whilst unresolved objections remain officers are of the view that the points raised have all been addressed and ameliorated by the design and location of the cattle grid.

13.0 REASONS FOR RECOMMENDATIONS

13.1 In the interest of highway safety and to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway.

14.0 RECOMMENDATION(S)

14.1 It is recommended to:

- i. approve the proposal to install a new cattle grid in Cropton, North Yorkshire for the purposes of controlling the passage of animals along the highway so the matter can be referred to Secretary of State for a final decision given that there are unresolved objections.

APPENDICES:

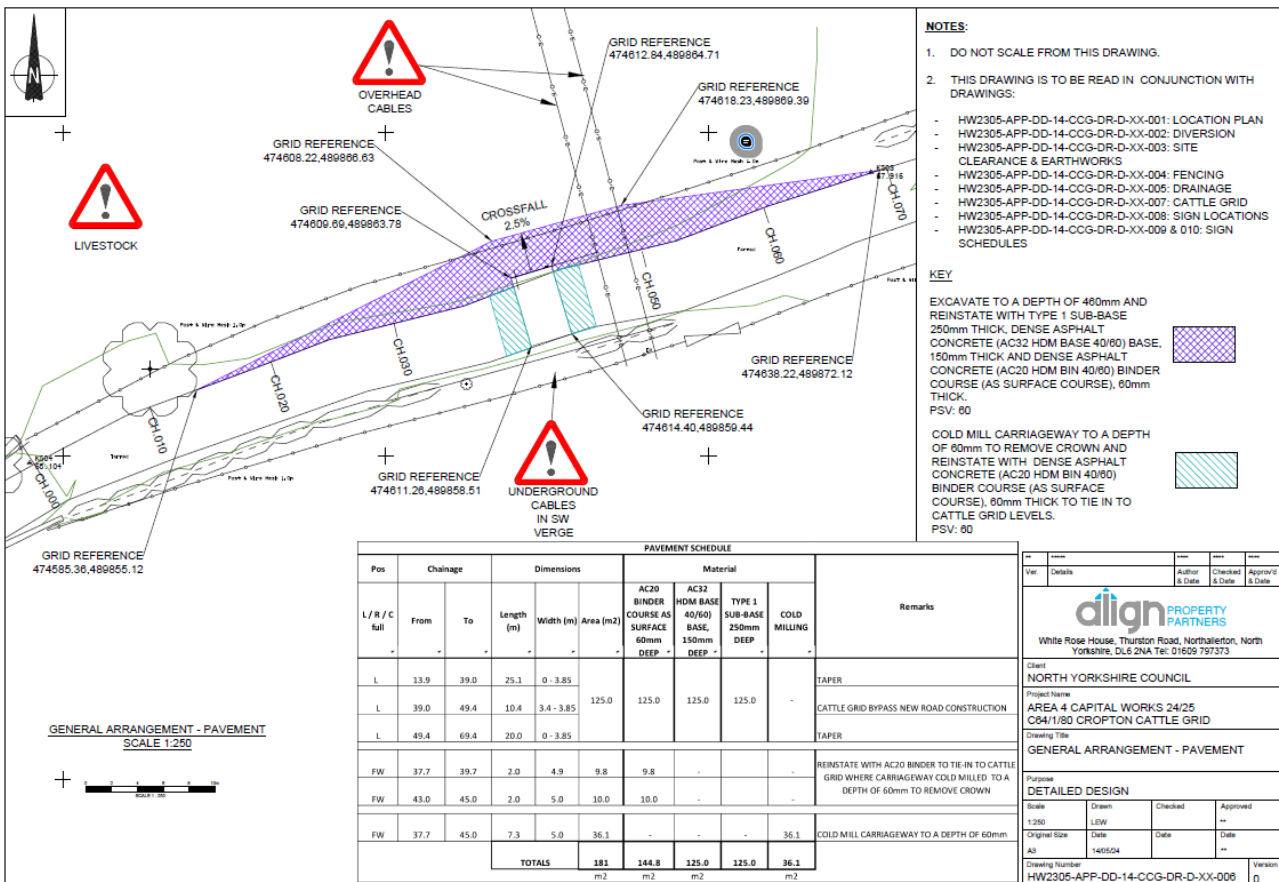
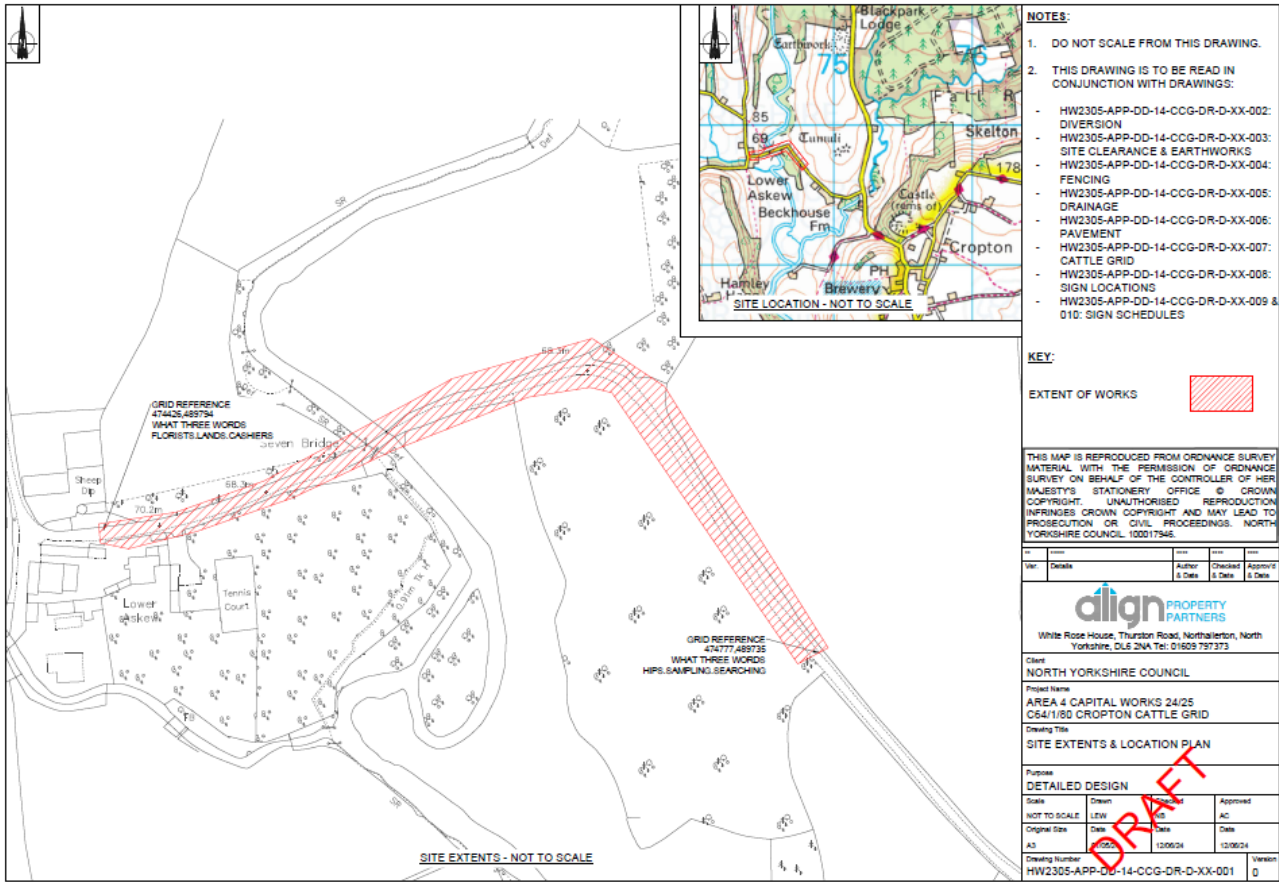
Appendix A – Location of cattlegrid

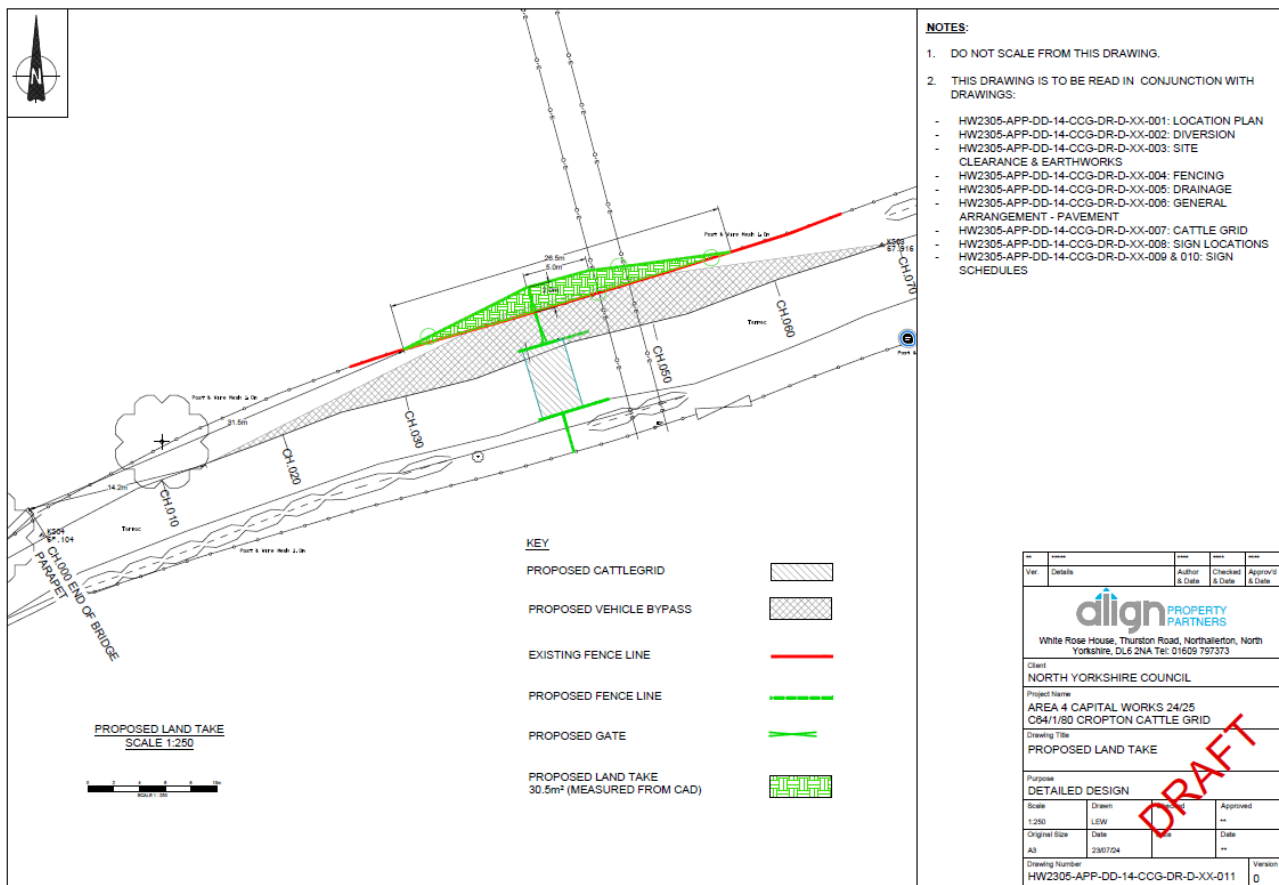
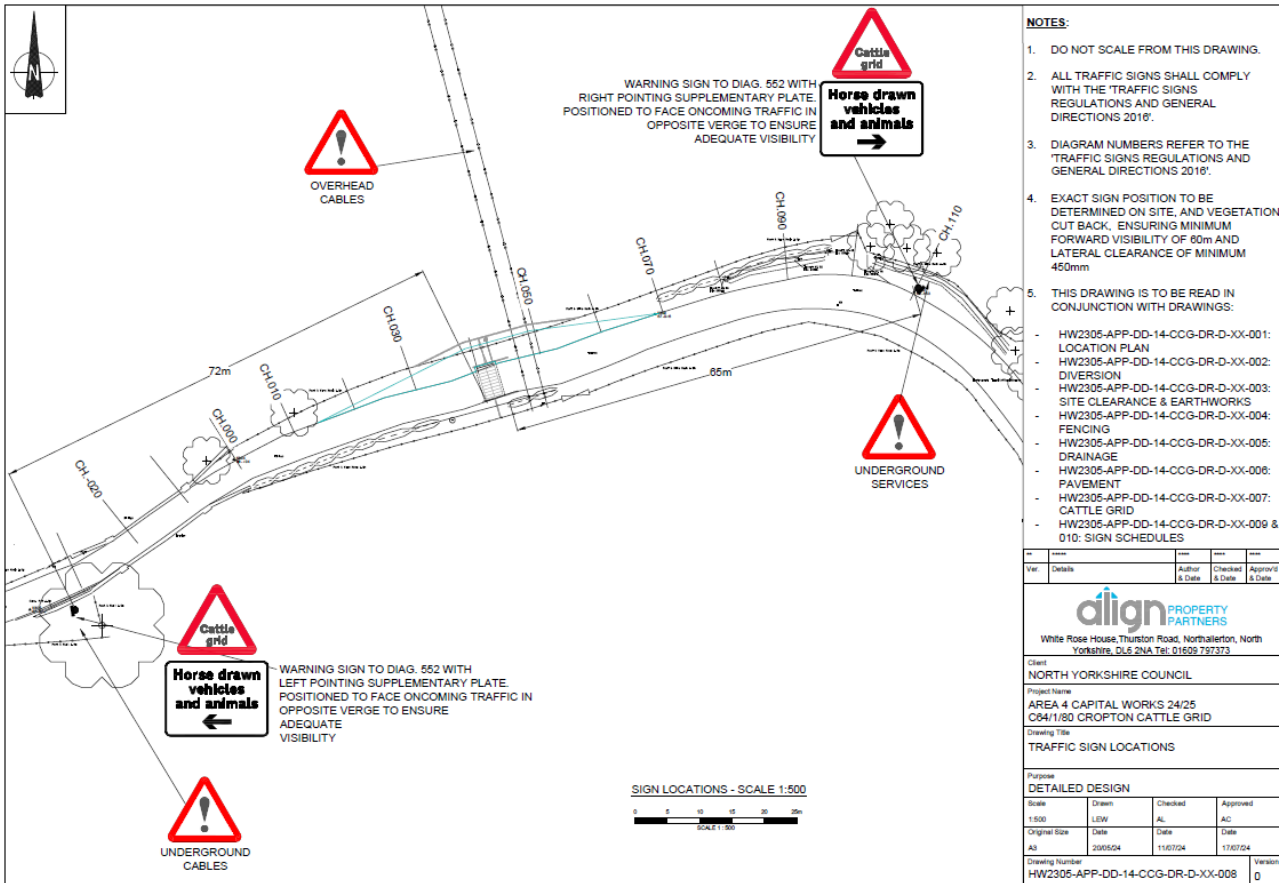
Appendix B – Initial Climate Change Impact Assessment Form

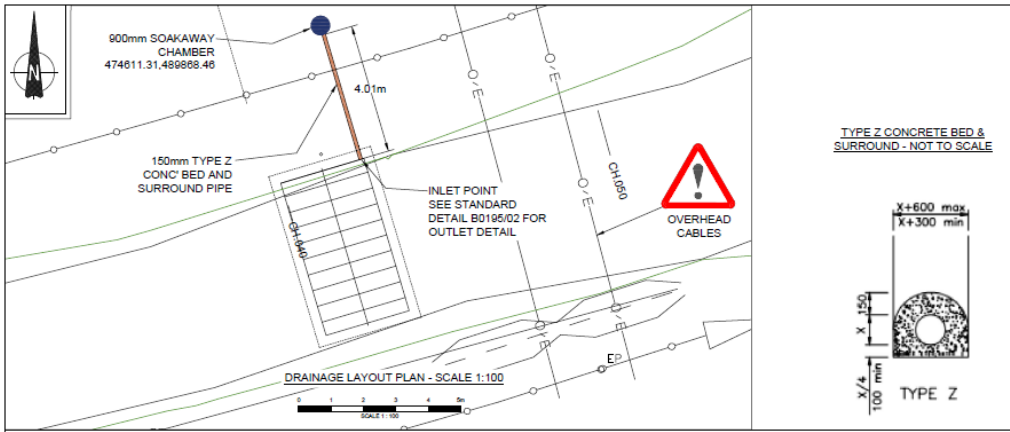
BACKGROUND DOCUMENTS: - none

Barrie Mason
Assistant Director – Highways and Infrastructure
County Hall
Northallerton

Report Author and Presenter – Marketa Kocianova, Senior Highway Engineer

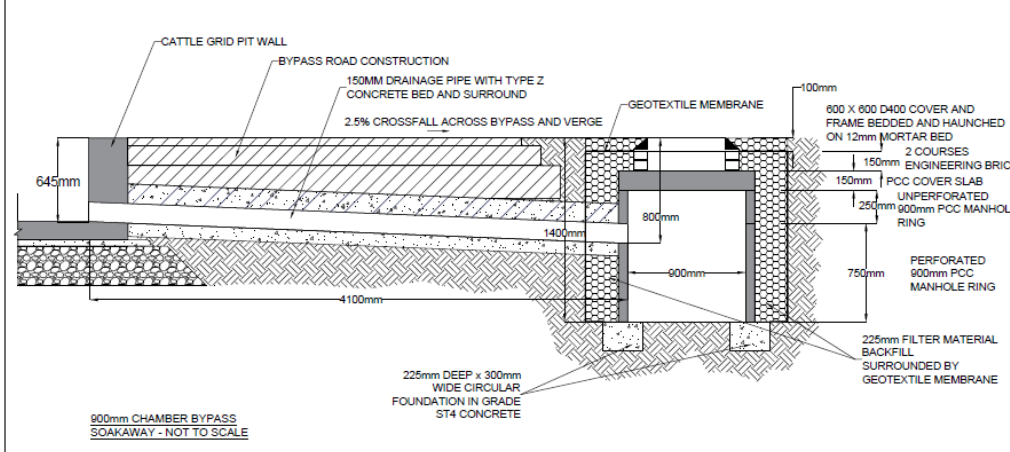






NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWINGS:
 - HW2305-APP-DD-14-CCG-DR-D-XX-001: LOCATION PLAN
 - HW2305-APP-DD-14-CCG-DR-D-XX-002: DIVERSION
 - HW2305-APP-DD-14-CCG-DR-D-XX-003: SITE CLEARANCE & EARTHWORKS
 - HW2305-APP-DD-14-CCG-DR-D-XX-004: FENCING
 - HW2305-APP-DD-14-CCG-DR-D-XX-006: PAVEMENT
 - HW2305-APP-DD-14-CCG-DR-D-XX-007: CATTLE GRID
 - HW2305-APP-DD-14-CCG-DR-D-XX-008: SIGN LOCATIONS
 - HW2305-APP-DD-14-CCG-DR-D-XX-009 & 010: SIGN SCHEDULES
- FOR INLET DETAIL SEE STANDARD DETAIL B0195/02



Rev	Details	Author & Date	Checked & Date	Approved & Date

align PROPERTY PARTNERS

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Client: NORTH YORKSHIRE COUNCIL

Project Name: AREA 4 CAPITAL WORKS 24/25 C64/1/80 CROPTON CATTLE GRID

Drawing Title: DRAINAGE CONSTRUCTION DETAILS

Purpose: DETAILED DESIGN

Scale	Drawn	Checked	Approved
A6 SHOWN	LEW	AC	AC
Original Size	Date	Date	Date
A3	25/02/24	11/07/24	11/07/24

Drawing Number: HW2305-APP-DD-14-CCG-DR-D-XX-005 Version: 0

DRAFT

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Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Installation of a Cattle Grid, near Low Askew Bridge, between Lastingham and Cropton
Brief description of proposal	The proposal is to construct a new cattle grid in Cropton, Pickering, North Yorkshire and a bypass on adjacent land. The cattle grid is required as part of a scheme to control sheep grazing on common land and is considered necessary for controlling the passage of animals along the highway.
Directorate	Environment
Service area	Highway Development Service
Lead officer	Marketa Kocianova, Senior Highway Engineer
Names and roles of other people involved in carrying out the impact assessment	none

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	Increases emissions	No Effect on emissions	Increases emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	Positive impact on ecology	Positive impact on ecology	Positive impact on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full CCIA:	<input type="checkbox"/>
Reason for decision	While some impact on Greenhouse gas emissions was considered during installation of cattlegrid, the scheme will have a positive ecological impact as it will assist with controlling the safe passage of animals along the highway.			
Signed (Assistant Director or equivalent)	Barrie Mason, Assistant Director – Highways and Infrastructure			
Date	11/08/2025			