



North

Yorkshire County Council

Business and Environmental Services

# People, Paths & Places

The Rights of Way Improvement Plan for North Yorkshire

2007 – 2011



Improving local rights  
of way in North Yorkshire

Supported by:



YORKSHIRE DALES  
National Park Authority

**CountrysideService**

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# Foreword

North Yorkshire has the longest rights of way network in the country, some 10,097km (6,311 miles) in length. Rights of way have served our transport needs for centuries, providing our predecessors with routes to travel between farms, communities and places of work.

The network is an intrinsic part of our culture, heritage and relationship with our environment to this day. It still provide us with a means of accessing local schools, work, shops, public transport hubs, community centres and other services and recreational facilities. This is especially true in North Yorkshire with its National Parks, Areas of Outstanding Natural Beauty, Heritage Coast and equally attractive undesignated landscapes of Wolds, Vales, Fells and Valleys. The rights of way network is one of the most socially inclusive transport networks available to us and it impacts all aspects of our lives including improving our health, economy, culture, education, tourism, environment, and heritage and widens our transport choices.

The Rights of Way Improvement Plan is a statutory document that all Highway Authorities are required to produce by November 2007. It heralds an era of change for the network, bringing it from the past where it has sometimes been undervalued and under developed to a pivotal place in history.

The plan is about how we intend to improve the management, maintenance, location and promotion of local rights of way over the coming years. It is therefore about sowing the seeds for change which will ensure that the network is valued by future generations. It is about listening to each other and working together in partnership to meet our future recreational and sustainable transport needs.

The North Yorkshire Rights of Way Improvement Plan has been jointly prepared by the County Council as lead Highway Authority together with the North York Moors National Park Authority and Yorkshire Dales National Park Authority who have delegated responsibility with regard to rights of way within their areas.

Widespread consultation has been undertaken. An initial public consultation was carried out in 2004 followed by a public consultation on the draft plan in 2007. Advice was sought from the three Local Access Forums in North Yorkshire as well as the Steering Group who were set up to oversee production of this plan.

If you are unfamiliar with rights of way it is our aspiration that you learn more about them and take part in shaping their future as this plan is implemented in the coming years.

It is only when people work together that real change can be achieved. We are being challenged about the sustainability of our lifestyle, from our physical inactivity to our depletion of natural resources and impact on climate change. These issues may be seen as an inconvenient truth but we are in charge of our destiny and this plan contributes to a more sustainable future.



**Gordon Gresty**  
CORPORATE DIRECTOR  
– Business and Environmental Services

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## Accompanying technical summaries

1. Consultation Results (2004), Technical Summary for the Rights of Way Improvement Plan “People, Paths and Places”, *North Yorkshire County Council, March 2007.*
2. Assessment Methodology, Technical Summary for the Rights of Way Improvement Plan “People, Paths and Places”, *North Yorkshire County Council, March 2007.*
3. Related Plans and Strategies, Technical Summary for the Rights of Way Improvement Plan “People, Paths and Places”, *North Yorkshire County Council, March 2007.*
4. Local Issues, Technical Summary for the Rights of Way Improvement Plan “People, Paths and Places”, *North Yorkshire County Council, March 2007.*

## Accompanying Assessments

5. Rights of Way Improvement Plan Strategic Environmental Assessment – Environmental Report, *North Yorkshire County Council, March 2007.*
6. Assessment under the European Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora: Screening Report *North Yorkshire County Council, November 2007*

*Please contact the County Council (contact details previously provided) for details about how to obtain a copy of one or more of the technical summaries.*



*Multiuser route (courtesy of Mr L. Ford, Trans Pennine Trail)*

# Executive summary

1. Local rights of way consist of footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic. North Yorkshire has over 10,000 km (6,311 miles) of rights of way, the longest rights of way network in the country. The value of network assets is in the order of at least £23 million. Enjoyment of the network is estimated to involve in the order of 23 million visitor days each year<sup>1</sup>.
2. Whilst the network enables access to outstanding British landscapes, it also provides safe off road access to local shops, post offices, pubs, schools, employment, camping or caravan sites, bus stops, train stations and many other local destinations. The network increases opportunities for sustainable travel and in so doing helps to reduce congestion, improve air quality, enhance accessibility and improve safety.
3. At least £450 million of direct expenditure is generated per annum from the rights of way network in North Yorkshire<sup>2</sup>. The foot and mouth disease epidemic of 2001/2 proved beyond reasonable doubt that the economic value of the rights of way network is immense, especially in North Yorkshire<sup>3</sup>. Not only does it provide income for businesses as diverse as outdoor equipment specialists to hoteliers but it can help retain rural services which might otherwise disappear.
4. Health care as a result of physical inactivity is estimated to cost each person in Britain £130 to £200<sup>4</sup>. The rights of way network provides people with the means to become more active, thereby reducing obesity and disease associated with a sedentary lifestyle. It also helps a growing number of people to combat mental health problems. Outdoor recreation can help alleviate stress and increase self esteem as it is a means of escaping from modern day life and re-connecting with the beauty of the natural environment, often in places of solitude.
5. Rights of way can promote better citizenship by providing opportunities to volunteer, learn and value the environment and develop life skills. The network enhances quality of life in a way which cannot be directly financially valued. It offers personal development and



Family cycling at Grass Woods  
(courtesy of the Yorkshire Dales National Park Authority)

challenge and can be classed as participation in sport. Rights of way are also part of our culture and heritage as they are the means by which our ancestors travelled from home to work and the local community, on foot, horseback or by horse and cart/carriage. The network provides access to the countryside which has inspired countless writers, artists and poets over the centuries. The rights of way network is a 'living street' enabling people to recreate with family and friends and interact with other people. The outdoors provides a means to discover and have fun, maintaining our physical and mental well-being.

<sup>1</sup> Estimated from statistics for overnight stays in North Yorkshire in 2001 (*Yorkshire Tourist Board*) and the ratio of relevant leisure day activities undertaken on rights of way from the GB Leisure Day Visits: Report of the 2002 – 03 Great Britain Day Visits Survey, *TNS Travel & Tourism*, May 2004.

<sup>2</sup> Scaled figure for whole county from findings of the report 'Craven Access Enhancement & Promotion: A Report for the Yorkshire Dales National Park Authority' (*Ecotec Research & Consulting*, 2003).

<sup>3</sup> Foot and Mouth Disease: the state of the countryside, *The Countryside Agency*, August 2001, CAX63

<sup>4</sup> Report on the Health Benefit of the Rights of Way Network, *Cheshire County Council*, (research funded by the Countryside Agency (now Natural England) 2004/5, an Exemplar RoWIP)

6. The plan provides an opportunity for change. In the past, rights of way have sometimes been under valued and stakeholders have often adopted entrenched and confrontational viewpoints. The plan is about sowing the seeds for change, ensuring that the network is valued by our children and future generations. It is about listening to each other, compromising, co-operating and working together in partnership to meet our future recreational and sustainable transport needs. Current users may have seen rights of way plans as a panacea for individual agendas while some landowners have viewed them with suspicion. However, the Rights of Way Improvement Plan is a strategic document which embraces the need for change as a fundamental starting point.
7. The following chapters describe how the plan was prepared, what conclusions have been made from various assessments of the network and what residents and users want to see improved. This has led to the identification of nine overall plan objectives:
  1. To improve the accessibility of goods, services and recreational opportunities.
  2. To improve and promote the use of the network for people with a range of expectations, interests and levels of ability.
  3. To maintain rights of way in a manner that reflects current and future demand.
  4. To maintain and maximise the significant benefit the rights of way network provides to the local and regional economy.
  5. To develop rights of way to meet current and future demand.
  6. To sustainably manage and promote the rights of way network and maximise its contribution to a more sustainable environment.
  7. To encourage the use of rights of way to promote health and well-being as part of an active lifestyle.
  8. To improve the safety of non-motorised users both on highways shared with motor vehicles and on the rights of way network.
  9. To promote partnership at all levels in delivering this plan.
  8. These nine objectives sit under an overall vision of 'continually improving sustainable access for all'. Each objective will be delivered by specific actions over the plan period of 2007–2011.
9. The plan will progressively integrate with local transport planning and integrate with the Local Transport Plan for North Yorkshire beyond 2011.
10. Integrating the development and management of the entire local highway network including rights of way widens choice for travellers, encourages people to travel more sustainably and widens the range of measures available to achieve this.
11. The plan touches all areas of our lives including health, economy, culture, tourism and many other spheres. This is a plan for partnership at all levels. It is only when people work together that change can really be achieved. We are being challenged about the sustainability of our lifestyle, from our physical inactivity to our depletion of natural resources and its impact on climate change. These issues may be seen as an inconvenient truth but we are in charge of our own destiny and this plan contributes to a sustainable future.



*Snowy track (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*

# Origins, Context & Scope

## 1.1 The need for an Improvement Plan

- 1.1.1 The National Rights of Way Condition Survey<sup>5</sup>, supported the view that local rights of way are an under used resource. The Countryside Agency (now Natural England) found that rights of way suffer from a poor public image with regard to both their availability and condition and that there are various barriers that prevent people from using the network. These barriers can be physical, intellectual, psychological or cultural<sup>6</sup>.
- 1.1.2 Recent events and issues have highlighted the importance of the rights of way network. Foot and mouth disease put access to the countryside into much sharper focus in 2001 and again in 2007. The impact of events in 2001 resulted in business decline and collapse on a scale which had never before been experienced. The increasing incidence of childhood and adult obesity within Britain is focusing our attention on ways of becoming more active. There is widespread recognition that our reliance on the private motor vehicle is a significant contributory factor both to this and climate change.
- 1.1.3 The rights of way network was the system of choice in the past, providing the means of walking, horse riding or travelling by horse and cart between farms, communities and workplaces. It will play an increasing role in the future transport choices that we make.



*New directions – finger post (courtesy of Natural England)*

## 1.2 Legal context

- 1.2.1 The need to improve rights of way is now enshrined in the Countryside & Rights of Way Act 2000<sup>7</sup>. The preparation of a Rights of Way Improvement Plan (RoWIP) is a statutory duty contained in sections 60 to 62 of the Act which commenced in November 2002. Statutory Guidance for the preparation, publishing, assessment and review of a RoWIP was published by Defra in November 2002<sup>8</sup>. All highway authorities have a duty to prepare an Improvement Plan by 21st November 2007. Once an Improvement Plan is produced, it must be reviewed at not more than ten year intervals following publication.

## 1.3 What is a Rights of Way Improvement Plan?

- 1.3.1 The function and scope of Rights of Way Improvement Plans is set out in Government Guidance. The plan is seen as the “prime means by which a local highway authority will identify changes to be made to the management and improvement of the local rights of way network to meet the Government aims of better provision for walkers, cyclists, equestrians and people with mobility problems.” It is felt that “improved management of the network, better information and the creation of some carefully chosen new routes would make a significant difference.”
- 1.3.2 Additional guidance has since been provided linking Improvement Plans to the Governments shared priorities for Local Transport Plans (LTP)<sup>9</sup>. This states that Improvement Plans will be progressively integrated with LTPs and therefore will:
- Provide an assessment of the extent that local rights of way meet current and likely future public need.

<sup>5</sup> Rights of Way Condition Survey 2000, *Countryside Agency*, 2001

<sup>6</sup> Diversity Review and Draft Diversity Action Plan, *Countryside Agency*, 2006

<sup>7</sup> Countryside & Rights of Way Act 2000, HMSO, 2000

<sup>8</sup> Rights of Way Improvement Plans: Statutory Guidance to Local Highway Authorities in England, *Department of Environment, Food & Rural Affairs*, November 2002.

<sup>9</sup> Local Transport Plan 2 (2006–2011) Full Guidance on Local Transport Plans, *Department for Transport*, December 2004

- Assess opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment.
- Assess the accessibility of local rights of way to people who are blind or partially sighted and others with mobility problems.
- Contribute to the Governments shared priorities for Local Transport Plans of reducing congestion; improving air quality; enhancing accessibility and improving safety; the four shared LTP priorities which will be referred to throughout this plan.



*Osmotherley in winter (courtesy of Mr E. Nicholl www.thegreypanthers.com)*

### 1.4 Responsibility for preparation of the Plan

- 1.4.1 Whilst the overall responsibility for developing a Rights of Way Improvement Plan rests with the County Council as lead local highway authority, the Yorkshire Dales and North York Moors National Park Authorities have Agency Agreements with the County Council for public rights of way (see paragraph 1.12) over significant areas of the county (referred to as delegated highway authority responsibility). For this reason the Plan has been prepared in partnership between the three authorities.

### 1.5 What is included in a Rights of Way Improvement Plan?

- 1.5.1 Rights of Way Improvement Plans set the strategic priorities for improving local rights of way over a number of years. They are therefore concerned primarily with establishing policy rather than recommending changes at individual path level.
- 1.5.2 The Plan sets out how strategic objectives have been arrived at using conclusions which

have been drawn from consultation and an assessment of the rights of way network. For each strategic objective there are a number of recommended actions which need to be implemented in order to ensure that the priority is met.

- 1.5.3 The objectives and actions provide the framework upon which future annual work programmes (operational allocation of staff and resource) can be more clearly defined by the County Council and its partners. The actions also enable targets and indicators to be set, to measure the degree of improvement over the lifecycle of the plan. More detailed plans and targets on individual schemes will be set out in an Annual Business Plan. These will additionally include information about cost together with overall progress on strategic actions outlined in this plan in chapter 6. An Annual Business Plan will be a working document that is regularly updated and made available for inspection by the public in a similar way to the Improvement Plan.

### 1.6 The future of Rights of Way Improvement Plans

- 1.6.1 Once an Improvement Plan is produced the plan must be reviewed at not more than ten year intervals following publication. The Office of the Deputy Prime Minister however reviewed the number of plans and policies that local authorities were tasked with preparing and so this plan will be progressively merged with local transport planning up to 2011<sup>10</sup>.



*Access to the coast (photographer T. Bunney, (courtesy of Mr M. Hodgson, National Trail Officer – North York Moors National Park)*

<sup>10</sup> Local Transport Plan 2 (2006 – 2011) Full Guidance on Local Transport Plans, *Department for Transport*, December 2004

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1.6.2 To help facilitate this integration process a RoWIP position statement was required to be included in the North Yorkshire LTP for the period 2006–2011. This can be found in appendix K of the current LTP for North Yorkshire, accessible on the County Council website.

### 1.7 What is a Local Transport Plan?

1.7.1 A Local Transport Plan (LTP) is a strategic and corporate document that is prepared by a local highway authority, set within the context of regional economic and spatial strategies, cutting across local authority boundaries and developed in partnership with stakeholders.

1.7.2 It gives a realistic view of future transport investment. LTPs provide a set of long term policy objectives for developing, managing, maintaining, delivering and integrating local transport improvements with a short term five year implementation plan. The Government provides a block allocation of funding for

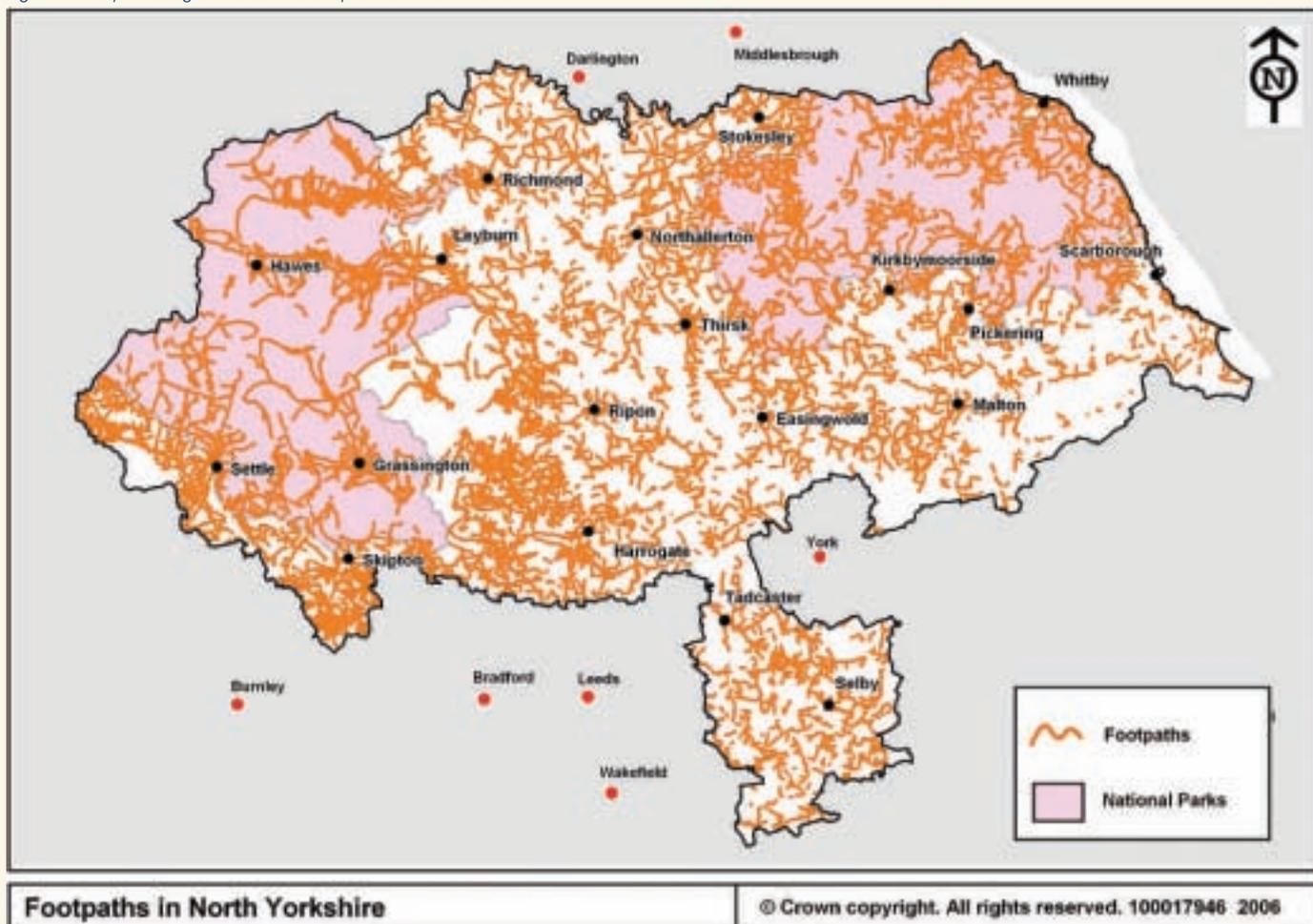
implementing this five year work programme and this is the main source of capital funding. A good quality LTP can attract more funding. Rights of Way Improvement Plans in themselves attract no such funding. Integration of the Improvement Plan with the LTP is seen as one way of delivering improvements to rights of way which support the four shared LTP priorities.

### 1.8 Types of access covered by the plan

1.8.1 The Plan covers improvements to 'local rights of way'. This is a new term and is defined in section 60 (5) of the Countryside & Rights of Way Act 2000 as public rights of way plus cycle tracks. Public rights of way are recorded on the Definitive Map, but this map excludes cycle tracks. Local rights of way include all of the following:

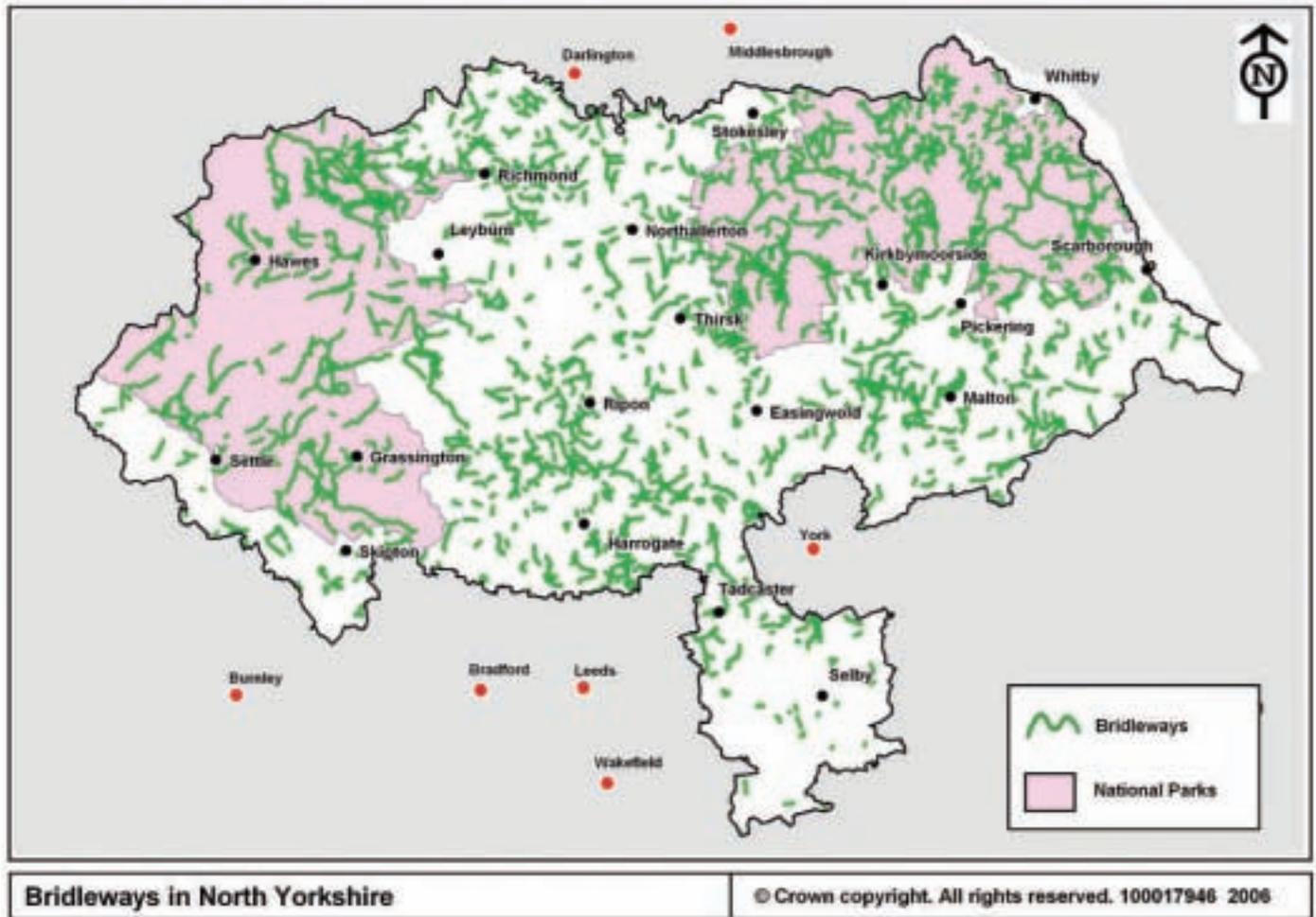
1.8.2 **Footpaths** – over which the right of way is on foot only – a public right of way recorded on the Definitive Map.

Figure 1.1 Map showing the location of footpaths in North Yorkshire



1.8.3 **Bridleways** – available for pedestrians, horse riders and pedal bicyclists – a public right of way recorded on the Definitive Map.

Figure 1.2 Map showing the location of bridleways in North Yorkshire



Walking the Trans Pennine Trail (courtesy of Mr L. Ford)

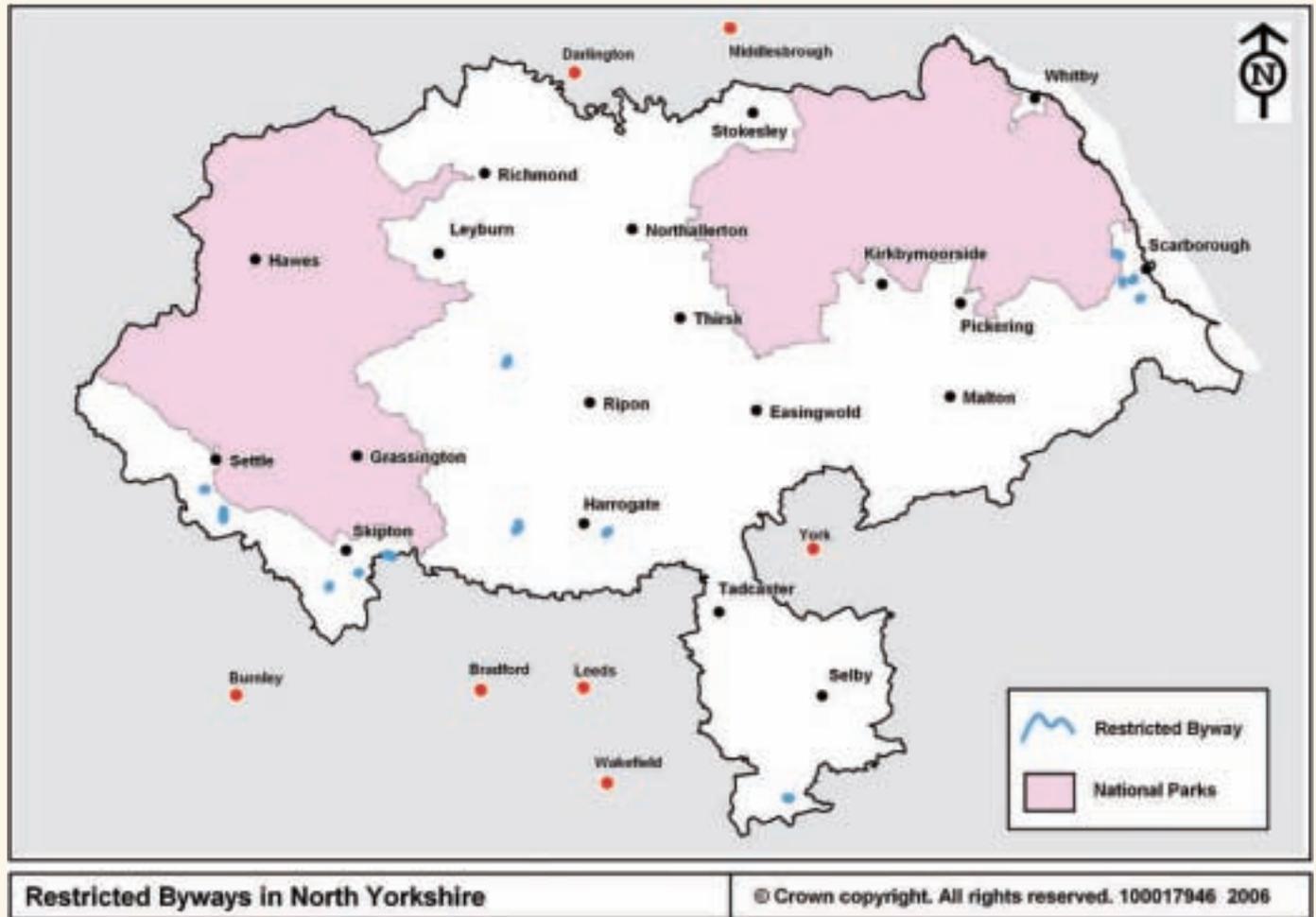


Footpath in Whitby

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1.8.4 **Restricted byways** (formerly Road Used as a Public Path until May 2006) – for all traffic except mechanically propelled vehicles - a public right of way recorded on the Definitive Map.

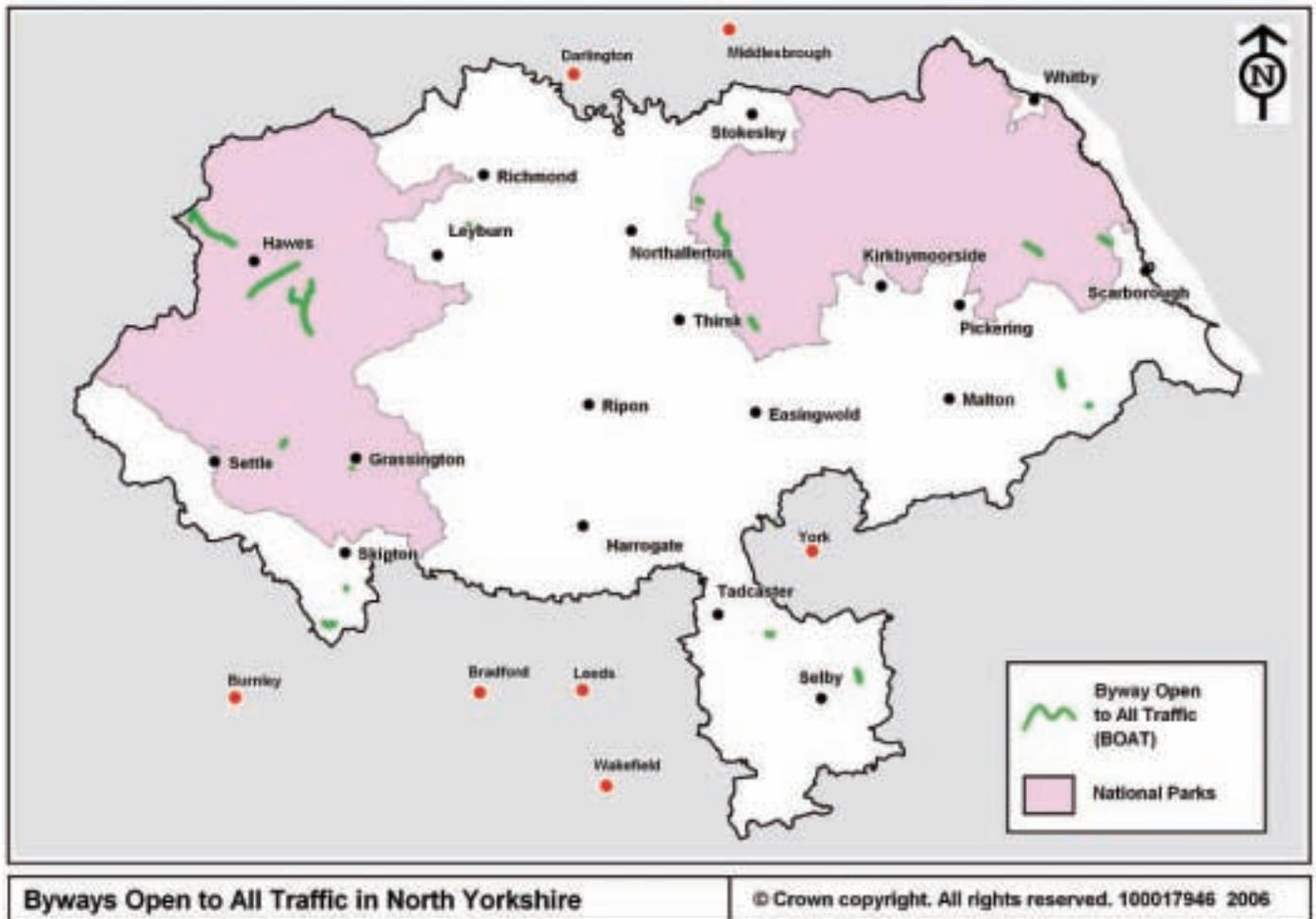
Figure 1.3 Map showing the location of restricted byways in North Yorkshire



Horse and carriage driving, Mastiles Lane (courtesy of Mr B. Lewis)

1.8.5 **Byways open to all traffic (BOATs)** – carriageways over which the right of way is on foot, on horseback and for vehicular traffic, but which is used mainly for the purposes for which footpaths and bridleways are used – a public right of way recorded on the Definitive Map.

Figure 1.4 Map showing the location of byways open to all traffic in North Yorkshire



1.8.6 **Cycle tracks** – a way over which there is a right of way on pedal cycle and possibly also on foot. Cycle tracks arise as a result of conversion from footpath to ‘cycle track’ under the Cycle Tracks Act 1984 or a construction under the Highways Act 1980. Cycle tracks as such are not recorded on the Definitive Map.



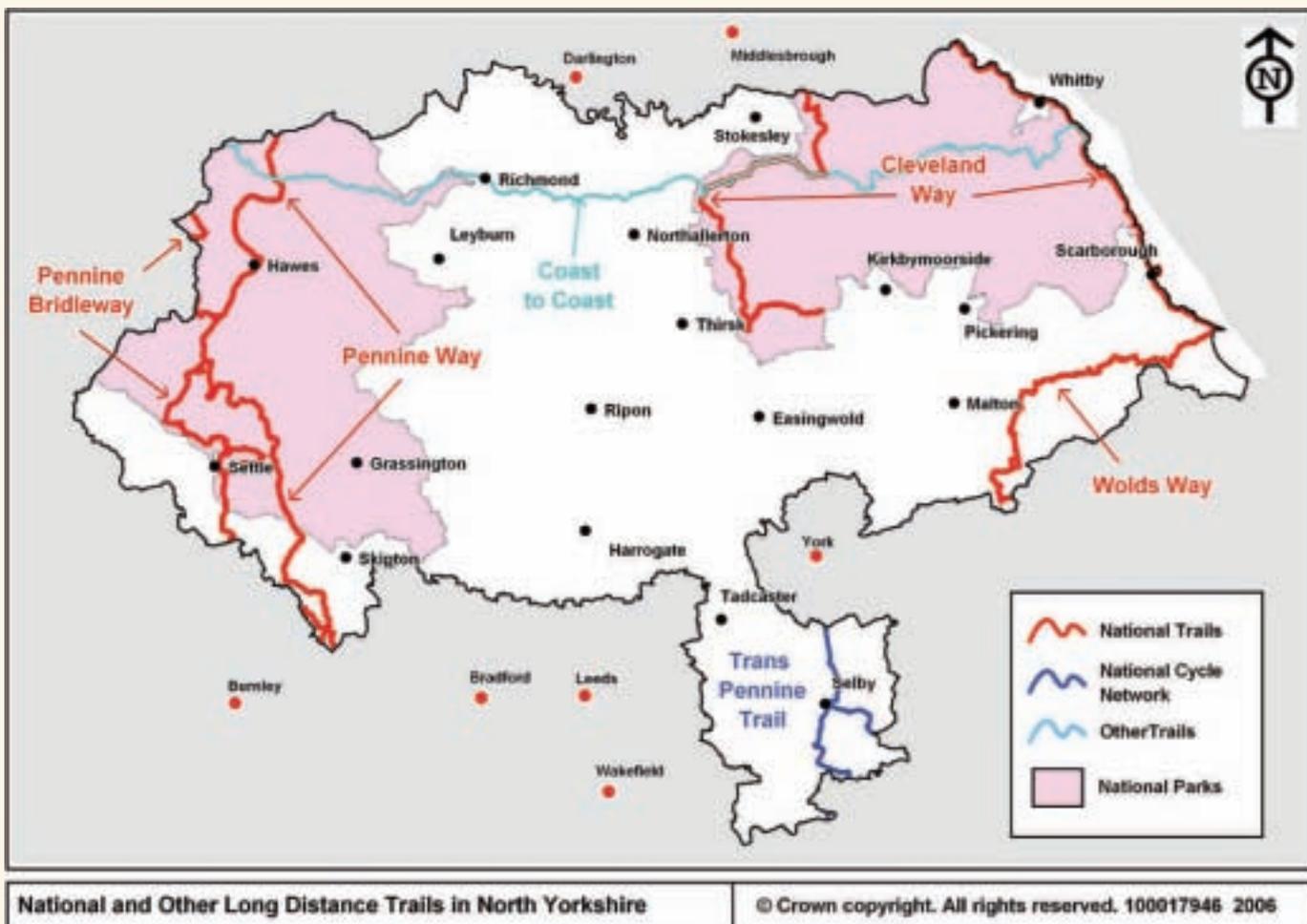
Arkengarthdale (courtesy of Mr B. Haworth, Yorkshire Dales National Park Authority)

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### Related Access

- 1.8.7 National Trails are non-motorised long distance routes. They provide strategic links within and outside the county and are maintained by Natural England and the relevant highway authority. Other long distance routes provide a similar strategic linkage within and outside the county, including Wainwright's Coast to Coast, the Trans Pennine Trail, Dales Way and Ribble Way.

Figure 1.5 Map showing the location of National Trails in North Yorkshire



- 1.8.8 **Unrecorded rights** – Whilst this plan takes the current status of rights of way as its starting point in recommending improvements, it is acknowledged that there are many unrecorded rights which may still exist. Defra<sup>11</sup> has urged all highway authorities to ensure that any unrecorded footpath, bridleway and restricted byway rights are recorded on the Definitive Map and Statement by the cut-off date of 2026, even if they are already included in the List of Streets as highways maintainable at public expense. This could include alleys, cuts and ginnels in older residential areas,

footpaths in new residential developments and other well used routes in urban and rural locations which may not be either recorded on the Definitive Map and Statement by 2026 or covered by exceptions issued by the Secretary of State.

<sup>11</sup> In the Countryside and Rights of Way Act 2000 the Government fulfilled its commitment in Chapter 11 of the 2000 Rural White Paper, which announced that Government would: 'set a deadline of 25 years for registering forgotten historic footpaths and bridleways on the local definitive maps of the rights of way network'. Section 53 to 56 of the Countryside and Rights of Way Act provides that on 1st January 2026 rights of way in existence on 1st January 1949 but which have not been recorded on the Definitive Map and Statement will be extinguished. Certain exceptions are specified.

Table 1.1: The length of local rights of way in North Yorkshire (km) (November 2006)

	NYCC outside National Parks	North York Moors National Park Authority	Yorkshire Dales National Park Authority	Total network in the County of North Yorkshire
Footpaths	4,645	1,388	1,296	7,329
Cycle tracks	37	0	0	37
Bridleways	1,389	775	542	2,706
Restricted byways	9	0	0	9
Byways open to all traffic	7	15	31	53
<b>Total length</b>	<b>6,087</b>	<b>2,178</b>	<b>1,869</b>	<b>10,134</b>

\* Estimated length of off road cycle tracks which are located in and around service centres (created by North Yorkshire County Council plus 6.7 km of routes with cycle track status in Harrogate Borough Council area, does not include permissive cycle tracks or those created by other organisations).

## 1.9 Rights of way as part of an integrated highway network

1.9.1 While the emphasis of the Plan is about improving local rights of way, people do not go out for a walk or ride and just use rights of way. They might use a very quiet road or country lane, cross a busy road to join routes together or walk along an urban footway. In some areas, a low availability of rights of way can be offset by the use of quiet country roads where the daily flow of traffic is very small. There are also areas of wide highway verge which are used by horse riders. The integration of rights of way into holistic transport planning allows the whole network to be more effectively developed and managed in a way which can cater for all users, help increase choice and encourage a switch to more sustainable forms of transport in the future. Within this context, the following additional forms of access have been considered in preparing this plan:

### 1.9.2 National Road Network

**Motorways and trunk roads** – including single and dual carriageway trunk A class roads and two motorways in the County, the A1(M) and M62. These are the responsibility of the Highways Agency and may often be a barrier to access or while using local rights of way due to their high traffic volumes and, in the case of motorways, restrictions on public access.



Walkers using a quiet country road in Wensleydale (courtesy of The Ramblers Association – Richmondshire Group)

1.9.3 **Local highways network** – this is the responsibility of the local highway authority, North Yorkshire County Council, and includes:

1. **Principal (A) Classified Roads**
2. **Non Principal (B and C) Classified Roads**
3. **Unclassified Roads**
4. **Footways** – a way located within the highway boundary at the side of a carriageway, over which the public has a right of way on foot only. Not the same as a footpath (see 1.8.2)
5. **Cycle track** – a right of way over which there is a right on pedal cycles and possibly also on foot.

1.9.3 For Highway Maintenance purposes, however, this road classification system is inadequate and North Yorkshire County Council has adopted a network hierarchy based upon traffic flows. In the same way, the County Council has adopted a footway hierarchy based upon footfall.

1.9.4 All Local Highway Authorities are tasked, by the Department for Transport<sup>12</sup> with developing Transport Asset Management Plans (TAMP) during the period of the second Local Transport Plan. The County Council intends to incorporate the rights of way network within the TAMP as a reflection of its role within the broader ‘highway network’ and its contribution to a variety of cross cutting Council and national objectives

1.9.5 **List of Streets** – The County Searches Information (CSI) team is responsible for maintaining the List of Streets which contains details of publicly maintainable highways, in accordance with Section 36 of the Highways Act 1980.

<sup>12</sup> Full Guidance on Local Transport Plans: Second Edition, Department for Transport, December 2004.

## Chapter 1

### 1.9.6 Implications of the Natural Environment and Rural Communities Act (NERC Act) 2006

– Paragraph 1.8.8 notes this plan uses the current status of rights of way as its starting point, whilst acknowledging that there may be additional unrecorded rights. These unrecorded rights included possible claims for mechanically propelled vehicular rights which could result in the creation of byways open to all traffic.

1.9.7 The NERC Act was introduced in order to clarify the status of existing rights of way and limits potential claims for byways open to all traffic in the future including those on unsealed routes. Any right of way which appeared on a Definitive Map as either a footpath or bridleway as at May 2006 can no longer be re-classified as a byway open to all traffic. There are certain exceptions to this including existing byway claims which must be fully determined.

1.9.8 A right of way might appear on the Definitive Map affording it the legal status of footpath, bridleway or restricted byway, however, it might also appear on the list of streets as a highway maintainable at public expense. Section 67 of the NERC Act states that where a road is on the list of streets and also on the Definitive Map as a footpath, bridleway or restricted byway, then the rights for mechanically propelled vehicles will normally cease. There are however a number of exceptions to this principle. The rights for mechanically propelled vehicles will continue to exist over a footpath, bridleway or restricted byway if:

1. The main use of the way over the previous five years of this section was for a mechanically propelled vehicle;
2. The way appears in the list of streets (ways maintainable at public expense) but not the definitive map (which records all public rights of way);
3. The way was expressly dedicated as a way for motor vehicles;
4. The way was created by construction and it is constructed as a road intended to be used by motor vehicles; or
5. The way was created by motor vehicle use during a period ending before 1st December 1930.

1.9.9 These exceptions exist in order to ensure that citizens' use of the ordinary road network is not jeopardised. All routes which appear on both the list of streets and the Definitive Map require their status to be clarified on a case by case basis, without any presumption being made in advance about the rights that these routes bear. North Yorkshire County Council is working to clarify this situation to make it clear which routes have vehicular rights i.e. which routes are part of the road network and which routes are not<sup>13</sup>.



Great Ayton Moor (courtesy of North York Moors National Park Authority)

### 1.10 Sustainable enjoyment

– Most local rights of way, that is footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic, are unsealed (unmetalled or unsurfaced). This means that where the relationship between supply and demand is out of balance and the route is heavily used relative to its surface, the route may become degraded. This relationship clearly needs careful management in order to ensure that all unsealed rights of way are available for future generations of user to enjoy.

People enjoy access in an integrated way and make use of the rest of the local highway network which is developed and managed by the Highways Agency and North Yorkshire County Council and their Agents through the Local Transport Plan. Whilst the majority of carriageways (roads) are surfaced (with bituminous material, concrete, etc), some are unsealed by tar or concrete. They may be surfaced with loose gravel whilst others are

<sup>13</sup> The Natural Environment & Rural Communities Act 2006, Part 6: A guide for local authorities, enforcement agencies, rights of way users and practitioners, *Department for Environment, Food and Rural Affairs*, 2006 (issued 23rd June 2006).

entirely unsurfaced or use a natural surface. These unsealed and unsurfaced carriageways form a subset of the unclassified road network, the majority of which are sealed.

There is known demand for recreational motoring in the countryside using both the handful of byways open to all traffic which are recorded on the Definitive Map, 53km in length and unclassified roads (carriageway) 4,048 km in length, 754km of which are unsurfaced. Recreational motoring on unsealed or unsurfaced byways and carriageways is a contentious issue from the perspective of other users of the rights of way network. Improvements that benefit walkers, cyclists, horse and carriage drivers and horse riders should “not unduly restrict lawful motorised use of public vehicular rights of way”<sup>14</sup>. The needs of land management, recreational and other vehicles need to be considered alongside the other users of these routes.

North Yorkshire County Council is incorporating rights of way into the Transport Asset Management Plan for the County and in so doing integrating and standardising management of both the rights of way network and local highway network. It is also producing a separate management policy for unsealed/ unsurfaced highways and byways open to all traffic in conjunction with user groups. The Rights of Way Improvement Plan takes the view that for all unsurfaced local rights of way, the relationship between supply and demand needs to be managed in an equitable way, to ensure their



*Enjoying the Trans Pennine Trail next to a canal (courtesy of Mr L. Ford, Trans Pennine Trail)*



*Poorly drained route (courtesy of Yorkshire Dales National Park Authority)*

sustainability for future generations to enjoy, whether the route is a footpath, bridleway or byway open to all traffic.

## 1.11 The relationship between rights of way and other public access

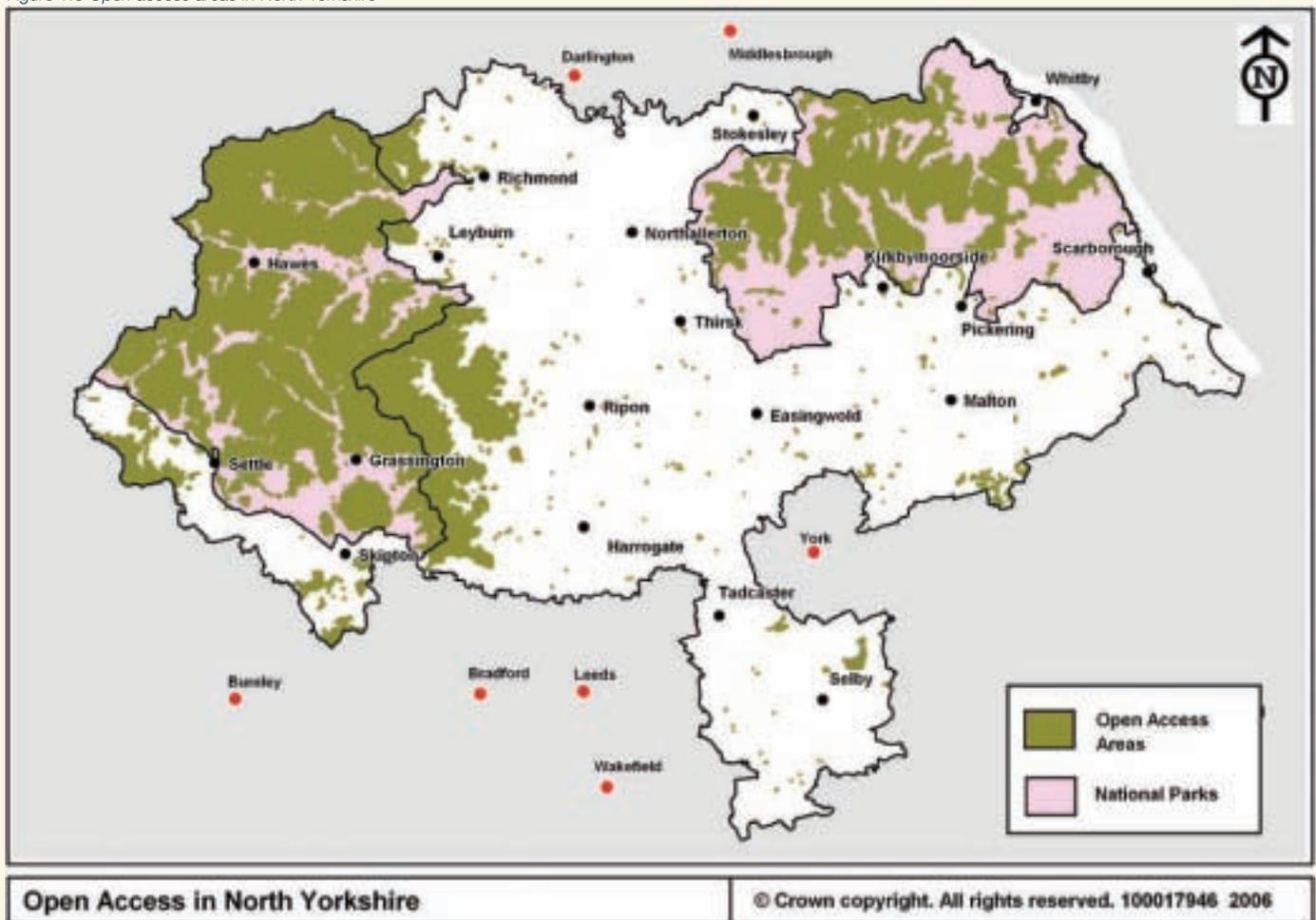
- 1.11.1 People who use rights of way encounter other forms of access when they are using the rights of way network and these links have been considered during the preparation of the plan.
- 1.11.2 **Open access areas** – Areas of open access are defined as mountain, moors, heath and down, as well as registered common land<sup>15</sup>. These areas are identified and mapped by Natural England and provide a right of access on foot only except where higher status public access exists. In North Yorkshire the total area of open access land is 181,158 ha. The largest concentration occurs in the Yorkshire Dales National Park with 95,387 ha, the North York Moors National Park with 48,851 ha and Nidderdale AONB as well as small pockets of access in the rest of North Yorkshire.

<sup>14</sup> Making the best of byways, A practical guide for local authorities managing and maintaining byways which carry motor vehicles, *Defra*, December 2005

<sup>15</sup> Countryside & Rights of Way Act 2000

# Chapter 1

Figure 1.6 Open access areas in North Yorkshire



### 1.11.3 Other public access – this includes:

- Open space such as parks and green spaces around communities.
- Access provided on their own land by public bodies such as the Forestry Commission, Yorkshire Water and British Waterways.
- Access provided by trusts and charities, such as the National Trust and the Yorkshire Wildlife Trust.
- Access provided by private estates, for example country houses open to the public.
- Permissive access funded by Defra for ten year periods as part of the Environmental Stewardship Scheme.
- Other permissive access schemes that are entered into by individual landowners by agreement in relation to specific routes or areas.

- Ratione Tenurae (RT) highways – this term relates only to the liability to maintain a highway, not the status of a highway. RT highways are privately maintainable by the landowner or occupier who has a duty to maintain that highway for the benefit of those who use it.
- Areas included in the Register of Village Greens and Common Land created under the Commons Registration Act 1965.
- Section 15 land (Countryside & Rights of Way Act 2000), referred to as urban commons, see <http://www.defra.gov.uk/wildlife-countryside/cl/accessguidance/existing.htm>

1.11.4 This list is not exhaustive but demonstrates the range of access considered in preparing the plan and when assessing the adequacy of the local rights of way network.

## 1.12 Responsibility for the local rights of way network

1.12.1 North Yorkshire County Council is the Highway Authority with overall responsibility for public rights of way in North Yorkshire. In some parts of the county, however, certain responsibilities have been delegated to other bodies through Agency Agreements. Two separate delegation agreements have been made with the Yorkshire Dales and North York Moors National Park Authorities who are delegated Highway and Surveying Authorities with regard to maintaining public rights of way and for keeping the Definitive Map under continuous review. Under additional agreements Harrogate and Scarborough Borough Councils maintains 88km and 27km of public rights of way respectively within their urban and urban fringe areas.

Table 1.2 Local rights of way responsibilities in North Yorkshire

Authority	Duties	Area (approx ha)	Length of network to which responsibilities relate (km)
North Yorkshire County Council (NYCC)	Lead highway authority for maintenance and Definitive Map	504,650	6,087 (includes an estimated 30km cycle track)
Harrogate Borough Council	Delegated maintenance	Included in NYCC total	95 km within NYCC total which includes 7km designated cycle track
Scarborough Borough Council	Delegated maintenance	Included in NYCC total	27km within NYCC total (cycle track estimate not available)
North York Moors National Park Authority	Delegated maintenance and Definitive Map	136,899	2,178
Yorkshire Dales National Park Authority	Delegated maintenance and Definitive Map	163,451	1,869
<b>Total improvement plan area and network</b>		<b>805,000</b>	<b>10,134</b>



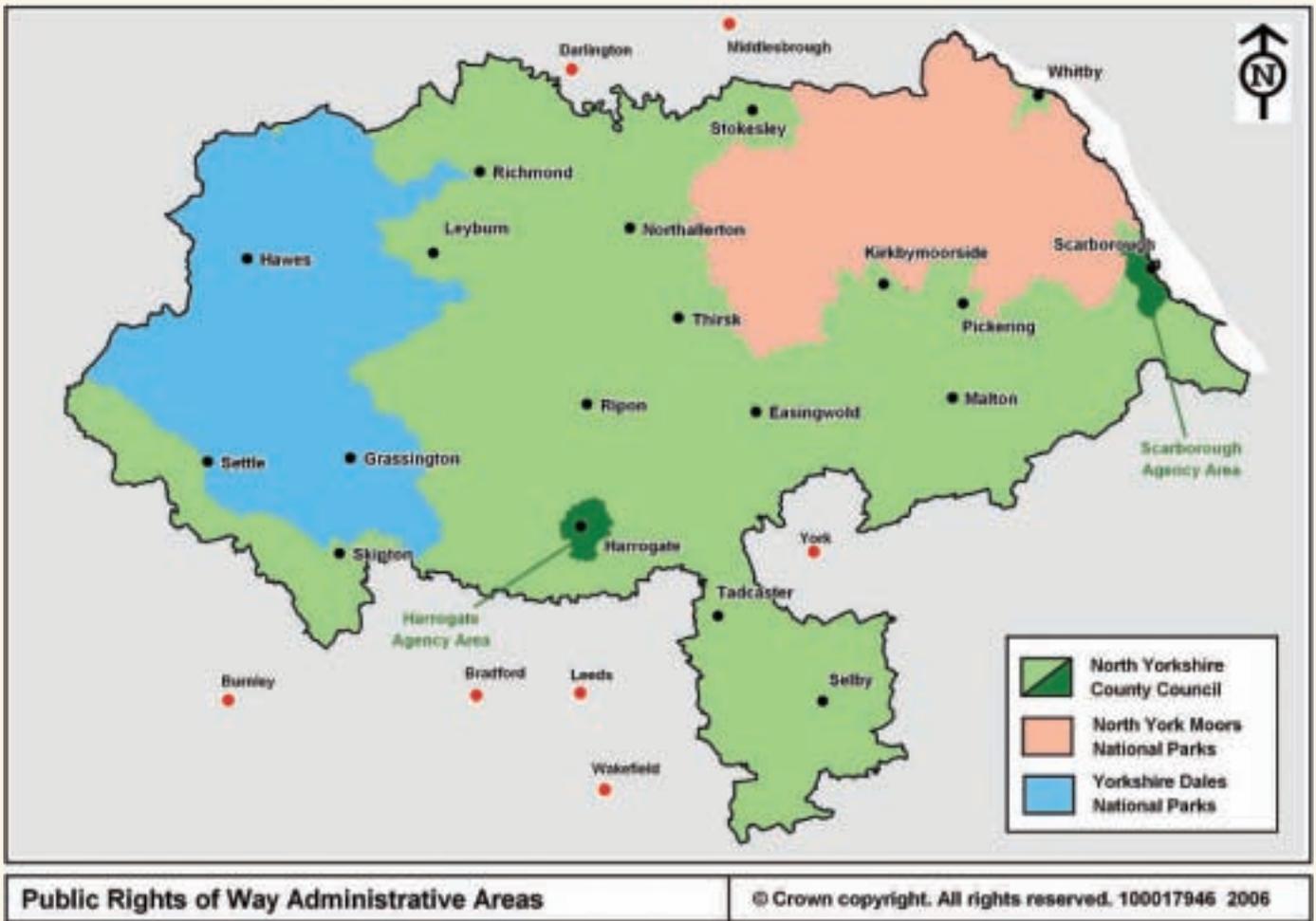
Walkers on the Settle Loop (courtesy of Yorkshire Dales National Park Authority)



Barlow Common, Selby District (courtesy of G. Megson)

# Chapter 1

Figure 1.7 Administrative areas for public rights of way



Typical Yorkshire Dales scenery (courtesy of Mr E. Nicholl, [www.thegreypanthers.com](http://www.thegreypanthers.com))



*Working with children in the Yorkshire Dales (courtesy of Yorkshire Dales National Park Authority)*

# North Yorkshire – The Plan Area

## 2.1 Area

2.1.1 North Yorkshire is the largest county in England, covering approximately 805,000 hectares (3,200 square miles). As a result the rights of way network, with 10,097 km (6,311 miles) of path, is the longest in Britain. The county stretches from the North Sea on the east coast to within 9 km of Morecambe Bay in the west and from the River Tees in the north to beyond the River Ouse in the south. It can take several days to walk from one boundary of the county to the other.

## 2.2 Population

2.2.1 With around 243,000 households, equating to a population of approximately 582,000 people living within a large geographical area, North Yorkshire is described in the LTP as ‘super sparse’. Approximately 62% of residents live in large urban centres including Scarborough with a population of 49,030 people, Harrogate with a population of 74,130 people, the large military base of Catterick Garrison and market towns like Malton and Skipton. The rest of the population live in smaller settlements such as villages and hamlets. This gives rise to long travel distances for residents to access the key goods and services found in larger communities illustrated below.

Figure 2.1 Location of the County of North Yorkshire in relation to surrounding Local Authority areas



### Access to rural services in North Yorkshire in 2005

- 10% of households live 2 to 4km from a post office.
- 13% of households live 2 to 4km, 20% live 4 to 8km and 7% live more than 8km from a bank.
- 10% of households live 4 to 8km and 2% live more than 8km from a cash point.
- 17% of households live 4 to 8km and 9% live more than 8km from a supermarket.
- Few communities with less than 100 residents have a general store.
- 8% of households live 2 to 4km from a primary school and 2% further away.
- 15% of households live 2 to 4km, 19% 4 to 8km and 8% more than 8km from a secondary school.
- 14% of households live 2 to 4km, 20% 4 to 8km and 3% more than 8km from a doctor's surgery<sup>16</sup>

This lack of accessibility to key services means that many rural areas are some of the most deprived in terms of the Index of Multiple Deprivation. In contrast, the situation can be reversed with regard to access to local countryside and the rights of way which are available from many residents' doorsteps also enable access to some local services.



Cleveland Hills (photographer J Cornish)



Family group enjoying the countryside

### 2.3 Health

- 2.3.1 Rights of way provide a key opportunity for improving health and well-being through physical activity. While the majority of residents are in good health, 30% have less good health<sup>17</sup>.
- 2.3.2 Nearly 1 in 5 people in the county have a limiting long term illness and two thirds of them are of working age. This contributes to the fact that the Yorkshire and Humber Region has the third highest rate of long term limiting illness and claimant rate for disability living allowance in the country; 15% of the general population have a disability and 17% of the population have a limiting long term illness<sup>18</sup>.
- 2.3.3 It is estimated that 2,000 children have statements of special educational needs and 10,160 have special educational needs without statement in the county<sup>19</sup>. Life expectancy is lower for baby boys in the Yorkshire and Humber Region compared to the country as a whole<sup>20</sup>.

<sup>16</sup> Rural Services in 2005: Yorkshire and Humber, *Countryside Agency*, January 2005

<sup>17</sup> North Yorkshire Census, *National Statistics Online*, 2001

<sup>18</sup> North Yorkshire and Yorkshire & Humber Region Census/ Health Statistics, *National Statistics Online*, 2001

<sup>19</sup> Children and Young People's Plan 2006 – 2009, *North Yorkshire Children & Young People's Strategic Partnership*, 2006)

<sup>20</sup> Yorkshire and Humber Region, Census/ Health Statistics, *National Statistics Online*, 2001

## Chapter 2

2.3.4 With regard to older people, 24% of the county's population is over 60 years old and the proportion of older people is predicted to grow in the future<sup>21</sup>. 1 in 30 people who are over 65 years of age suffer from the visual impairment known as macular degeneration (blindness in the field of central vision) and this increases to 1 in 8 for people who are over 85 years old. Older people are more prone to slips, trips and falls, the risk of which can increase due to a lack of personal mobility<sup>22</sup>.

2.3.5 A more immediate risk is the increased prevalence of obesity in the region. A quarter of men and women were obese in 2002. Correspondingly perhaps, levels of physical activity are lower than the national average<sup>23</sup>.

### 2.4 Economy

2.4.1 In the order of £450 million per annum of direct income is generated in North Yorkshire by the rights of way network<sup>24</sup>. Ecotec Consulting estimate that every £27,000 of

income equates to employment for one person<sup>25</sup>. On this basis rights of way potentially sustain the livelihood of over 16,600 people, 3% of the total population in North Yorkshire.

### 2.5 Tourism

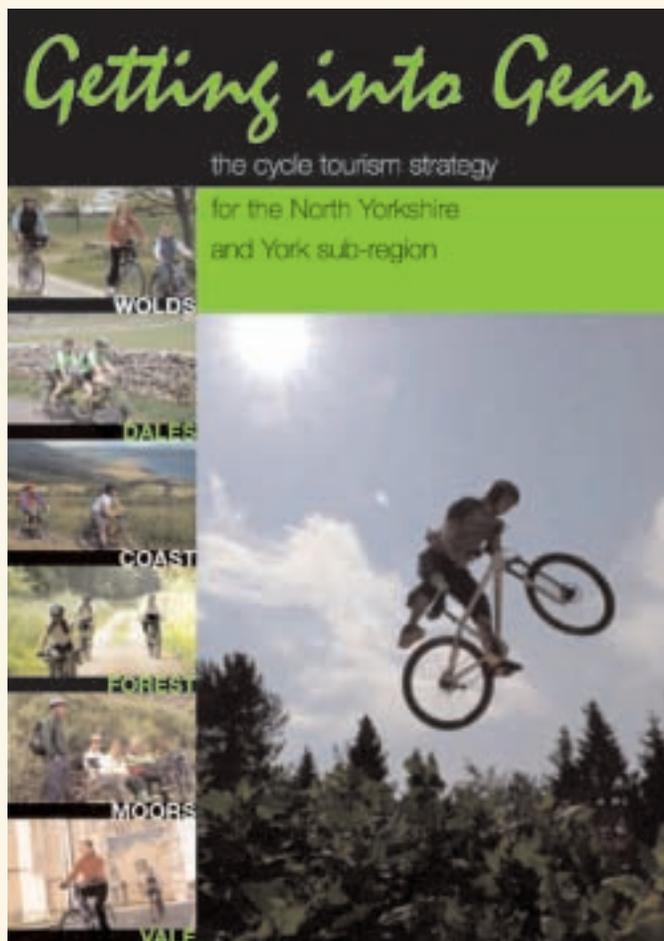
2.5.1 People who visit North Yorkshire to enjoy the rights of way network originate from a wide geographical area. Good communication links mean that visitors are able to travel within an hour or so from the neighbouring conurbations of Lancashire, West Yorkshire and Teesside, and many others arrive from national and international locations.

2.5.2 North Yorkshire is important to the regional tourist economy. It receives the most overnight stay visitors in the Yorkshire and Humber Region<sup>26</sup>. Based on the GB Leisure Day Visits Survey of 2002/3 and overnight stay information<sup>27</sup>, it is estimated that at least:

- 6.61 million visitors come to walk in woodland and forest;
- 1.5 million visitors come to walk at the seaside and coast;
- 18.44 million visitors come to walk in the countryside;
- 2.30 million visitors come to cycle in the countryside.

(There is no comparable data for horse riding or horse and carriage driving but it is estimated that around 1 million visitors come to horse ride and carriage drive in North Yorkshire)<sup>28</sup>.

2.5.3 Taking all of these estimates together in the order of 23 million visitor days are spent enjoying the rights of way network in North Yorkshire each year.



Cycle Tourism Strategy, York and North Yorkshire Cover (courtesy of Yorkshire Dales National Park Authority)

<sup>21</sup> North Yorkshire Census, *National Statistics Online*, 2001

<sup>22</sup> Occupational Health/Rehabilitation, Adult & Community Services, *North Yorkshire County Council* 2005

<sup>23</sup> Yorkshire & Humber Region, Health Statistics, *National Statistics Online*, 2001

<sup>24</sup> Direct income as a result of rights of way in Craven, scaled up for entire county from research undertaken in Craven by *Ecotec Research & Consulting* in 2003, *Craven Access Enhancement and Promotion: A Report to the Yorkshire Dales National Park Authority*, June 2003.

<sup>25</sup> Craven Access Enhancement and Promotion: A Report to the Yorkshire Dales National Park Authority, *Ecotec Research & Consulting*, June 2003.

<sup>26</sup> Overnight stay statistics, *Yorkshire Tourist Board*, 2001

<sup>27</sup> Overnight stay statistics, *Yorkshire Tourist Board*, 2001 and GB Leisure Day Visits: Report of the 2002-03 Great Britain Visits Survey, *TNS Travel & Tourism*, May 2004.

<sup>28</sup> Rough estimate of horse riding and carriage driving activity in North Yorkshire based on the relative scale of walking and cycling.



*North Yorkshire Countryside  
(courtesy of the Ramblers Association – Richmondshire Group)*

### 2.6 Minerals Activity

2.6.1 Minerals extraction has affected and influenced the location of rights of way for centuries. Routes were created in the past, to enable workers to access mines e.g. in the Yorkshire Dales in relation to lead mining and the North York Moors in relation to alum extraction. Coal extraction also took place to power heavy industry near Selby.

2.6.2 The Yorkshire Dales National Park Authority and North York Moors National Park Authority are individually responsible for the planning of mineral extractions within their separate boundaries. North Yorkshire County Council is responsible for the area outside the National Parks where there are extensive deposits of economically valuable minerals. These include energy minerals (coal and gas), aggregates (crushed rock, sand and gravel) and non aggregates (clay, building stone and silica sand). Sand and gravel deposits are commonly located beneath the low lying river plains between the two National Parks, crushed rock is typically obtained from the more upland areas and energy minerals are developed predominantly around Selby district. Where mineral working takes place, public rights of way are often diverted as extraction progresses but are then often re-instated to a higher standard as site restoration work is completed.

*Public footpath in Harrogate*



### 2.7 Landscape

2.7.1 Rights of way were the transport network of choice in the past as people walked, rode a horse or drove a horse drawn carriage to reach their chosen destination. The network is therefore the result of the relationship between landscape and where people decided to settle, make a livelihood and go about everyday activities. Landscape still plays a large role in influencing current use and demand for rights of way.

2.7.2 The landscape of North Yorkshire is extremely diverse and is some of the most beautiful in Britain. The importance of some landscapes is acknowledged by national designation and many of these are valued at an international level. Other areas remain undesignated but nevertheless still contain outstanding landscapes.

2.7.3 Nationally designated landscapes include:

- **Two National Parks** – which are distinctive and include much of the upland area of North Yorkshire:
- **The North York Moors National Park** –

designated in 1952, it is an area of wide expansive moors and extensive forest and deeply dissected 'u' shaped valleys containing small villages and buildings of yellow sandstone and red pantile roofing. It also includes extensive coastline with cliffs, coves, inlets and former smugglers villages.

- **The Yorkshire Dales National Park** – designated in 1954, it includes the highest peaks in the county, Ingleborough, Wharfedale and Pen-y-Ghent, internationally unique limestone pavement and dales which are each different in character rising rapidly onto high moorland. Villages are located along valley bottoms with unique grey coloured stone and stone slate roofing and an unusual network of field barns scattered along valley floors.
- **Three Areas of Outstanding Natural Beauty (AONB)**, plus a very small part of another:
- **Howardian Hills AONB** – designated in 1987, is a multi layered landscape of plateaux, hills, valleys and ridges with views over neighbouring lowland vales and the uplands of the North York Moors. The area



Sleddale, North York Moors National Park (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))

is extensively wooded and contains historic parkland including Castle Howard. Villages are very picturesque in limestone, sandstone and red pantile building materials.

- **The Nidderdale AONB** – designated in 1994, comprises a complex landscape of gently undulating hills and moorland deeply dissected by river valleys with small villages and field barns along the valley bottom. Several valleys contain chains of reservoirs which are a distinctive feature and the AONB includes Fountains Abbey and Studley Royal, one of the most visited sites in Yorkshire.
- **Forest of Bowland AONB** – designated in 1964, includes extensive areas of remote upland blanket bog and moorland which sweep down to valley bottoms with numerous villages, hamlets and stock farms. Valleys are lush and green with scattered broadleaved woodland. Although much of the AONB lies in Lancashire, a small section extends into North Yorkshire to the west of Settle.
- **North Pennines AONB** – only a very small part (2.64ha) of this AONB lies within North Yorkshire at Tan Hill. The rest of the AONB is located in Cumbria, Durham and Northumberland.
- **North Yorkshire Heritage Coast** - most of the North Yorkshire coastline has been designated as a Heritage Coast due to its biodiversity, geology and unspoilt landscape. It contains dinosaur fossils and unique coastal geology. A small section of coast between Scarborough and Reighton is not designated but nevertheless contains striking coastal scenery which attracts large numbers of visitors.

2.7.4 Outside designated areas there are many other distinctive landscapes including:

- **The fringes of the Yorkshire Dales around Catterick** is managed by Defence Estates as a training area.
- **North of the Yorkshire Dales lies the Pennine Dales Fringe** – offering multi layered views as it drops in height from the edge of the dales towards the coast.
- **The Yorkshire Wolds** – a rising escarpment of chalk downland and valleys with a unique ecology. Much of its grassland is protected by environmental designations or as nature reserves.

- **The Vales (Mowbray, York, Pickering)** – flatter but very rural in character with attractive villages and towns and miles of uninterrupted views across open landscapes towards the coast and adjacent upland.
- **The Humberhead Levels** – an area to the south of York which has been likened to the Somerset Levels and parts of the Netherlands which were reclaimed from the sea.

*Middlesmoor, Nidderdale Area of Outstanding Natural Beauty  
(courtesy of Mr B Haworth, Yorkshire Dales National Park Authority)*



## Chapter 2

### 2.8 Access to rights of way by other forms of transport

2.8.1 People arrive in North Yorkshire in a variety of ways:

#### 2.8.2 Air

Two international airports are located outside but very close to the county boundaries, Leeds/Bradford International Airport and Durham Tees Valley Airport (formerly Teesside Airport). Other national airports are linked to North Yorkshire by high quality road and rail networks.

2.8.3 **International Ferry** – there are car/ passenger ferry services from Europe via the Port of Tyne at Newcastle or Port of Hull. Both are less than an hour's drive from North Yorkshire.

2.8.4 **Rail** – The main rail links include the 'East Coast Main Line' linking London with Edinburgh and Glasgow and the Trans Pennine railway which links the North East

Region via North Yorkshire with Manchester and Liverpool. Other regional routes link York with Scarborough and Harrogate, as well as Leeds with Skipton, Settle, Carlisle, Preston, Lancaster and intermediate stations. There are coastal connections between Scarborough and Bridlington and a service linking Middlesbrough with Whitby. Nearly all the railway lines are managed by Network Rail although a few are managed and owned by independent trusts. These include the North Yorkshire Moors Railway which links Grosmont with Pickering and the Embsay and Bolton Abbey Railway. The Wensleydale Railway which runs between Leeming Bar and Redmire is under a long lease arrangement from Network Rail.

2.8.4.1 There was once a much more extensive railway network in the county serving small communities in the dales and previous mineral operations. Some of this former network has been transferred to District Council ownership such as the disused coastal railway owned by Scarborough Borough Council and other sections owned by Harrogate Borough Council. In other areas the legacy of the historical railway network is easy to see, including disused viaducts, track beds and tunnelling.

2.8.5 **Bus** – There are National Bus Services linking the county with major UK city destinations and regional bus services link major urban centres within the county and beyond. Services also call at smaller communities. There are additional services in the summer months including the Moors and Dales buses which serve the two National Parks. For further details about bus services please refer to the Traveline website at [www.traveline.org.uk](http://www.traveline.org.uk).



Walkers alighting in Bishopdale (courtesy of the Dales Bus Ramblers)



Walkers boarding a bus in Reeth (courtesy of the Dales Bus Ramblers)

Figure 2.2 Rail network in North Yorkshire

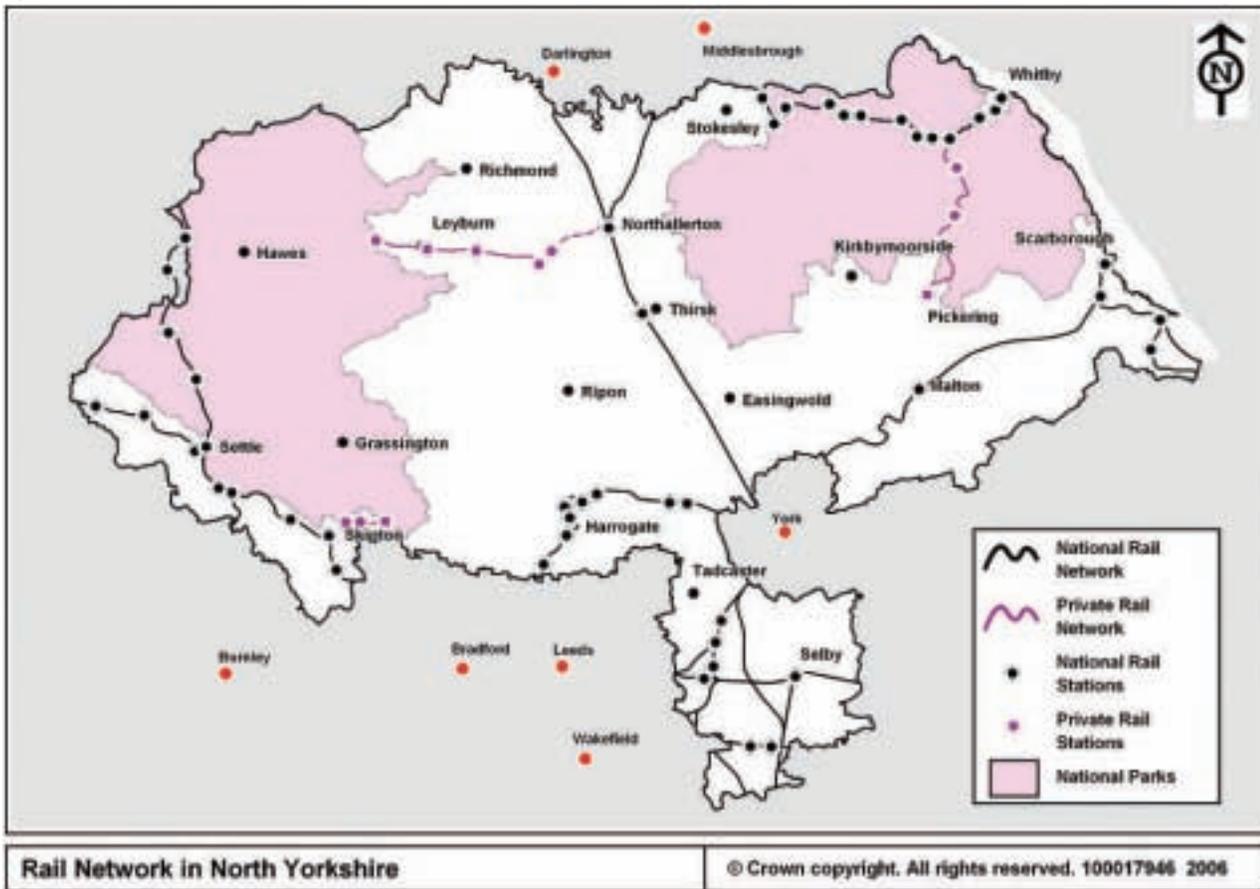
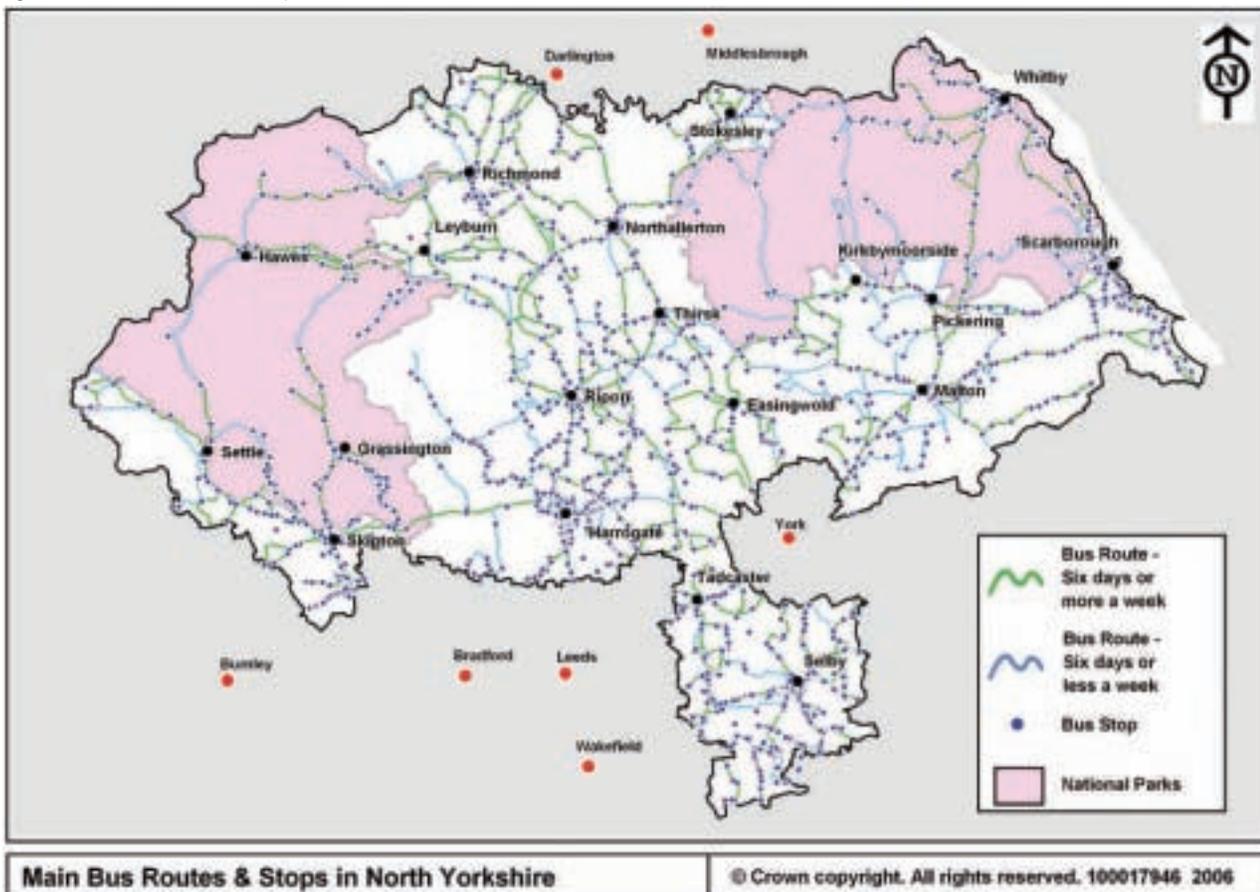
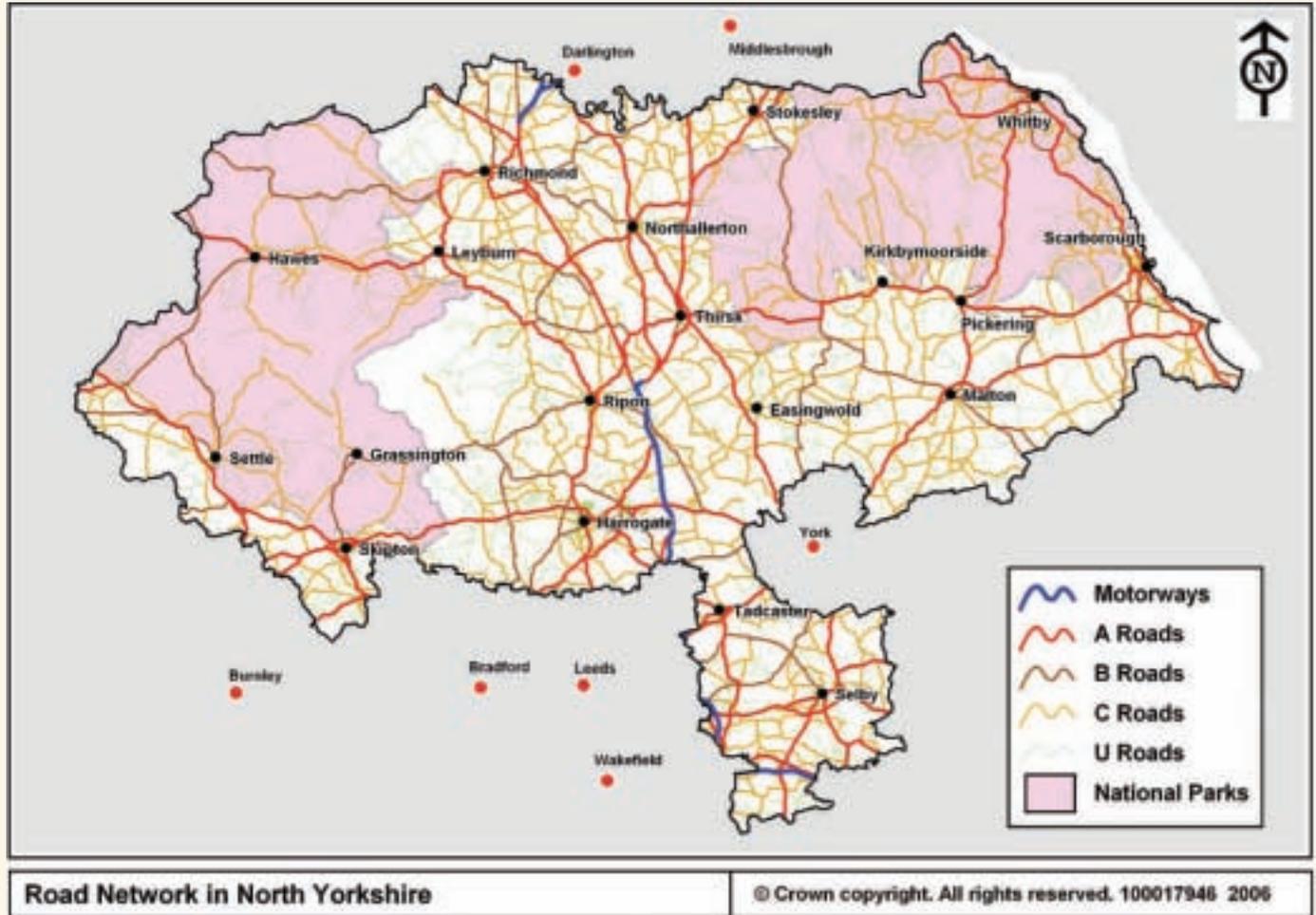


Figure 2.3 Main bus routes and stops in North Yorkshire



## Chapter 2

Figure 2.4 Road network in North Yorkshire



2.8.6 **Private vehicle** – The majority of people using the local rights of way network arrive in North Yorkshire by car, motorbike, motor home and many other kinds of private vehicle. The map above shows the road network available to all motorised vehicles.

Many people, as shown in the ‘fact box’, do not have access to a private vehicle. The accessibility of rights of way to visitors by other modes of transport is important as the network should be available for everyone to enjoy.

### Fact box – Households without access to a car

#### Households within the county

North Yorkshire 20% (46% share one private vehicle)

#### Households surrounding North Yorkshire

Leeds 35%  
 Redcar & Cleveland 32%  
 Darlington 31%  
 Doncaster 31%  
 Rotherham 30%

#### Households within day trip distance

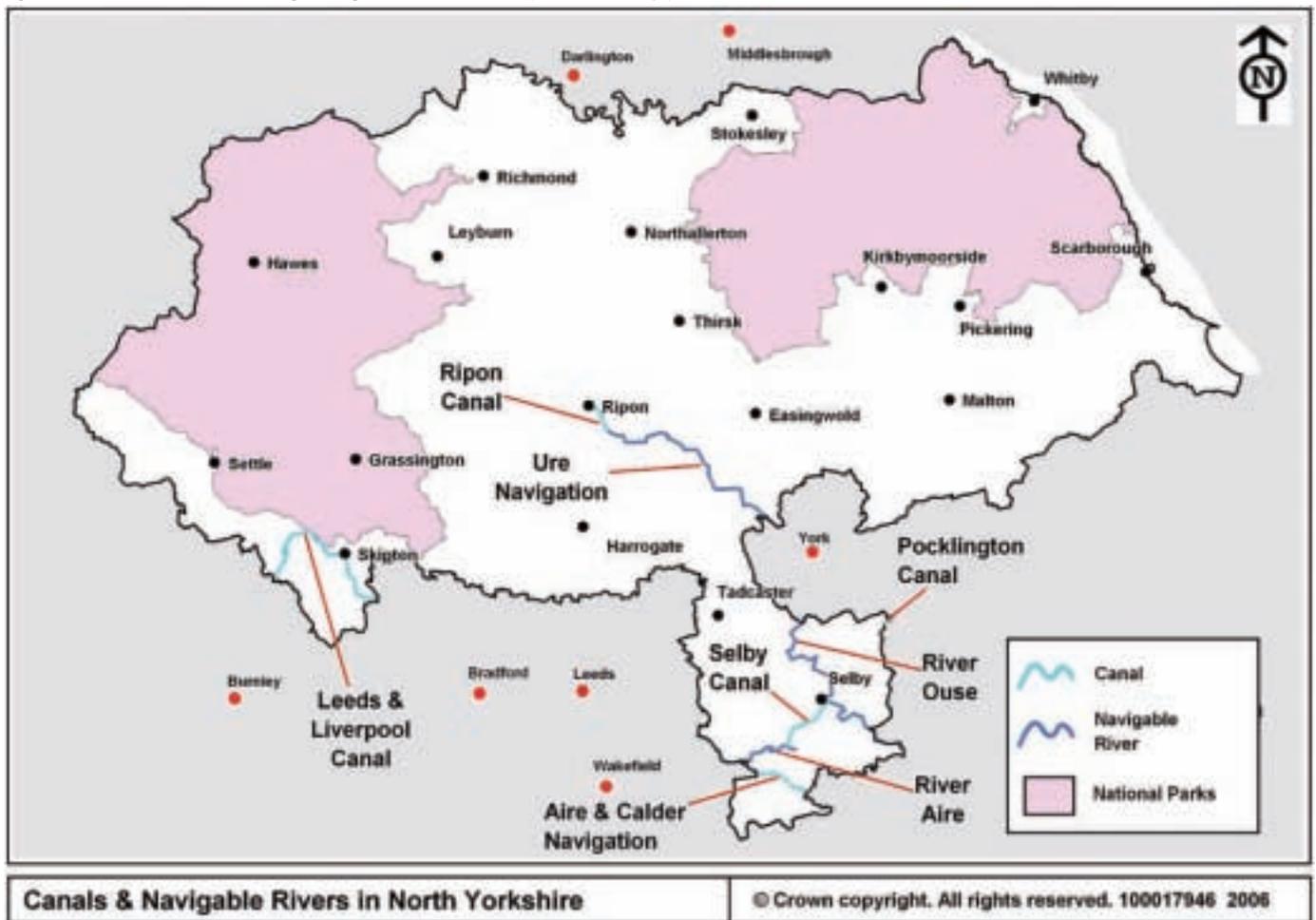
Manchester 48%  
 Newcastle 45%

(source National Statistics Online, local authority statistics, 2001)

2.8.7 **Navigable Waterways** – There are four canals within the county. The Leeds to Liverpool Canal runs through Craven; the Aire and Calder Navigation travelling through Selby links Leeds and Wakefield with Goole; the Ripon Canal joins Ripon centre to the River Ure and the Selby Canal links Knottingley and the Selby area. Other navigable waterways include all or part of the following rivers which run through North Yorkshire: the Aire, Ouse, Ure, Derwent and Wharfe. For further details please visit either [www.waterscape.com](http://www.waterscape.com) or

[www.britishwaterways.co.uk](http://www.britishwaterways.co.uk). Some waterways are also navigable by canoe by agreement with riparian owners and in several cases the British Canoe Union has negotiated access agreements. Please refer to [www.bcu.org.uk](http://www.bcu.org.uk). The plan recognises that there are a number of navigable waterways in North Yorkshire, many with tow paths which can be enjoyed by the public and, whilst these are not part of the local rights of way network, there is the potential to make better use of towpaths throughout the County.

Figure 2.5 Canals and rivers with navigation rights in North Yorkshire (British Waterways)



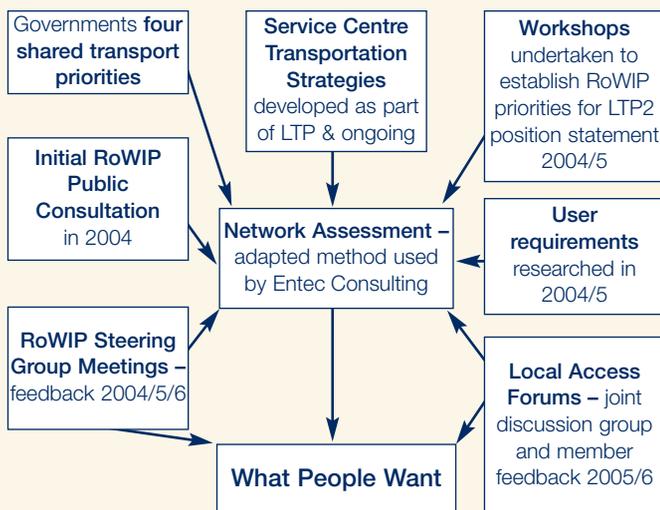
# Plan Preparation

## 3.1 Introduction

3.1.1 As part of the plan preparation process, a number of assessments were made in order to establish priorities for improving rights of way. The relationship of these various forms of assessments is shown in the diagram below, each is discussed in turn to demonstrate and show how the plan priorities were evolved.

Assessments include:

- Inviting the public, user groups and others to help identify issues and needs during the early stages of the plan preparation.
- Making links to the Government shared transport priorities and the LTP Service Centre Transportation Strategies.
- Consulting the county's three Local Access Forums and the RoWIP steering group at regular stages during plan preparation.
- Convening dedicated workshops of key interests to seek views at specific stages.
- Researching user requirements for different types of access



## 3.2 User and land interest requirements

3.2.1 User requirements for each class of user were researched and drawn from 'exemplars'. These were projects funded by the Countryside Agency in 2004/5 to help in developing improvement plans<sup>29</sup>. Land interest requirements were drawn from research undertaken by Sheffield Hallam University for

the Countryside Agency as well as other research undertaken by the Countryside Agency (now Natural England). User requirements and land interest requirements are summarised in Chapter 4.

## 3.3 Initial public consultation

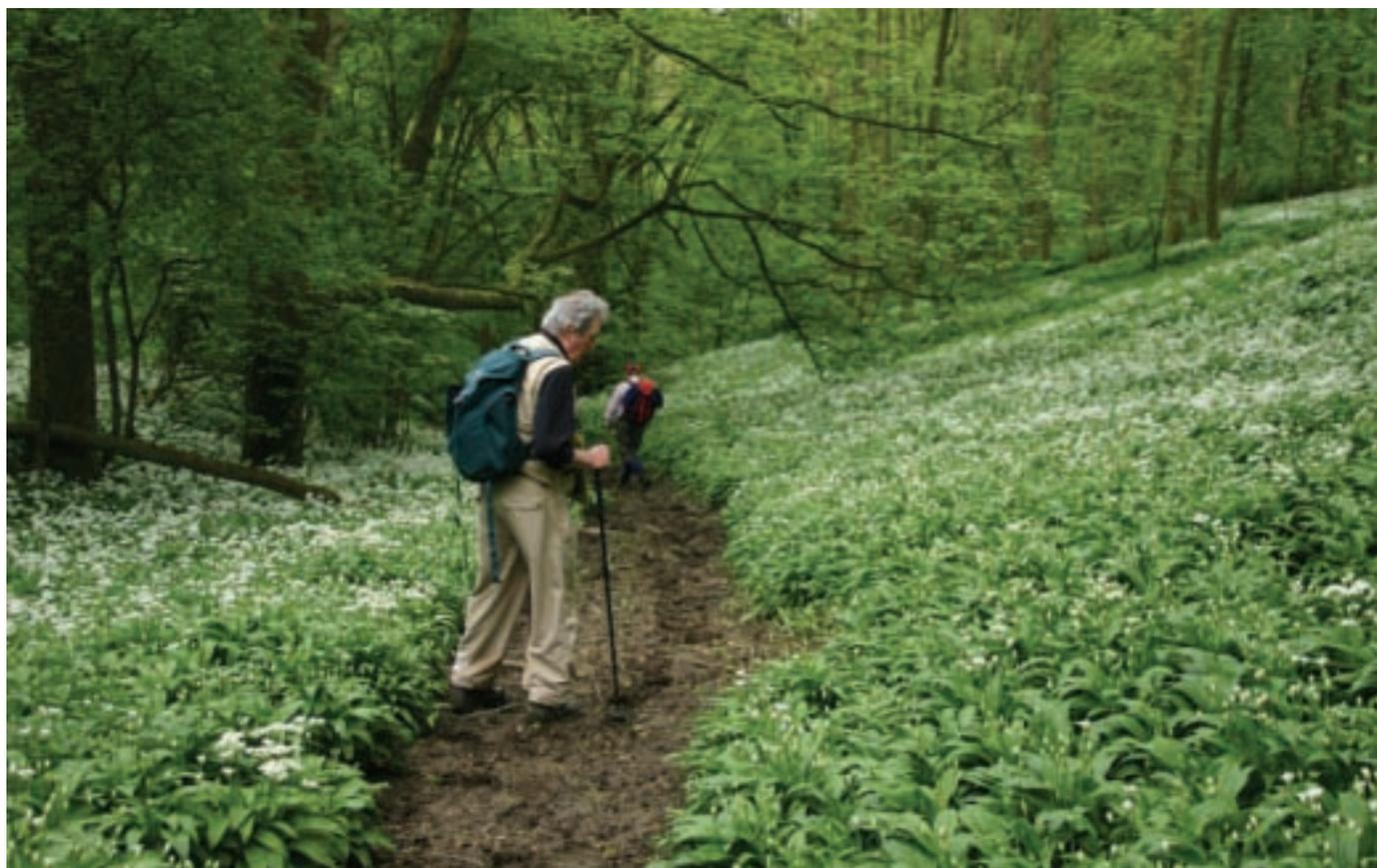
3.3.1 In order to understand and meet the needs of current and future users, an initial public consultation exercise was held during 2004. This sought the views of a broad cross section of the general population from land interests to current users, including people who might be persuaded to enjoy the network and people who would never use the network. The following surveys were undertaken:

- An online web survey available to the general public.
- A tear off slip at the end of a promotional leaflet which was distributed within and outside North Yorkshire.
- Press releases encouraging people to write in and comment.
- Promotional posters inviting people to e-mail or write to the Council.
- A tick box survey sent to all Parish Councils in the county.

*Walking at Malham, Yorkshire Dales National Park (courtesy of Yorkshire Dales National Park Authority)*



<sup>29</sup> PROW Good Practice Guide, Institute of Public Rights of Way Officers, see [www.iprow.co.uk](http://www.iprow.co.uk)



*Ravenswyke Wood, Kirkbymoorside (courtesy of Mr E. Nicholl, www.thegreypanthers.com)*

- A tick box survey sent out to a broad cross section of businesses in the County.
- Questions inserted into the Citizens Panel Survey; a resident's panel set up to poll opinion about services provided by the County Council.

Further details about the public consultation and its results are provided in the accompanying 'Technical Summary – Consultation Results'.

### 3.4 Analysis

Results from all surveys were grouped together and evaluated in order to determine overall improvement priorities and trends. They are summarised together with the results of other assessments in Chapter 4.

### 3.5 Suggestions for local improvements

Many people wrote in with suggestions relating to a specific location in North Yorkshire. Ideas for changes to the location or status of rights of way were recorded on a Geographic Information System, which is used by the County Council and two National Park Authorities. This information is already being

used by practitioners and colleagues in Highways North Yorkshire in developing transport schemes.

### 3.6 Integration of the Improvement Plan into the Local Transport Plan

Whilst the assessments were being undertaken for the Improvement Plan in 2004/5, guidance from the Department for Transport required an interim RoWIP position statement to be produced. This was incorporated into the North Yorkshire Local Transport Plan for 2006–2011, anticipating the eventual merger of the two plans in 2011.

### 3.7 Government four shared transport priorities

The Position Statement (incorporated into LTP2) includes an assessment of the potential contribution that rights of way play in delivering the Government's four shared transport priorities of reducing congestion, improving air quality/environment, enhancing accessibility and safety.

### 3.8 Service Centre Transportation Strategies

- 3.8.1 The draft Regional Spatial Strategy for Yorkshire and Humber (2006) looks at the need for a more concentrated pattern of development in the region which relates well to transport infrastructure.
- 3.8.2 Apart from the main regional and sub regional centres, such as cities like Leeds whose prime focus will be for housing, jobs and services in the region, and where the majority of new development will occur, service centres include all the other main towns in the region. Referred to as principal service centres, they are the local focus for housing, jobs and services across the region's rural areas. Development will enable them to fulfil their role as service centres for the rural economy, providing access to hospitals, further education and specialist shops. The Regional Spatial Strategy identifies 28 service centres in North Yorkshire.
- 3.8.3 As the LTP is developed in line with the Regional Spatial Strategy, Service Centre Transportation Strategies have been and continue to be developed. These cover the service centre and its surrounding hinterland, and aim to develop a closer alignment between accessibility, public transport, road safety and school travel.
- 3.8.4 The same service centre approach was adopted in the development of the Improvement Plan. The relative distance that people might walk, cycle or horse ride from or to a service centre is much less than people might travel by bus or car. On average walkers, cyclists and horse riders might travel



View of Selby and its Abbey (courtesy of Selby District Council)

15km from the edge of any community. A hybrid approach was therefore taken to identify improvement schemes which contribute to the four shared transport priorities.

### 3.9 Overall network assessment

- 3.9.1 The Countryside Agency commissioned ENTEC Consulting to work with the City of York Council on a methodology for assessing the entire rights of way network for different classes of user. Following research into both the availability of rights of way and use and demand patterns, ENTEC recommended that:
- For walkers, cyclists, horse riders and people with disabilities, the availability of rights of way should be assessed in a zone up to 15km from the edge of every community.
  - For horse and carriage drivers, due to the lack of suitable rights of way, a county level assessment should be completed to establish the adequacy of network.
  - For motorised users, a county level assessment should be completed to determine the availability of byways open to all traffic.
  - A level of tolerance should be accepted for the use of the minor road network in joining routes together and when these roads had very low levels of vehicular use that they might act to supplement a lack of available rights of way network.
- 3.9.2 There are as many as 731 parishes in the county containing one or more communities, so it was not possible to undertake an assessment of the availability of rights of way for walkers, cyclists, horse riders and people with disabilities around every community in North Yorkshire. However, it was considered feasible to undertake this localised assessment around each of the service centres in the county, taking the 28 service centres identified in the Regional Spatial Strategy and separating some centres which were treated as one centre such as Stokesley and Great Ayton. This resulted in the selection of 31 service centres for the preparation of the RoWIP.



*The Yorkshire Dales (courtesy of Yorkshire Dales National Park Authority)*

- 3.9.3 In order to assess the availability of rights of way for walkers, cyclists, horse riders and people with disabilities in the rest of North Yorkshire, the county was divided up into the ‘landscape character areas’ identified at a national level by the Countryside Agency (now Natural England)<sup>30</sup>.
- 3.9.4 Each landscape character area has a fairly uniform landscape, being a vale or upland for example. The relationship between people, landscape and travel/transport has always been inextricably linked and so the availability of rights of way was considered to be broadly similar within each landscape character area.
- 3.9.5 Landscape character areas do not correspond with any other designations, as they are determined purely by their particular landscape attributes. Some character areas such as the Yorkshire Dales were fairly large and so were subdivided for rights of way assessment.
- 3.9.6 The availability of rights of way for horse and carriage drivers was undertaken, as recommended by ENTEC at county level, acknowledging the extremely sparse network of restricted byways and byways open to all traffic.
- 3.9.7 Similarly, the demand for motorised use of byways open to all traffic was undertaken at county level as there are only a limited number of byways open to all traffic in North Yorkshire.
- 3.9.8 The ENTEC method which the City of York Council used was adapted for use in North Yorkshire. The public consultation results indicated a clear wish for circular routes, routes which remove people from roads, routes which better link together, link communities together and routes which link to attractive areas. The ENTEC method was also adapted to include the four shared transport priorities. The availability of links to open access areas was assessed as well as the relationship of rights of way with National Trails.

<sup>30</sup> Landscape Character Assessment Guidance for England and Scotland, The Countryside Agency, April 2002, CAX 84



*North Yorkshire Local Access Forum Meeting, 2007*

**3.9.9** The resulting assessment was a combination of a desk top study of the Definitive Map and interviews with Rangers from the two National Parks and County Rights of Way Officers. Further assessment was made with colleagues from Highways North Yorkshire who were able to comment upon the road network, cycle way schemes and development, public transport and the availability of footways and other forms of access.

### **3.10 Reviewing the results**

**3.10.1** The main and key subsidiary issues arising from the assessment of the availability of rights of way around service centres and within landscape character areas appears in the accompanying Technical Summary – ‘Local Issues’.



*Yorkshire Dales Access Forum  
(courtesy of Yorkshire Dales National Park Authority)*



*North York Moors National Park Local Access Forum, site visit, Monk Bank  
(courtesy of North York Moors National Park Authority)*

### 3.11 Steering Group and Joint Local Access Forum

- 3.11.1 Assessment results were reviewed in January 2006 by an extended steering group involving all Local Access Forum members in North Yorkshire and the National Parks, District Council Officers, AONB Officers and neighbouring highway authorities.
- 3.11.2 Over 100 attendees were split into workshop groups according to their local area to discuss the results. Using their local knowledge they listed the top three issues relevant to each service centre and landscape character area. The resulting assessment 'Top Local Issues' is presented in Appendix A.
- 3.11.3 This Appendix also provides strategic information relevant to access planning, including analysis of population characteristics, identification of areas with tourist pressures or noted erosion on rights of way and potential future development schemes which might impact upon the network. This detail will help define how the plan is delivered at a more local level.

### 3.12 Shaping the plan

- 3.12.1 An initial draft plan was prepared and sent for internal informal consultation to all Steering Group and Local Access Forum members in September 2006. Two workshop events were then held in November to draw the main comments together. Re-structuring and clarification of the key policies followed through December and January prior to the Draft Plan being made available for public consultation in March 2007.



Yockenthwaite, Yorkshire Dales (courtesy of Yorkshire Dales National Park Authority)

# Results from the assessments

## 4.1 Introduction

The following section provides conclusions from the various assessments detailed in chapter 3. These have been supplemented by findings from other research relevant to the plan.

## 4.2 Different types of demand

4.2.1 Three clear types of demand exist for rights of way, which take into account the needs of people with a range of expectations, interests and levels of ability. They are:

4.2.2 Actual users – people who currently use the network. Over 80% of residents use the network at some time<sup>31</sup> although their levels of use of the network can be fairly low<sup>32</sup>. It is estimated that in the order of 23 million visitor days are spent enjoying the rights of way network in North Yorkshire each year<sup>33</sup>.

4.2.3 Potential users – people who would enjoy the network ‘if only...’ The number of ‘if’ factors which prevent enjoyment of the network are varied. Some of these it will be possible to influence, whereas others may be more difficult. Those that it will be possible to influence include physical and informational barriers which prevent people from using the network.

4.2.4 Latent users – people who never use the network and would take some persuading to use it.



## 4.3 Current demand

4.3.1 Just over two thirds of resident users enjoy the network during mid-week and the majority of these residents are not employed (retired, looking after family, etc). 80% of resident users enjoy the network at weekends and one in three residents use rights of way in the evening. Many users of the rights of way network in North Yorkshire originate from just outside the county boundary, including West Yorkshire and Teesside. While they are visitors, their pattern of use of the network is similar to that of residents.

4.3.2 The high quality landscape is the most potent determinant of demand for rights of way. Paragraph 2.5.3 has already provided information about the number of visitor days spent walking, cycling, horse riding and horse and carriage driving in North Yorkshire. In addition, of resident rights of way users, 86% primarily use the network to enjoy the countryside, 81% to improve their health and well-being and 51% to undertake a hobby or interest.

## 4.4 Potential demand

4.4.1 There are around 20% of residents who do not currently use rights of way. Of these the more significant groups who could be encouraged to make wider use of the network include:

- older people;
- young people;
- people with disabilities (physical, mental or psychological conditions);
- young families with children in pushchairs and toddlers; and
- people from different cultural backgrounds who are currently unaware of countryside access or do not participate for other reasons<sup>34</sup>.

<sup>31</sup> Citizens Panel Survey, North Yorkshire County Council, 2004

<sup>32</sup> Daily demand for top three routes in parishes, Parish Council Survey RoWIP, North Yorkshire County Council, 2004

<sup>33</sup> Estimated from overnight stay statistics for North Yorkshire 2001 (Yorkshire Tourist Board) and relevant activities listed in GB Leisure Day Visits: Report of the 2002/3 Great Britain Day Visits Survey, TNS Travel & Tourism, May 2004 such as walking and cycling in the countryside, woodland or coast.

<sup>34</sup> And <sup>35</sup> Draft Action Plan, Diversity Review, Countryside Agency, 2006.



*Walking in the Yorkshire Dales (courtesy of Yorkshire Dales National Park Authority)*

4.4.2 The percentage of potential users who could be encouraged to use the network if different barriers are removed includes:

- 33% 'might use the rights of way network if it was more connected, offering me circular routes around the local area'.
- 30% 'might use the rights of way network if it was publicised more'.
- 21% 'might use the rights of way network if it was suitable for people with disabilities'.
- 10% 'might use the rights of way network if 'they thought it was better managed and maintained'.
- Some potential users believe that they must own a private vehicle to enjoy the network further from home. A fifth of residents in the county, a third of residents living in West Yorkshire and Teesside and often more than half of residents living in cities like Manchester or Newcastle do not own a car and rely on public transport provision to access rights of way in North Yorkshire. They may also be unaware of opportunities available from their doorstep.
- A lack of awareness about how to participate in and access the countryside can affect levels of demand<sup>35</sup>. Whilst the majority of resident weekday demand for rights of way in North Yorkshire is provided by people who are economically inactive (retired, parents looking after children, people between work, etc), there are many others who might also benefit from the type of cost free activities which can improve health and well-being and prevent illness which are provided by rights of way.

<sup>35</sup> Draft Action Plan, Diversity Review, Countryside Agency, 2006.

### 4.5 Latent demand

- 4.5.1 It is likely that a proportion of the 20% of residents who do not currently use rights of way will never use the network. The assessment found that some people are strongly attached to other modes of transport and believe that none of their interests are likely to be met by the rights of way network.
- 4.5.2 However, 25% of non-user residents said that none of their interests involved walking, cycling or horse riding, indicating that they perceive the rights of way network to be purely a leisure network. Nearly a quarter of non-user residents simply do not know enough about rights of way and over a fifth have a disability which is thought to limit access to the network. A third of non-user residents said that their travel preferences did not include walking, cycling or horse riding. This group may be the hardest group to persuade to switch to more sustainable transport in the future.

### 4.6 Future growth in demand

- 4.6.1 Web respondents indicated that their demand for rights of way was likely to either stay the same or increase in the future. The population of North Yorkshire is predicted to increase by 8.3% and by 5.6% in the rest of England between 2006 and 2017<sup>36</sup>. This means that gross demand for rights of way is also likely to rise in the future. When people were asked what influences their choice of leisure pursuits, the top four answers were:
- the nature of the product;
  - its impact on health;
  - its location; and
  - its cost.
- 4.6.2 Net demand for rights of way may increase in the future if people become more physically active to combat a rise in obesity or if they travel more sustainably, possibly having been priced out of cars in response to climate change.

### 4.7 Sustainable use of the network

- 4.7.1 During initial consultation, Parish Councils were asked for information on levels of usage on their three most popular routes. This showed that the most frequent number of people using a right of way was either less than 20 people per day or between 20 or 49 people per day. Demand increased slightly at weekends. There were, however, pockets where usage could be in excess of 300 people per day e.g. in some of the larger communities or where demand is enhanced by visitors.
- 4.7.2 Over 80% of residents report that they walk from their local area at some time to use the network and this is the main means of accessing the network for 52% of residents. The proportion of people who cycle or horse ride from their local community was lower. Some local communities already use the network to access local services. However, Parish Councils identified potential to improve rights of way to better access shops, village/church halls, schools and local tourist attractions. They felt this could be achieved through better maintenance, widening accessibility and changing the status or creating new routes. These improvements would enhance accessibility, one of the shared Government transport priorities<sup>37</sup>.



Walk from Malham, Yorkshire Dales  
(courtesy of Yorkshire Dales National Park Authority)

<sup>36</sup> Based Sub National Population Projections Office of National Statistics 2006

<sup>37</sup> Technical Guidance on Accessibility Planning in Local Transport Plans Department for Transport, 2004.

- 4.7.3 11% of residents use the bus at some time to access rights of way but this is the main means of access for only 0.5% of residents. In contrast, a high number of visitors who arrive in the two National Parks do so by car. Some of them arrived to enjoy the rights of way network<sup>38</sup> and 73% of residents use their car at some time to access rights of way, with this being the main means of access for 38% of resident users.
- 4.7.4 Most people indicate that they travel between two and ten miles along a right of way per trip, though this obviously depends on the mode of travel, availability of rights of way and time and nature of their destination. Slightly more people enjoy a right of way on their own than with friends and the third highest proportion enjoy them with their family. The fourth highest proportion of usage was while walking the dog and the fifth highest category was enjoyment as part of an organised group. These results were drawn from a relatively small sample, however, elsewhere dog walking has been found to be one of the main ways that people enjoy rights of way<sup>39</sup>.

## 4.8 Demand for different rights of way

- 4.8.1 The relative level of demand between different types of path is for footpaths (58% of residents use these on a weekly basis or more), followed by bridleways (used at least weekly by 19% of residents), restricted byways (8% of residents use these on a weekly basis or more) and byways open to all traffic (used by 16% of residents on a weekly basis or more). This probably simply reflects the availability of different rights of way. It is likely that people do not necessarily know what type of path they use. Restricted byways came into existence approximately two years after this survey was run. Demand reflects the relative accessibility of walking compared to other modes of travel. 80% of all journeys of less than one mile are walked and walking is the country's main leisure activity<sup>40</sup>.

<sup>38</sup> Best Value Surveys, *Yorkshire Dales National Park Authority*, 2002, showing that 92% of people arrived on the day of the survey by car; many from outside North Yorkshire, some respondents had come to walk or ramble.

<sup>39</sup> RoWIP Good Practise Guide, *Institute of Public Rights of Way Officers*, 2005

<sup>40</sup> National Travel Survey, *Department for Transport*, 2002



*Approach to Penn, boot (courtesy of the Countryside Agency)*

## Chapter 4

### 4.9 Requirements for different classes of user

An assessment was undertaken of the requirements of different types of user. This information was obtained by research which included the findings of 'exemplar' projects looking specifically at user requirements which were funded by the Countryside Agency (now Natural England).

#### 4.9.1 Wheelchair users

- Signs at eye level;
- Gates which are easy to open and close;
- Catches that are easy to reach and operate;
- Minimum gradients on all paths;
- Minimum cross fall on paths or even cambers;
- Surfaces which are firm, level and non-slip;
- Space next to ramps or gates;
- Space to pass other path users;
- Views unrestricted by handrails or walls;
- Handrails at appropriate heights;
- Space to turn corners.

And related but not within the remit of the RoWIP:

- Space at car parks to transfer from car to chair;
- Spaces to sit next to companions at seats;
- Accessible toilets.



Person with mobility restriction enjoying access to the countryside.



Visually impaired person enjoying the countryside

#### 4.9.2 People with walking difficulties or dexterity/balance problems

- Steps with handrails and even treads on risers;
- Gates that are not heavy and catches that are easy to operate;
- Passing places on paths;
- Minimum gaps in the surface of paths;
- Minimum gradients along and across paths;
- Horse riders need places to mount and dismount, plus easy opening devices on bridle gates;
- Resting places at regular intervals.

And related but not within the remit of the RoWIP:

- Seats that are easy to rise from.

#### 4.9.3 Visually impaired people

- Even path surfaces;
- Even and clearly marked steps;
- Easy to use catches on gates;
- Clear edges to paths;
- Space to pass other path users;
- Warning of hazards at head height.

#### 4.9.4 People with a hearing impairment

The main issue here is safe negotiation of roads and railways as well as clear information about routes.

#### 4.9.5 People with mental health issues including memory loss, confusion, poor concentration and an inability to understand information

Generally this group of people require clear, well used paths without visual obstructions and clear information, whether it is signposting and waymarking or route information which is in a suitable format.

#### 4.9.6 Disabled horse riders and cyclists

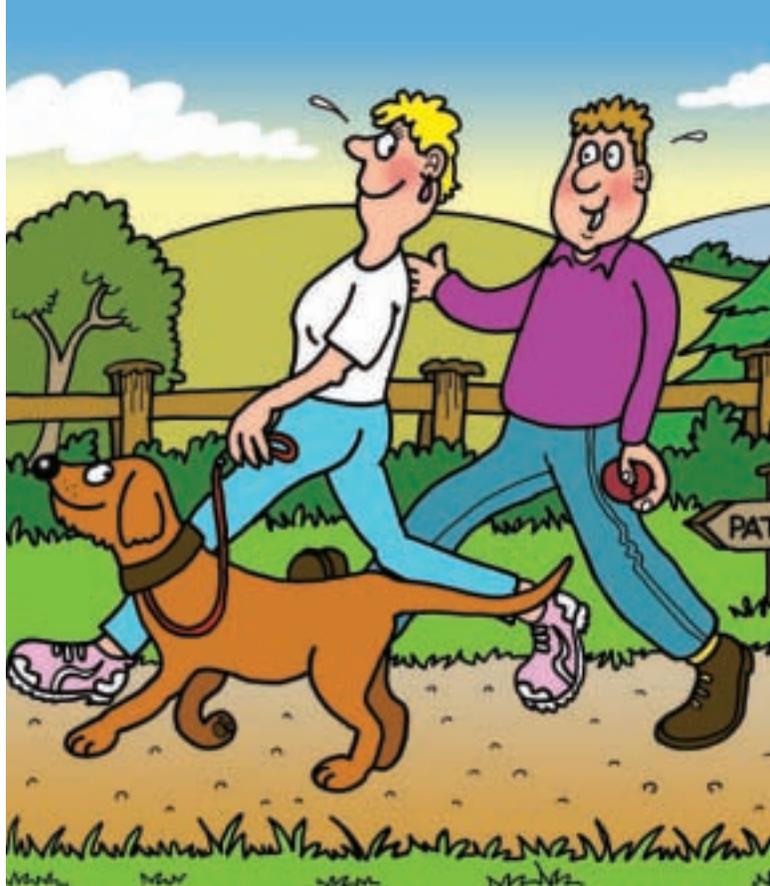
- Hitching rails at stopping places;
- Places to mount and dismount;
- Space around bridle gates;
- Catches that can be operated without dismounting;
- Bridleways which are wide enough to allow unconfident riders to pass safely, and perhaps to allow one horse to be led from another.

And related but not within the remit of the RoWIP:

- Parking for horseboxes if people do not ride from home.



Enjoying a footpath in Harrogate



Walking the dog

#### 4.9.7 Dog Walkers

- Room for the dog to run off the lead;
- Safe for the dog to run off the lead i.e. no vehicles, other walkers, livestock;
- Controlled undergrowth;
- No stiles or dog gates as dog gates are only suitable for small dogs;
- Clear and sufficient signage;
- Clear routes across fields;
- Attractive environment;
- Opportunities for the dog to drink (natural streams, ditches or water supplied by pubs or shops).

And related but not within the remit of the RoWIP:

- Sufficient dog bins that are emptied regularly;
- Lighting in winter on local routes near to the road.

## Chapter 4



Multi user route (courtesy of Mr L. Ford)

### 4.9.8 General Walkers

- Connected – from origin to destination;
- Convenient – following desire lines and safe crossings;
- Conspicuous – clearly signed;
- Comfortable – double width, obstruction free, minimum fear of crime;
- Convivial – attractive and interesting.

### 4.9.9 Off road pedal cycling

- Coherence – infrastructure should link origin with destination;



Cycle parking Skipton Station (courtesy of the Yorkshire Dales National Park Authority)

- Routes need to be continuous and consistent;
- Routes should be direct without detours to incur delays;
- Routes need to be attractive;
- Routes need to minimise perceived hazards including road safety and crime;
- Less active cyclists who travel on and off road prefer well maintained surfaces, gentle gradients and convenience;
- Active cyclists prefer rough terrain, variations in gradient and complicated manoeuvring.

### 4.9.10 Horse riders

- Information about where horse riders can go;
- A safe network where riders are free from the fear of attack;
- A preference for circular routes and routes that link;
- Sharp gravel or hard smooth surfaces are unsuitable (as are deep ruts);
- Gates need to be easy to open and routes should not be obstructed, particularly by electric fences;
- Improvements and maintenance to enable equestrians to use the network more frequently and extensively;
- Off road access where possible, creating links and safe crossings.

And related but not within the remit of the RoWIP:

- Educating drivers to enable motor vehicles to safely pass horses on roads;
- Parking provision, 92% of equestrians surveyed by Hampshire RoWIP exemplar project use cars to reach their horses. This is because 70% of horses that are not kept at home are kept on average five miles away. 34% of BHS members own horse boxes and 17% own motorised transport nationally. Access to horse transport can however be as low as 6%<sup>41</sup> and it is an indication of the number of horses which are transferred to other locations for riding purposes. These purposes include attending shows, riding with friends, visiting attractive locations, visiting the beach or hunting. Parking is outside the scope of a RoWIP.

Right: Arkengarthdale Cyclist (courtesy of Mr B. Haworth)

<sup>41</sup> A 1998 survey of Swansea Bridleways Association found 6% had horse transport compared to 19% from a survey of Harrogate Bridleways Association in 1994, there is therefore variability both nationally and locally.



## Chapter 4

### 4.9.11 Horse and carriage drivers

- Information about available access including byways;
- Routes that avoid roads;
- Well maintained rights of way;
- Over 50% prefer circular routes;
- Average short route length is around five or six miles lasting 45 minutes;
- Average mid length route is 12 to 16 miles;
- Average longer route length is 15 to 20 miles.

### 4.9.12 Low, potential or latent users and non-users

- Circular routes;
- Better route linkage including linking communities;
- Safe off road routes;
- Knowing where routes are;
- Better promotion and accessible information;
- Better signposting;
- Confidence in the quality of a route;
- Reduced fear for personal safety;
- Better ways to encourage young people, older people, people from different cultural backgrounds and others identified in the Diversity Action Plan<sup>42</sup> to enjoy the countryside.

### 4.9.13 Motorised users

- Drivers must be licensed, taxed, insured and fit to drive;
- Driving must be undertaken with due care and consideration;
- Illegal use prejudices others and users should follow user group codes of conduct.



*Sangate project visits Malham (courtesy of Yorkshire Dales National Park Authority)*

### 4.9.14 Land interests, heritage and nature conservation requirements

Research for this plan has indicated that most people use rights of way to enjoy the countryside. The countryside that we see today is a result of the evolution of land management practises over centuries, industrialisation, globalisation of food production and active management of and the creation of landscape features. Different areas of the county have experienced different rates of development. A more recent period of rapid landscape change is being tracked by Natural England, English Nature and Defra<sup>43</sup>. Two of the issues promoting this change are development pressures and reform of agricultural subsidy.



*View across fields to Roseberry Topping from North Yorkshire*

<sup>42</sup> Draft Diversity Action Plan, part of the Diversity Review, *Countryside Agency*, 2006

<sup>43</sup> "Tracking Change in the Character of the English Landscape", Natural England, English Heritage, Defra (Natural England press release 14/06/07)

Whilst this plan is about development in relation to access, it recognises the positive relationship between land and access such as an increased appreciation of rural issues, where food comes from, local produce, diversification of the rural economy and support for local services and seeks to mitigate against those negative impacts on heritage and landscape which are within its control. Independent research into the needs of land interests indicates the following requirements:

- Responsible use of rights of way by the public<sup>44</sup>;
- Acknowledgement that access and conservation interests can conflict at times, these issues are usually resolvable;
- Acknowledge that rights of way are a subset of all available public access provision and therefore other access can offset a low availability of rights of way;
- Some benefit for public access;
- Defra funded permissive access schemes (temporary access) are competitive and not economical;
- Direct incentives to upgrade or divert routes such as preferential rates;
- Less bureaucracy associated with route location changes;
- Move routes away from farmyards containing stock;
- Some landowners offer informal access arrangements or simply tolerate low levels of de-facto access;
- Informal granting of access occurs with some groups;

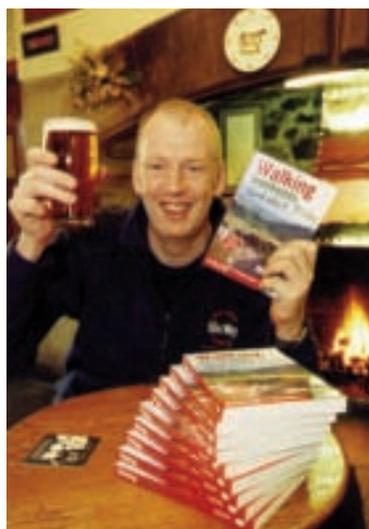


Mountain biking in North Yorkshire

- Indirect positive benefits such as the retention of local services like the post office or village shop.

### 4.10 Promotion of the network

- 4.10.1 It was not practical to assess all publications which promote rights of way in North Yorkshire due to the large number available on the market. As an alternative it was decided to ask people for their views on how well the network is promoted. This provides an assessment of what the information is like, how accessible it is and how it meets various interests and abilities.
- 4.10.2 Guide books often cater for the more capable existing user. Although some of this group may not be map readers, they can interpret the route map and textual directions provided. Younger people often use guide books because they lack the confidence and sometimes navigation skills to select their own route<sup>45</sup>.



Walking weekends book  
(courtesy of Mr M. Reid [www.innway.co.uk](http://www.innway.co.uk))

- 4.10.3 The main sources of promotional material are book shops, libraries, tourist offices or National Park Centres. Some areas receive much more promotion than others, either through the popularity of certain landscapes, ignorance of what else is available, commercial viability or the lack of involvement of a sponsoring authority/agency.

<sup>44</sup> Mulder, C., Shibli, S. and Hale, J. (2006) Rights of Way Improvement Plans and increased access to the countryside in England: Some key issues concerning supply. *Managing Leisure: An International Journal*, Issue 11, pages 96-115

<sup>45</sup> 20s and 30s Young Ramblers Groups, Northumbria/ North Yorkshire & South Durham Groups



Courtesy of Mr M. Reid [www.innway.co.uk](http://www.innway.co.uk)

4.10.4 There is a need to raise awareness of what rights of way are and where they are located. This is not just confined to targeting potential and non-users. Existing users often rely on other people's interpretation of the network, other people to show them a route which they can visit, or are influenced by a lack of promotional material about their local area. The assessment of the availability of rights of way around service centres consistently concluded that people need to know what is available around them. Results from other assessments confirm that the promotion of rights of way at local community level can be poor, whether this is perceived to be the case or actually is the case<sup>46</sup>.

4.10.5 Parish Councils were asked what level of promotion they felt that public rights of way received in their parish through different media. The most frequent responses, excluding 'not applicable or no answer' were:

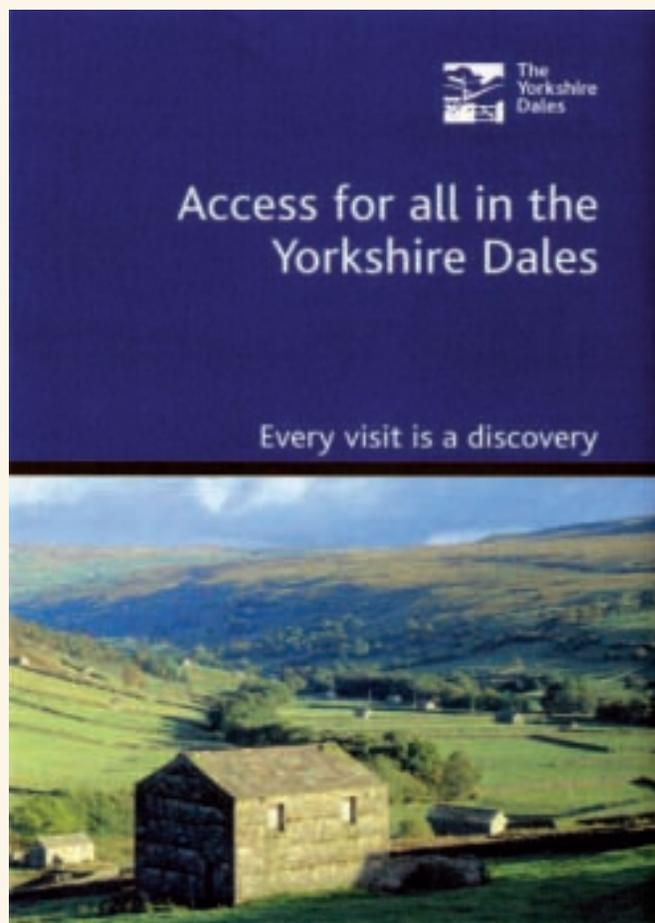
- Low, through community notice boards (49%);
- Low, through local leaflets (42%);
- Low, through local press (39%);
- Medium, through published guides (28%);
- Low, through tourist literature (29%);
- Low, via the parish website (21%), for most Parish Councils this was not applicable;
- Low, via the County Council and National Park Authority websites (29%);
- Low, at bus and train information points (20%).

4.10.6 One in three residents said that they were satisfied with the level of promotion of the network but at the same time one in three felt dissatisfied with it.

4.10.7 Businesses were asked for their opinion about what constitutes a good guide for rights of way using their marketing expertise. The top features that they felt needed to be included were:

- 1) Signage location;
- 2) Having a drawn route;
- 3) Distances;
- 4) Landmarks;
- 5) Accessibility.

4.10.8 People with disabilities often do not know what is available to them because there is a lack of accessible information, other than booklets that are produced by the two National Park Authorities which show accessible rights of way.



Leaflet for People with Disabilities produced by the Yorkshire Dales National Park (courtesy of Yorkshire Dales National Park Authority)

<sup>46</sup> Parish Council Survey, 2004 see accompanying 'Consultation Results' technical summary.

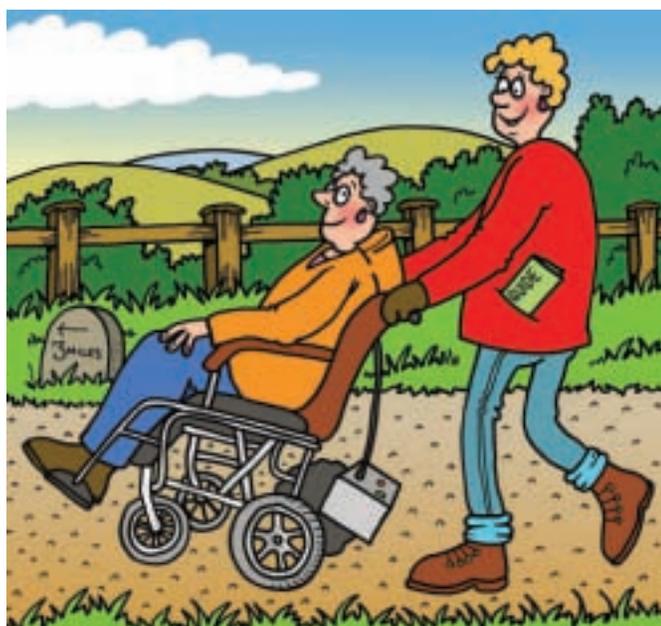
- 4.10.9 Currently none of the access authorities in North Yorkshire provide the Definitive Map on their website in a form which is easy to view, enables people to search for a particular walk, cycle or horse ride/ carriage drive route or tells people what to expect on the route e.g. whether it is temporarily closed or diverted. A more dynamic user friendly interface is required in the future with information about rights of way to help people plan a trip, provide choices and easy links to promotional information.

### Consultation quote:

“I feel that other areas do much more to promote rights of way such as walking weeks/weekends and similar promotions.”

### 4.11 Physical accessibility

- 4.11.1 The assessment of the network and interviews with staff revealed that some rights of way which could be used by people with disabilities are isolated farm tracks. In contrast, there are relatively few routes in North Yorkshire which lead from a community or transport hubs which meet the needs of people with mobility problems and sight impairments or young families with push chairs. Opportunity exists to improve routes, particularly where there are other amenities such as toilets and seating.



Person with mobility restriction enjoying access to the countryside.



Young people cycling off road (courtesy of Mr L. Ford, Trans Pennine Trail)

### Consultation quotes:

“It appears to my organisation that only in North Yorkshire is the love of the inaccessible ladder stile quite so advanced. Can this love affair end please?”

“Gates not stiles, my father-in-law has had both hips replaced and finds it very difficult to use stiles.”

“Some stiles are too hard for elderly users (us).”

### Consultation quotes:

"I am a disabled lady. Though I walk with crutches I am able to cycle, mountain bike and kayak unaided. Many disabled adults and children who either through injury, illness or birth defects, those with balance problems, amputees, hemiplegics, the head injured or those who have had a stroke can often cycle, getting out into the countryside can make a great difference to a disabled persons quality of life, mental and physical health."

"Whilst it is obviously unreasonable to expect the higher level and more strenuous paths to be wheelchair accessible, some of the more level ones e.g. alongside rivers could be made so. When on crutches, gates and ramps where possible are easier than ladder stiles or wooden cross over stiles. Gates are easier than kissing gates which can be difficult to manoeuvre through on crutches and impossible with a wheelchair or pushchair."

"Disabled stiles, as put on our farm are extremely difficult for the able bodied. Kissing gates are better if fitted with a strong spring... The most difficult stiles for walkers with dogs and for the able bodied are ladder stiles."



Horse riding on the Settle Loop (courtesy of Yorkshire Dales National Park Authority)

### Examples of current work:

- In 2005, the County Council and two National Park Authorities commissioned JBA Consulting to calculate the gradient of rights of way across the County at specified intervals. The Yorkshire Dales National Park undertook further audit work using standards identified by Natural England (Countryside Agency) 'By All Reasonable Means'<sup>47</sup> to identify routes where barriers make it impossible or unreasonably difficult for disabled people to access public rights of way.



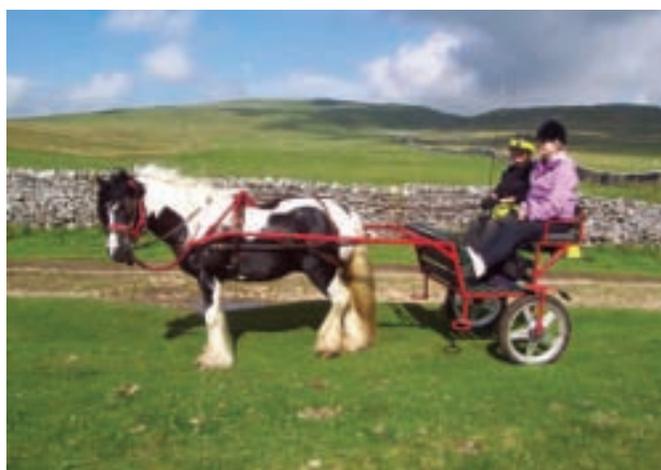
Fremington Edge, Swaledale  
(courtesy of Mr B. Haworth, Yorkshire Dales National Park Authority)

<sup>47</sup> By All Reasonable Means, Countryside Agency (Natural England) CA215, October 2005

- 4.11.2 The availability of network decreases as rights increase. Walkers have more available network than any other user. Cyclists and horse riders have less available network and horse and carriage drivers the least available network.
- 4.11.3 There has been a noticeable increase in equestrian activity in North Yorkshire, although the scale of this increase has not been measured and is difficult to gauge. Demand for active off road cycling is high and there is potential for it to grow in North Yorkshire. It is largely concentrated in areas like the National Parks which have a good network of bridleways and routes with higher rights. The North York Moors and Yorkshire Dales National Parks have been promoted for cycling in the national press alongside areas such as the Borders Region of Scotland and Wales. The spending power of active cyclists is high and a Cycle Tourism Strategy has been prepared for North Yorkshire to promote this activity<sup>48</sup>.
- 4.11.4 Demand for less experienced forms of cycling such as for young families is also high<sup>49</sup>. Sustrans point out that it is currently limited by the lack of suitable routes. The Pennine Bridleway is not suitable due to the surface and gradients required by less experienced cyclists. Most cycle tracks are part of the highway network having shared use of footpaths within and immediately around communities. These dual status routes usually have signage showing that they are available to pedestrians and cyclists. Relatively few 'off road' routes have been created. Notable exceptions include the Selby to York, Scarborough to Whitby and Wetherby to Spofforth routes, using former railway lines.

There is, however, an extensive network of roads which receive relatively low amounts of traffic right across the county.

- 4.11.5 The Countryside Agency has examined the barriers which exist for rural people, and transport was seen as the biggest barrier to access jobs, goods and services<sup>50</sup>. A lack of routes leading from the edge of the community alongside roads was thought to inhibit sustainable travel, as the perception was that one had to walk or ride along busy rural roads to reach a destination. The assessment in North Yorkshire has found that where communities are served by a footway adjacent to the carriageway, this often stops a short distance from the built up area, missing the opportunity for it to link with rights of way which may not necessarily follow the carriageway thereafter. Communities are often poorly served by bridleways which enable off road cycling and horse riding. While some rural roads have relatively low traffic flows and can be used for cycling and riding there is a perception of a degree of risk associated that may or may not be based on reality.
- 4.11.6 There is a known limited demand for horse and carriage driving in North Yorkshire. Carriage drivers currently have the least length of rights of way available to them although carriage drivers do use available quieter roads. There is an opportunity for better integration with the road network, particularly through the use of unsealed unclassified roads, which can themselves be fragmented and carry very low traffic flows. This would provide an enhanced network for this group of users and other non-motorised users.



Horse and carriage driving in the Yorkshire Dales (courtesy of Mr B. Lewis)

<sup>48</sup> A Cycle Tourism Strategy for North Yorkshire and York sub-region: *Yorkshire Dales National Park Authority*, June 2006

<sup>49</sup> See fact sheets associated with cycling on the Sustrans website, [www.sustrans.org.uk](http://www.sustrans.org.uk)

<sup>50</sup> Living in the countryside: The needs and aspirations of rural populations, *The Countryside Agency*, 1999, CAX 28



Horse riding through woodland (courtesy of S. Childes)



Bridging the Three Peaks – Nether Lodge Bridge (courtesy of Yorkshire Dales National Park Authority)

- 4.11.7 Motorised users have few rights of way available to them and there is a known demand for recreational motoring in the countryside in North Yorkshire (see chapter 1). The County Council is currently working with user groups to develop a management strategy which seeks to integrate the management of byways open to all traffic with other available highways in the development of an integrated highway network. This will seek to manage recreational demand for motoring, acknowledging rights which exist and also clarifying the status of routes where this is unclear.
- 4.11.8 The network which is available for cyclists, horse riders and carriage drivers is considerably fragmented. The development of an integrated highway network will help to alleviate this situation alongside any status changes or other improvements which are delivered through the Rights of Way Improvement Plan.

### 4.12 Network efficiency

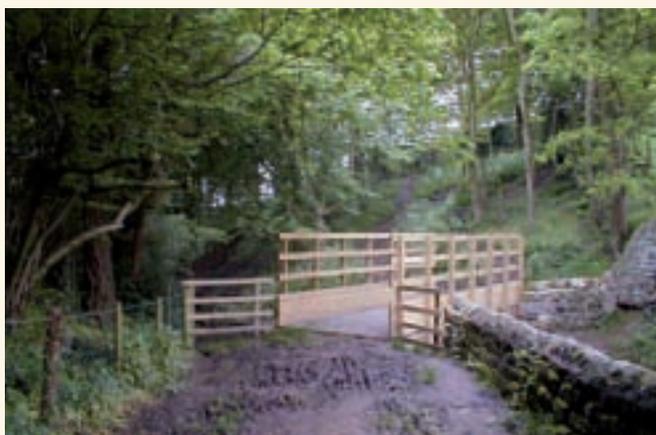
- 4.12.1 Both actual and potential users would like more circular routes. This was the top priority for Parish Councils and businesses. They would also like to see a network which links together better, links communities together better and enables access to local goods services and recreational opportunities. The assessment of the availability of rights of way around service centres revealed that many communities lie within 15km of a centre and often within 5 to 7km of the centre. While some peripheral communities are already linked with their service centre by rights of way and other off road access, some are not or are only partially linked.

#### Consultation quotes:

“A genuine effort to fill ‘missing links’ to improve bridleway network.”

“More linked bridleways that allow connection to other bridleway networks and circular journeys.”

“In respect of accessibility, in which the rights of way network is treated as a part of day to day transport network, (as opposed to being somewhere nice to go for a walk on Sunday, if it’s not raining), this is exactly the approach that needs to be taken with the rights of way network”.



Stonerings byway new bridge construction (courtesy of Mr J. Smith)

- 4.12.2 Some Parish Councils identified the potential to create access in order to better link peripheral settlements or local people with facilities such as shops, the pub or village hall. Existing users would like to be able to access attractive areas. This was joint second priority for Parish Councils who noted that the top inaccessible locations in their area were:

- river corridors;
  - woodland and
  - attractive views.
- 4.12.3 There is potential to significantly improve the availability of the network around some communities that are currently poorly served or have no available network.
- 4.12.4 There is the potential to divert rights of way around farmyards, particularly in the interests of public safety. This was one of the top requests put forward by Parish Councils.

**Consultation quote:**

“Generally, seek to avoid paths going through farmyards – these can be dangerous places with heavy machinery, large animals being moved around, cutting/shredding machines ...and pose a bio security risk.”

**Real example:**

- Around 2,000 walkers were passing through the yard of a working sheep farm, Nether Lodge Farm in the Yorkshire Dales, resulting in the farmer being unable to work on sheep in the yard at weekends. Work was undertaken to divert the footpath round the yard and construct a curved footbridge. The bridge is made from oak and larch, sourced from sustainably managed British woodlands.

- 4.12.5 Routes that are susceptible to erosion, for example on the coast or on a river bank should, where possible, be moved through the use of a rolling path agreement to avoid unacceptably high maintenance liability.
- 4.12.6 Resolving many of the historic claims for changes to the Definitive Map could assist with achieving some of the objectives of this plan. These should be used as a means to negotiate access that is in the public interest. The number of unrecorded rights is potentially very high in North Yorkshire, given the current defined network and the number of anomalies which exist. The area of the former East Riding appears to have a high number of unrecorded rights compared to other areas. A national initiative known as the ‘Lost Ways Project’ and funded by Natural England will help gather evidence for this.



*Cyclist on Road Great Ayton to Kildale*

Some urgency is required to gather evidence while people are still alive who can provide it and before unrecorded rights of way cease to be rights of way at all in 2026.

*Table 4.1 Current workload of Definitive Map teams in North Yorkshire in November 2006*

	<b>NYCC</b>	<b>NYMNP</b>	<b>YDNPA</b>
Outstanding anomalies	312	200	300
Historic claims unresolved	186	2	4
Diversion applications	148	13	12
Stopping up order applications	17	1	1
Creation Orders	0	0	1
Creation Agreements	27	3	6

*NYCC = North Yorkshire County Council  
 NYMNP = North York Moors National Park Authority  
 YDNPA = Yorkshire Dales National Park Authority*

- 4.12.7 There can be demand to improve links to open access areas from both residents and visitors. This needs monitoring as use of areas of open access, although currently low, may increase in the future.



Bridge crossing next to Ford Gilling West to Ravensworth

### 4.13 Development and rights of way

- 4.13.1 There are two broad kinds of development which can have an impact on rights of way: permitted development rights which do not require planning permission e.g. for some types of agricultural buildings; and developments requiring planning permission, where the local planning authorities have powers to divert or close rights of way to enable development to take place.
- 4.13.2 In the past, some development has occurred which has not taken due account of the rights of way network and there is still a legacy of buildings obstructing rights of way which were constructed more than 30 or 40 years ago.
- 4.13.3 Planning authorities and developers need guidance about which routes are important and need to be retained and where enhancement to existing public access is needed. Improved communication could be achieved through the production of a guidance pack but it would also be useful if all



Cyclist and car negotiate minor road  
(courtesy of North York Moors National Park Authority)

planning authorities could view on-line both the Definitive Map and those local improvement schemes which have been identified by the public. An enhanced web interface would also reduce turn around times in dealing with planning applications and consultations between development control staff and rights of way practitioners.

- 4.13.4 What has also become clear in assessing the network is that the pace of development has been rapid in recent years. This has led to increased traffic flows, particularly in areas where there is a low availability of rights of way. This increases the need for the improvement plan to identify off road routes and for more integrated highway development. There is also a need for rights of way to be considered at the design stage of highway improvement schemes.
- 4.13.5 Some development can adversely impact the rights of way network. For example, some businesses which generate demand for rights of way are choosing to locate in areas with an insufficient or unsuitable rights of way network and are then requesting authorities to meet their needs. Whilst entrepreneurial activities are welcome, the Improvement Plan has to balance this with wider public benefit and therefore seeks sustainable development of the network in response to strategic public demand.

### 4.14 Safety and perceived risk

- 4.14.1 During consultation, Parish Councils and local businesses placed a high priority on having rights of way which avoid surfaced roads with high traffic flows. People are less inclined to



Fisher Green – Stepping Stones  
(courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))



Footpath leaving a road and pavement near Askrigg (courtesy of Ms J. Flowers)



Horse riders Helmsley to Rievaulx (courtesy of Mr E. Nicholl www.thegreypanthers.com)

cross roads with high traffic flows where rights of way intersect them due to the potential for conflict with other road users. Many routes which approach roads with high traffic flows, motorways or railways stop short of the highway or form cul-de-sac routes. In some cases there might be scope to re-route rights of way so as to utilise an existing under or overpass to enable people to cross such barriers in safety.

- 4.14.2 There are relatively few river crossings which serve the network. This can often result in long detours as well as the fragmentation of the network on either side of the river. There is potential to build more bridges to serve the network, although the cost implications can be high. They can be prohibitively expensive for longer bridge spans and even some smaller bridge spans depending on location, accessibility and other site factors.
- 4.14.3 Some river crossings which were previously available have been adversely affected by river engineering projects. The Tees barrage, for example has raised upstream water levels and made the river difficult to cross. Changing catchment characteristics and the increasing frequency of flood events have also resulted in stepping stones being covered by water for longer periods of time, which can reduce available crossing points.
- 4.14.4 Many river crossing points use old narrow road bridges which are entirely given over to carriageway, placing the non-motorised user and particularly cyclists and horse riders potentially in conflict with other road users. This is a particular issue for cyclists and horse riders who require a wide berth.

- 4.14.5 Some roads can be relatively confining, being narrow, with poor sight lines and no verge, sometimes bounded by stone walls and offering little chance for evasive action.
- 4.14.6 Routes which lead up to and cross railway lines, especially on lines carrying high speed or frequent services, could be diverted to available under or over passes to reduce the risk to network users.

### 4.15 Rights of way as part of an integrated highways network

- 4.15.1 The rights of way network is not used in isolation from other forms of public access. The highways network, footways, green space and permissive routes enhance what is available for all users. Some people are entirely unaware of the different status of access that they enjoy and what their rights are in relation to each.
- 4.15.2 The development of an integrated highway network can potentially assist rights of way users by:
- Ensuring joined up thinking between neighbouring highway authorities where the status of routes can change at the county boundary.
  - Through integrated development and management, enhancing the network available for different classes of user. There are relatively few rights of way which offer an entirely off road experience. The majority involve crossing roads or travelling along them to join links together. Whilst many roads are experiencing increased traffic flows, some roads still exist in North Yorkshire which have only a handful of



Footpath clearance (courtesy of North York Moors National Park Authority)

vehicles using them each day. These kinds of roads might be described as ‘very quiet’ and are used in lieu of other available access. In some parts of the County they also currently help offset a low availability of rights of way, particularly for higher rights users. The management of these roads to sustain their quiet nature may help to join the network together, encourage a switch to more sustainable modes of transport and increase user enjoyment. It might also support the four shared transport priorities and the development of an integrated highway network for all users. Without such positive management there is a risk that traffic flows will rise in response to new development.

- As part of an integrated highway network, there is huge potential to use a variety of measures to improve the experience of using rights of way. In response to a busy road, for example, it might be possible to divert a route to an available under or overpass, create new routes alongside the carriageway whether by creating rights of way (permanent access) or negotiating a permissive agreement (non-permanent access). Highway engineers might be able to manage traffic flows through hard or soft measures ranging from signage to the installation of a crossing point or use of traffic calming measures.

### Consultation quote:

“The increasing traffic on our roads makes linking off road bridleways safely increasingly difficult.”

### 4.16 Maintenance of the network

4.16.1 During consultation, most Parish Councils felt that rights of way were in an average state of repair and the main issues they raised were:

- undergrowth clearance;
- better way-marking;
- dog fouling;
- better signposting from roads.

Just over half of residents were satisfied with their maintenance.

4.16.2 Parish Councils identified that access to key local services such as the pub, shops and notably tourist attractions could be improved by better maintenance of existing routes.

4.16.3 Some rights of way are neglected, but would be particularly worthy of investment in areas of high potential demand.

### Consultation quotes:

“Too many routes are difficult to use due to obstruction or illegal cropping.”

“Farmers not ploughing footpaths or planting crops across access.”

“Putting some effort into getting existing rights of way useable, extending to unsurfaced unclassified road network.”

“Improve the surface of paths near Thirsk which are heavily used all year round and become dangerously slippery in wet weather.”

4.16.4 All rights of way require an inspection regime, ideally to a common standard across the County. There is currently some variation but the development of a standardised regime is recommended in the development of the Transport Asset Management Plan which is to incorporate rights of way during the period of LTP2.



Footpath between Gilling West and Ravensworth



Negotiating gate (courtesy of Mrs J. Ratcliffe)

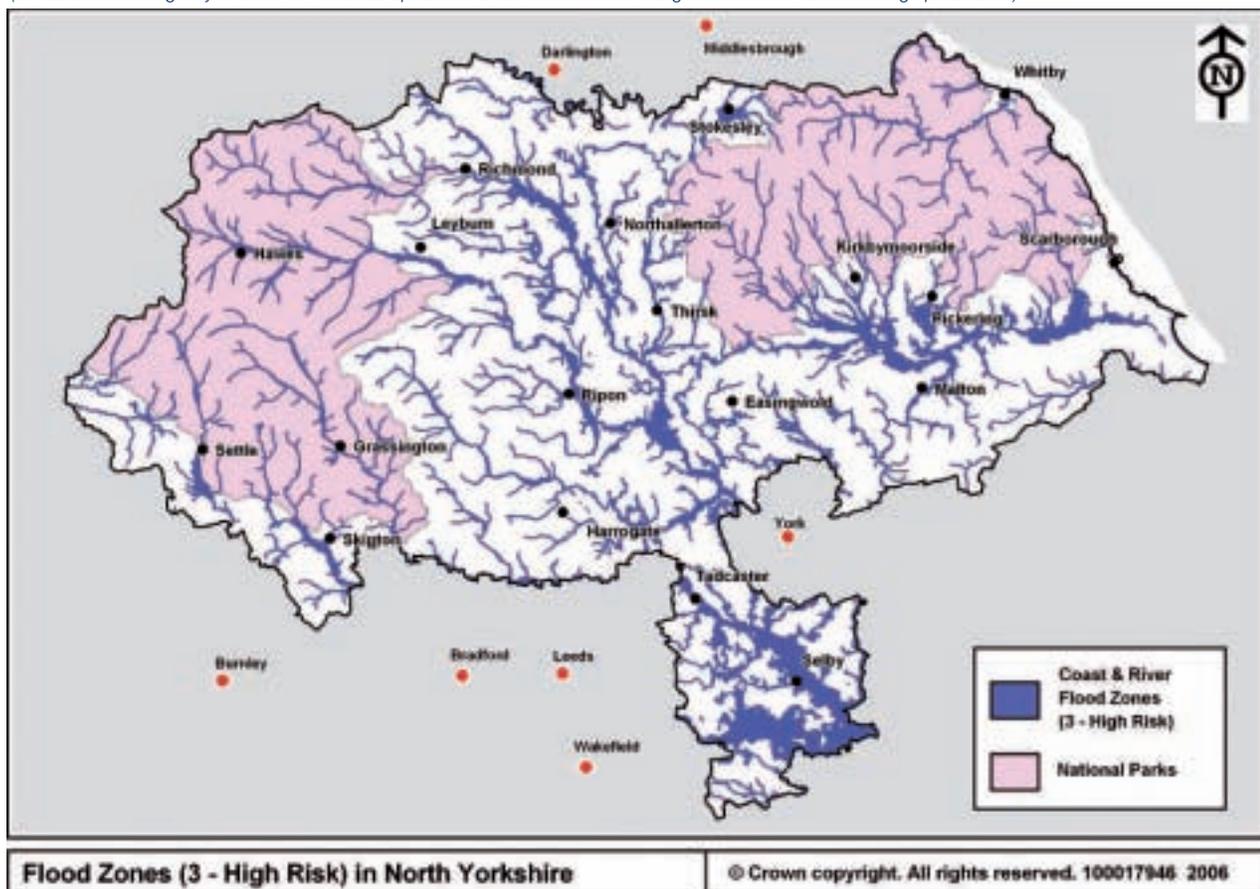


Flood after prolonged winter rain (courtesy of the Ramblers Association – Darlington Hills & Dales 20's & 30's Group)

4.16.5 Although there is a statutory duty to maintain rights of way, the level of resources currently available to do this is relatively low. This can mean that some routes which are little used can become neglected. Given the length of rights of way in North Yorkshire, the differing levels of demand placed upon them and the available resources to maintain the network, it is inevitable that some form of prioritisation will occur unless new sources of funding become available.

4.16.6 Resources available to maintain network assets could become affected by the impact of climate change. In June 2005 a localised storm event resulted in the loss of around 50 network bridges. The unpredictability of the climate could increase the risk of more unplanned events in the future and affect forthcoming asset management regimes.

Figure 4.1 Map showing high risk flood zones in North Yorkshire. (see Environment Agency website for continual update to areas at risk from flooding as a result of climate change predictions)



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Coastal slippage (courtesy of North York Moors National Park Authority)



Loss of coastal path (courtesy of North York Moors National Park Authority)

4.16.7 An increase in future demand for rights of way may result in an increase in maintenance issues as some routes become more heavily used. Long term investment in network assets is required but these must be 'future proofed' to take account of coastal degradation, river bank erosion and land slips.

4.16.8 Network asset management systems need continual improvement to maximise their role in effective planning and forecasting to manage assets efficiently and effectively.

Table 4.2 Assets which currently seriously impair enjoyment of the network in North Yorkshire

Survey Type	Sample for BVPI 178 2006			Whole network or larger scale surveys		
	NYCC	NYMNPA	YDNPA	NYCC	NYMNPA	YDNPA
Area						
Length surveyed	2006 sample 8% by length	2006 sample 5% by length	2006	75% network survey	not available	100% network survey
% missing bridges	1	0.08	4	20.6		1
% bridges needing immediate repair	2.6	2.3	0	2.9		10.5
% barriers like stiles and gates needing immediate attention	6	6	0	1.5		2.5
% barriers like stiles and gates needing repair but still usable	6.3	1.3	4	7.4		6.5
% routes with one or more obstructions	14	18	6	36.2		7
% routes with surface out of repair	7	9	2	4.3		1
% signposts missing	11	16	7	6.4		6
% ploughing and cropping obstructions	5	3	0	2.5		n/a

NYCC = North Yorkshire County Council NYMNPA = North York Moors National Park Authority YDNPA = Yorkshire Dales National Park Authority



*Air lifting in bridge to site with difficult access (courtesy of Mr J. Smith)*

### 4.17 Management solutions

- 4.17.1 Parish Councils were asked if there was any unlawful or unauthorised use of rights of way in their parish. Of the Parishes who responded to the survey, a third reported some form of unlawful or unauthorised use across North Yorkshire. The perception of unauthorised or unlawful use in the area of the Yorkshire Dales National Park increased to half of those Parishes located in this area who responded to the survey.
- 4.17.2 In some parts of the county, cyclists and horse riders are currently using routes which are recorded as footpaths, this may indicate that



*Aftermath of localised flooding in 2005 (courtesy of North York Moors National Park Authority)*

higher rights exist or the potential demand to formally upgrade the route to bridleway status.

- 4.17.3 In other parts of the county motorised vehicular use of footpaths and bridleways is being reported. This use includes areas of open access and Special Sites of Scientific Interest and can result in conflict with other users and damage to the surface. This activity is an offence under criminal law.
- 4.17.4 It is important to acknowledge the needs of legitimate recreational users in a holistic manner so that they are not overlooked in the face of unlawful or unauthorised use elsewhere. It is also important to acknowledge the needs of other users with higher rights whose available network is reduced, compared to walkers for example.
- 4.17.5 The network provides many opportunities for better citizenship including volunteer opportunities, learning new skills and providing employment and social skills. It is only by actively engaging with people that responsible use will increase and respect for each other and the environment will result.
- 4.17.6 The assessment of the rights of way network has revealed local pockets of erosion, some due to excessive demand for a particular route and others due to the inability of the surface to sustain even the limited levels of use it is now getting. These problems are additionally compounded by the unpredictability of weather, which has resulted in very wet and very dry periods. All unsurfaced rights of way need to be managed so that they are available for future generations to enjoy. A range of



*Exposed surface (courtesy of Yorkshire Dales National Park Authority)*

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Kirkdale bridge following storms in 2005



Rutted upland area (courtesy of Yorkshire Dales National Park Authority)

measures exist to redress this imbalance including: managing use, draining excess water, installing boardwalk, paving, soil inversion or pitching or other surface interventions, or moving the route to an area which is more sustainable and amenable to all stakeholders. Routes which are liable to degradation need regular inspection in order for early intervention to take place.

### Consultation quote:

“Consideration should be given to ‘corridor paths’ for coastal access in areas where coastal erosion is an issue.”

4.17.7 Route degradation occurs on all types of rights of way from footpath to byway. Some rights of way such as footpaths also follow farm tracks whilst byways open to all traffic are not exclusively available for recreational motoring as the table below shows.

The average daily flow of four vehicles per day was weighted to give an estimated average daily flow on byways open to all traffic of between 4.2 and 5.0 vehicles per day, although this masks considerable variations.

Table 4.3 Results of research based on 20 byways open to all traffic in England

User	Average daily flow	Percentage
Land management use for example by agricultural vehicles and farm machinery	1.7	42%
Recreational use by motor vehicles and motor cycles	1.5	38%
Dwelling access	0.8	20%
<b>Total</b>	<b>4.0</b>	<b>100%</b>

(Source: DEFRA and Countryside Agency, 2005, PB10323)

- 4.17.8 Where different classes of user share a right of way, there is potential for conflict. Much of the conflict can be perceived rather than based upon reality. Potential for conflict is based on differences in travel behaviour, erratic travel patterns, journey purpose, speed and inadequacies in signage/maintenance. Most conflict is resolved as users adapt their travel behaviour accordingly and show tolerance and respect others rights and needs<sup>51</sup>. Codes of conduct can help raise awareness and promote more tolerance whilst better maintenance including route clearance and unambiguous signage can support use of routes with higher rights by different classes of user.



*Cleveland Way signage  
(courtesy of Richmondshire Ramblers, The Ramblers Association)*

### 4.18 Signage

- 4.18.1 Signage informs people about what rights exist. Some people, however, do not know what rights of way are and therefore might not understand the difference between a 'public bridleway' and a 'public footpath'.
- 4.18.2 Consultation has shown that the public would like more circular routes. The assessment of service centres has revealed that there are already shorter and longer circular routes available around many population centres. However, people who are unfamiliar with the network or do not read maps will not know that these routes exist, unless they are specifically indicated by signage.
- 4.18.3 People indicate that they want more routes which link together or link communities together. The assessment revealed that while some communities are poorly linked others are not. Enhanced signage showing destination and distance would help people travel more confidently from place to place.



*Public Footpath sign in Richmondshire*

#### Consultation quotes:

"I would like to see the continental system adopted where there are colour coded marks of paint at regular intervals along the route, particularly at any junctions, rather than the one expensive wooden sign that indicates the start of the route but after that you are abandoned."

"Ideally it would be nice for footpaths to be signed to enable villagers to say walk a route from village to village to cut down on car usage and promote well being/ health etc".



*Route sign from road at Kirkby Hill*

<sup>51</sup> How people interact on off-road routes, Research Notes, CRN 32, March 2001, *The Countryside Agency*.

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- 4.18.4 People with disabilities need to know that routes are suitable for their needs. Some form of signage needs to be established which is standardised across the county to show routes which are access for all or barrier reduced. It might also be helpful to indicate routes which are particularly suited to someone who is partially sighted or blind, where other sensory experiences are important.
- 4.18.5 Signage needs to fit in with its environment but it should also be accessible to the widest possible range of users.
- 4.18.6 At present, signage is not standardised across North Yorkshire and only occasionally carries information to identify which access authority is responsible for looking after a particular right of way.



Signage in the Yorkshire Wolds



Signage, Yorkshire Wolds Way  
(courtesy of Mr M. Hodgson, Cleveland and Wolds Way Officer)

### 4.19 Economic importance of rights of way

- 4.19.1 Consultation suggests that one in four of the 110 businesses that responded to the surveys are interested in promotion through rights of way and this may indicate a greater potential to work in partnership with business in the future.
- 4.19.2 The 110 businesses who responded to the improvement plan survey were asked to broadly estimate the level of income they receive from different classes of user using three categories of high, medium or low income. Most users generated low income, though dog walkers and general walkers generated medium levels. This suggests there is scope to persuade users to spend more locally. Work by Ecotec Consulting regarding the economic value of rights of way researched larger numbers of businesses and found that some businesses from outdoor shops to accommodation providers have a very strong reliance on rights of way. This work has estimated that the direct income derived from enjoyment of rights of way in North Yorkshire is in the order of £450 million per annum<sup>52</sup>.

<sup>52</sup> Scaled up from the report Craven Access Enhancement and Promotion: A Report to the Yorkshire Dales National Park Authority, Ecotec Research and Consulting, June 2003



Cyclist at café in Gargrave (courtesy of Yorkshire Dales National Park Authority)

- 4.19.3 The 259 people who responded to the web survey in 2004 indicated that the amount of money they spend in North Yorkshire varies according to the length of their trip. There was huge variability in what people might spend over the same length of trip. A typical day trip converts to a spend amount of approximately £7.00. In contrast, an activity holiday could generate over £500, including the cost of the holiday. Notably, cycling holidays generated over £300, slightly more than walking holidays. Other surveys have been undertaken using larger sample sizes and these suggested higher levels of spend.
- 4.19.4 There is little direct linkage made between the rights of way network and the huge economic benefit that it provides. Currently very few businesses that benefit from the network put anything back into it.
- 4.19.5 One of the top improvements that businesses who took part in the improvement plan survey would like to see is projects which attract more tourists to North Yorkshire.



Walking from Birch Hall Inn (courtesy of Mr M. Reid [www.innway.co.uk](http://www.innway.co.uk))

### Consultation quote:

“Promote routes (to create financial benefit for local economy) done in several counties.”

Example:

- The Boots and Beer Festival is organised by Mark Reid (of Inn Way books) for Black Sheep Brewery in partnership with the Yorkshire Dales National Park. The annual event is held in Hawes in September and attracts around 400 participants who book the package (for an administrative fee) of a weekend of walks and evening entertainment (some of which costs extra). Accommodation is organised by the participants.

Over the two days, there is a series of walks to choose from. In 2006 there were 14 walks altogether, starting from Hawes, Bainbridge and Aysgarth to cover the whole of the Upper Wensleydale area. These are spread out to avoid bottlenecks and also to showcase the landscapes of the dales.

There is a series of shuttle buses available from Hawes to the various starting points so that the walkers do not have to use cars at all during the weekend. Also there are some linear walks, for example to Muker in Swaledale with bus provision for the return journey. The walks are rated in terms of length and difficulty, ranging from 5.5 to 16 miles; this attracts a wide range of walkers.

The National Park Authority organises the backmarkers for the walks as they have the trained and equipped personnel in the Dales Volunteers. This is a vital role in the walking festival. The Authority also endeavours to have an interpretive presence at the event, by providing leaflets, pop-up stands and an introductory National Park talk on the first evening. During the evening events, money is raised for a local charity through a raffle. In 2006 approximately £600 was raised for Swaledale Fell Rescue. Overall the Black Sheep Brewery calculates that over £50k is spent per festival in the Upper Wensleydale area on accommodation, shopping, beer and entertainment.



Boots & Beer Festival (courtesy of Mr M. Reid www.innway.co.uk)

### 4.20 Health benefits from the network

4.20.1 Rights of way enable physical activity which improves health and well being. These benefits are not currently being fully realised, particularly by older people, younger people, people with disabilities and people who are not economically active. Other people who chose to pay for gym membership are missing the easier opportunities derived from going for a walk. Closer integration is required with agencies concerned with encouraging more active and healthy lifestyles.



Leaping Walker (courtesy of Natural England)

4.20.2 Cheshire County Council, an 'exemplar RoWIP', found that it is costing every person in Britain between £130 and £200 due to the health costs associated with physical inactivity. It could be argued that by redistributing finance and investing it appropriately in improving the rights of way network, and thereby providing a resource for physical activity, that this could reduce the burden on the health service by avoiding the consequences of inactivity.

#### Facts:

- 60% of the population think walking is an important mode of transport but 33% of people walk less than they did two years ago;
- Walking has declined in the last ten years while car travel demand increased by 8% between 1991 and 2002;
- Walking is the country's most popular recreational activity and 32% of trips to the countryside were for walks in 2002/3;
- 10% of all distances travelled were by bike 40 years ago it is now less than 1%<sup>53</sup>;
- There are more than 20 million bicycles in the UK; more than ever before<sup>54</sup>;
- Horse riding generates more activity days amongst adults than cricket or rugby<sup>55</sup>.

#### Consultation quotes:

"Surely it is a well known fact that walking and fresh air are good for you."

"The Environment Agency welcomes and supports the view that access to the environment is important not only to the health and well being of individuals but also their community."

"Off road cycling is safe, cheap, healthy and "green". It could be enjoyed by all ages and abilities, but is restricted by poor access to suitable routes, compared with extensive footpath network".



Improvements undertaken with Hambleton Strollers, A Walking the Way to Health Group around Stokesley – stiles to kissing gates

<sup>53</sup> National Travel Survey 2002, Department for Transport, April 2004

<sup>54</sup> See the Sustrans website for the health benefits of cycling and various research into cycling trends

<sup>55</sup> Study of horse riding and carriage driving, 'exemplar RoWIP', Hampshire County Council, funded by the Countryside Agency in 2004/5, see Good Practice Guide for RoWIPs Institute of Public Rights of Way Officers website.



Walking, a sporting activity (courtesy of Natural England)

**4.21 Sport, Culture, Education, Heritage**

4.21.1 Many activities which are undertaken on rights of way are sporting activities in themselves and the network also facilitates access for specialist interests such as climbing and fell running. This can contribute to increasing interest in sport generally as people become more active.



Devils Arrows near Boroughbridge (courtesy of Mr E. Nicholl www.thegreypanthers.com)

4.21.2 Some people who use rights of way do so in order to learn about their culture and heritage. Rights of way are themselves part of our heritage. They show how people travelled in the past, some for example make use of Roman or corpse roads or medieval cart tracks and strategic drove roads. They also link people with heritage features such as old villages, castles, ecclesiastical buildings and disused mines.



Coverdale – Stone Squeeze Stile (courtesy of Mr E. Nicholl www.thegreypanthers.com)

4.21.3 Some rights of way assets have huge cultural significance in their own right such as the stone step stiles and stone wall squeezes and stone trods which are typical of the dales landscape as well as monk’s trods around Whitby.

4.21.4 Residents and visitors use rights of way to further their education, some to specifically study items on the national curriculum or further education from geology to agriculture. Many children visit the coast and access rights of way to look at fossils and further their interest in dinosaurs or learn about limestone geology or glaciations.



Ewe Moor, Malham (courtesy of Mr B. Haworth, Yorkshire Dales National Park Authority)

## Chapter 4

### 4.22 The potential for working in partnerships

- 4.22.1 There is huge potential for partnership, due to the fact that rights of way influence so many parts of our lives and hit the targets of so many organisations.
- 4.22.2 All stakeholders need to better understand each others interests and requirements, particularly those of users and land interests, in order to work in a more mutually beneficial relationship in the future.
- 4.22.3 Parish Councils have the powers to maintain rights of way. They can also create rights of way but only 50% of parishes that responded to the survey are aware of this and few of them have actually created any.
- 4.22.4 Parish Councils outside the National Parks were interested in the following partnership work in order of preference: 1) surveying rights of way; 2) publicising local walks; 3) general partnership work and 4) conservation work.

#### Consultation quote:

“Why not make more use of volunteers?”



*Volunteers repair a right of way  
(courtesy of North York Moors National Park Authority)*

*Right: Malham Cove, learning about limestone landscapes  
(courtesy of Countryside Agency)*



# Improvement Priorities

## 5.1 Introduction

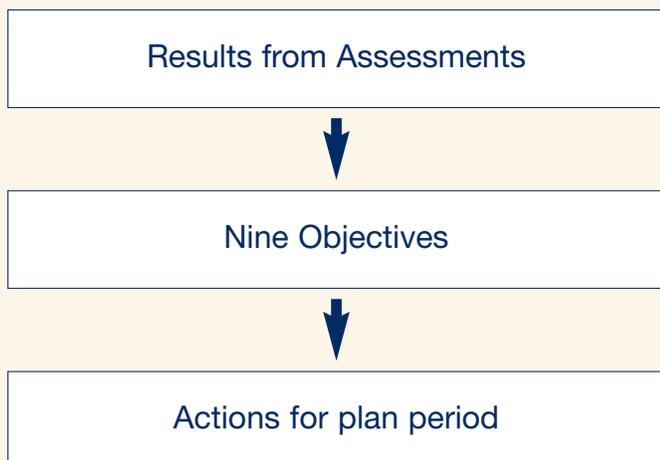
5.1.1 What people said they wanted during consultations has shaped the development of nine long term objectives for improving rights of way to meet current and future need. They are:

1. To improve the accessibility of goods, services and recreational opportunities.
2. To improve and promote the use of the network for people with a range of expectations, interests and levels of ability.
3. To maintain rights of way in a manner that reflects current and future demand.
4. To maintain and maximise the significant benefit the rights of way network provides to the local and regional economy.
5. To develop rights of way to meet current and future demand.
6. To sustainably manage and promote the rights of way network and maximise its contribution to a sustainable environment.
7. To encourage the use of rights of way to promote health and well-being as part of an active lifestyle.
8. To improve the safety of non-motorised users both on highways shared with motor vehicles and on the rights of way network.
9. To promote partnership at all levels in delivering this plan.

- 5.1.2 Progress in achieving these objectives will be measured over the plan period from 2007 to 2011 and beyond when the Improvement Plan is fully integrated with local transport planning.
- 5.1.3 For each objective, there are a series of actions. These actions support each other and will deliver the plan objectives.
- 5.1.4 Actions are listed under each objective and are described in the Statement of Action (chapter 6) which defines what will be delivered in the plan period. Policies also set the standards and framework to deliver these actions. The objectives and policies which are contained within this chapter must be considered as a whole in implementing this plan.

## 5.2 Strategic Environmental Assessment and Assessment in accordance with the Habitats Directive (92/43/EEC)

- 5.2.1 While the Improvement Plan does not identify improvements at an individual scheme level, it is clear that its priorities could have a broadly positive or negative impact on the environment of North Yorkshire. A Strategic Environmental Assessment (SEA) has therefore been developed in parallel with the plan.
- 5.2.2 The Rights of Way Improvement Plan for North Yorkshire is one of the few such plans to have had an SEA completed. This is in recognition of the sensitivities of any strategic development plan on a highway authority which is vast, rural and contains designated and undesignated landscapes of local, regional, national and international importance. The SEA assists in the duty to have regard to the purpose of designations during plan development. Conclusions from the SEA have resulted in the further strengthening of objectives which have regard to the natural and historic environment of North Yorkshire.
- 5.2.2 At a strategic level this plan deals with three highly interrelated areas, demand, the quality of rights of way and their length. A change in any one of these areas has an impact on the other two areas. Strategic plans have little influence over public demand. This is generated



externally and is due to lifestyle choices. Demand for rights of way is forecast to rise in the future. This plan must therefore look at how any strategic improvements meet the needs of current and future generations whilst balancing economic, social and environmental impacts, particularly the latter. The objectives in this plan have been developed to have least impact on the environment, highlight potential negative impacts and seek to mitigate these. Implementation of this plan will be continually monitored to ensure that there is no detrimental impact to the environment. If an indicator shows a detrimental impact through ongoing monitoring, measures will be put in place to mitigate it.

- 5.2.3 Conclusions resulting from the Environmental Report of the SEA and the public consultation of this and the draft plan have been incorporated into the final Rights of Way Improvement Plan. A copy of the Strategic Environmental Assessment Scoping and Environmental Report can be obtained by contacting the County Council. Whilst the SEA applies at plan level, environmental impact will also be incorporated into scheme assessment.
- 5.2.4 Following discussion with Natural England it was decided to carry out an additional assessment of the impact of the draft Rights of



Urban route (courtesy of Mr E. Nicholl, [www.thegreypanthers.com](http://www.thegreypanthers.com))

Way Improvement Plan on Natura 2000 sites or European sites. This was carried out in accordance with European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora<sup>56</sup>.

- 5.2.5 European sites or Natura 2000 sites consist of Special Areas of Conservation (SACs) designated under the Habitats Directive (92/43/EEC), Special Protection Areas (SPAs) designated under the Conservation of Wild birds Directive (70/409/EEC) and Offshore Marine Site (OMS) (there are no OMS at present). All of these sites are afforded a higher level of protection in terms of their conservation at European level.
- 5.2.6 Whilst assessment under the Habitats Directive have to date been linked with the impact of land use planning on European sites it has been noted that other plans could equally result in development which could have a detrimental impact on the conservation principles of these sites. Organisations are therefore adopting a precautionary approach in assessing the impact of a range of other plans and strategies.
- 5.2.7 Where significant effects are likely, alternative options must be examined to avoid any potential damaging effects. This could result in a re-wording of policy for example or it could result in the relocation of development schemes which are likely to have an impact on the conservation principles of the site. The only development which can occur within a European site is that which has imperative and overriding public interest. This might include proposals which have an impact on human health and safety. Where such development occurs there must be some form of mitigation. This might be the creation of equivalent habitat elsewhere or some other measure which results in no disruption to the conservation principles of the site.
- 5.2.8 The assessment for the Rights of Way Improvement Plan has resulted in the addition of a policy which seeks improvements which are compatible with the statutory purpose of European site designation.

<sup>56</sup> Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provision of Articles 6(3) and (4) of the Habitats Directive 92/43/EEC, Office for Official Publications of the European Communities, 2002

### 5.3 Accessibility

TO IMPROVE THE ACCESSIBILITY OF GOODS, SERVICES AND RECREATIONAL OPPORTUNITIES.

#### Policies:

- AS1 **Prioritise improvements (whether through better maintenance, management or the creation of new routes) which enhance accessibility to goods, services and recreational opportunities according to demand and available funding.**
- AS2 **Enhance accessibility through integrated development with other highways, public access and public transport provision.**
- AS3 **Work with a range of partners to enable people to become aware of and participate in using rights of way to:**
- safely access schools;
  - enable green travel to access employment;
  - safely access local shops, post offices, community centres, pubs, tourist attractions and other goods and services;
  - enjoy recreational opportunities to improve health and well-being, access the countryside, leisure interests, sport, culture, heritage and educational opportunities.
- AS4 **Maintain rights of way within communities and in the countryside immediately surrounding them to usable standards to enhance accessibility.**
- AS5 **Ensure that a proportion of guided walks, events and volunteer opportunities are accessible by public transport.**

Many rights of way occur in, around and between smaller communities and service centres which enable people to access local goods, services and recreational opportunities such as circular walks or rides.

Considerable scope exists to enhance accessibility, particularly for shorter local journeys, in order to better link people with local destinations, remove people from roads and encourage a switch to more sustainable modes of transport such as walking, cycling and riding.

Better links between communities (many of which are also transport hubs), between peripheral communities and their service centres and with recreational destinations supports the four shared transport priorities.

Linkage with local services and recreational destinations such as woodlands, viewpoints, riversides and tourist attractions can be achieved by better linking rights of way together, integrating them with available and preferably off road highway or other public access and ensuring that these key routes are maintained.

#### Actions

- AC1 **Increase the number of routes which link people with goods, services and recreational opportunities.**
- AC2 **Promote rights of way with a range of partners, enabling access to goods, services and recreational opportunities so that people with a range of expectations, interests and levels of ability are aware of and can use them.**
- AC3 **Initiate a pilot doorstep walks scheme, to accompany people and familiarise them with local rights of way.**

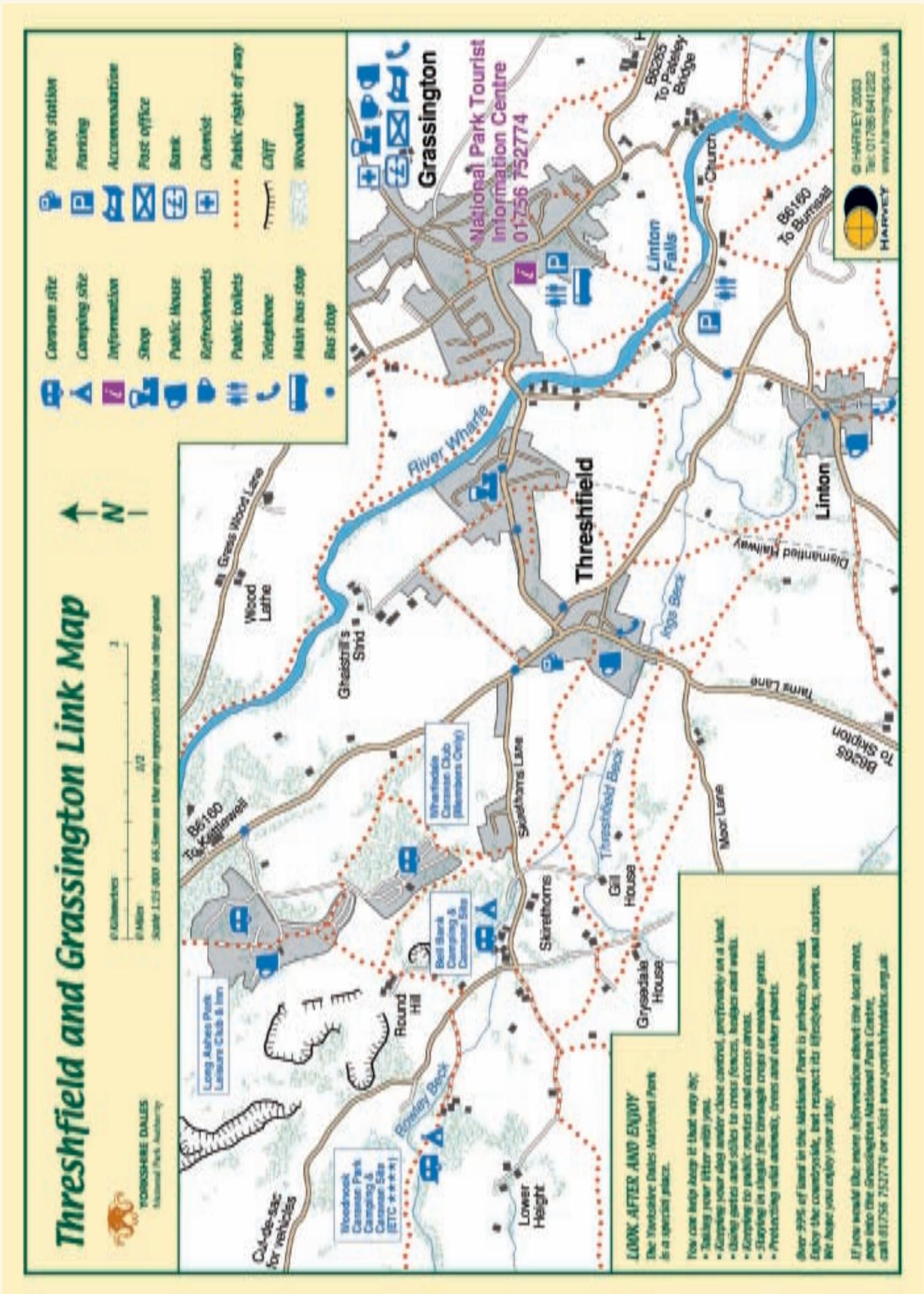
#### Real examples:

- Subject to funding, a muddy track will be resurfaced using paving slabs to facilitate access from a housing estate in Middleham called Kingsley Drive to the town via St Alkelda's Church. The estimated cost for this work is £5,000 (December 2006).
- A route has been improved between Kirkham Abbey, Howsham Bridge and Howsham Mill which had considerable local interest, developing renewable energy.
- A right of way in the urban area of Malton was recently tarmacadamed; the cost was divided equally between the landowner and the County Council.
- A footpath linking a housing estate to local shops has been tarmacadamed in Sherburn in Elmet.
- Link maps have been produced around the service centres of Grassington, Hawes and Settle to show the location of local rights of way, bus stops, shops, public houses and other services for visitors staying in holiday accommodation such as caravan parks and campsites. Each service centre map cost £1,000 to commission. The map for Grassington was combined with on the ground improvements funded by the aggregates levy fund to enable people to walk from the caravan sites in Threshfield to town<sup>57</sup>.

<sup>57</sup> For details log onto <http://www.traveldales.org.uk/userDocs/LongAshesColourFinal2.pdf>



*Rosie's Yard, Thirsk*



Grassington and Threshfield Link Map (courtesy of Yorkshire Dales National Park Authority, 2004)

### 5.4 Usability

TO IMPROVE AND PROMOTE THE USE OF THE NETWORK FOR PEOPLE WITH A RANGE OF EXPECTATIONS, INTERESTS AND LEVELS OF ABILITY

#### Policies:

- US1 Use the 'least restrictive option' to inform all aspects of work undertaken by staff, volunteers and partners.
- US2 Use available best practice including the Countryside Agency 'By All Reasonable Means' zoning standards (2005).
- US3 Use British Standard 5709 as a guide for the installation of all future network assets, where appropriate.
- US4 Remove unauthorised structures using legal powers where appropriate.
- US5 Work with other access providers to integrate improvements for people with a range of expectations, interests and levels of ability.
- US6 Prioritise improvements which benefit the widest possible audience, including those which integrate with other highways, public access and public transport provision.
- US7 Work with people with disabilities and their representatives before, during and after any improvement work.
- US8 Standardise signage of rights of way across North Yorkshire.
- US9 Encourage other parties who wish to brand routes to contact the County Council and its agents first and remove unauthorised signs.
- US10 Produce and distribute information which meets the needs of people with a range of expectations, interests and levels of ability working with relevant partners.
- US11 Promote the network where additional opportunities for funding and partnerships arise.
- US12 As part of an integrated highway network, encourage signage and promotion of other highways to improve overall choice.
- US13 Encourage land interests to dedicate access for cycling, horse riding and carriage driving over open access areas, especially utilising existing tracks.



*Family Enjoying Farndale  
(courtesy of C. Ceaser, North York Moors National Park Authority)*

- US14 Encourage other partners to enhance facilities including toilet provision and seating where appropriate.

The plan must assess the availability of local rights of way to blind or partially sighted people and others with mobility problems. It has assessed accessibility for all people with disabilities covered by The Disability Discrimination Act 1995. Without wishing to generalise about people's varied ability, few rights of way are currently suitable for people with mobility problems and sight impairments. This is due to the number and type of barriers which can occur along a route. Some stiles can require a high level of mobility, while farm gates may be heavy and difficult to open. Bridges can also be narrow. Replacing stiles with gates and, where possible with gaps, improves accessibility.



*Footpath improvement for mobility aids, supported by Tesco's supermarket, Thirsk*

## Chapter 5

Most surfaces are natural and their accessibility depends on a range of factors from gradient and camber to drainage. Relatively few routes are surfaced apart from those that occur immediately around communities or lead from farms which are isolated in terms of accessibility.

Rights of way are not equally available to all classes of users. There are more footpaths than any other type of right of way. This means that more network is unavailable to cyclists, horse riders and horse and carriage drivers. Conclusions from the assessment point to a high potential demand for cycling, and a visible increase in equestrian activity including carriage driving and riding for the disabled. Increasing the number of higher status routes widens accessibility for all classes of user, whatever their interests and abilities.

There are a range of people who would benefit from more promotion of the network in order to be aware of and participate in enjoying it. These include sections of the population who currently receive little if any information targeted to their particular needs such as:

- young people;
- older people;
- people with disabilities.

This includes both potential users and many existing users, who lack the confidence or expertise to select a route from a 1:25,000 scale map and follow it on the ground. Many

people prefer to enjoy a route which has already been 'tested' by someone else and is detailed in a guide book. Route guides take the work out of interpreting a map. They provide the user with ready information about distance, landscape features and additional information about accessibility and points of interest. Route guides also provide a ready made circular route which can be enjoyed repeatedly. People have expressed a clear preference for circular routes and routes which link to destinations. Signage, however, currently shows only the status of the route and the direction that it takes. Enhancing signage to indicate a circular route and provide destination and distance can take the hard work out of interpreting maps or avoid the need to depend on route guides. It makes the network accessible to people with a range of interests and abilities.



*Horse and carriage in the Yorkshire Dales National Park (courtesy of Mr B. Lewis)*

### Actions

- AC4** Increase the number of routes available for people with mobility, sight impairments and other disabilities.
- AC5** Increase the number of higher status routes available to a wider range of non-motorised users.
- AC6** Progressively roll out standard signage to indicate, routes with barrier reduction, access for all, local circular routes, destination and distance between places and authority logo and contact details.
- AC7** Increase signage in areas of high actual or potential demand to meet the needs of people with a range of expectations, interests and levels of ability that need additional way-marking to increase their confidence.
- AC8** Work to make the Definitive Map for the whole of North Yorkshire available on the internet in a way which helps people to plan a trip in advance and which can link with other electronic information systems.
- AC9** Target promotion of the network to engage with potential and low users including young and old people, people with disabilities, families and people with other expectations, interests and abilities, including those which are accessible from home or using public transport.

### Real examples:

- Navigation training workshops have been undertaken by rights of way staff to enable people to have the confidence to use maps and then explore the network.
- The gradient of all rights of way in North Yorkshire was calculated at pre-determined intervals in 2005 in order to identify potential access for all routes.
- A Barrier Reduction Project has been undertaken with Hambleton Strollers, a local 'Walking the Way to Health Initiative' group, to reduce barriers along 1.6km of network replacing stiles with two kissing gates between Stokesley and Great Ayton.
- Work has been undertaken over the moor at Marske in Richmondshire to provide horse friendly gates at a cost of £600 to £700. It is hoped that this will be repeated as funds permit to improve access to bridleways in the Marske/Hurst/Marrick area.
- As part of a collaborative project with Harvey Map Services of Doune, a series of walking maps have been produced around towns and villages in the Yorkshire Dales with funding from Yorkshire Forward's Rural Development Program and more recently the Park Authority's Sustainable Development Fund. The aim was to provide affordable maps (£2.20 each) to show eight walks of varying length from 2km to half a days walk. Each map has one linear route which is accessible by local bus or train; others start close to managed car parking and public transport routes. Local services are highlighted and in later maps environmental messages are included. Several maps have already been re-printed. Due to collaboration with Harvey maps, reprinting and distribution costs are covered. See <http://www.harveymaps.co.uk/acatalog/Walks.html> for details.



*Access event in Dalby Forest  
(courtesy of C. Ceaser, North York Moors National Park Authority)*

## Chapter 5

- In December 2006, the North York Moors National Park Authority celebrated the removal of the last stile on the 29 mile western section of the popular long-distance Cleveland Way National Trail from Helmsley to Carlton Bank. The stile's removal is a major milestone in the National Park Authority's work to improve access to the Cleveland Way and the wider public rights of way network. 59 stiles have been removed along the Cleveland Way since 1994 as part of the Authority's commitment to 'barrier free access'. Only 69 stiles now remain and the Authority is committed to removing as many of these as possible.
- Rangers in the North York Moors National Park will be leading short local walks in 2007 on the first Sunday and first Wednesday of each month from March to December. A varied programme includes four villages and also some walks in Whitby.
- Approximately 700 metres of the riverside path along the Dales Way at the village of Burnsall, from the Red Lion Pub to Loup Scar has been upgraded to accommodate wheelchairs and pushchairs. The Area Ranger who developed and implemented the project worked with Skipton and Craven Association for the Disabled who were invaluable in offering advice and support. Funding partners included the Yorkshire Dales Millennium Trust, Yorkshire Water, Yorkshire Television and the Yorkshire Dales National Park Authority. The popular route now offers easy access to a wide range of people.
- The Yorkshire Dales National Park Authority in conjunction with Bolton Abbey Estate, has recently completed a project to improve access on a popular walk following the River Wharfe from Bolton Bridge to the Abbey. Several timber stiles have been removed and replaced by hand gates improving access for approximately 2km of footpath. In addition, further upstream at the Cavendish Pavilion work has been completed on creating ramps which allows wheelchair and pushchairs access to a further 2km of riverbank.
- The Ainsty Conservation Society has replaced stiles with kissing gates and is keen to continue this work.
- There is a proposed bridleway creation by permissive agreement between Selby Swing Bridge and Cliffe which is currently footpath.
- In Ribblesdale, work is being carried out with funding from Natural England to improve access for all to Ingleborough National Nature Reserve. This is based on the access audit undertaken as part of the RoWIP.

*Fishing platform (courtesy of Yorkshire Dales National Park Authority)*



- Work is progressing to reduce barriers on popular level walks in Ribblesdale including a route linking two villages and another alongside a river.
- Adjacent to the River Ure, near Hawes, fishing platforms suitable for fishermen who have mobility issues or use a wheelchair, have been provided. The timber platforms have recently been refurbished and they link into a public footpath. The work was carried out by the Yorkshire Dales National Park Authority Ranger Service by permission of the landowner. Appropriate parking is also available close by.
- Kent and Devon County Councils provide searchable maps of walks, cycle and horse rides, see <http://extranet7.kent.gov.uk/explorekentgis/map.aspx>  
<http://gis.devon.gov.uk/basedata/viewer.asp?DCCService=footpath>.
- Drystone Radio, Friends of the Settle to Carlisle Line and funding from the Yorkshire Dales National Park Authority has brought the latest technology to the Ribblesdale Viaduct. Information about the building of the viaduct is now available as an audio trail to walkers. This reduces the number of interpretation boards and helps visitors understand what they see. The guide can be downloaded from [www.outofoblivion.org.uk](http://www.outofoblivion.org.uk) or from the Friends of the Settle-Carlisle website at [www.settle-carlisle.com/ribblesdaleheadtour](http://www.settle-carlisle.com/ribblesdaleheadtour) onto an ipod or MP3 player free of charge. It is hoped to roll this out to other locations. This project is working to encourage people to arrive in the Ribblesdale area by train, or if they are using the car, to park in designated areas to avoid damage to verges.
- The Dales Way Association in Partnership with the Yorkshire Dales National Park Authority and the Yorkshire Dales Millennium Trust have provided a number of display boards to promote awareness and use of the Dales Way Regional Trail and provide interpretation about the route.



*Dales Way – Buckden (courtesy of Yorkshire Dales National Park Authority)*

### 5.5 Maintenance

TO MAINTAIN RIGHTS OF WAY IN A MANNER THAT REFLECTS CURRENT AND FUTURE DEMAND

#### Policies:

- MA1 **Prioritise maintenance giving greatest priority to routes with high demand and where there are health and safety issues.**
- MA2 **Make best use of resources to maintain the network and work to standardise the future proofing of assets.**
- MA3 **Continually develop smarter asset management systems to forecast maintenance priorities.**
- MA4 **Avoid making any ‘improvements; which result in unsustainable maintenance liability.**
- MA5 **Take enforcement action to ensure the continual enjoyment of the network by the public, ensuring cross compliance as appropriate.**
- MA6 **Review inspection regimes at intervals to ensure they meet maintenance needs.**
- MA7 **Continually calibrate route surveying practices across the county to ensure consistency.**
- MA8 **Utilise innovative maintenance techniques and best practise as they emerge.**
- MA9 **Use recycled and locally sourced materials where appropriate.**
- MA10 **As part of an integrated highway network, encourage the maintenance of other highways which enhance available choice.**
- MA11 **Together with other agencies use available legal powers to ensure that routes are clean and attractive to use.**

## Chapter 5



*Airlifting materials to inaccessible site  
(courtesy of Yorkshire Dales National Park Authority)*

Following increased investment, the 'ease of use' of local rights of way in North Yorkshire has increased successively over the last three years with 74% of routes being easy to use in 2006. This compares with 51% in 2003. This assessment is based on a route being signposted from a road, waymarked to a level which can be navigated using a 1:25,000 map, not obstructed and whose gates, stiles and other furniture do not require immediate attention. Ease of use is based on a bi-annual inspection of a minimum of 5% by length of the county network. A full inspection of the entire rights of way network outside the National Parks supported by volunteers was nearing completion in August 2007. Rights of way assets are significant and are valued in the order of at least £23 million.

There is a need for a standard regular inspection regime across the county as survey intervals currently vary. Access authorities will continue to meet to ensure consistency in inspections for use in the Government's 'ease of use' surveys. Assets such as signposts have a particular lifespan which is determined by their construction, location and level of use. With limited budgets, maintenance needs to be continually better planned and prioritised in relation to demand by consistent and more regular inspections and improved asset management systems.



*Pedestrian Bridge at Netherby – before and after, a project undertaken with volunteers*

Unplanned events such as floods and landslips are by their very nature impossible to predict. However, assets which are located in areas which are particularly prone to such events should either be future proofed e.g. by building bridges higher and wider or lower to let water flow over them in flood conditions.



*Coastal route surface issues  
(courtesy of North York Moors National Park Authority)*



*Newton Bridge (courtesy of Mr J. Smith)*

### Actions

- AC10** Standardise the inspection of network assets and establish standard service levels for responding to maintenance issues across North Yorkshire, integrating this into the development of the Transport Asset Management Plan.
- AC11** Improve overall ease of use as measured by BVPI 178 to meet a wider range of needs and strive to raise standards.
- AC12** Produce an information leaflet for landowners outlining responsibilities, where enforcement action will be taken and how to assist in improving the network.
- AC13** Produce collaborative communications to convey key messages during each year, from responsibilities regarding ploughing and cropping to user responsibilities to keep dogs on leads during lambing.



*Sutton area following floods, 2005*



*Sutton under Whitestonecliffe road bridge, 2005*

### Real examples:

- Staff are working in partnership with land agents in Crathorne to improve access in the area. If successful, this will avoid having to install a bridge estimated to cost in excess of £10,000 and avoid an area of erosion by the River Leven. The estimated cost of the overall project is £3,000.
- In 2006, rights of way practitioners participated in 'Operation Enable' in Stokesley, working together with other agencies to improve the local area. This involved painting rights of way signs and clearing overgrowth. A similar exercise was undertaken in Thirsk involving tidying up an area of Hambleton and St Mary's estate.
- The introduction of a seasonal cutting programme has decreased complaints in one area substantially.
- The Yorkshire Dales National Park Authority Ranger Service has developed a maintenance system which provides an accurate record of the state of the network as well as information about surface condition and accessibility which is used in planning maintenance work.
- The County Council Rights of Way Section is the largest highway authority in the country to use palm pilots. These allow staff remote access to route information whilst in the field and allow the automation of route surveying and recording of general asset management work. It now takes seconds to record route condition and infrastructure. A dynamic management information system has been set up as an initial step in developing a performance management system. This will enable the effective deployment of staff in a logistically efficient way. Use of remote devices will enable staff and managers to monitor their own and group targets and resource usage, an asset for practitioners with heavy workloads who are mostly working in the field or attending meetings.



*Cyclist shopping in Grassington (courtesy of the Yorkshire Dales National Park Authority)*

### 5.6 Economy

TO MAINTAIN AND MAXIMISE THE SIGNIFICANT BENEFIT THE RIGHTS OF WAY NETWORK PROVIDES TO THE LOCAL AND REGIONAL ECONOMY.

#### Policies:

- EC1 **Enable local business to invest in the network through appropriate sponsorship and promotion.**
- EC2 **Provide advice and information to new businesses where proposals will have a major positive or negative impact on the network.**
- EC3 **Source materials and contractors from within North Yorkshire as much as possible.**
- EC4 **Improve the rights of way network as an environmental asset which attracts tourists to North Yorkshire.**
- EC5 **Work with agencies in areas of rural or urban deprivation to improve rights of way to help to sustain the local economy of that area.**

- EC6 **Work with Tourism Partnerships to ensure that future strategies to attract visitors promote the consistent and guaranteed brand image of the rights of way network.**
- EC7 **Collaborate with partners to encourage people who enjoy the rights of way network to spend locally.**



*Farm diversification (courtesy of North York Moors National Park Authority)*

Foot and mouth disease proved beyond reasonable doubt that access to the countryside and the rural economy are inextricably linked. In the order of £450 million of direct income is generated for the local economy of North Yorkshire as a result of enjoying rights of way. The economic benefits of the network are felt far beyond the boundary of North Yorkshire. The county attracts national and international visitors in significant numbers.

North Yorkshire is a very rural county and rural areas face an uncertain future as a result of the reform of the Common Agricultural Policy. The network offers a chance for marginal farming enterprises to diversify into green tourism schemes. It also helps sustain essential services in rural communities including the village shop and pub through the spending power of visitors. In more populated areas, the network can help to restore areas of industrial decline and support regeneration schemes and new opportunities. There are opportunities to develop niche visitor experiences which relate to access, learning from the success of organisations like VisitScotland who are actively promoting walking, cycling and other recreational activities. A Cycle Tourism Strategy has already been prepared for North Yorkshire which links with the Improvement Plan in identifying areas for infrastructure development. Some parts of the county such as the Humberhead Levels could provide 'easy access' to recreational opportunities.

While the network generates huge benefit, none of this is re-invested directly back into it. Businesses who took part in the consultation are interested in opportunities to better link with the network.



Walkers enjoy a cup of tea

### Actions

- AC14 Develop a sponsorship scheme to support rights of way improvements including investment in infrastructure, joint route promotion and advertising opportunities which are appropriate.**
- AC15 Improve access to tourist attractions by local rights of way.**
- AC16 Work to promote rights of way through local events from festivals to shows which bring visitor spend and increases awareness of and participation in the network.**



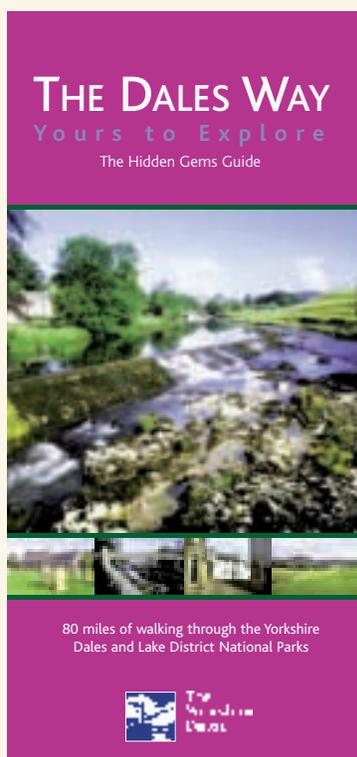
Airlifting materials (courtesy of Yorkshire Dales National Park Authority)

### Real examples:

As part of the Yorkshire Dales National Park Authority work to promote mountain biking to support the local economy, the following initiatives have been carried out:

- The provision of four 1:40,000 scale maps of the whole of the Yorkshire Dales and Nidderdale showing graded mountain bike routes in line with the international grading standards. This was done in collaboration with Harvey maps and the resultant mapping has been used in two mountain bike guides for the area produced by Vertebrate graphics. This work was funded through Yorkshire Forward's Rural Development Program see [http://www.harveymaps.co.uk/acatalog/Yorkshire\\_Dales.html](http://www.harveymaps.co.uk/acatalog/Yorkshire_Dales.html)
- Yorkshire Forward also contributed towards the provision of a dedicated web site for mountain bikers visiting the Yorkshire Dales [www.mtbthesdales.org.uk](http://www.mtbthesdales.org.uk)

- A number of on the ground improvements to bridleways to improve the surface and rideability such as bridleways on Barden Moor and Weets Top and the bridleway to the north of Swinden Quarry near Threshfield, as well Stockdale Lane and bridleways on Old Coat Moor near Kettlewell.
- The production of route descriptions and maps of a number of mountain bike trails in the Dales see <http://www.mtbothedales.org.uk/routes/index.asp>
- Duncombe Sawmill provides wood from a sustainable source which is used for maintaining some rights of way in North Yorkshire.
- The Craven Access Enhancement and Promotion Report produced by Ecotec Research and Consulting in 2003 found that more should be done to promote long distance routes. A range of promotional material has been produced by the Yorkshire Dales National Park Authority including a Dales Way guide and boards, revamp of the Dales Way website [www.dalesway.org.uk/](http://www.dalesway.org.uk/), barrier reduction work and route demand counting and monitoring.



*Dales Way Leaflet (courtesy of Yorkshire Dales National Park Authority)*

## 5.7 Improvement

TO DEVELOP RIGHTS OF WAY TO MEET CURRENT AND FUTURE DEMAND

### Policies:

- IM1 **Provide advice to land interests and developers to ensure that the network is retained or enhanced.**
- IM2 **Work with developers involved in transient schemes to ensure that access is enhanced when the site is restored.**
- IM3 **Object and seek to attach conditions to planning applications to ensure that rights of way are retained or enhanced as a result of development.**
- IM4 **Work to remove and recover the cost of developments which obstruct the network.**
- IM5 **Secure new access by voluntary means where possible, be prepared to adjust schemes where it is in the public interest but use powers to create routes by order where agreement cannot be reached.**
- IM6 **Maximise the value of permissive access in agri-environmental schemes.**
- IM7 **Where an historic right of way claim may not result in a more amenable network to the public, seek to negotiate in meeting the priorities of this plan.**
- IM8 **Monitor the need for and establish better links with open access areas where there is high demand.**
- IM9 **Utilise moving path agreements where appropriate where access is likely to disappear as a result of coastal, river or land based erosion.**
- IM10 **Prioritise work in relation to the Definitive Map with the priorities of the plan.**
- IM11 **Work with neighbouring authorities to resolve discrepancies in status at the county boundary.**



Winter wonderland (courtesy of Mr E. Nicholl, [www.thegreypanthers.com](http://www.thegreypanthers.com))

The Definitive Map shows the location of rights of way in North Yorkshire. These were first recorded in 1965. Many anomalies occurred at that time which remain unresolved today, such as routes ending at a parish boundary, or changing in status along their length. The scale of unrecorded rights of way in North Yorkshire is potentially huge. A nationally funded project called the 'Lost Ways Project'

is seeking to research and record all historic rights before 2026. After 2026 it will no longer be possible to record historic rights. Access authorities are already dealing with anomalies and historic claims. However, the process involved in researching, making orders and adding them to the map can be lengthy, sometimes taking a number of years.



Different users share route (courtesy of Yorkshire Dales National Park Authority)



Cleveland Way, south of Whitby

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Rights of Way Definitive Map teams are also dealing with current issues such as applications for diversions and stopping up or creating routes. Some of these are a result of planning applications for development schemes. They can be fairly time consuming to resolve.

Although the improvement plan could be seen to complicate matters further by adding new desire lines for circular routes, routes which link places and destinations together and routes which avoid tarmac roads, it will actually help to simplify current workload by providing clear priorities.

### Actions

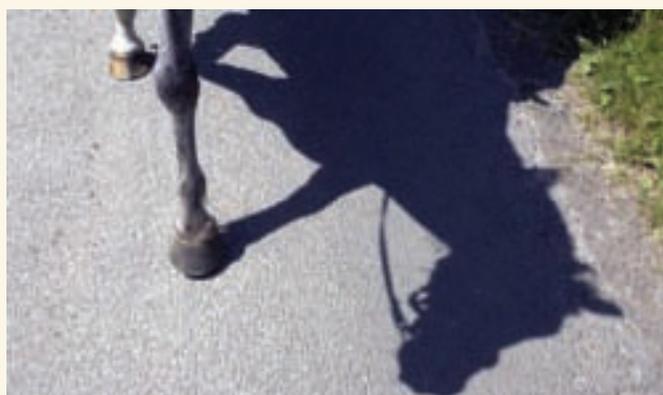
**AC17 Actively seek planning gain by working closely with developers and planners at project conception and attach conditions to planning approval to ensure the network is unaffected or improved as a result of development.**

**AC18 Produce a developers/planners pack for use across North Yorkshire indicating network priorities.**

**AC19 Increase the availability of circular routes, routes which link communities together and routes which link to attractive areas for non-motorised users, especially aiming to join key missing links.**

**AC20 Develop the creation of strategic multi user non-motorised rights of way linking service centres together, service centres with recreational centres and service centres to peripheral settlements.**

**AC21 Produce a standard scheme to reduce the cost to the applicant of a diversion which is in the public interest.**



*Silhouette of a horse and rider*

How are rights of way and other public access created?

- Creation Agreement – negotiation with a landowner results in a legal agreement to create a new right of way. Costs vary but the average cost is £1,500.
- Creation Order – negotiation does not result in agreement and powers are used by imposition of an order which may result in compensatory payment being made to land interests.
- Diversion Order – an existing right of way is moved to another location. Costs vary but the average cost is £1,500.
- Presumed Dedication – where over 20 years regular use by the public results in a right of way, provided the land interest takes no steps to stop such use or indicates his or her intention not to dedicate it.
- Permissive Access – a formal or informal agreement which may or may not be funded, where access is permitted by agreement between the landowner and another interested party.
- Access created by statute – includes open access which provides a right on foot to mountain, moor, heath, down and registered common land under the provision of the Countryside & Rights of Way Act 2000.
- Access created by other public bodies – Yorkshire Water have created access around reservoirs, British Waterways provide access to canal towpaths and the Forestry Commission has created and developed access to its forest estate.
- Access created by trust or charity – The National Trust provide access to their sites.
- Access created by a private body – an example is the access provided by Bolton Abbey Estate near Skipton.

Real examples:

- Through development of a site in Whitby, a right of way which is part of the Esk Valley Walk was diverted. The developer contributed around £10,000 towards surfacing it and other partners installed seating and street lighting.
- In Kirkbymoorside, a developer has contributed around £5,000 to improve a route as a result of development.
- Landowners in the North York Moors National Park have generously dedicated new public bridleways to meet strategic demand. Recent examples include Newgate Bank to Riccal Bridge near Helmsley; Stephenson's former Railway south from Goathland and an east-west route across Dalby Forest.



Horse riders at Kirkdale Woods (courtesy of J. Radcliffe et al)



Waiting for a train, Horton in Ribblesdale

### 5.8 Sustainability

TO SUSTAINABLY MANAGE AND PROMOTE THE RIGHTS OF WAY NETWORK AND MAXIMISE ITS CONTRIBUTION TO A SUSTAINABLE ENVIRONMENT

**Policies:**

- SU1** Manage the supply of and influence demand for all unsealed rights of way to ensure that routes will be sustainable for all future classes of user to enjoy through the development of an integrated Transport Asset Management Plan.
- SU2** As part of an integrated highway network, clarify the status of routes so that all users are aware of the rights that they carry.
- SU3** Work with a range of agencies to actively engage with users, authorised or not and provide them with positive opportunities to improve the network.
- SU4** Work with people who promote the network to ensure that the demand they create is sustainable.
- SU5** Undertake improvements which are compatible with the landscape, natural and historic environment of North Yorkshire.
- SU6** Ensure that improvements which are undertaken are compatible with the statutory purposes of Natura 2000 site designation (European sites).
- SU7** Promote use of local rights of way and/ or public transport, encouraging people to travel more sustainably.
- SU8** Encourage public transport operators to improve bike carriage facilities.

There is an increasing realisation that we must live more sustainably in the future, not only to combat our impact on climate change but our increasingly sedentary lifestyle which is impacting our health, well-being and economy. As we switch to more sustainable transport, population is also predicted to continue to grow and therefore demand for rights of way is likely to rise in the future.

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*Sleddale (courtesy of Mr E. Nichol [www.thegreypanthers.com](http://www.thegreypanthers.com))*



*Great Ayton*

Most rights of way are unsealed. In certain locations, unsealed routes can be prone to degrade easily as a result of either over use or because the surface materials are thin, easily damaged or poorly drained. It is predicted that climate change may have an increasingly adverse affect on weather, resulting for example in warmer and wetter winters, hotter drier summers and more extreme events. This means that there is more potential to damage waterlogged surfaces or surfaces may dry out and blow away and route infrastructure could be damaged or destroyed. Routes are maintained according to their current status. However, unlawful or unauthorised use by other classes of user is occurring and in some circumstances this can lead to significant damage.

Better management of the network as part of an integrated highway network will ensure that it is available for future generations and will help support a switch to more sustainable transport choices.

### Actions

**AC22** Promote, educate and encourage a switch to more sustainable modes of transport using rights of way, integrating as appropriate with public transport, reducing the need to travel by private motorised transport to access goods, services and recreational opportunities.

**AC23** Promote codes of conduct such as the Countryside and/or Moorland Codes, in communications with different classes of user as well as working with external promoters to do the same.

**AC24** Incorporate information about rights of way into the County Council Bus Information Strategy.

### Real examples:

- One rights of way practitioner is investigating how anti social behaviour can be reduced to effect crime reduction along a route in one of the county's market towns.
- Three projects have been developed which are aimed at integrating public transport and walking.
- For many years since the Settle to Carlisle Line was threatened with closure, guided walks have been run in conjunction with Settle to Carlisle trains. These were originally developed by the Yorkshire Dales National Park Authority but they are now run by the Friends of Dales <http://www.friendsofdalesrail.org/walks.html> and Lancashire Rail Ramblers.
- Dales Bus Ramblers [www.dalesbusramblers.org.uk/](http://www.dalesbusramblers.org.uk/) runs a similar program of guided walks by bus in the Yorkshire Dales area.
- As part of the Target Project, the Yorkshire Dales National Park Authority in collaboration with the Settle to Carlisle Line and Harvey maps supported the researching of and production of a 1:40,000 scale map of the Settle to Carlisle line showing suggested walks between stations see [http://www.harveymaps.co.uk/acatalog/copy\\_of\\_Settle\\_to\\_Carlisle.html](http://www.harveymaps.co.uk/acatalog/copy_of_Settle_to_Carlisle.html).
- The Coast to Coast long distance footpath enters the Yorkshire Dales at 'Nine Standards'. It followed a non-definitive path across four miles of acid moorland to Ravenseat. Due to the route's popularity, there was an increasing problem of erosion. In 1991 the landowner offered another permissive route which was felt to be more sustainable. After two years the route showed severe erosion in places with 6,000 people walking it per year at that time. Demand increased to 8–10,000 people per year in 1996. The route carrying capacity was for 2,000 people per year. The old route showed significant signs of recovery of vegetation. To avoid an engineered path with subsoil and flagstones, it was decided to manage visitor numbers to allow the vegetation time to recover. In 1996 the National Park instigated a path management project with support from the landowner, graziers and



*Walkers arriving by train, Settle – Carlisle Railway (courtesy of Yorkshire Dales National Park Authority)*

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the East Cumbria Countryside Project. The route was rotated around three available routes using definitive (a public bridleway) and permissive routes, two across deep peat to avoid using the summit of Nine Standards during winter months. The rotation, using waymarking and additional notices to explain the project was:

- May to July – Red Route, the old Coast to Coast route.
- August to November - Blue Route, the landowners permissive route along Whitsundale.
- December to April - Bridleway and tarmac road, avoiding deep peat area and a bad weather alternative.



Cycle parking at Skipton station (courtesy of Yorkshire Dales National Park Authority)

- Monitoring and visitor surveys carried out following implementation showed that generally there was a good response by the public to the experiment, with approximately 90% following the seasonal diversions. Initially, signs of regeneration were encouraging, with evidence of bare peat areas starting to re-vegetate, and a reduction in trampling width.
- Unfortunately, in the longer term recovery rates have not been sustained and there are still areas of bare peat which have shown little or no recovery to date. In other areas vegetation is not recovering to an extent which overcomes the seasonal wear and tear, particularly so in areas along the deep peat section of Blue Route, which is only rested during the winter months and has little opportunity to recover. Both the blue and red routes are still susceptible to seasonal water logging during the summer months following heavy rain, which can lead to further problems of localised damage as people spread out to find a way through. However, generally the rate of erosion has been reduced, with the majority in a stable, if not improving condition. Other than maintaining the signs and waymarkers, there has been little in the way of maintenance carried out. At some stage the problem areas will need to be addressed where there are areas of exposed peat, the worst area being around the junction of the red and blue routes. It is also unclear about whether the introduction of Open Access will affect people's use of the routes.



Whitby footpath in winter



Exhilarating view, looking North West with Pen-y-Ghent

## 5.9 Health

TO ENCOURAGE THE USE OF RIGHTS OF WAY TO PROMOTE HEALTH AND WELL-BEING AS PART OF AN ACTIVE LIFESTYLE

### Policies:

**HE1** Prioritise improvements according to their potential to improve health and well-being subject to demand and available funding.

**HE2** Promote the health benefits of using the cost free local rights of way network with a range of partners.

Rights of way enable physical activity, are cost free and available to all to enjoy. Physical activity benefits all of us because it helps to prevent heart disease, some forms of cancer, diabetes and other chronic illness which result from being overweight or obese. This also improves our mental health, promoting

feelings of well-being and countering depression anxiety and other psychological illness. Rights of way provide the means to escape increasingly busy and stressful lifestyles and take time out to enjoy the local countryside or visit the pub or shop as part of their journey. People can enjoy the network in solitude or with other people as part of a group.

Group enjoyment has the added benefit of getting otherwise isolated people active and engaged with other people to enjoy some social contact and have fun. This can help prevent older people, young people and people with disabilities from feeling isolated. Activities from guided walks to volunteering are there to participate in. The Walking the Way to Health Initiative, funded by the Countryside Agency (now Natural England) has achieved some success in enabling the



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rights of way network to act as an outdoor social club for otherwise isolated and often older people with mobility and sight impairments. Young people also need to be actively engaged in enjoying the network, developing life-long healthy lifestyles.



View to Pen-y-Ghent (McCoy-Wynne, courtesy of Natural England)

### Actions

**AC25 Promote physical activity using rights of way to reduce health inequality and improve well-being, increasing participation in sport.**

**AC26 Produce a schools pack to help young people discover the network.**

**AC27 Widen accessibility to volunteering opportunities which improve the physical and mental well-being of people with a range of expectations, interests and levels of ability.**

### Real examples:

- The Forestry Commission in Wales teamed up with the University of Aberystwyth to 'calorie map' a number of walking and cycle routes throughout Wales. Signposts show how many calories people can expect to burn at the start of a route, see [www.forestry.gov.uk/forestry/infid-5qedg8](http://www.forestry.gov.uk/forestry/infid-5qedg8). For a real example click [http://www.forestry.gov.uk/pdf/CyBcyclecalorie.pdf/\\$FILE/CyBcyclecalorie.pdf](http://www.forestry.gov.uk/pdf/CyBcyclecalorie.pdf/$FILE/CyBcyclecalorie.pdf)

- The Walking the Way to Health Initiative (WHI) was set up by the British Heart Foundation and Countryside Agency (now Natural England) with funding from the Big Lottery Fund as part of a five year programme to get people to walk in their communities. It was aimed at people who take little exercise and are in poor health. Over 350 local health walk schemes have resulted along with over 20,000 volunteer walks leaders. The programme has been so successful that it is continuing, see <http://www.countryside.gov.uk/LAR/Recreation/WHI/index.asp>.
- The Hambleton Strollers is a Walking the Way to Health group who have found success in North Yorkshire, aiming at people who are over 50 years old, inactive or at risk of heart disease, recovering from illness and people who want a fun and friendly walk with other people.

### Hambleton Strollers Walking for Health – extract from March 2006 programme

*Starter walks are about 30 minutes for those who feel an hour might be too long*

#### Tuesday 13

Northallerton (Starter) Mowbray House Surgery

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#### Wednesday 14

Thirsk Swimming Pool

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#### Wednesday 14

Stokesley (Starter) Health Centre

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#### Tuesday 20

Great Broughton Bay Horse Pub

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Please see

<http://www.whi.org.uk/results.asp?key=F15111032596457438|pl25910&parentkey=F151014D774632572|pl7710>

- Kent County Council produces a regular magazine called 'Kent Trails' which features articles about walking for health. Please see <http://www.kent.gov.uk/NR/rdonlyres/494933CA-D011-4196-87A2-87FEB57EEDBD/0/kenttrailsissue9.pdf>
- In 2006 two septuagenarians and a cancer patient rode their ponies from Harwood Dale right through North Yorkshire and south to the Brecon Beacons: 450 miles, on brideways wherever possible (Byway and Bridleways Trust)

### 5.10 Safety

TO IMPROVE THE SAFETY OF NON-MOTORISED USERS BOTH ON HIGHWAYS SHARED WITH MOTOR VEHICLES AND ON THE RIGHTS OF WAY NETWORK

#### Policies:

- SA1 **In promoting rights of way, consider if there is conflict between vulnerable users and other road users and seek to minimise this.**
- SA2 **Prioritise safety led improvement schemes where there is a particularly high actual or perceived risk to safety.**
- SA3 **As part of an integrated highway network, jointly promote highway safety through education and awareness for all classes of rights of way user.**
- SA4 **As part of an integrated highway network, utilise a range of measures from highway engineering to rights of way practice to continually improve safety, particularly for vulnerable road users.**
- SA5 **Work with the Highways Agency to ensure that the needs of all classes of user are considered and met as opportunities arise and funding permits.**
- SA6 **Use a range of measures to reduce the potential for conflict when crossing or passing close to railways or other hazardous features.**

The rights of way network was the network of choice in the past. However, its evolution was overtaken by the development of the road network as society placed more value on rapid transport. The network has therefore been fragmented by road development with few routes being entirely off road. Most routes will involve crossing a road or railway, following a road or verge to join links together or using roads which carry little traffic to walk, cycle or ride. There is a potential when using roads for conflict between non-motorised 'vulnerable' and motorised users. Whether this is based on perception of the degree of risk or reality is not known. However, one of the top priorities resulting from the assessments is the need to remove vulnerable road users from tarmac roads wherever possible.



*Walking along a road in the North York Moors (courtesy of the Ramblers Association – Richmondshire Group)*

As part of an integrated highway network, rights of way connect with some tarmacadamed and unsealed roads which carry very low flows of traffic. Many of these are used by a variety of classes of rights of way user. Integration of rights of way with local transport planning and the management of a progressively integrated highway network should help support switches to sustainable modes of transport and create choice for all classes of user.

The higher the status of a right of way, the more classes of user it can carry. This may result in conflict between different modes. Cyclists can travel at high speeds and silently catch walkers unawares or horse riders may canter past less agile users. Different classes of user need to ensure that people are aware of them, appreciate that other people use routes, respect their right to use a route and adapt their travel behaviour to acknowledge and respect the presence of other users.



*Walking negotiating a road bridge*

### Actions

**AC28** Create safe routes to school, employment, local goods, services and recreational opportunities by diverting rights of way to under/overpasses, creating new access alongside carriageways, using verges and hard and soft engineering as part of the development of an integrated highway network.

**AC29** Raise awareness of how different classes of user can enjoy sharing routes with other users in a responsible way.

**AC30** Install new bridges (future proofed) to connect routes over rivers, roads and railways subject to available funding and identified strategic demand.

**AC31** Where appropriate, provide margins for horse rider use alongside carriageways and where regulations prohibit this, negotiate access where appropriate.



*Removal of users from a narrow road with high volumes of weekend traffic near Barden Bridge in Wharfedale (Yorkshire Dales National Park Authority, 2006)*

### Real examples:

- A contribution of £5,000 was made from the Community Paths Initiative for materials to create a new path, running from the north of Skipton to the Craven Heifer pub. It is hoped to extend this path to the Yorkshire Dales National Park. Funding was provided by the Local Transport Plan for a properly designed crossing of the busy A59 bypass.
- With funding from the Local Transport Plan a new permissive path has been created next to a narrow and busy road near Barden Bridge in Wharfedale, forming a link on the Dales Way. Trustees of the Chatsworth Settlement who manage Bolton Abbey Estate agreed for the path to be created behind the road side wall, on the side of the bank of the River Wharfe using steel H girders to support timber planking which holds back the path. There are no restrictions to allow easy access by people using mobility devices.
- A 'safe routes to school scheme' has been put forward to link Prince Rupert Drive in Tockwith with the local junior school with support from the Local Transport Plan.
- The recent diversion of the A1 in the Selby area has allowed for the landscaping and provision of routes for horse riders and cyclists on the old A1.
- Work is progressing in Ribblesdale with a quarry company to create a permissive path through fields adjacent to a quarry access road. This is to remove walkers from a road frequently used by quarry traffic.

## 5.11 Partnerships

TO PROMOTE PARTNERSHIP AT ALL LEVELS IN DELIVERING THIS PLAN

Policies:

- PA1** All partners to share innovative and cost effective improvement techniques.
- PA2** Continually engage and consult local people and visitors when implementing this plan.
- PA3** Continue to promote Local Access Forums, whose members are appointed as independent experts, to represent their constituents on access improvement matters.
- PA4** Support and encourage as many individuals, groups and organisations as possible who wish to contribute to improving local rights of way.

This is not just a plan about improving rights of way. It is about improving a transport choice which directly improves our health, wealth, participation in sport, culture, heritage, lifelong learning and access to goods, services and local recreational opportunities. Rights of way deliver the aims and objectives of many organisations from those of the health service and Sport England to those of the national curriculum and entrepreneurial activities.

There is likely to be an ever increasing demand for rights of way with the realisation that the network is once again central to our lives. In real terms, however, resources to deliver services are decreasing and as chapter 6 demonstrates there is no separate budget to deliver the improvement plan.

Working with partners at all levels, from individuals and communities to public and private sector bodies will help to achieve shared priorities and more efficient and effective use of resources. Effective change is achieved when people work together.

### Actions

- AC32** Actively seek partners to deliver the plan, from Government departments and other public sector organisations, private businesses, groups and individuals, whether this is through funding or other resource to achieve the aims of the plan.
- AC33** Encourage people to put something back into the rights of way network by setting up schemes such as ‘adopt a route’ which would enable communities, groups and individuals to look after their local rights of way resource.

### Real examples:

- A rights of way team has worked with the Woodland Trust, Hackfall Trust and Ramblers Association volunteers to improve public footpaths that were in very poor condition, including installing small bridges and crossings over very soft ground. This has resulted in improved access to a wonderful woodland landscape which is listed and contains ruins and follies as well as being designated a SSSI next to the River Ure. It is popular with walkers and the Ripon Rowel long distance path goes through the wood.
- Work continues with the Richmondshire Landscape Trust to improve access to the highly popular footpath to Easby Abbey. Work will be arranged to replace kissing gates with mobility gates at two locations along this footpath at a cost of £300 plus labour.
- A contribution has been made to the Richmondshire Open Spaces Appeal to improve access to the west of Richmond to a large area of open land at Westfields, owned by Richmondshire Landscape Trust. Six new footpaths will be created which will be accessible to a range of people with a variety of expectations. It will eventually link with popular walks over the racecourse to the north of town via a newly created bridleway over Aislabeck and link with routes to the south from Reeth Road and the River Swale and into the National Park.

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- In Pickering, the North Yorkshire Geological Society improved a route leading up to the castle, making it more accessible, installing handrails, steps and way-marking.
- A group of volunteers undertook a pilot project for the Rights of Way Improvement Plan for nine Parishes around Skipton. This highlighted various improvement projects including better maintenance of existing routes, linking routes together better, providing routes for horse riders and cyclists and removing vulnerable road users from roads with high vehicular flows. They also highlighted the number of jobs and income generated by the local horse riding community to the local economy.



*Project involving Rangers and Volunteers at Clapper Bridge Constable Burton – before and after*



*Volunteers construct a footbridge*



# Statement of Action

## 6.1 Introduction

- 6.1.1 The nine objectives which were identified in the last chapter resulted from the conclusions from the assessments and they are intended to be long term and relevant beyond the plan period of 2007 to 2011. Actions which will help achieve these long term objectives are, however, specific to the plan period to mirror the delivery cycle of the Local Transport Plan. After 2011, rights of way improvement planning will be integrated with local transport planning.
- 6.1.2 This chapter provides more information about the actions which are deliverable over the plan period. It attaches a priority to each action, an estimated cost and identifies in broad terms potential partners. It is hoped that consultation on this plan will result in potential partners coming forward who are interested in helping deliver the plan.

### Key to estimated costs per annum

Estimates of funding are provided here because they are dependant upon a variety of factors including the level of existing resources, successful partnership with other organisations and bids for funding. Potential funding sources are discussed in the next chapter:

-£	= efficiency saving or no cost
£	= less than £10,000
££	= £10,000 to £100,000
£££	= £100,000 to £300,000
££££	= £300,000+

### Key to priorities

PPP = Immediate priority or 'quick win'  
 PP = Over plan period from 2007–2011  
 P = Beyond plan period  
 \* = Continual priority.

**Access authorities** – These include the rights of way sections at North Yorkshire County Council, North York Moors National Park Authority, Yorkshire Dales National Park Authority and Harrogate and Scarborough Borough Councils.

The plan is being prepared by North Yorkshire County Council as lead highway authority with the two National Parks. Reference to the County Council includes Highways North Yorkshire as well as other County Council services as appropriate such as the Adult & Community Service and the Children & Young Peoples Service.

**Potential partners** – a range of organisations who have a cross cutting role in delivering this plan which may help them meet their own targets and objectives. They include:

- Land interests and organisations representing them such as the CLA and NFU;
- Government agencies like Natural England, Sport England and Defra, British Waterways and the Forestry Commission;
- Regional organisations including Regional Development Agencies such as Yorkshire Forward promoting the local economy, Tourism Partnerships promoting tourism and Health Trusts looking after our health and well-being;
- Local authorities including District and Parish Councils;
- Direct volunteers and volunteers from other organisations including the BTCV, the army and probation service;
- Organisations representing designated areas such as Areas of Outstanding Natural Beauty;
- Private sector organisations including local businesses as well as Yorkshire Water and Network Rail;
- Transport operators;
- Charities such as the National Trust;
- Organisations representing user interests from the Ramblers Association to British Horse Society.

Action No.	Action	Priority	Estimated annual cost across county	Lead & examples of potential partners
AC1	Increase the number of routes which link people with goods, services and recreational opportunities.	*	£££	<b>Access authorities</b> with Natural England, District Councils, Parish Councils, local people and visitors
AC2	Promote rights of way with a range of partners, enabling access to goods, services and recreational opportunities so that people with a range of expectations, interests and levels of ability are aware of and can use them.	*	£££	<b>Access authorities &amp;</b> Natural England, District and Parish Councils, Defra and organisations representing economy, tourism, health, culture, sport and heritage
AC3	Initiate a pilot doorstep walks scheme to accompany people and familiarise them with local rights of way.	PPP	££	<b>Access authorities &amp;</b> Natural England and volunteers
AC4	Increase the number of routes available for people with mobility, sight impairments or other disabilities.	*	£££	<b>Access authorities &amp;</b> Natural England, District and Parish Councils, organisations representing people with disabilities, user groups, land interests and volunteers
AC5	Increase the number of higher status routes available to a wider range of non-motorised users.	*	£££	<b>Access authorities &amp;</b> Natural England, District and Parish Councils, land and user interests
AC6	Progressively roll out signage to indicate, routes with barrier reduction, access for all, local circular routes, destination and distance between places and authority logo and contact details.	*	££	<b>Access authorities &amp;</b> volunteers
AC7	Increase signage in areas of high actual or potential demand to meet the needs of people with a range of expectations, interests and levels of ability that need additional way-marking to increase their confidence.	*	££	<b>Access authorities &amp;</b> volunteers

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Action No.	Action	Priority	Estimated annual cost across county	Lead & examples of potential partners
AC8	Work to make the Definitive Map for the whole of North Yorkshire available on the internet in a way which helps people to plan a trip in advance and which can link with other electronic information systems.	P Phased roll out by 2013	£	Access authorities
AC9	Target promotion of the network to engage with potential and low users including young and old people, people with disabilities, families and people with other expectations, interests and abilities, including those which are accessible from home or using public transport.	PP	£/££	Access authorities & a range of organisations promoting rights of way including agencies involved in health, economy, tourism, sport, culture, heritage, education and transport operators
AC10	Standardise the inspection of network assets and establish standard service levels for responding to maintenance issues across North Yorkshire, integrating this into the development of the Transport Asset Management Plan.	PP	-£	Access authorities
AC11	Improve overall ease of use as measured by BVPI 178 to meet a wider range of needs and strive to raise standards.	*	££/£££	Access authorities & volunteers, local communities and all who contribute to improve network infrastructure
AC12	Work with Defra to produce an information leaflet for landowners outlining responsibilities, where enforcement action will be taken and how to assist in improving the network.	PP	£	Access authorities & Defra
AC13	Produce collaborative communications to convey key messages during each year, from responsibilities regarding ploughing and cropping to user responsibilities to keep dogs on leads during lambing.	*	-£ to £	Access authorities & and relevant groups/media
AC14	Develop a sponsorship scheme to support rights of way improvements including investment in infrastructure, joint route promotion and advertising opportunities which are appropriate.	PP	£	Access authorities

Action No.	Action	Priority	Estimated annual cost across county	Lead & examples of potential partners
AC15	Improve access to tourist attractions by local rights of way.	*	££	<b>Access authorities</b> & District & Parish Councils, and organisations representing tourism and the economy
AC16	Work to promote rights of way through local events from festivals to shows which bring visitor spend and increase awareness of and participation in the network.	*	£	<b>Access authorities</b> & District and Parish Councils, organisations which promote the local economy and sustainable healthy transport
AC17	Actively seek planning gain by working closely with developers and planners at project conception and attach conditions to planning approval to ensure the network is unaffected or improved as a result of development.	*	- £	<b>Access authorities</b> & planning authorities and developers
AC18	Produce a developers/planners pack for use across North Yorkshire indicating network priorities	PPP	£	<b>Access authorities</b> & District Councils i.e. all planning authorities
AC19	Increase the availability of circular routes, routes which link communities together and routes which link to attractive areas for non-motorised users, especially aiming to join key missing links.	*	££/£££	<b>Access authorities</b> & local communities, Parish Councils, user groups, land interests and individuals
AC20	Develop the creation of strategic multi user non-motorised rights of way linking service centres together, service centres with recreational centres and service centres to peripheral settlements.	*	£/££/£££	<b>Access authorities</b>
AC21	Produce a standard scheme to reduce the cost to the applicant of a diversion which is in the public interest.	PP	-£	<b>Access authorities</b>
AC22	Promote, educate and encourage a switch to more sustainable modes of transport using rights of way, integrating as appropriate with public transport, reducing the need to travel by private motorised transport to access goods, services and recreational opportunities.	PP	£	<b>Access authorities</b> & Parish and District Councils and organisations representing transport, tourism and economy

## Chapter 6

Action No.	Action	Priority	Estimated annual cost across county	Lead & examples of potential partners
AC23	Promote codes of conduct such as the Countryside and/or Moorland Codes in communications with different classes of user as well as working with external promoters to do the same.	*	-£	<b>Access authorities</b> & organisations, groups or individuals who promote the rights of way network
AC24	Incorporate information about rights of way into the County Council Bus Information Strategy.	PP	-£	<b>Access authorities</b>
AC25	Promote physical activity using rights of way to reduce health inequality and improve well-being, increasing participation in sport.	PP	£/££	<b>Access authorities</b> & organisations representing health, sport, charities, trusts and user groups and volunteers
AC26	Produce a schools pack to help young people discover the network.	PPP	£	<b>Access authorities</b>
AC27	Widen accessibility to volunteering opportunities which improve the physical and mental well-being of people with a range of expectations, interests and levels of ability.	PP	£/££	<b>Access authorities</b> & organisations which promote volunteering and opportunities to participate in it
AC28	Create safe routes to school, employment, local goods, services and recreational opportunities by diverting rights of way to over/underpasses, creating new access alongside carriageways, using verges and hard and soft engineering as part of the development of an integrated highway network.	*	££	<b>Access authorities</b> & Parish and District Councils, users and land interests
AC29	Raise awareness of how different classes of user can enjoy sharing routes with other users in a responsible way.	*	-£/ £	<b>Access authorities</b>
AC30	Install new bridges (future proofed) to connect routes over rivers, roads and railways subject to available funding and identified strategic demand.	*	£££/££££	<b>Access authorities</b> & neighbouring highway authorities and volunteers
AC31	Where appropriate, provide margins for horse rider use alongside carriageways and where regulations prohibit this, negotiate access where appropriate.	*	-£/£	<b>Highway authority</b>

Action No.	Action	Priority	Estimated annual cost across county	Lead & examples of potential partners
AC32	Actively seek partners to deliver the plan, from Government departments and other public sector organisations, private businesses, groups and individuals, whether this is through funding or other resource to achieve the aims of the plan.	PP	-£	Access authorities
AC33	Encourage people to put something back into the rights of way network by setting up schemes such as 'adopt a route' which would enable local communities/groups/individuals to look after their local rights of way resource.	PP	£/££	Access authorities & Parish and District Councils, local communities, groups and individuals

# Implementation

## 7.1 Implementing the plan

While the duty to prepare a Rights of Way Improvement Plan is a statutory one, the Government has not allocated additional funding to highway authorities to implement the plan. It will therefore be necessary to innovatively source resources to enable the plan's objectives to be met.

## 7.2 Current funding for rights of way

- 7.2.1 Current funding primarily contributes to the undertaking of statutory duties with regard to rights of way, which are the duties to:
- Keep the Definitive Map and Statement under continual review.
  - Maintain the network.

Table 7.1 Current budgets for rights of way in North Yorkshire 2006/7

Budget (£ thousands)	North Yorkshire County Council	North York Moors National Park Authority	Yorkshire Dales National Park Authority
Materials and contractor	311	190	Not available
<b>TOTAL COST OF MANAGING AND MAINTAINING RIGHTS OF WAY</b> – including staffing, vehicles, office, support, materials, contractors and Definitive Map order costs, includes some limited improvement work but no specific budget.	<b>1,095</b>	<b>627</b>	<b>633</b>
<b>Items of income:</b>			
Cleveland Way (Countryside Agency funding)		70.4	
Wolds Way (Countryside Agency funding)	12.9	8.4	
Howardian Hills (Countryside Agency funding)	5		
Pennine Bridleway (Countryside Agency funding)	5		472
PROW Works (Yorkshire Forward)			1.1
<b>TOTAL INCOME RECEIVED FROM OTHER NAMED SOURCES</b>	<b>23</b>	<b>79</b>	<b>473</b>

- 7.2.2 Rights of way funding comes from two main sources; North Yorkshire County Council and the two National Park Authorities.
- 7.2.3 Securing funding will not happen on its own, it will require successful partnership with other organisations, especially those who share the same strategies, objectives or plans. The key to achieving the aims of this plan is therefore about working in partnership.

### 7.3 Manpower to achieve the plan

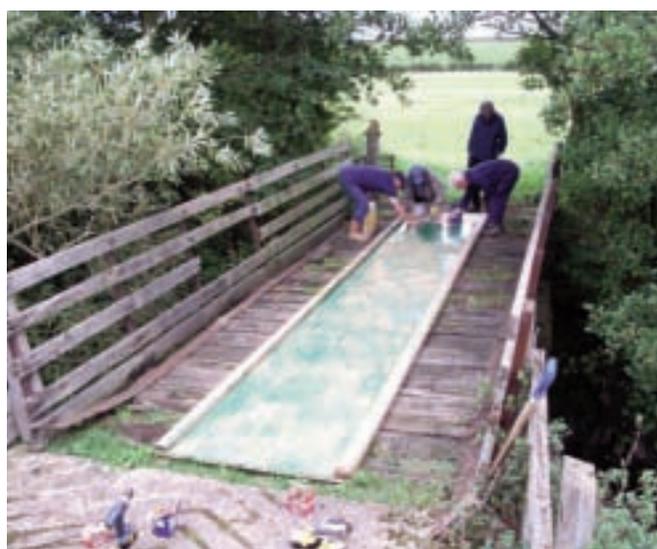
7.3.1 Many people have given their time and personal skills in order to improve rights of way. This includes the army of volunteers who are part of the National Parks and County Council Volunteer Services. Other groups also help to improve the network, including:

- British Trust for Conservation Volunteers – who attract volunteers on a daily basis or as part of working holidays who help to improve the environment, including rights of way.
- Groundwork – organising local people in a way which improves their local community.
- Employment Service – people who are seeking work and are given the opportunity to learn new skills, make friends, and improve their job prospects.
- The Prison & Probation Service – providing opportunities for offenders to become part of the community, learn new skills, make new friends and improve job prospects.
- The Army – who have offered their assistance on a number of occasions with regard to particular projects.

- User Groups – including the Ramblers Association, British Horse Society, Cycle Touring Club and British Driving Society many of whose members have given up their free time to inspect and improve routes.



*Volunteer testing a bridge improvement*



*Volunteers work on bridge improvements*

*Table 7.2 Access authority staffing*

<b>Staffing for rights of way in North Yorkshire (number of full time staff)</b>	<b>North Yorkshire County Council</b>	<b>North York Moors National Park Authority</b>	<b>Yorkshire Dales National Park Authority</b>
Field and office	22.5	12	18 *

*\* including 2.2 people who work on unsurfaced/unsealed unclassified roads and byways*



*Kepwick Moor (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*

### 7.4 Possible sources of funding/ partnership

#### 7.4.1 Using existing resources better

A number of the aims of this plan can be delivered by developing more efficient ways of working. When a stile or gate is due to be replaced for example, this may be an opportune time to negotiate in order to reduce the barrier or remove it all together. By having a more efficient asset management system, economies of scale might be achievable by negotiating larger scale contracts for annual cutting for example or by being able to forecast and plan existing resources better and by being pro-active rather than re-active to better meet areas of demand.

#### 7.4.2 Local Transport Plan

Over the course of the second LTP (2006–2011) Rights of Way Improvement Plans will be progressively incorporated into local transport planning. Authorities, therefore, have a new opportunity to ensure that rights of way improvements are effectively integrated into overall local transport planning.

This will help to make effective use of the rights of way network in urban and rural locations where it can provide more modal choice. This integration with transport planning will maximise the role that the rights of way network plays in contributing to the four shared transport priorities. Rights of way improvement schemes will be assessed and prioritised alongside transport schemes such as carriageway upgrades and improvements to urban footways.

In many cases rights of way improvements can provide a cost effective alternative to traditional highway or footway improvements.

### Real examples:

- Funding is required to enable surfacing of many popular paths within and around main towns and villages. Many paths are just muddy tracks especially during winter months. Suitable surfacing will ensure easier maintenance as well as happy users.
- A public footpath in Stokesley, which links a new development at the old highway depot in the Market Place to North Road through an area known as Kent Gate, was very difficult to use. The developer of the old depot contributed approximately £40,000 with input from Highways North Yorkshire and rights of way to improve the route. It was restored using traditional materials due to its location in a conservation area.

### 7.4.3 Links to other County Council services

A Rights of Way Improvement Plan is not just a highway function. It delivers a much wider range of benefits including contributing to the health and well-being of the population and to a thriving local economy.

Several County Council Departments could contribute to the delivery of the Improvement Plan, for example:

- Adult and Community Services train rights of way staff with regard to the needs of people with disabilities and have also assessed routes pre and post improvement.
- The Economic Development team promote the economy of North Yorkshire. There are clear and direct benefits to communities and businesses in the county which result from working in partnership to developing rights of way infrastructure and promotion.
- The Children and Young Peoples Service, through its outdoor education and active schools section, currently use rights of way to promote healthy lifestyles.

### 7.4.4 Planning gain

There may be scope for negotiating improvements which result from planning gain. Where conditions are attached to planning applications they can result in a developer enhancing the rights of way network.

### 7.4.5 North Yorkshire Strategic Partnership – Local Area Agreement

At least two strategic aims of the North Yorkshire Local Area Agreement are relevant to this plan, namely those which seek to increase physical activity and widen opportunities to volunteer.

The Strategic Partnership brings together local authorities, the voluntary and other sectors to work together to achieve aims and targets.

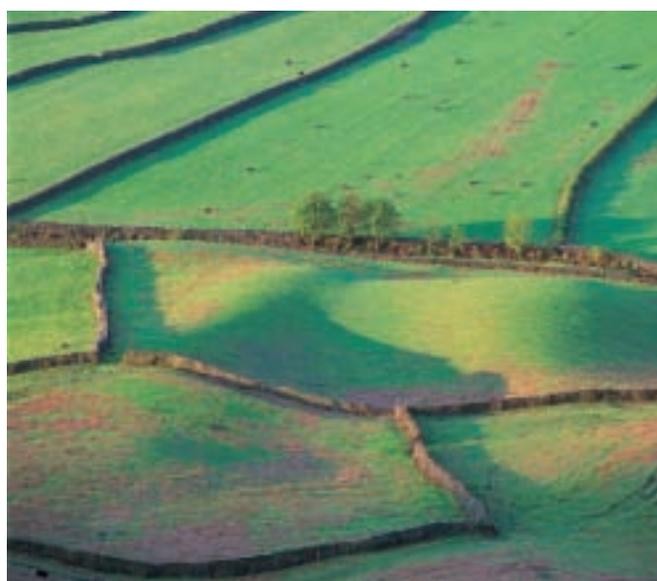
Funding is provided to achieve either an un-stretched target which is achievable using existing resource or a stretched target which requires an initial input of additional resource.



*Right of Way – Great Ayton*

### 7.4.6 District Councils

District Councils have powers to work on rights of way and have improved some routes, notably in areas of high demand in and around communities. They can often help to improve the amenity value of well used paths, placing seating, litter and dog bins in suitable locations.



*Patchwork of fields (NYCC – photographer J Cornish)*



*Cyclists enjoying a drink (courtesy of the Yorkshire Dales National Park Authority)*

### 7.4.7 Parish Councils

Parish Councils have powers to work on rights of way and are often very keen to see improvements in their local network. Local people often volunteer to survey and improve routes and enhancing this interest and sense of ownership of local routes will be one of the key ways of helping to deliver the plan.

#### Real examples:

Many ginnels which lead from Thirsk Market Place are rights of way. Some have been resurfaced in partnership with the Town Council using traditional materials in keeping with the conservation area.

Batemens Yard and Tourist Information Yard were resurfaced during 2005 and the County Council contributed £15,000 to the costs.

In 2006 the County Council contributed £2,000 plus the cost of a closure order to resurface Rosie's Yard on the south side of the Market Place. The total cost of this work was £22,500 with £10,000 provided by Yorkshire Forward and £10,000 from the Town Council. Two other rights of way await improvement.

### 7.4.8 Natural England

A limited grant of £20,000 was proposed by Natural England to increase awareness about the availability of rights of way from the doorstep. Whilst it appears that this source of funding might have disappeared as a result of the integration of the Countryside Agency into Natural England, Natural England might secure further or alternative funding for rights of way improvement schemes in the future which are over and above the highway authority's statutory duties.

### 7.4.9 Environmental Stewardship Scheme

The Environmental Stewardship Scheme is the main source of Government funding for farmers and landowners. Under the Higher Level option, payment can be made for new or improved permissive linear or open areas of access. Linear access payments will be made for new footpaths or bridleways, access for all routes or upgrading existing access to make the route more accessible and to open it up to different classes of user. Regional stewardship advisors have already made contact with North Yorkshire County Council and the two

National Park Authorities to ensure that access payments deliver the aims of the Improvement Plan and:

- enhance public enjoyment of the countryside;
- allow people to see and enjoy the environmental improvements being made through Environmental Stewardship;
- compliment the public rights of way network to allow people to enjoy more of the countryside;
- provide an opportunity to illustrate the links between farming, conservation and food production.

The Improvement Plan has identified issues at landscape character area level.

Correspondingly, there are specific targets with regard to access at character area level which have been set for the Environmental Stewardship Scheme. These can include

creating links to National Trails, Open Access or landscape features. Access provided under this scheme must conform to the Disability Discrimination Act. Payments for linear access per 100 metres range from £45 for a footpath to £100 for reduced mobility access routes.

- Through Higher Level Stewardship consultation, Rangers in Ribblesdale are promoting and encouraging barrier reduction on rights of way across farm holdings.

*Baysdale – The North York Moors National Park (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*



## Chapter 7

### 7.4.10 Areas of Outstanding Natural Beauty

The Countryside Agency previously provided funding to the Howardian Hills AONB in order to bring the rights of way network up to 'National Trail' standard. Nidderdale AONB has developed a similar project with the objective of improving all rights of way over a number of years. AONB Management Plans set similar objectives to the Rights of Way Improvement Plan in relation to access and AONB Officers will continue to seek partnership funding to improve access to the countryside.

### 7.4.11 Heritage Lottery Funding

There is some potential to attract Heritage Lottery Funding. However, this is a competitive process. Between 2002 and 2004 the Yorkshire Dales Millennium Trust received £219 million of funding from the Heritage Lottery fund. Projects resulting from this funding included the improvement and promotion of ancient routes, including rights of way and other access which integrate with them, access for all and various promotional work including interpretation boards and leaflets in the Yorkshire Dales National Park.

The North York Moors National Park Authority received funding from the Sports Lottery Fund to improve access for all to its rights of way network.

Outside North Yorkshire, the Lake District National Park was awarded a total contribution of £3.4 million to 'fix the fells' to reverse long term trends in path erosion and train people in the specialist skill of upland path repair.

### 7.4.12 Big Lottery Funding

A new programme is being established called 'Green Exercise' offering grants of between £5,000 and £200,000. The fund aims to enable more people to become regularly active in the outdoors to improve health and well-being, and is especially aimed at potential users including young and old people and people with disabilities. These objectives are shared with this Rights of Way Improvement Plan.

It is likely that other funding schemes will become available during the life of the plan which will assist in delivering the plan's objectives.

### 7.4.13 European Funding

Most European funding has to be in designated areas of European priority such as Objective 2 "... to support the economic and social conversion of areas facing structural difficulties".

Past funding has corresponded with areas of deprivation such as the Selby area which required economic restructuring following a decline in its heavy industry.

Other funding such as the Interreg program is designed to develop the sharing and development of good practice between European Regions such as the North Sea Region. This has contributed about £80,000 towards rights of way on the Heritage Coast since 2003.

### 7.4.14 Regional Development Agency – Yorkshire Forward

The area's Regional Development Agency, Yorkshire Forward, has significant resource to support job creation, promote access to new markets and regenerate the towns and cities of the region. Research has shown that the rights of way network makes a significant positive economic impact to North Yorkshire and the Yorkshire & Humber Region. The Yorkshire Dales National Park Authority has already received funding from Yorkshire Forward to develop the infrastructure to support the cycle tourism industry. This has been used to fund research, promotional work and strategic improvements to the bridleway network.

There is potential to build on this work across the whole sub region and develop other niche business opportunities such as the 'easy access market' in the Humberhead Levels. This would help sustain marginal rural communities at a time of rapid change for the agricultural industry and increase the multiplier effect of new businesses as a result of being opened up to successively new markets.

### 7.4.15 Health Authorities

Health authorities are facing a tightening of resource. In some cases, however, there might be opportunity to utilise the expertise and share resource with Physical Activity Co-ordinators.

### 7.4.16 Local Businesses

Some businesses are interested in joint marketing/advertising of their services with the rights of way network. This provides potential to support the production of future promotional material in an appropriate way.

There is also the potential for collaborative projects such as between the Yorkshire Dales National Park Authority and Harvey Maps, which resulted in the production of a number of walking and cycling maps and guides for the whole of the Yorkshire Dales National Park and Nidderdale AONB. See [www.harveymaps.co.uk](http://www.harveymaps.co.uk).

In the North York Moors, roadside rights of way signs have been improved in conjunction with the Inn Way guides. See [www.innway.co.uk](http://www.innway.co.uk).

In North Yorkshire outside the National Parks, Tesco has contributed to improving a right of way to 'access for all standard' to enable access to its supermarket by Thirsk residents.

Other businesses may wish to support local rights of way through schemes such as 'Donate to the Dales' which covers the western side of the county from the A1 to the

M6 and is a tax effective way of contributing towards specific or general rights of way improvements.

### 7.4.17 Charitable Trusts

There are a wide variety of charitable trusts that have specific aims and objectives. Local groups may be able to access these more easily than statutory authorities so a partnership approach is essential to access these funding streams.

### 7.4.18 Legacies

People can leave money in their will to the County Council or National Park Authorities to be used to improve the rights of way network at a particular location which they or their family have perhaps enjoyed during their lifetime.

The North York Moors National Park Authority used money offered in a legacy to renew and improve signing of Wainwright's popular Coast to Coast Walk.

### 7.4.19 Tax Incentives

In managing inheritance tax and personal assets, access schemes can be created in such a way so as to reduce personal tax liability.

*Osmotherley in Winter (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*



## Chapter 7

### 7.5 What your money buys

*Air lifting in materials (courtesy of the Yorkshire Dales National Park Authority)*



### £100,000 Buys

- Two x 20 metre bridges fully installed by engineers at £40,000 each, though price depends on location, ease of access, span of structure and obstacle to be traversed or
- Three x 6 metre bridges fully installed by engineers at £28,000 each, price depends on location, ease of access, span of structure and obstacle to be traversed.
- 3.3 km of tarmacadam surfacing.
- 20 km of surfacing similar to that provided by the Pennine Bridleway. This is suitable for a range of users including horse riders. The cost includes excavation, laying of the sub base and base course plus labour and is an indicative cost which will vary depending on site and type of surfacing used.

### £10,000 Buys

- Six x 5 metre footbridges installed by rights of way officers.
- Between four and twenty x 5 metre bridges (materials and installation) depending on location.
- 36 field and kissing gates (materials and installation).
- 46 bridle and hand gates (materials and installation).
- 6 applications for a diversion order (based on an average cost of £1,500, it varies depending on a number of factors).
- 6 creation orders (based on an average cost of £1,500 per order, the cost varies depending on a number of local factors).

### £1,000 Buys

- 666 waymarking discs (materials and installation).
- 18 to 28 waymarking posts (materials and installation, vary according to directional indicators required).
- 8 to 18 signposts (materials and installation vary according to directional indicators required).
- 10 km of seasonal overgrowth cleared at 10p per metre.
- 6 navigation training days (including 1 day preparation, 1 day delivery) – excellent feedback.
- 12 guided walks by rights of way staff.
- A set of promotional leaflets.

## 7.6 Bringing it all together

- 7.6.1 To deliver the actions identified in the plan and contribute to the nine overall strategic long term objectives, suitable partners and funding need to be sought and brought together. This will influence annual work programmes (the internal operational allocation of staff and other resource) for improvement work.
- 7.6.2 Progress will be reported in an annual business plan which will provide more detail about how the plan is implemented locally over the year. It is here that detailed targets, indicators and background behind specific projects will be provided. This report will be published and made available to the public in a similar way to this plan.
- 7.6.3 While implementing this plan, constant reference will be made to meeting current and future demand. Current and future demand can be viewed as vague and contestable terminology. Demand will not be greatly influenced by this plan. It is externally generated and is the result of a complex and dynamic relationship between wider inter-linked policy areas such as economy, tourism, health and sustainability. Demand will therefore need constant monitoring to ensure that implementation of this plan does meet future strategic needs.



*New bridge, Ingleby Greenhow (courtesy of Mr J. Smith)*



*Recently installed bridge, Middleton-on-Leven (courtesy of Mr J. Smith)*

# Top Local Issues



*Hemingbrough from the air, Selby District (courtesy of Selby District Council)*

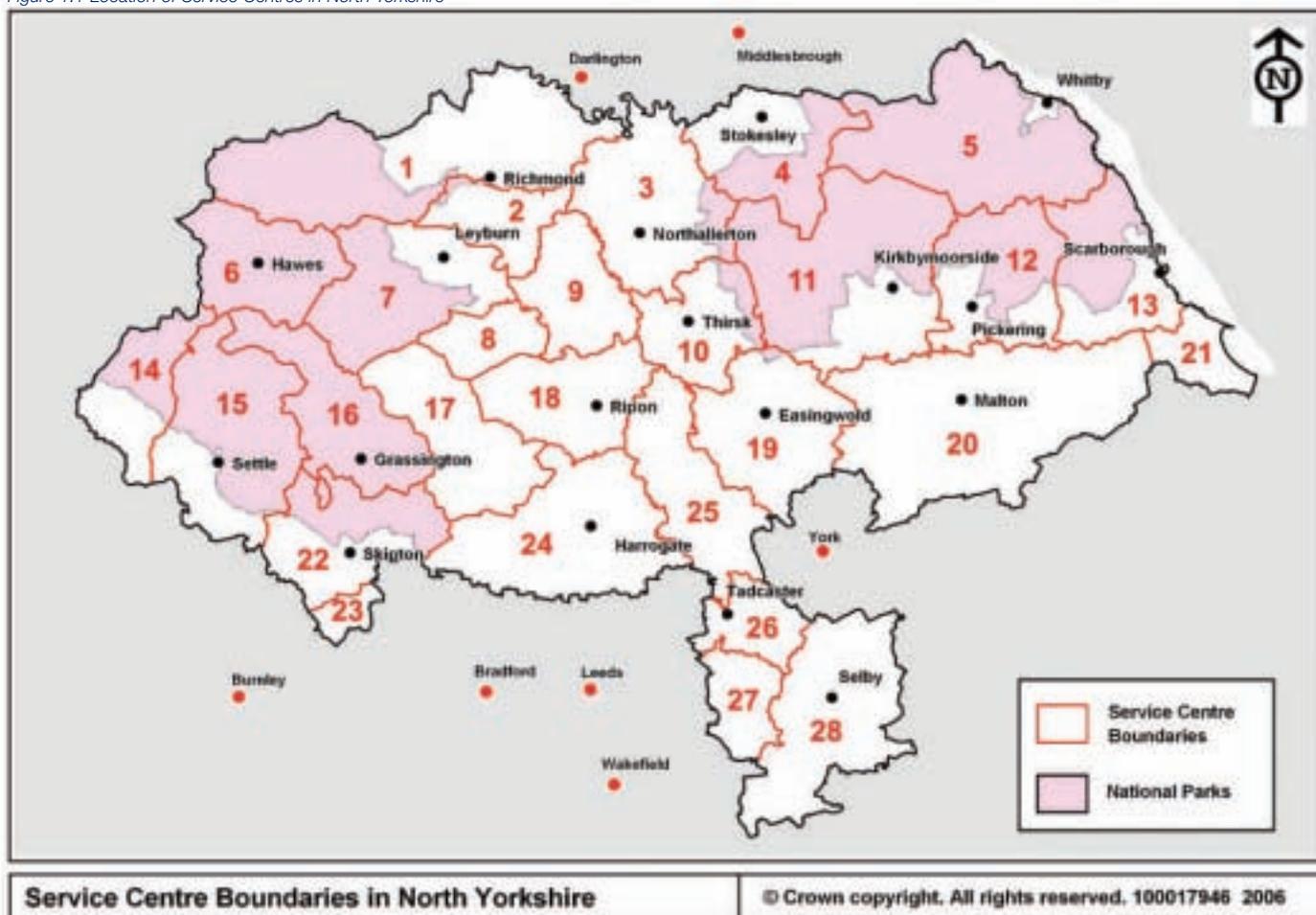
## 1.1 Introduction

- 1.1.1 Full results of the assessment of the availability of the entire rights of way network is provided in the accompanying technical summary 'Local Issues'. Readers are also referred to the Local Transport Plan for North Yorkshire, Appendix 1, in relation to a similar assessment of local transport priorities for each service centre in the county.
- 1.1.2 The following represents a summary of local issues raised when assessing the availability of rights of way for both service centres and landscape character areas in relation to the Improvement Plan. The summary provides local census information for each service centre which highlights household structure, noting where there are particularly high numbers of pensioner only households or households with dependant children as well as car ownership patterns<sup>58</sup>.
- 1.1.3 The summary also shows a selected number of access issues with regard to the rights of way in each service centre or landscape character area. These were selected as priorities by the steering group and local access forum members.
- 1.1.4 These local issues will be used when implementing the Plan. Not all issues will result in actions, some issues are long term, others require resources which may be prohibitively expensive and therefore projects will only go forward where there is potential for partnerships and resources to deliver them. The issues reported for landscape character areas will also be used by Defra in determining funding for permissive access schemes.

<sup>58</sup> Ward and service centre census information obtained from Census Statistics for 2001

## 1.2 Service Centres

Figure 1.1 Location of Service Centres in North Yorkshire



1	Richmond and Swaledale	15	Settle
2	Catterick Garrison	16	Grassington
3	Northallerton	17	Pateley Bridge
4	Stokesley	18	Ripon
5	Whitby and Esk Valley	19	Easingwold
6	Hawes	20	Malton
7	Leyburn	21	Filey
8	Masham	22	Skipton
9	Bedale	23	South Craven
10	Thirsk	24	Harrogate
11	Helmsley and Kirkbymoorside	25	Boroughbridge and Tockwith
12	Pickering	26	Tadcaster
13	Scarborough	27	Sherburn
14	West Craven	28	Selby

### 1.2.1 Bedale

Population	4,438
Area	1,157 ha

#### Household statistics of relevance:

above the county average for pensioner only, member with long term illness and with dependant children.

Bedale and its sister community Aiskew are located to the west of the A1 on a strategic cross roads. The town is linked by a bus service between Northallerton and Hawes, its nearest national railway station is at Northallerton and it has a station on the now private Wensleydale railway. It has much built heritage, is a gateway town for people travelling into the dales and has a renowned arboretum at Thorpe Perrow.

#### Main issues and opportunities:

- Fragmentation of routes at either side of the A1 trunk road.
- Fewer local routes including circular routes compared to comparable sized towns.
- Potential to better link the network along the A684 corridor, linking communities, visitor accommodation, transport hubs and other amenities to support the local economy.
- Route promotion of available network and links to public transport including the Wensleydale Railway.

## Appendix A

### 1.2.2 Bentham

Population (town)	2,994
Area	3,122 ha

**Household statistics of relevance:** above the county average for pensioner only.

The town is the furthest west in North Yorkshire, 2km from the Lancashire border. The town is situated in attractive rolling countryside and was once a mill town. It has one of the most dense footpath networks in the county. Bentham lies on the Leeds to Lancaster and Morecambe railway and the A683 with bus services between North Yorkshire and Lancashire calling there. It also has many caravan and camp sites.

#### Main issues and opportunities:

- Promoting doorstep opportunities for residents and visitors including caravan and campers incorporating local heritage.
- A low availability of bridleways which can be countered by quiet roads.
- Potential for a strategic bridleway link between the Pennine Bridleway, Lancashire and the rest of North Yorkshire in the longer term.
- Promoting use of public transport to access the rights of way network.

### 1.2.3 Boroughbridge

Population (town)	3,184
Area	1,517 ha

**Household statistics of relevance:** none to report.

Boroughbridge lies on the River Ure, and still plays an ongoing role in providing a strategic crossing point over this river. The town was on the Great North Road, which is now the nearby A1(M). It retains built heritage and attractions include the Devils Arrow monolith nearby and remains of the Roman town Isirium. Boroughbridge links by bus to Harrogate, Ripon and the rail network at York.

#### Main issues and opportunities:

- A lack of crossing points over the River Ure resulting in long detours.
- Road severance issues at the A1, A168 and A6055, but with some under and overpasses being utilised currently.
- Discontinuous riverside access, in a river catchment prone to flooding.



Cyclists outside Kettlewell pub – Wharfedale  
(courtesy of the Yorkshire Dales National Park Authority)

### 1.2.4 Catterick Garrison

Population (town)	12,490 but may double in size in the future
Area	2,397

**Household statistics of relevance:** nearly double the county average for households with: dependant children and well above average for those sharing one car.

Catterick Garrison is one of the largest urban areas in the county and its population may double in size with MoD proposals for expansion. The MoD also control some 21,500 acres of Yorkshire Dales, very small amounts within the National Park which are used as a training area. Plans are to create a vibrant town in the future with modern services and facilities.

#### Main issues and opportunities:

- The impact that expansion may have on increased demand for access immediately around the Garrison and in the wider surrounding area.
- Busy roads and a lack of river crossings mean poor connection between a reasonable bridleway network to the south east around Tunstall, and in an area to the north east and south of Richmond, west of the A1.
- Potential to link rights of way together.



*Walkers in Wharfedale  
(courtesy of the Yorkshire Dales National Park Authority)*

### 1.2.5 Crosshills, Glusburn & Sutton in Craven

Population	Sutton Parish 3,480, Glusburn Town inc. Crosshills 3,902
Area	949 ha and 592 ha respectively (inc. Crosshills)

**Household statistics of relevance:** above the county average for households with dependant children in Sutton Parish, pensioner only in Glusburn and Crosshills and above average without access to a household car in Glusburn and Crosshills.

The three communities are located in the Aire Valley south of Skipton, next to the West Yorkshire boundary in attractive dale like landscape. Their proximity to Leeds and Bradford is enhanced by the railway from Skipton, the A650 and A629 and to Lancashire via the A6068 which enables bus services to operate which also link with Steeton station for commuters.

#### Main issues and opportunities:

- To encourage British Waterways to widen accessibility to the Leeds to Liverpool Canal to include cyclists and look at feasible use by horse riders in the future.
- Promotion of doorstep opportunities to enjoy the network.
- Pulling in economic potential from the Pennine Way, 4km from Sutton.
- Removing people from roads whose traffic volumes are increasing.
- Route severance due to the railway, canal, River Aire and A629 that deters people from enjoying Farnhill Moor.

## Appendix A

### 1.2.6 Easingwold

Population (town)	4,233
Area	2,823 ha

**Household statistics of relevance:** above the county average for pensioner only households.

Easingwold is located in the Vale of York with the backdrop of the Howardian Hills and within commuting distance of York. It has much built heritage and is near visitor attractions like the Mouseman Visitor Centre, Shandy Hall, Sutton-on-the Forest and Beningbrough Hall and Gardens. There are bus connections to York with its access to national rail network.

#### **Main issues and opportunities:**

- Promotion of available routes to residents and visitors.
- Routes start from busy roads which can lead to conflict between modes.
- Good crossing points over the A19 at grade.
- Opportunities to improve circular route provision and links to communities including routes for horse riders and cyclists.

### 1.2.7 Filey

Population (town)	6,468
Area	516 ha

**Household statistics of relevance:** above county average pensioner only households, having members with long term illness, without access to a car or sharing one family car.

Filey is located on the North Yorkshire coast to the south of Scarborough, once renowned for its Butlins holiday centre and having a fashionable crescent, it remains popular with coastal holiday makers. It is accessible by train from Bridlington, Scarborough and York and bus connections with major centres.

#### **Main issues and opportunities:**

- Loss of coastal footpaths due to erosion and the degradation of network assets.
- Route severance by the A165 and A1039.
- Limited scope to improve access to the beach given physical terrain and the finance needed to re-instate previous access.
- A route suitable for use by people with mobility aids to the south.
- Potential to improve access parallel to the coast to link with caravan sites, communities and Cayton Bay.

### 1.2.8 Grassington

Population (town)	2,135
Area	3,417 ha

**Household statistics of relevance:** above county average for pensioner only households, having members with long term illness, and shared access to one car.

Grassington is located in Wharfedale by the River Wharfe. It serves a large rural area including Littondale and Langstrothdale and has a secondary school (located in neighbouring Threshfield) and other services. With its National Park Centre, tourist shops and quaint market place it attracts both day visitors, particularly from West Yorkshire, and overnight visitors. It has a sister community called Threshfield on the opposite side of the river. Buses link it with the rest of the dale and Skipton where there are rail links further afield.

#### Main issues and opportunities:

- Better links to Hebden and Long Ashes and also between Long Ashes and Threshfield.
- Improved links into the surrounding area where there are good recreational opportunities.
- Potential for conflict where users have to travel along the B6160 and B6265.
- Long term potential for an access for all route between Grassington and Skipton.
- Potential to link with healthy active and safe routes to school in schools in Threshfield and Grassington.

### 1.2.9 Great Ayton

Population (town)	4,570
Area	1,451 ha

**Household statistics of relevance:** above county average for pensioner only households and members with long term illness.

Great Ayton is located where the relatively flat Tees Lowland meets the rising escarpment of the Cleveland Hills, within close proximity to the county boundary with Redcar & Cleveland and Middlesbrough Highway Authorities and 3km from Stokesley. The village attracts tourists due to its heritage and pleasant location. It has a railway station approximately 1.5km from the centre linking the town with Whitby and Middlesbrough and regular bus services to centres within and outside the county, notably Teesside.

#### Main issues and opportunities:

- Promote routes from the centre and station including use of the internet.
- Promote public transport as part of circular route itineraries and to enable people to access the network.
- Improved links with Stokesley to provide a safe route to Stokesley secondary school.



*Cyclists in Great Ayton*

## Appendix A

### 1.2.10 Harrogate & Knaresborough

Population	87,740
Area	4,680 ha

**Household statistics of relevance:** slightly above county average households with dependant children in Knaresborough and without access to a car in Harrogate.

Harrogate has the highest population in the county. Famed as a spa town it enjoys fine shops, fine architecture and a conference and exhibition centre. Knaresborough is equally attractive, located above the gorge of the River Nidd, with its castle, museum, tall viaduct over the river and the famous Old Mother Shipton's Cave and Petrifying Well. Harrogate and Knaresborough have train connections to York and Leeds and there are bus services linking the two communities with main centres within and outside the county.

#### Main issues and opportunities:

- Rapid development has occurred; in the future it must keep pace with access provision.
- A lack of crossing points over road and rivers.
- The future potential for a multi user urban fringe route linking people with goods and services and access opportunities further afield.



Enjoying a public footpath in Harrogate

### 1.2.11 Hawes

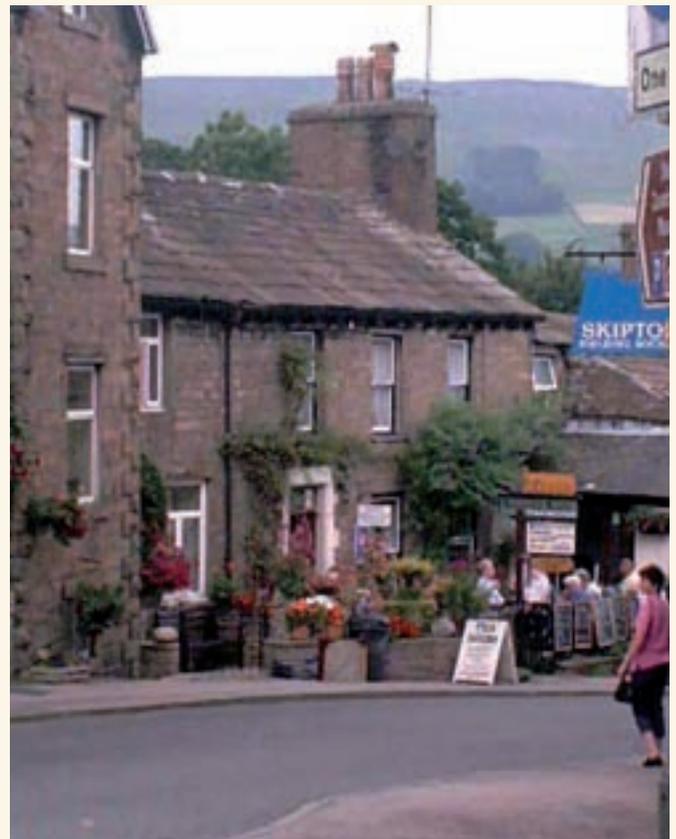
Population (town)	1,115
Area	7,689 ha

**Household statistics of relevance:** above county average for pensioner only households, having members with long term illness and shared access to one car.

Hawes is located in Upper Wensleydale. A market town famed for its Wensleydale Creamery attraction, rope makers, auction mart, Gayle Mill and an attractive stopping off point. Its nearest railway station is Garsdale Head on the Settle to Carlisle Railway and buses link it to Northallerton via Masham, Leyburn and Richmond.

#### Main issues and opportunities:

- Haylands Bridge which crosses the River Ure is heavily used by walkers and also motorised users heading to Hardraw and its waterfall on the other side of the dale.
- The River Ure floods and there has already been bank erosion, forthcoming work in this area needs to be future proofed.
- Road fragmentation, particularly the Pennine Way which follows Brunt Acres road north of town.



Hawes (courtesy of Ms J. Flowers)

### 1.2.12 Helmsley

Population (town)	1,559
Area	3,572 ha

**Household statistics of relevance:** above county average for pensioner only households in particular and slightly above average for members with long term illness and households without access to a car or sharing one car.

Helmsley, a very picturesque market town is located next to the River Rye. The town attracts both day visitors and those who stop off en-route between Scarborough and Thirsk. It has a castle and is close to Duncombe Park and Rievaulx Abbey, Terraces and Temples. Its nearest station is at Malton and buses, including the Moorsbus network, link Helmsley to urban centres and surrounding countryside.

#### Main issues and opportunities:

- Investigate demand for an off road route between the town and both Sproxtton and Beadlam.
- Route re-alignment and better maintenance alongside the River Rye, including the Ebor Way.
- Busy road negotiation on two sections of narrow minor road on the Cleveland Way near Rievaulx Bridge.
- Potential to widen accessibility for people with mobility problems including circular options from town and a route along Rievaulx Moor.

### 1.2.13 Hunmanby

Population (town)	3,279
Area	2,469 ha

**Household statistics of relevance:** above county average for members with a long term illness, pensioner only and share one car.

The town is located where the Vale of Pickering meets the coast and the rising Yorkshire Wolds and there are picturesque views right across the flat vale from the rising escarpment and outwards to sea beyond Filey Bay. Once a major trading centre with brick and rope works it has changed from an agricultural area to more of a retirement location in recent years. It has a station linking it to Scarborough, York and Bridlington and buses serve urban centres within and outside the county.

#### Main issues and opportunities:

- Equestrian demand for access to the beach, but it is expensive to reinstate access destroyed during the war and overcome difficult terrain.
- Potential for better off road links to surrounding communities, also removing people from roads.
- Discontinuous coastal access, the Government is looking at the wider implications of developing coastal access.



*Cleveland Way, North York Moors National Park*

## Appendix A

### 1.2.14 Kirkbymoorside

Population (town)	2,883
Area	1,582 ha

**Household statistics of relevance:** above county average for pensioner only households, slightly above average for members with long term illness and sharing one car.

The town is located between the upland North York Moors and flatter Vale of Pickering. A picturesque market town with links to historical figures of note, the remains of two castles and the venue of the Ryedale Show and Ryedale Folk Museum. The nearest railway station is Malton and buses including the Moorsbus, linking Kirkbymoorside with urban centres and surrounding countryside.

#### Main issues and opportunities:

- A lack of crossing points over the River Dove restricting circular route options.
- The potential for a safe route to school, Ryedale Secondary School located in Beadlam serving pupils living in Wombledon which is below the school bus threshold for provision.

### 1.2.15 Leyburn

Population (town)	1,844
Area	1,018 ha

**Household statistics of relevance:** above county average for pensioner only households, slightly above average for members with a long term illness and sharing one car.

Leyburn is located in Wensleydale next to the River Ure. It is slightly elevated giving commanding views over the surrounding dale landscape. The town serves a wide rural area as well as visitors to Middleham Castle, the Forbidden Corner and the dale. The town has a station on the Wensleydale Railway and buses link it with villages further up the dale to Hawes and down to Northallerton and Masham. A large area of land to the north is owned by Defence Estates and used as an army training area for nearby Catterick Garrison.

#### Main issues and opportunities:

- Promoting routes, linking with public transport provision and the local economy.
- Investigating the potential for a non-motorised route along the A684 corridor linking to local amenities, caravan and camp sites in the Bedale direction and onwards via Hawes to the Pennine Bridleway in the long term.
- Potential to transfer walkers and cyclists to the area using the Wensleydale Railway.
- Few crossing points over the River Ure apart from widely spaced road bridges.
- Managing the potential conflict between race horses using private gallops and users where gallops cross rights of way.



*Cray, Wharfedale, Yorkshire Dales National Park*

### 1.2.16 Malton & Norton

Population (towns)	11,966
Area	2,772 ha

**Household statistics of relevance:** above county average for pensioner only households, without access to a car or sharing one car.

The towns lie next to the River Derwent where the flat Vale of Pickering meets the undulating Yorkshire Wolds and Howardian Hills, the latter designated as an Area of Outstanding Natural Beauty. A Roman Fort lies beneath what is now Malton with the remains of the only Roman goldsmiths shop in Britain. A very picturesque town with Gilbertine Priory and Norman Castle, the town is associated with farming and brewing with a winter beer festival. Norton is a race horse training centre. Nearby attractions include Flamingo Land Theme Park and Zoo, Scampston Hall, Wharram Percy and Castle Howard. Malton lies on the York to Scarborough railway and is served by buses linking it with urban centres.

#### Main issues and opportunities:

- The potential for conflict where users must cross the A64 or B1257.
- A number of anomalies due to the inheritance of the Definitive Map and Statement of the former East Riding.
- Better links to surrounding villages and countryside.

### 1.2.17 Masham

Population (town)	1,235
Area	615 ha

**Household statistics of relevance:** above county average for pensioner only households, slightly above average for members with long term illness and sharing one car.

Masham lies on Magnesian Limestone resulting in water quality which is conducive to the brewing of Black Sheep and Theakstons ales. The town is attractively situated next to the River Ure with its annual sheep fair, craft centre and proximity to the Yorkshire Dales of Nidderdale and Wensleydale. The nearest train station is Thirsk on the national rail network or Bedale on the Wensleydale Railway and buses link it with Ripon, Leyburn and Hawes.

#### Main issues and opportunities:

- Few bridleways but countered by quiet roads, though some are narrow, hedged and twisty.
- Potential to widen accessibility to the footpath alongside the River Ure and barrier reduce the route to Marfield Nature Reserve through partnership but the risk of river erosion due to the Ure receiving the floodwaters of Wensleydale.



Leyburn (courtesy of Ms J. Flowers)

## Appendix A

### 1.2.18 Northallerton

Population (town)	17,653
Area	3,808 ha

**Household statistics of relevance:** slightly above the county average for pensioner only households, members with long term illness and without or sharing one car.

This town is the administrative centre of the County Council and Hambleton District Council as well as home to North Yorkshire Fire & Rescue Service, the Friarage Hospital and nearby North Yorkshire Police headquarters. The town has a station on the national rail network and buses to urban centres within and outside the county. Northallerton is a vibrant market town with two weekly markets and a farmers market held every month.

#### **Main issues and opportunities:**

- Immediate promotion of network, linking it to the Walking the Way to Health Initiative.
- Better maintenance to open up network utilising the enthusiasm of local volunteers to overcome local resource limitations.
- Widening accessibility, particularly in terms of barrier reduction.

### 1.2.19 Pateley Bridge

Population (2 wards)	2,153
Area	2,572 ha

**Household statistics of relevance:** above county average for pensioner only households.

Pateley Bridge is the main town in Nidderdale. It is located by the River Nidd within typical dale landscape of stone walls, patchwork fields and hills that rapidly rise onto moorland. It attracts many visitors to Brimham Rocks, How Stean Gorge, Gouthwaite Reservoir and the town itself with its tourist shops.

#### **Main issues and opportunities:**

- Users must use roads which are narrow and twisty and can confine users, particularly vulnerable users, in narrow spaces next to motorised traffic and earth/stone walls or hedges.
- Walkers currently use a section of very narrow and twisty roads adjacent to the western side of Gouthwaite Reservoir.
- Management is required for routes with multiple user rights, particularly those with vehicular access.



Millfield Lane Bridge

### 1.2.20 Pickering

Population (town)	6,849
Area	3,931 ha

**Household statistics of relevance:** above county average for pensioner only households, members with long term illness, without access to a car and sharing one car.

Pickering is a popular market town for visitors arriving on the North Yorkshire Moors Steam Railway from Grosmont in the Esk Valley or en-route to Scarborough or Thirsk. It is located where the flat Vale of Pickering rises onto the North York Moors. It is a quaint town near Flamingo Land, Cropton and Dalby Forest, the developing national mountain bike venue. The closest station on the national rail network is at Malton and buses including the Moorsbus link it to urban areas and surrounding countryside.

#### Main issues and opportunities:

- Reducing the need and demand to arrive in the area by car including destinations like the mountain bike development at Dalby Forest and the Moor2Sea Cycle Route, by promoting rights of way and public transport provision and providing better off road links between Dalby Forest and Pickering.
- Investigating ways to reduce conflict between non-motorised and other road users on the A170 and A169.

### 1.2.21 Richmond

Population (town)	8,178
Area	1,019 ha

**Household statistics of relevance:** slightly above county average for pensioner only households, and without a car or sharing one car.

Richmond is located next to the River Swale in an intermediate area between the Tees Lowlands and Yorkshire Dales. An attractive market town, it has a Georgian Theatre, Norman Castle and some rich built heritage and green space. It is close to Easby Abbey and the Yorkshire Dales National Park as well as close to one of the largest defence sites in Europe, Catterick Garrison. The nearest railway station is at Darlington and buses link it with Darlington, Northallerton, Leyburn and Reeth in Swaledale.

#### Main issues and opportunities:

- The need for a strategic non-motorised route linking the town to Swaledale, noting a potential economic leakage which could be compounded by the future expansion plans for Catterick Garrison.
- Fragmentation of routes by radial roads into town including the A6108, B6271, A6136 and B6274.
- Pinch points in roads for cyclists and horse riders where footpaths rise above roads which are retained by high stone walls limiting evasive action if required.
- Missing links to be addressed.
- A lack of crossing points over the River Swale to the east of town.
- Riverbank erosion for routes located next to the Swale, this has been repaired but a long term view is required in the future when erosion becomes a problem again.



Heading to Reeth, Yorkshire Dales National Park

## Appendix A

### 1.2.22 Ripon

Population (town)	15,992
Area	994 ha

**Household statistics of relevance:** slightly above county average for pensioner only households, without a car and sharing one car.

Ripon is home to a cathedral and the nearby world heritage site of Fountains Abbey and the Studley Royal Estate, managed by the National Trust. The town is one of the smallest cities in England with a large market place and 90 foot obelisk used for the Setting of the Watch, an event which has occurred at 9pm every night for the last 1,000 years. The town is at the most northerly point of the English canal system, near Lightwater Valley, Newby Hall, Norton Conyers Hall and Aldborough Roman Town. Its nearest station is at Harrogate and buses link it with urban centres within and outside the county.

#### Main issues and opportunities:

- The feasibility of a route catering for cyclists and people with disabilities between Ripon and Fountains Abbey/Studley Royal.
- Riverside access improvements to Newby Hall and Lightwater Valley set within the constraints of wetland being prone to flood and bank erosion.
- Route severance by the A61 bypass which includes a bridleway crossing over this road.

### 1.2.23 Scarborough

Population (town)	50,135
Area	2,114 ha

**Household statistics of relevance:** above county average for member with a long term illness, slightly above average for pensioner only households and well above average for households without access to a car.

A thriving coastal holiday centre, and the second largest urban centre in North Yorkshire, the town has an older age profile than the national average. The urban area is split into two by a rocky headland with its ancient castle. Scarborough has several attractions including a water park, museums, galleries, gardens and access along the coast. The town and nearby Seamer have a train station linking it to York and Hull via Bridlington and Filey and buses link it with major urban centres inside and outside the county.

#### Main issues and opportunities:

- The urban area of Scarborough was exempt from having the duty of preparing a Definitive Map and Statement following the National Parks & Access to the Countryside Act 1949. Attempts to map routes have resulted in one definitive route in the town and considerable scope therefore to record more.
- Linking the RoWIP with the Transport Forum's work.
- Access improvements which link with the joint initiative lead by the Borough Council called the 'Around Scarborough Habitat Trail'.

### 1.2.24 Selby

Population (town)	22,491
Area	3,453 ha

**Household statistics of relevance:** slightly above county average for members with long term illness and dependant children and above county average for households without access to a car.

The town lies in relatively flat landscape called the Humberhead Levels which are comparable to the Somerset Levels with rivers, canal, wetland, heathland, woodland and commons and unique flora and fauna. The town has a Benedictine Abbey, market cross and is within a declining coal mining area. It lies at the confluence of the Trans Pennine Trail, linking the Irish and North Sea, has evidence of Roman influence and a palace belonging to previous Archbishops of York. The town has a railway station linking to Doncaster and York and bus services linking with urban centres as well as a canal network.

#### Main issues and opportunities:

- Potential to improve circular route provision and widen access for people with a disability, the even gradient here lends itself to easy access.
- Partnership in regeneration schemes noting the huge potential to develop the Humberhead Levels as a niche for its easy access opportunities, learning from the Netherlands.
- Promoting routes for people with disabilities and health improvement schemes.
- Noting a high demand for access in the Selby area.



*Selby canal (courtesy of Selby District Council)*

### 1.2.25 Settle

Population (town)	2,421
Area	1,819 ha

**Household statistics of relevance:** above county average for pensioner only households, slightly above average for members with long term illness and above average for households without a car or sharing one car.

Settle is located where the Dales meet the valley of the River Ribble, close to the Three Peaks of Pen-y-Ghent, Wharfedale and Ingleborough in the Yorkshire Dales National Park, a highly connected cave network and the Forest of Bowland AONB. The branching of the valley west towards Lancashire and northwards towards Cumbria corresponds with the location of railway which links Settle with Carlisle and Giggleswick with Lancaster. The Settle to Carlisle railway is one of the most scenic rail journeys in Britain. Buses link the town with urban centres within and outside the county.

#### Main issues and opportunities:

- Negotiation of the busy A65 bypass in order to enjoy the countryside towards the Forest of Bowland.
- Settle is a hub on the Pennine Bridleway and Ribble Way, potential exists for the planning of a strategic non-motorised route linking to Lancashire and other areas of the county.
- Little linkage in physical access terms or promotional terms between the AONB and National Park, though they are in close proximity.

## Appendix A

### 1.2.26 Sherburn in Elmet

Population (town)	786
Area	1,916 ha

**Household statistics of relevance:** above county average for household members with long term illness, pensioner only and sharing one car.

The community attracts commuters from nearby Leeds and development pressures have increased with some large housing developments. Sherburn has a wealth of local archaeology and history and lies in a rural area of the county. Buses link it to urban centres in North Yorkshire and beyond.

#### Main issues and opportunities:

- Fragmentation by roads including the B1222 and railway.
- Potential to better link Sherburn with surrounding villages and cross boundary links with West Yorkshire; Church Fenton is a priority.
- Improved access to woodland including a missing link at Bishop Wood.



Sherburn, Selby District (courtesy of Selby District Council)

### 1.2.27 Skipton

Population (town)	14,313
Area	1,704 ha

**Household statistics of relevance:** slightly above county average for members with a long term illness and pensioner only and above average for households without access to a car, slightly above average for people sharing one car.

Skipton is located next to the River Aire, where the Yorkshire Dales, Lancashire Valleys and Southern Pennines meet and therefore near the highly populated urban conurbations of West Yorkshire. It has much heritage and charm including a castle, canal network and weekly market and has large employers including a building society, Craven College and District Council headquarters. The town is a mooring point on the Leeds to Liverpool Canal, has a train station linking it with Lancashire, West Yorkshire and Cumbria via intermediate stops in the county and a good bus service in all directions including Wharfedale as far as Buckden.

#### Main issues and opportunities:

- A radial road network and town bypass scheme fragments the network; notable are the A59 and A65.
- Potential to widen access to the canal towpath subject to safety and other discussions to include cyclists, people with disabilities and perhaps equestrians.
- Promotion of doorstep circular routes for residents and visitors.
- Potential for an access for all route from Swinden Quarry to Grassington with longer term potential to link back to Skipton.
- Discussion with Yorkshire Water to widen accessibility to Embsay Reservoir.



Skipton canal

### 1.2.28 Stokesley

Population (town)	4,725
Area	735 ha

**Household statistics of relevance:** higher than the county average for pensioner only households.

The town is located next to the River Leven where the flatter Tees Lowlands rise to the North York Moors and Cleveland Hills. The town attracts people from Teesside to its shops, gift fairs and farmers markets and people en-route to or from the National Park and its proximity to urban areas means it is commuter belt territory. The built heritage of the town is very fine including an attractive tributary to the river running behind the market square. The nearest train station is at Great Ayton 5km away and buses regularly connect it with Middlesbrough, Northallerton and other places including countryside via the Moorsbus network.

#### Main issues and opportunities:

- A non-motorised route linking the town with Great Ayton noting pupils travel to Stokesley Secondary School and similar access along the A173.
- Access needs to be developed to counter predicted housing development to the north and north east of Stokesley.
- Potential to reduce conflict where users negotiate the A172, A173 and B1365.
- Better links with villages including Seamer.
- Widening accessibility for people with disabilities.
- Promoting access in partnership with others concentrating on existing circular options and access to services.



Stokesley surface improvement work using 130 metres of crushed limestone

### 1.2.29 Tadcaster

Population (town)	6,059
Area	1,087 ha

**Household statistics of relevance:** slightly above county average for pensioner only households, without access to a car and sharing one car.

Tadcaster runs over geology conducive to the brewing industry with three well known brewers in town including the oldest one in Yorkshire. It is located by the River Wharfe in attractive gentle countryside and has heritage links to the War of the Roses in 1461 and Roman forts. The nearest railway station is at York and buses link the town with urban centres within and outside the county.

#### Main issues and opportunities:

- Negotiation of the busy A64 which severs the network.
- Potential to develop a cycle route to Thorpe Arch and onwards to Wetherby in the longer term.
- Strengthened links with the Town Council to extend route promotion to include cyclists and horse riders.



Tadcaster, Selby District (courtesy of Selby District Council)

## Appendix A

### 1.2.30 Thirsk

Population (town)	9,324
Area	3,065 ha

**Household statistics of relevance:** slightly above county average for members with a long term illness and pensioner only households, without access to a car and people sharing one car.

Thirsk is an attractive market town which is located close to where the Vale of York meets the rising North York Moors and Cleveland Hills. It is a stopping off point for travellers en-route to York and beyond, the north or Scarborough and the North York Moors National Park. Attractions include the James Herriot museum, horse races and rolling countryside. The town is 2km from the railway station on the national rail network and bus services link it to urban centres in the county. The Moorsbus network is located slightly out of Thirsk at Sutton Bank Visitors Centre.

#### **Main issues and opportunities:**

- Route promotion which cuts across motivational themes from heritage to health.
- Potential for conflict where users negotiate the A168 and A19, potential to utilise available under and overpass.
- Further work to widen accessibility for people with disabilities noting the support given by Tesco's to widen a route nearby.



*Whitby mist*

### 1.2.31 Whitby

Population (town)	13,594
Area	949 ha

**Household statistics of relevance:** above county average for members with a long term illness, slightly above average pensioner only and well above average for households without access to a car but only slightly above average for people sharing one car.

Whitby is a very popular visitor destination with its quaint red pantile roofed buildings, harbour, sands, seaside attractions, fish and chip restaurants, Whitby Abbey with its 199 steps, association with Captain Cook, Whitby Jet, kippers and narrow lanes rapidly climbing uphill from the harbour area. The town has a railway station linking it to Middlesbrough and the national rail network beyond via the Esk Valley and buses connect it with towns within and outside the county.

#### **Main issues and opportunities:**

- Potential to develop more multi user non-motorised links out to Briggswath via Ruswarp and Aislaby, removing people from the very narrow B1410.
- The current footpath to Ruswarp goes through Caedmon School. The County Council, National Park and Scarborough Borough Council are looking at re-alignment options along a nearby disused railway away from the school grounds with a potential safe route to school and the plugging of missing links.
- Potential to work with the Esk Valley Rail Development Company, a Community Rail Partnership to encourage people to arrive in the area by train as well as future potential for improved bike carriage facilities.
- Better maintenance of some routes around town.

### 1.3 Landscape Character areas

Readers are referred to the technical summary 'Local Issues' for details.

#### 1.3.1 The Bowland Fells

This area is in the west of the county next to Lancashire and some of it is designated as the Forest of Bowland Area of Outstanding Natural Beauty. It consists of open moorland and blanket bog upland sloping downhill towards the Wenning Valley with dispersed settlement and farmsteads.

##### Main issues and opportunities:

- The feasibility of a strategic bridleway linking Lancashire and North Yorkshire via the Pennine Bridleway via this area.
- The potential need for improved access to Burn Moor.
- Stronger partnership with Lancashire County Council regarding improvements.

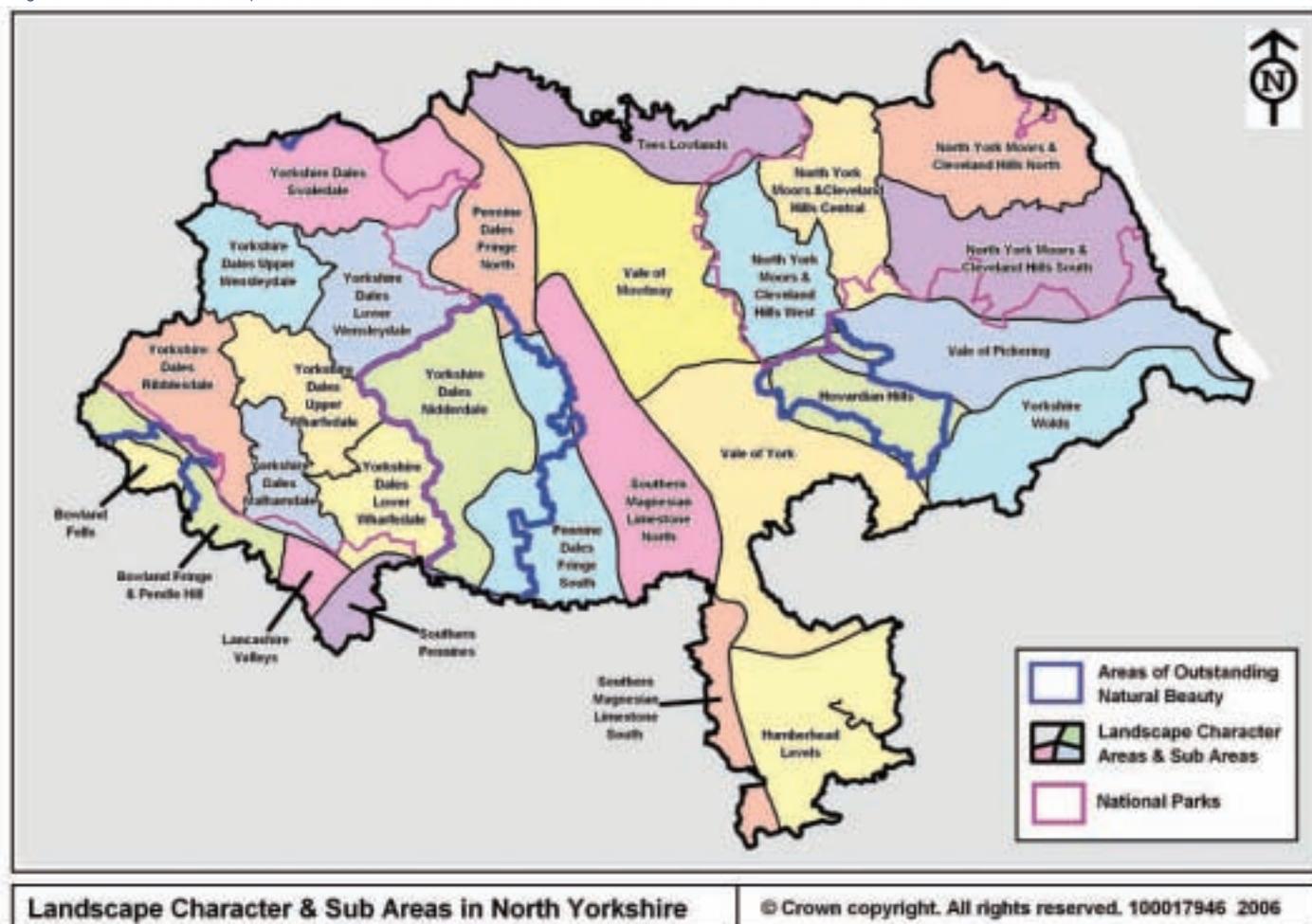
#### 1.3.2 The Bowland Fringe & Pendle Hill

This is a rolling landscape in the limestone area of the Ribble and Wenning Valley, supporting dairy farming grading into unimproved land upslope. It has semi natural and ancient woodland, winding country lanes, dispersed rural settlements and it is becoming an area of discovery for people originating from elsewhere.

##### Main issues and opportunities:

- Some routes are neglected; studies need to determine if this is due to promotion or location.
- Innovative ways to engage with partners to take on some responsibility for improving routes. Demand could rise in this relatively quieter neighbour to the Yorkshire Dales.
- Tied in with increasing popularity is the potential future need to remove users from roads, linking re-alignment with diversification and the local economy.
- Sustainable management of demand.

Figure 1.2 Location of Landscape Character Areas and Sub Areas Used in Assessment for this Plan in North Yorkshire



## Appendix A

### 1.3.3 The Howardian Hills

This area was designated as an Area of Outstanding Natural Beauty in 1987. It is a multi layered landscape with extensive views over lowland areas and uplands. It is one of the most wooded areas in the county with broadleaved trees and ancient forests as well as historic parkland, a dense minor road network and the attractions of Castle Howard.

#### Main issues and opportunities:

- Promotion which supports arrival by public transport to retain its tranquillity.
- A lack of bridleways in the west countered by quieter roads but with the potential risk of increased traffic volumes in the future.
- Management to ensure that the impact of rights of way does not impact the environment of the AONB.
- Incorporation of the needs of users in any potential development of the A64.



Horse riding – Centenary Way, Howardian Hills AONB  
(courtesy of Mrs J. Radcliffe et al)

### 1.3.4 The Humberhead Levels

A unique area which is on a par with the Netherlands and Somerset Levels, it has the potential to be developed as a niche area for easy access. Some of it is prone to coastal and river flooding but it has broad flood plains, washland, flood meadows, historic water courses and remnants of ancient heathland.

#### Main issues and opportunities:

- Huge potential to develop it as an easy access niche area for family cycling, people with disabilities and other groups, noting that it is close to large urban centres.
- Potential to plug some missing links to offer circular routes.
- Potential to link provision of access with restoration of landscape features.
- Potential to provide more continuous riverside access but countered by flood risk.

### 1.3.5 The Lancashire Valleys

Mostly in Lancashire, it is former mill country near Skipton which has a small woodland, reservoir, estate owned land and open access. Being close to urban centres in West Yorkshire development pressures include the conversion of farm buildings for alternative uses which are increasing. Development pressures may only increase with the predicted growth in nearby Leeds.

#### Main issues and opportunities:

- Support discussion with British Waterways to widen access to the canal towpath.
- Pressure to remove equestrians and indeed cyclists from increasingly busy roads.
- Route severance from the A65, A56, A59 and A6069.



Winter in North Yorkshire

### 1.3.6 The North York Moors – whole area

Mostly designated as a National Park in 1952, this area is mainly upland moorland plateaux with deep ‘u’ shaped valleys. Its landscape is described in the National Park Management Plan as sudden dramatic contrasts, distinctive dales, valleys and inland headlands, ancient trees and woodland rich in wildlife, exceptional coastal geology, distinctive cliffs and sheltered harbours, a wealth of archaeology, tranquillity, remoteness and inspiration. It has attractive villages including coastal fishing villages in coves and bays. The area was once industrialised but is now devoted to tourism and the needs of local land owners and businesses.

#### Main issues and opportunities:

- The potential impact that CAP reforms will have on access and its relationship with the landscape given that some upland farming is marginal.
- The loss of farms to commuters and lifestyle changers that provide polarised demand for access, whether it is ‘not in my back yard’ or more demand.
- The potential felling of mature conifer plantation in a short time period adversely affecting the landscape, but offering the potential to re-assess access.
- Increasingly busy quiet roads with potential for increasing risks for vulnerable road users.



Coastal walk (courtesy of Mr M. Hodgson, Wolds Way Officer)

### 1.3.7 The North York Moors – Central

It is upland moorland which is dissected by dales. It includes Farndale with its famous daffodil walk, attracting 50,000 spring visitors, Bilsdale and Bransdale being the most inaccessible dale. It also includes the area around Roseberry Topping and Captain Cook’s monument which are accessed by people originating from the North East Region.

#### Main issues and opportunities:

- The potential for a strategic bridleway linking with the Tees Valley proposed bridleway route along the north of the River Tees.
- Potential for more family friendly cycle routes catering to people with disabilities.
- The negotiation of existing tracks for non-motorised access.



North York Moors National Park

## Appendix A

### 1.3.8 The North York Moors – North

This area stretches from Staithes to slightly south of Robin Hoods Bay and west to Castleton and Danby Moor. The area is well linked to the more populated North East Region by the Esk Valley railway between Middlesbrough and Whitby. Visitors enjoy both the countryside and quaint coastal fishing villages such as Robin Hoods Bay, Staithes and Whitby.

#### Main issues and opportunities:

- Routes between the A174 and A171 are severed, isolated and under used.
- The sustainable management of some routes where demand or surface conditions are unsustainable.
- The potential to identify a cycle route north from Whitby to enhance the North Sea Cycle Route which runs around European coasts.

### 1.3.9 The North York Moors – South

This area extends from Kirkbymoorside in the west to the Heritage coast in the east with sizeable pockets outside the National Park where mineral extraction occurs. Most dales or valleys orientate north to south, dipping and widening out towards the Vale of Pickering. Many attractive villages lie at the fringe and the coast. This area is heavily forested, a notable characteristic of the southern part of the landscape character area.

#### Main issues and opportunities:

- The need to balance coastal route promotion and erosion issues with partners.
- Sustainable management of the network for future generations to enjoy.
- Integrating improvements which could be physical re-alignment and/or promotion with the Forestry Commissions development of Dalby Forest as a potential national and international venue, noting the need to reduce the number of people arriving by car through access improvements that also benefit users of the Moors2Sea Cycle Route.



*Roseberry Topping in Winter (NYCC – photographer J Cornish)*



*Horse riders at Swainby Woods – Tees Lowlands in distance (courtesy of J. Radcliffe et al)*

### 1.3.10 The North York Moors – West

This area extends from Carlton Bank in the north to Coxwold in the south and from Sutton Bank in the west to Helmsley in the east. Sutton Bank and Carlton Bank enable stunning views over neighbouring lowland, the former with a visitors centre. There are popular forested areas like Boltby Forest and Over Silton Moor as well as visitor destinations on the edge of moorland like Cod Beck Reservoir, Osmotherley and Hawnby.

#### Main issues and opportunities:

- The potential for a strategic bridleway link between east and west to link to network beyond.
- Fragmentation by the A170 and B1257 where there is potential for conflict with other road users, particularly motorbikes on the B1257 that travel often at high speed.
- Circular route provision.
- Improved access to woodland in partnership with the Forestry Commission.
- Promoting access to rights of way by public transport.
- Future proofing assets noting the loss of around 50 bridges by a localised storm in 2005.



*Kildale/Baysdale – The North York Moors National Park  
(courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*

### 1.3.11 Pennine Dales Fringe – North

It is an area which dips eastward from the dales towards lowland; with significant river valleys such as the Swale, Tees and Ure. It is a multi layered landscape, some of which is designated as a Special Area of Conservation. It is well wooded with small villages, caravan sites and attractions including Jervaulx Abbey and Fountains Abbey. It is within commuting distance of areas outside North Yorkshire and has increasing development pressures.

#### Main issues and opportunities:

- A low density of access south from the Catterick to Redmire road but this network is well used by local dog walkers. There is potential to better link access in this area with the economy and public transport.
- Fragmentation by the very busy A66 which is both dual and single carriageway which in 2006/7 is being dualled along many sections of single carriageway.



*Pennine Dales fringe*

## Appendix A

### 1.3.12 Pennine Dales Fringe – South

An area that dips eastwards towards the Vales of York and Mowbray with a landscape in transition from stone walls to hedges for example and well wooded. The area contains Fewston, Thruscross and Lindley Wood reservoirs as well as other visitor attractions like Almscliff Cragg and Fountains Abbey. Development pressure is increasing in the area including demand for more recreational interests.

#### Main issues and opportunities:

- Some routes are not usable; improvements need to consider the potential for well used circular links or links between communities.
- Better links with neighbouring Highway Authorities and Yorkshire Water.
- Potential to improve doorstep routes which serve urban populations within the county and outside like Ilkley and Otley.



Kirkby Hill looking towards the A66

### 1.3.13 Southern Magnesian Limestone – North

An area of elevated ridge, rolling landforms and dry valleys with long views over lowland; the area has parkland, woodland and estates. It has many caravan and camp sites and notable creamy coloured buildings.

#### Main issues and opportunities:

- Discontinuous access along the River Nidd at either side of the A1 (M) and the River Ure north of Ripon, access improvements need to be countered against flood risk.
- A lack of crossing points over the River Nidd.
- The potential to widen accessibility for people with disabilities including use of unclassified county roads but in ways that do not create vehicular rat runs.
- Potential longer term re-use of disused railway for access such as Boroughbridge to Harrogate.
- Better maintenance on routes with high potential demand.
- Route severance caused by the A1 (M) and A59 where routes end at road.



West Tanfield (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))

### 1.3.14 Southern Magnesian Limestone – South

Similar to the northern area, it is relatively closer to areas which are predicted to expand in the future, notably Leeds which may lead to heightened demand for access to green transport corridors.

#### Main issues and opportunities:

- Heavy severance by roads including the A1 (M), M62, A63, A64, A659 and A162 and railways linking York with Leeds, Selby with Leeds and the Rivers Wharfe and Aire. There is some limited potential to re-route to available crossing points and influence future road development schemes.
- Promoting locally available routes.
- A handful of disused railways may have the potential over the longer term for re-use for public access.
- Discontinuous riverside access but flood and erosion risk.
- Scope to improve access to woodland and neighbouring highway authority areas.
- The fact that the area neighbours very heavily populated urban areas in terms of access demand.



### 1.3.15 Southern Pennines

With its sweeping landforms, exposed gritstone and blanket bog at Stott Hill Moor, it has valuable wildlife habitats including acid flashes. Only Chelker Reservoir is found in the North Yorkshire part of this area. It has densely populated valley bottoms which lie just outside the county boundary set against moorland backdrops. Development pressures are high in this area from housing to transport improvements.

#### Main issues and opportunities:

- The high potential demand for access to North Yorkshire from neighbouring urban fringes and other populated areas of West Yorkshire.
- This demand is expressed by the wish for more river crossing points such as Burley in Wharfedale, the cost of a bridge here would be in the order of half a million pounds at the county boundary with Bradford and would provide a strategic route into Nidderdale AONB.
- The need to promote responsible use of the network.
- Promoting opportunities to enjoy access from home to reduce the need and demand to travel.
- Severance by the A65 and A629 and increasing traffic volumes with the need to investigate ways to reduce route severance which is enhanced by canal, railway and river.

## Appendix A

### 1.3.16 Tees Lowlands

It is a broad lowland area dividing the North East Region and the county by the River Tees. It carries major communication infrastructure like the A1(M), A66, A19, national rail network and national grid. It is a rural area with many villages from those near the Durham border and the A66 to those with the backdrop of the Cleveland Hills. It has many areas of heritage interest and is next to the highly populated urban fringe and urban areas of the North East Region where there is high potential demand for access.

#### Main issues and opportunities:

- A high potential demand next to the county boundary which is expressed in the wish for better river crossing facilities.
- The A172 and A19 sever the network and forces demand in distinct geographical areas.
- Users are seen everyday during summer months on the Coast to Coast footpath which, together with a bridleway, crosses the very busy A19 dual carriageway.
- The neighbouring Regional Development Agency is actively promoting walking, cycling and horse riding, which may result in a loss of economic benefit to the county. Access is integrated so there is potential to link this work and encourage visitors to arrive by public transport.
- The Tees Barrage has affected river hydrology, leading to increased river levels making fords and stepping stones inaccessible as well as changing the erosive potential of the river and flood events which occur. This impacts riverside access and its assets.
- The Teesdale Way is inadequately maintained for its status as a long distance route in the section which dips into the county.
- There is potential to re-align some of the Coast to Coast footpath to bring economic benefit to areas through which it passes in North Yorkshire and remove it from roads.
- The potential for a bridleway to link with the strategic bridleway proposed on the north side of the River Tees.

### 1.3.17 Vale of Mowbray

A low lying rolling landscape of crops and grassland between the dales and moors; its sands and gravels are quarried and it is a highly productive agricultural area. Villages are located above flood plains and there are historic military installations including airfields which served the Second World War.

#### Main issues and opportunities:

- Route severance by the main east coast railway, A1(M) and A19.
- The upgrade of the A1(M) between Dishforth and Scotch Corner has involved discussion with the Highways Agency to account for rights of way users.
- Crossing points along the River Swale are wide apart and road bridges are narrow, drivers need to negotiate cyclists and horse riders with care.
- Discontinuous access along the River Swale but the balancing of demand with potential erosion and flooding.
- Huge potential to draw in people from the Coast to Coast into this area.
- Better links with public transport to widen access to the network further from home.
- Improvements linked in with the Walking the Way to Health Initiative.
- The potential for a strategic long distance bridleway route to mirror the Coast to Coast footpath bringing economic benefit to the area.



View from Tees Lowlands to Cleveland Hills

### 1.3.18 Vale of Pickering

A low lying area between the upland Wolds, Howardian Hills, North York Moors and Cleveland Hills, it dips inland from the sea and drainage is consequently inland resulting in an area in the past with wet meadows, carrs land and marsh which were subsequently drained. Wetland is being recreated by Scarborough Borough Council and the Environment Agency. Settlement is mainly around the fringes.

#### Main issues and opportunities:

- Missing bridges at key points and the loss of bridges from localised storms, while new or re-instated bridges need to be future proofed against flood and erosion events.
- There has been little change to the network since it was first recorded. There is potential to re-align routes to better serve the needs of the public and other stakeholders.
- Ensuring that the needs of rights of way users are considered in future road development schemes.
- Promoting access including unclassified roads and lightly trafficked routes.
- Stronger links with potential partners.



*View over Vale of Pickering*

### 1.3.19 Vale of York

A low lying area with the floodplain of major county rivers including the Derwent, Ouse, Wharfe, Ure, Nidd and Foss; which gives rise to hay meadows and washland. Hedgerow and trees are sparse with the intensification of agriculture and development pressures are high given the proximity of the area to York including demand for access.

#### Main issues and opportunities:

- Potential to create a non-motorised ring route around York to link people with the surrounding countryside and link York with communities like Knaresborough. This needs to be countered by flood and erosion risk where routes potentially lie alongside rivers.
- Inheritance of the definitive map of the former East Riding with its cul-de-sacs and isolated routes and the need to get better value for public money, reducing liability and re-aligning routes.
- Securing planning gain arising from the development pressures that radiate from York.
- Promoting doorstep routes to reduce the need and demand to use cars.



*Sinnington (courtesy of Mr E. Nicholl [www.thegreypanthers.com](http://www.thegreypanthers.com))*

## Appendix A

### 1.3.20 Yorkshire Dales – General

The Yorkshire Dales is an extensive upland area with characteristic ‘U’ shaped valleys or dales which contain dispersed farmsteads, hamlets and villages. The dales landscape is famed for its stone walls, stone field barns, hay meadows and progressive change from improved pasture and stock farming upslope onto moorland. A sizeable part of the area is in the Yorkshire Dales National Park designated in 1954, another pocket is the Nidderdale Area of Outstanding Natural Beauty designated in 1994 and much of the remainder is owned by Defence Estates and used for defence training.

#### Main issues and opportunities:

- Work to widen accessibility for people with disabilities following a gradient analysis of all rights of way.
- Changes in the landscape from an agricultural to recreational landscape giving rise to demand for either better access or a ‘not in my back yard’ attitude, and the potential impact that reforms in agriculture may have on the relationship between landscape change and access demand over the longer term.
- Supporting sustainability in its widest sense including green travel and sustainable economic development without impacting the environment of the dales.



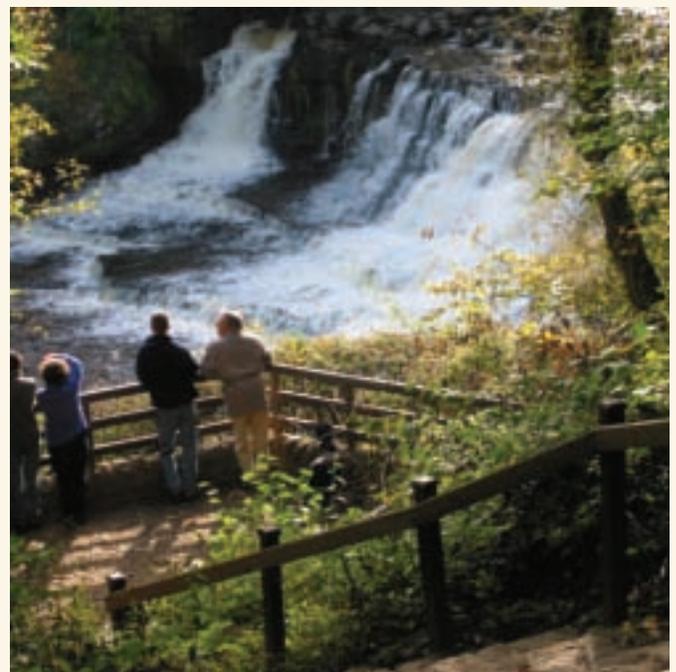
Malham (courtesy of Yorkshire Dales National Park Authority)

### 1.3.21 Lower Wensleydale

Located in the north east of the Yorkshire Dales with Aysgarth at its centre, this area has the famous stepped profile hills like Penn Hill. Two tributary dales lead into Lower Wensleydale, Bishopdale and Coverdale. Major attractions include Aysgarth Falls, a series of three waterfalls, Castle Bolton and picturesque villages at either side of the valley, above the valley floor. The west of this area from Redmire is National Park and to the east it includes Defence Estates land at Bellerby Ranges.

#### Main issues and opportunities:

- The potential for conflict between rights of way users and road users, particularly at Church Bank Aysgarth Falls and various locations along the A684.
- Potential for a strategic bridleway link through this area in the A684 corridor to the Pennine Bridleway in Upper Wensleydale.
- Promote access to the rights of way network in this area by bus and the Wensleydale Railway.



Aysgarth Falls, Wensleydale (courtesy of A. Ryland)

### 1.3.22 Lower Wharfedale

This area extends from Grassington Moor within the Yorkshire Dales National Park to the centre of Skipton. The River Wharfe runs through the centre of this landscape area. This area is characterised by the dale progressively narrowing towards Grassington with its picturesque villages, farms, stone walls and scenery. It lies within day trip distance of West Yorkshire and people visit attractions like the Bolton Abbey Estate with its permissive access and Embsay Steam Railway.

#### Main issues and opportunities:

- Due to its proximity to West Yorkshire, development pressures are increasing and there is a need to reduce the necessity and demand to travel by car, by looking at creating one or two strategic non-motorised routes between West & North Yorkshire.
- Ways to reduce the potential for conflict between rights of way users and road users which includes the A59.
- Improved bridleway connectivity including better links to Nidderdale and a circular route east to west.



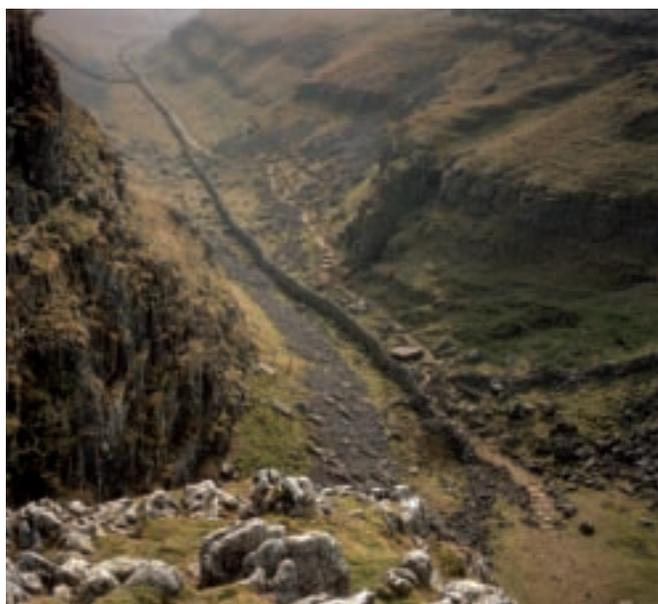
Lower Wharfedale (courtesy of A. Ryland)

### 1.3.23 Malhamdale

This area extends from Pen-y-Ghent set in the north towards Skipton in the south. It is spectacular limestone country complete with gills, outcrops, limestone pavements and flora and fauna which is especially unique. Visitors come to see Janet's Foss waterfall, Malham Cove and Goredale Scar and educational parties visit the area in numbers. The area extends beyond the National Park to include Gargrave and Coniston Cold.

#### Main issues and opportunities:

- Encourage users to arrive using public transport, educating them about their impact on the sensitive environment that they have come to see by using the car and work on removing vulnerable users from what can be fairly congested roads in the peak season by off road provision.
- Improve the route between Malhamhead and Kirkby in Malhamdale Primary School subject to it being identified as a potential Safe Route to School in their Travel Plan.
- Promotion of existing routes which are available for people with disabilities and improvements to other routes from car parks in Malham and Gargrave.
- Linear non-motorised links between villages.



Dry Valley Malham (courtesy of the Countryside Agency)

## Appendix A

### 1.3.24 Nidderdale

This area extends from the source of the River Nidd next to or very near the county boundary with West Yorkshire. The upper dale landscape is a steep sided valley which rises from pasture onto moorland with characteristic stone walls and a patchwork field pattern. The lower dale widens into more undulating landscape. Visitors attractions include Scarr House and Gouthwaite Reservoirs, How Stean Gorge and Brimham Rocks as well as numerous picturesque villages. There is a county council outdoor education centre near Pateley Bridge.

#### Main issues and opportunities:

- Promoting permissive access schemes through uptake of the Environmental Stewardship Scheme.
- Investigating demand for improved connections to open access areas.
- The sustainable management of rights of way to ensure they can be enjoyed by future generations.
- Considerations to improved signage to assist people to navigate on and off moorland.



*Dalesbus approaching Middlesmoor*  
(courtesy of Yorkshire Dales Public Transport User Group [www.dalesbus.org](http://www.dalesbus.org))

### 1.3.25 Ribblesdale

Ribblesdale is home to the River Ribble and the most western Yorkshire Dale. It also contains some of the highest peaks in the county, the three peaks of Whernside (736 metres), Ingleborough Hill (723 metres) and Pen-y-Ghent (693 metres) which form a triangular walking challenge which is nationally recognised and attracts thousands of users a year. Most of it is located within the National Park but also includes a small part of the Forest of Bowland AONB and the popular caving area of Ingleton as well as Settle and Clapham.

#### Main issues and opportunities:

- Potential to reduce conflict between users and other road users, notably in the vicinity of the Three Peaks Challenge, Ribblehead Viaduct and Chapel-le-Dale.
- Create a bridleway from Ingleton to Newby to complete the Ingleborough circular loop.
- Promote access to rights of way in this area by using public transport.



*Winter at Ribblehead Viaduct*

### 1.3.26 Swaledale

Swaledale is the most northern Yorkshire Dale with Durham to its north and Cumbria to its west. It is a steep sided dale which rises from a relatively flat landscape of fields, stone walls and stone field barns up onto moorland. Villages are scattered along the dale, often on higher ground above the River Swale. To the east are army ranges which lie outside the National Park. It lies relatively close to Richmond and the potentially expanding Garrison town of Catterick.

#### Main issues and opportunities:

- The potential to reduce conflict between users and road users when negotiating roads in the dale.
- The River Swale regularly floods and erodes both river banks, moving path agreements may be appropriate and high river levels prevents use of stepping stones. Road bridges are wide apart with potential for more crossing points. Future bridges need to be built to withstand flooding and take into account users of the network.
- There are some missing links in the bridleway network including one linking the dale with Richmond. There is potential to plan for a strategic non-motorised route linking Richmond to Cumbria and the North Pennines AONB in the longer term.
- A consistent approach to manage Wainwright's Coast to Coast route.



Crackpot – Swaledale (courtesy of Ms J. Flowers)

### 1.3.27 Upper Wensleydale

This area extends from the county boundary with Cumbria to Bainbridge in the east and Cam Pasture to Butter Tubs. The dale progressively narrows as the River Ure rises to its tributaries and the dale becomes more moorland than pasture. Dale villages lie mostly just above the River Ure along the valley.

#### Main issues and opportunities:

- Bridges over the River Ure are wide apart and given over entirely to road carriageway. Stepping stones can flood and there is potential to improve crossing points, though this would need some investment.
- The potential to remove users from the A684 where possible, particularly around Bainbridge and Worton.



Bainbridge – Yorkshire Dales (courtesy of Ms J. Flowers)

## Appendix A

### 1.3.28 Upper Wharfedale

This area extends from the source of the River Wharfe where Langstrothdale leads into Wharfedale to Grassington in the south. It extends up Littondale, a tributary valley whose river the Skifare joins the Wharfe which has some spectacular dale landscape. Upper Wharfedale is similarly picturesque with its flat floored valley bottom containing pasture, stone walls, farms and villages with a sharp rise uphill onto moorland. Attractions include Kilnsey Cragg, popular with climbers and dales villages like Kettlewell and Buckden.

#### Main issues and opportunities:

- Investigating valley bottom routes with the potential to be improved for people with a disability.
- Narrow roads mean the potential for conflict between users and road users, particularly in using narrow bridge crossing points.
- Multi user management where different classes of user share the same route and also sustainable management to ensure that future generations enjoy rights of way.
- Potential for an off road route to Kettlewell Primary School avoiding the B6160.
- There are missing bridleway links including the area around Buckden Pike.



*Kettlewell, Wharfedale (courtesy of A. Ryland)*

### 1.3.29 Yorkshire Wolds

This is an upland escarpment stretching from where it rises from the Vale of Pickering to the Plain of Holderness. It commands excellent views over the lowland and towards the North Sea. It has quiet roads, deep dry valleys and unique chalk grassland. The area enjoys mixed farming, it feels remote and villages are mainly on its fringes with dispersed farmsteads on the uplands.

#### Main issues and opportunities:

- There is potential for some better cycling and horse riding routes, perhaps utilising quiet roads and unclassified roads.
- Create circular routes leading from long distance trails including the Yorkshire Wolds Way.
- Closer work with East Riding County Council and the Yorkshire Wolds Way National Trails Officer for a consistent approach.
- Linking circular routes to local amenities including B&Bs, perhaps with themes for promotion.
- Better maintenance by land owners of overhanging vegetation.



*The Yorkshire Wolds (courtesy of Mr M. Hodgson, Wolds Way Officer)*

## Glossary of Terms

**Access Authorities**, used throughout this plan to refer to those authorities who have ultimate or delegated responsibility for rights of way in North Yorkshire. It comprises the County Council (ultimate responsibility), North York Moors National Park and Yorkshire Dales National Park Authorities, Harrogate and Scarborough Borough Councils.

**Access Land**, mountain, moor heath and down which was mapped by the Countryside Agency (now Natural England) where there is a right on foot subject to certain conditions. See Natural England website (formerly Countryside Agency).

**AONB, Area of Outstanding Natural Beauty**, there are three and a small section of another in North Yorkshire: the Howardian Hills, Nidderdale, Forest of Bowland and a minute section of the North Pennines.

**BHS, British Horse Society**, membership from equestrian community.

**BOAT, Byway Open to All Traffic**, way marked by a red arrow, a highway over which the public have a right of vehicular access but which is mainly used for the purpose for which footpaths and bridleways are used.

**Bridleway or Public Bridleway** way marked with a blue arrow, a highway over which the right is on foot, cycle and on horseback or leading a horse.

**BVPI 178 Best Value Performance Indicator**, statutory figure returned annually to Government to measure performance of statutory work to assert, protect and maintain rights of way.

**Citizens Panel**, a panel of 1,400 North Yorkshire residents whose opinion is obtained about service delivery by the County Council in North Yorkshire. Questions about the rights of way network were included in a panel survey in 2004.

**CLA, Country Land and Business Association**, an organisation which looks after land interests.

**Collaborative Communications**, a communication which is conveyed either verbally or using other media which is undertaken jointly by partners, achieving efficiency and effectiveness in saving resources producing one rather than a number of repeating messages.

**Countryside Agency**, now Natural England, see later Land, Access and Recreation part of CoAg combined with English Nature under the new agency Natural England.

**CTC, Cyclists' Touring Club**, organisation representing the interests of cyclists.

**CRoW Act Countryside and Rights of Way Act 2000**, part I established the new right of access to access land, part II set out improvements to rights of way legislation (including the duty to prepare RoWIPs), part III strengthened laws about wildlife and nature conservation, part IV dealt with AONBs and Conservation.

**Cycle Track**, a way over which there is a right to cycle and possibly also to walk. Not to be confused with a **cycleway**, a descriptive term for a route promoted for use by pedal cycles which could comprise different types of highway such as carriageway or bridleway and a **cycle lane** which is a lane designated for pedal cycles within a carriageway or as part of a footway and marked as such on the surface.

**DDA, Disability Discrimination Act (1995 and 2005)**, means service providers must look at reasonable adjustments to reduce any disadvantage in enjoying that service.

**De facto access**, access which is available on the ground, even though it may not be officially recorded.

**Defra, Department for Environment, Food and Rural Affairs**, Government department whose responsibilities include rights of way.

**De Jure Access**, access rights which are recorded legally ('based on law').

**Department for Transport**, Government department responsible for highways other than rights of way.

**Discovering Lost Ways Project**, initiative set up by the Countryside Agency (now Natural England) to research historic rights claims for rights of way before the cut off date of 2026 closes this activity.

**District Council**, local authority looking after tourism, leisure, designated parking, local development planning and frameworks, housing, environmental health and other local issues. There are seven district council areas in North Yorkshire: Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough and Selby.

**Diversion Order**, the moving of the route of a right of way on the ground using a legal order.

**DMS, Definitive Map and Statement**, legal document comprising maps and written information which records the existence of those rights which exist on public rights of way. Cycle tracks are excluded from the map and statement. The DMS is not conclusive of the non-existence of rights which are not recorded. These may be recorded by means of a DMMO.

**DMMO, Definitive Map Modification Order**, legal order which makes a change to the Definitive Map and Statement.

**English Heritage**, government body responsible for the historic built environment and archaeology.

**Environment Agency**, Government regulatory organisation, looks after waste management, catchment management, pollution control and protecting the environment.

**Environmental Stewardship**, scheme set up to replace previous agri-environmental schemes to improve landscape attributes such as hedges, walls and wildlife, a section includes creation of access agreements and educational opportunities. Administered by the Rural Development Service, funded by Defra.

**ERDP, England Rural Development Programme**, the ERDP comprises of seven areas which are designed to help rural businesses and communities protect the countryside and adapt to demands. It includes the Environmental Stewardship Scheme.

**Fieldfare Trust**, a charity which works with people with disabilities and countryside managers to improve access to the countryside for all.

**Finger post**, a signpost placed where a public right of way leaves a metalled road, pointing in the direction of the route, showing its status and can provide information on destination and distance.

**Footpath, Public Footpath**, way marked by yellow arrows. A highway over which the right of way is on foot only. It is quite different to a footway as defined next.

**Footway or Pavement**, a route for pedestrians at the side of a carriageway, located within the highway boundary.

**Forestry Commission**, Government body responsible for managing the nation's forests as well as supporting the management of privately owned woodland.

**Future Proofed Bridges** – bridges which are designed in a way which adapts to climate change. They may be higher and wider or lower (allowing water to flow over them) to withstand flood events.

**GIS, Geographic Information System**, an application used on a computer. It enables information to be geographically referenced and spatially analysed. The three Access Authorities in North Yorkshire use MAPINFO as the chosen GIS tool.

**Governments four shared transport priorities**, to enhance accessibility and safety and reduce congestion and pollution. These are the priorities set by Government with regard to future transport development.

**Green lane**, a term with no legal meaning, used to refer to unsurfaced routes, often associated with vehicular rights and the use of such routes. Could refer to byways open to all traffic and unclassified county roads, could equally refer to other unsurfaced rights of way, therefore ambiguous and referred to little in this plan.

**Heritage Coast**, a national designation which covers the most unspoilt areas of undeveloped coastline around England and Wales. The designation is similar in purpose to an AONB but puts greater emphasis on recreation management.

**Highway**, land over which a right of way runs.

**Highways Agency**, Government agency responsible for trunk roads and motorways.

**Highway Authority**, body responsible for the maintaining of highways and keeping them free of obstructions. North Yorkshire County Council is the main highway authority in the county, however, it delegates certain duties to other authorities. This includes the delegation of maintenance functions to the two National Parks and Harrogate and Scarborough Borough Councils with regard to rights of way.

**Inclusive**, does not exclude particular groups of people, reverse is exclusion.

**Index of Multiple Deprivation**, a survey undertaken by the Office of the Deputy Prime Minister. It measures deprivation by information on income, employment, health and disability, education, skills and training, barriers to housing or services, crime and environment.

**LAF, Local Access Forum**, body created under the Countryside & Rights of Way Act 2000 to act as an advisory body to Access Authorities. Representative of the spectrum of stakeholder interests, land owners, users and other interests and represents constituents. Members undertake duties in a voluntary capacity. There are three LAFs in North Yorkshire, one for the area outside the National Parks and one for each National Park.

**Landfill tax**, tax on landfill operators, part of which helps to fund projects in the local area.

**Landscape Character Areas**, areas defined by the Countryside Agency (now Natural England) to have similar characteristics in terms of landscape, settlement and transport, used in land use planning.

**Land interest**, person or people who own, manage or have an interest in land, includes owner occupiers, tenant farmers and business interests. In North Yorkshire most land interests are farmers.

**Links together**, joining rights of way together to create one continuous route rather than having fragmented routes.

**Local Right of Way**, this includes all public rights of way plus cycle tracks as defined by section 60(5) of the Countryside & Rights of Way Act 2000.

**LTP, Local Transport Plan**, a five year strategic plan covering highways and transportation in North Yorkshire.

**National Park Authority** has two main purposes: to conserve and enhance the natural beauty, wildlife and cultural heritage of an area; and to promote opportunities for the understanding of the special qualities of the National Park by the public in carrying out these aims, it also has a duty to seek to foster the economic and social well-being of local communities.

**National Trail**, long distance route supported by the Countryside Agency (now Natural England) and by Access Authorities through which it passes.

**National Trust**, charity set up in perpetuity with inalienable rights to look after nationally important property, whether land or buildings.

**Natural England**, Government agency set up in October 2006 to include the Land, Access and Recreation part of the Countryside Agency, English Nature and the Rural Development Service. Leads on access issues and development.

**NFU, National Farmers' Union** represents farmer's interests.

**NYCC, North Yorkshire County Council**, local authority which provides certain services including education, provision of a social service, minerals planning, waste planning, highways, trading standards, library provision and other strategic areas.

**NYMNPA, North York Moors National Park Authority**, see page 26.

**Open Access**, see right to roam.

**ORPA, Other Route with Public Access**, a non-statutory designation route shown by the OS on their Landranger and Explorer maps. Generally includes unsurfaced UCRs.

**OS, Ordnance Survey**, Government owned company that produces and licenses map based information.

**Path**, a generic term used to indicate a route with public access.

**PCT, Primary Care Trusts**, local administrative area set up to deliver primary care over a defined geographical boundary, much of the health service is now being delivered in primary rather than acute care today.

## Appendix A

**Permissive Path Agreement**, access which is not permanent but by formal or informal agreement between parties, most of it is available for the public, however, some informal arrangements may mean that only certain parties can use the access. Some permissive access is funded under the Environmental Stewardship Scheme for a 10 year period. These are not shown on OS maps and are not included on the DMS.

**Private Right of Way**, a right of way for an individual, or any group other than the public at large.

**PPO, Public Path Order**, a legal order which creates, extinguishes or diverts a footpath or bridleway.

**Public Right of Way**, a right of passage by the public over the highway for the purpose of passing and re-passing, and for incidental reasonable purposes.

**Quiet Lanes**, a scheme set up by the Countryside Agency to quell the rise in traffic growth and maintain the quiet character of certain rural roads.

**RA, Ramblers' Association**, a British registered charity which promotes rambling, protects rights of way, campaigns for access to open country and defends the countryside

**Ratione Tenurae, RT Road**, a route over which there is a public right but which was maintained by land owners up to local Government re-organisation in exchange for a rebate in local taxes.

**RDS, Rural Development Service**, part of Defra that delivers ERDP schemes including the Environmental Stewardship Scheme.

**Recreational Use**, using public access for the sheer pleasure and enjoyment derived from it as well as exercise.

**Restricted Byway (formerly Road Used as a Public Path)**, a way over which all traffic except mechanically propelled vehicles have access, way marked by a plum coloured arrow.

**Right to Roam**, term used to describe the new rights of access to open country and registered common land on foot. Introduced under the CROW Act.

**RUPP, Road Used as a Public Path**, now Restricted Byways that is used by the public mainly for the purposes for which footpaths and bridleways are used.

**Service Centres**, urban areas which have been identified by the Regional Spatial Strategy to provide key goods and services such as hospitals, further education and specialist shops.

**Service Centre Transportation Strategies**, the overall vision of LTP2 is to build sustainable communities through improving access to services based on local service centers. The development of a strategy for each service centre involves the identification of schemes involving local people to identify local issues and solutions. Please see the Local Transport Plan for North Yorkshire.

**Signpost**, see Fingerpost

**Spatial**, a two dimensional way of looking at information which shows its relative location, distance and direction such as a map.

**Strategic non-motorised multi user route/ shortened to multi user route**, any route other than footpath up to and including restricted byway, the strategic route is more likely to be of bridleway or restricted byway status.

**Surveying Authority**, body responsible for the preparation and upkeep of the Definitive Map Statement.

**SUSTRANS**, a charity that works on practical projects to encourage people to walk, cycle and use public transport, stands for **SUSTainable TRANsport**.

**Tourism providers**, includes tourist attractions, destination marketing organisations and tourism officers working for local authorities.

**UCR, Unclassified Road or Unclassified County Road**, minor highways, sometimes surfaced. They are generally maintainable at public expense.

**Urban fringe**, term used to describe the area of land which lies immediately around the built up area of a community.

**Utilitarian routes**, path which is used by people going about their daily lives e.g. used to get to school, work, bus stops and local facilities i.e. goods and services.

**Visitor accommodation**, describes any permanent or temporary building which houses visitors ranging from self catering cottages to tents and caravans.

**Way mark**, a means of showing the route of a public right of way. These are generally disc with the status of the route and an arrow to show direction. They are mounted on a wooden post or attached to stiles, gates and bridges.

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*Walking home, Arkengarthdale, Yorkshire Dales National Park*



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