

Committee: ACCESS
Date: 17 January 2008

Report: PROPOSED MANAGEMENT OF FIFTEEN 'GREEN LANES'
(UNSEALED ROUTES) IN THE YORKSHIRE DALES NATIONAL
PARK

Purpose of the Report

1. The purpose of this report is to seek decisions on the proposed future management of 15 sensitive routes used by recreational motor vehicles in the Yorkshire Dales National Park.

Strategic Planning Framework

2. The information and recommendation(s) contained in this report are consistent with the Authority's statutory purposes and its approved strategic planning framework.

- ***National Park Management Plan***

AR2. Identify the most appropriate measures to manage the use of motorised recreational vehicles on each sensitive 'Green Lane', and put all such measures in place by 2011.

- ***Integrated Access Strategy***

AS3 Safeguard the National Park from overall or irreversible damage through inappropriate activity and minimise conflict between different users:

- (a) Use existing legislation and guidance to limit inappropriate activity in the National Park, including supporting and encouraging the Police Authority in controlling illegal and anti-social use.
- (b) Work with the County Councils and users to explore, identify and implement appropriate management of green lanes on a regional basis.
- (c) Work with landowners, farmers, users and user groups to try and resolve any actual or potential conflict through positive visitor management.

AS4 Maintain the quality, diversity and scope of the National Park's recreational assets:

Consider each recreational activity in terms of where it should take place, in what volume and at what time. It must be recognised, though, that in many situations we have no legal means of control and so can only do so through education and encouraging users' voluntary restraint.

Background

Traffic Regulation Orders

3. The National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007 came into effect on 1st October 2007. This enables the Yorkshire Dales National Park Authority to make TROs (Traffic Regulation Orders) using powers under sections 22BB and 22BC of the Road Traffic Regulation Act (RTRA) 1984. These powers were introduced by Section 72 of the Natural Environment and Rural Communities Act 2006, and enacted through The Natural Environment and Rural Communities Act 2006 Commencement Number 1 Order 2007. A copy of the Regulations (Statutory Instrument) can be found at www.opsi.gov.uk/si/si2007/20072542.htm and the Guidance pertaining to these Regulations at www.defra.gov.uk/wildlife-countryside/issues/public/npguid-tro.pdf . The TRO making process, for any individual route, adopted by the Authority is shown in **Appendix 1**.
4. In order to prepare for implementation of these powers the Authority has:
 - Developed a framework for the management of green lanes (unsealed routes) in the Yorkshire Dales National Park;
 - Agreed how the TRO making process will be approached in the Yorkshire Dales;
 - Undertaken sensitivity 'mapping' of all unsealed routes (green lanes) with possible or proven rights for mechanically propelled motor vehicles in the National Park and prioritised these routes for consideration and future management;
 - Set up, with the help of the Yorkshire Dales Local Access Forum (YDLAF), a 'Green Lanes Advisory Group'; a balanced group to advise the Authority on the management of these green lanes.

The Framework for the Management of Green Lanes.

5. The framework was initially approved by Access Committee in August 2006, subject to comments from North Yorkshire County Council (NYCC), which resulted in a slightly amended version being produced in November 2006. Further amendments were then agreed by Access Committee in October 2007, following publications of the Regulations. The final version of the framework was published November 2007.
6. The framework outlines factors that need to be considered in evaluating the impact of recreational motor vehicles on green lanes in the Yorkshire Dales including:
 - Considerations relating to national park designation;
 - The ecological sensitivity associated with the route;
 - The heritage of the route and its surroundings;
 - Conflict between recreational user groups;
 - Concerns of local residents and landowners/managers;
 - The durability of the route;
 - The condition of the route;
 - The uses of the route.
7. Possible options for management of individual routes, identified in the framework, include:
 - Do nothing

- Repair the route
- Maintain the route
- Seek voluntary restraint on use of the route from specified users
- Place legal restriction (traffic regulation order – TRO) on use of route from specified users eg:
 - Limit use of the route to a specified number of users each month (a permit system)
 - Seasonal restriction on use (preventing use at specified times of year)
 - Other partial restriction (eg preventing use for certain number of days or at certain times of day)
 - All year round restriction on use

Sensitivity Mapping

8. A desktop ‘sensitivity’ mapping process has been undertaken to identify and prioritise routes. It provided a ‘sieve’ to identify ‘sensitive’ routes with rights for mechanically propelled vehicles and those with possible, but as yet, unproven rights. The outcome of this sensitivity assessment was reported to the Access Committee on 25 January 2007. The process resulted in the identification of 102 routes, of which 28 were identified as priorities for management.

The Yorkshire Dales Green Lanes Advisory Group

9. Following the Access Committee in May 2006, the YDLAF were asked to help set up a balanced group, (now called the Yorkshire Dales Green Lanes Advisory Group), to advise the Authority on the management of green lanes. As Members are aware, the first advisory group meeting was held in November 2006. This considered the desktop ‘sensitivity’ mapping process, which provided a ‘sieve’ to identify the most sensitive routes with rights for mechanically propelled vehicles and those with possible, but as yet, unproven rights. The outcome of this sensitivity assessment was reported to the Access Committee on 25 January 2007. At the time of writing this report the YDGLAG had met a further three times and considered more detailed assessment reports for 15 sensitive routes. (These fifteen routes are the subject of this Access Committee report). The full notes of the Yorkshire Dales Green Lanes Advisory Group (YDGLAG) meetings are reported to Access Committee and are available on our website, the notes of the meetings relevant to this report are as follows:

- Meeting 1 March 2007, and terms of reference see http://www.yorkshiredales.org.uk/access19apr07green_lanes.pdf
- Meeting 23 May 2007 see <http://www.yorkshiredales.org.uk/access26july07headofpm.pdf>
- Meeting 6 September 2007 see <http://www.yorkshiredales.org.uk/access25oct07headofpm.pdf>

An evidence based approach

10. It is vital that the management options for each route are considered on the basis of sound evidence.

11. A detailed 'evidence based' assessment report is considered by the Yorkshire Dales Green Lanes Advisory Group, before the group gives advice on which management option it would like to see on a particular route. At the time of writing this report it had given advice on the 15 routes listed in **Appendix 2**.

The TRO Making Process

12. The TRO making process, involves two separate statutory consultations, firstly on the possibility of making an Order, and secondly, on the exact detail of that order once the need to make an Order has been agreed.

13. A TRO may be made when it appears to the Authority that it is expedient to do so. There are a number of grounds under which an order may be made and **Appendix 3** outlines some of the key issues and relevant Government guidance that needs to be considered before making a Traffic Regulation Order.

14. S122 of the Road Traffic Regulation Act 1984 (RTRA 1984) places a duty on Authorities to exercise their powers to make a TRO so as to secure the expeditious convenient and safe movement of vehicular traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

15. Under the 'Scheme of Delegation' the Head of Park Management is authorised to undertake the first of these two statutory consultations. Ultimately it is for Members to consider whether TROs should be pursued as proposed management solutions on any of the routes, and specifically whether a second statutory consultation should be undertaken on the 8 routes that have been considered for a TRO and this is the subject of this report.

The 15 Routes

16. Following the advice of the Yorkshire Dales Green Lanes Advisory Group (YDGLAG), Government guidance and the evidence presented in the individual route assessment reports, the Head of Park Management considers that, at this time, a Traffic Regulation Order to manage recreational motor vehicular use is a possible management solution for 8 of the 15 routes. These are Arncliffe Cote, Stockdale Lane, Harber Scar Lane, The Highway, Gorbeck Road, Cam High Road, Ling Gill, Foxup. Formal consultation has therefore been carried out on these routes to seek views under section 4 of the National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007. A list of all those consulted at this stage, and whether a response has been received is shown in **Appendix 4**.

17. As part of the consultation, consultees have been sent a copy of the route assessment report which have been up-dated, to show the YDGLAG advice and comments so that consultees can consider this alongside the evidence in the report, together with any new data available on 'balance of use' or 'logger' data. These reports can be downloaded from our website (where they were considered at the last meeting of the Yorkshire Dales Access Forum, as part of the consultation process) see http://www.yorkshiredales.org.uk/index/looking_after/local_access_forum/meetings/access_forum_-_december_2007.htm and are listed as background papers to this report.

18. The consultation responses for each of the 8 routes being considered for a TRO are shown in **Appendix 5** (table 2 to 9). A summary of the responses together with officer proposals is shown at **Appendix 6** for ease of reference.
19. **Appendix 7** consists of a summary report of each of the 15 routes in terms of YDGLAG advice, officers and consultees views and a recommendation for future management of each route (this includes the 8 being proposed for a TRO).
20. It is for Members to consider, on the basis of the evidence (see the relevant assessment report listed in the background papers) and these consultation responses, whether TROs should be proposed as the management solution on any of these 8 routes and a second statutory consultation undertaken.
21. In all cases where a TRO is being proposed the reason is to preserve both the “amenity” and the “natural beauty” of the National Park under S1(1)(f) and S22(2) of the RTRA:
- (s1(1)(f) RTRA84) enables a TRO to be made when it is expedient for preserving or improving the amenities of the area through which the road runs, and
 - (s22(2) RTRA84) enables a TRO to be made for the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area.
22. It should be emphasised that the following motor vehicular usage would still be permitted in all cases:
- Use by emergency services or by local authorities or water authorities in pursuance of their statutory powers and duties;
 - Use to enable work to be carried out in or adjacent to the highway;
 - For the purposes of conveying goods, persons, merchandise to or from the premises or land adjacent to the highway;
 - For the purpose of agriculture, land management or shooting on any land or premises adjacent to the highway.

The Management Proposals

23. Members must now consider the management proposals for each of the 15 routes that have been assessed. **Appendix 6** consists of a summary of each of the 15 routes in terms of YDGLAG advice, officers and consultees views and a recommendation for future management of each route (this includes the 8 being proposed for a TRO).

Review of Management Proposals

24. In many cases where a permanent TRO had been advised by the YDGLAG, the group had recommended that there should be review of permanent TROs after five years. This is good practice and the precedent for this had been set in the Authority’s green lanes framework (para 4.6) agreed by Access Committee in August 2006, which states: *‘There will be continued monitoring of the effectiveness of management measures such as voluntary restraint agreements and traffic regulation orders, and periodic reviews of*

such measures to determine whether they are effective and/or are having undesirable effects or are no longer justified.'

25. Similarly where the recommendation is for further monitoring, it follows that these routes will be re-assessed in the future.

Conclusion

26. During the past two years members of the Access Committee have considered numerous reports and documents relating to recreational motor vehicular use of green lanes. A huge amount of work has been undertaken by officers and members in preparing for the use of our new powers relating to unsealed routes in the National Park, and the NERC Act.

27. This report deals with the first 15 route assessments that Members will consider; there will be others presented to future meetings of the Access Committee as we work through the list of priority routes. The recommendations for each route detailed in **Appendix 7** are the culmination of this work and the Committee is asked to consider each of these recommendations in turn.

28. The recommendations take the form of either some physical works such as signage or restoration or moving on to the next stage of the TRO making process, consultation on the intention to make a specific TRO on the route. In making decisions on each route, the Committee should fairly and objectively consider the implications of its actions on all recreational users of the National Park.

RECOMMENDATION

29. It is recommended that members consider and agree the management solutions detailed for each of the 15 routes in Appendix 7.

Jon Avison
Head of Park Management
21 December 2007

Background papers:

Traffic Orders Regulations 2007 SI 2007 No 2542

Yorkshire Dales Green Lanes Advisory Group, notes of meetings on 1 March, 23 May and 6 September 2007

A framework for the management of green lanes (unsealed routes) in the Yorkshire Dales National Park – November 2007

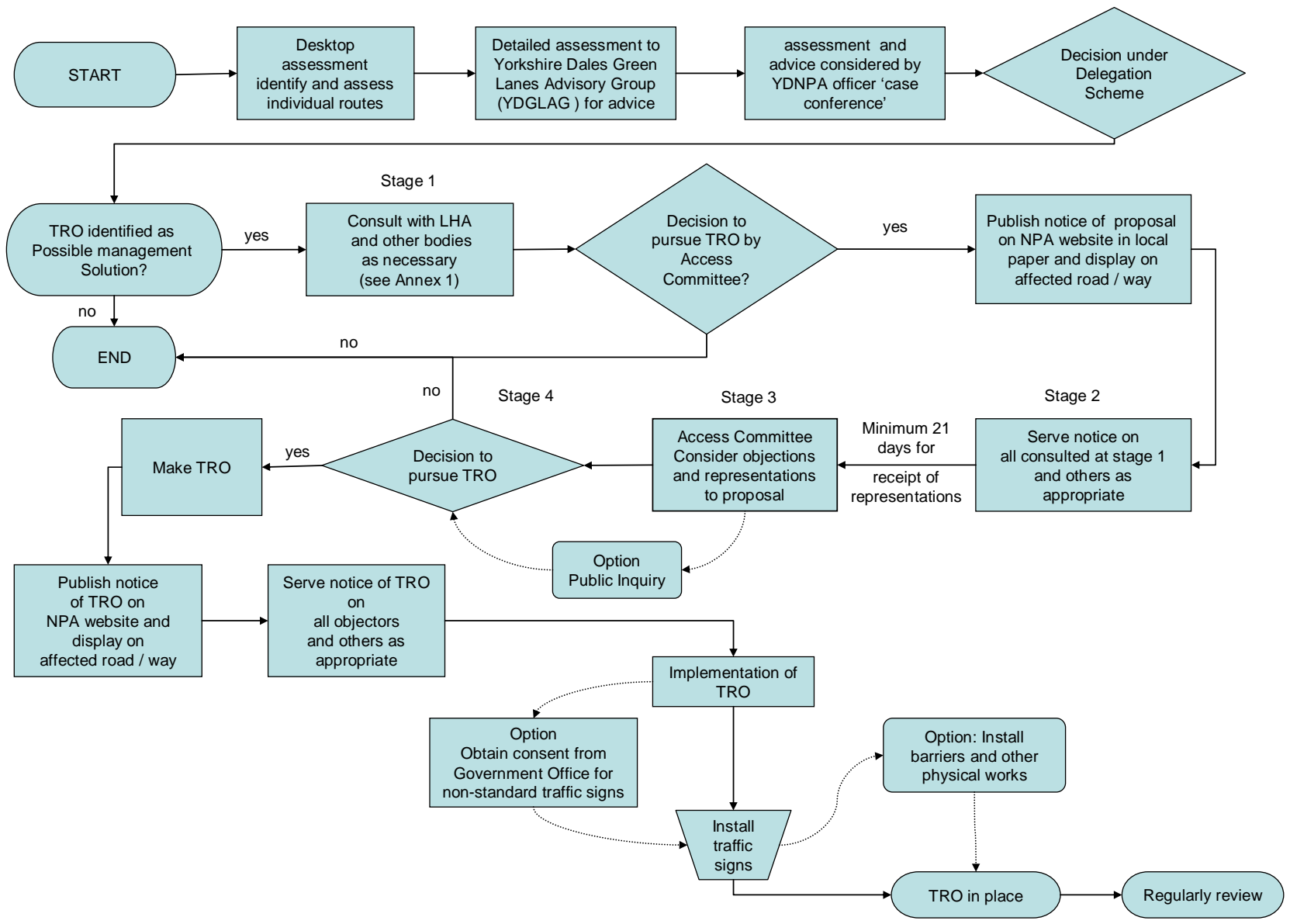
Access Committee Report 26 July 2007 Decision Making – Issues of Pre-determination and Code of Conduct

Individual route assessment report on the use of recreational motor vehicles as follows:

Arncliffe Cote – November 2007
Stockdale Lane – November 2007
Harber Scar Lane – November 2007
West Cam Road – February 2007 and additional vehicle logger report August 2007
The Highway – November 2007
Dean Moor – May 2007
Gorbeck Road - November 2007
Cam High Road - November 2007
Ling Gill - November 2007
Foxup - November 2007
Deadman's Hill – September 2007
Turbary Road - September 2007
Hanlith to Weets Top - September 2007
Long Lane (Helwith Bridge) – September 2007
Stake Road - September 2007

**Appendix 1 Procedure for Making a Traffic Regulation Order
(based on the National Park Authorities' Traffic Orders Regulation 2007)**

Non-statutory process with interest groups - to understand views at an early stage



Regulation Statutory Process (in four stages, with diamonds showing key decisions)

Appendix 2

First 15 Sensitive Routes considered by the Yorkshire Dales Green Lanes Advisory Group

Route Name	Ranger Area	Grid Ref From	To	Current Status if known or Unclassified County Road?	Comments
Long Lane, Horton-in-Ribblesdale	Ribblesdale	SD 842 714	SD 814 695	Unclassified county road and bridleway. BOAT case.	Part is Pennine Way
Gorbeck Road	Ribblesdale	SD 888 649	SD 829 653	Unclassified county road and BOAT	Pennine Bridleway
Harber Scar Lane (Birkwith Moor)	Ribblesdale	SD 808 727	SD 822 784	Unclassified county road and bridleway. BOAT application received pre 20.1.05	Pennine Way
Stockdale Lane, Settle	Ribblesdale	SD 836 630	SD 892 639, SD 880 649	Bridleway. BOAT application received pre 20.1.05	Pennine Bridleway
Turbary road	Ribblesdale	SD 675 763	SD 706 790	Unclassified county road	
Foxup road & Hesleden Bergh	Ribblesdale	SD 823 742	SD 871 767	Bridleway. BOAT application received pre 20.1.05	
Cam High Road, Far Gearstones to Cam Houses	Ribblesdale	SD 785 803	SD 821 827	Unclassified county road and footpath. BOAT case.	Pennine Bridleway and Pennine Way. Very short section of UCR
Ling Gill, High Birkwith to Cam End	Ribblesdale	SD 800 768	SD 802 804	Footpath. BOAT application received pre 20.1.05	Pennine Way and Bridleway
Deadmans Hill	Lower Wensleydale	SE 043 782	SE 043 804	Unclassified county road	Part of route is outside the NP.
Stake Road, Stalling Busk to Cray	Upper Wensleydale	SD 919 860	SD 943 803	BOAT and Unclassified county road	
West Cam Road/Cam Road	Upper Wensleydale	SD 829 833	SD 859 895	Unclassified county road	Pennine Way
The Highway	Upper Wensleydale	SD 786 968	SD 842 921	BOAT	Pennine Bridleway. Part of route is outside the NP
Hanlith to Weets Top (Windy Pike Lane)	Malhamdale	SD 903 615	SD 923 628	Unclassified county road	No through route
Dean Moor, Malham	Malhamdale	SD 893 658	SD 888 649	Bridleway. BOAT application received pre 20.1.05	
Arncliffe Cote	Malhamdale	SD 905 656	SD 947 705	Bridleway and BOAT and Unclassified county road. BOAT application received pre 20.1.05	Short section is BOAT

Reasons for Making a Traffic Regulation Order (TRO), and relevant extracts from Government Guidance on making a TRO

Reasons for making a Permanent Traffic Regulation Order

Under the Road Traffic Regulation Act 1984 (RTRA 84) as amended by the Natural Environment and Rural Communities Act 2006, a National Park Authority is able to make a TRO for any byways open to all traffic, restricted byways, bridleways, footpaths and certain unsurfaced carriageways (or part of) where it appears expedient to make it:

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, (s1(1)(a) Road Traffic Regulation Act (RTRA) 1984)
- for preventing damage to the road or to any building on or near the road, (s1(1)(b) RTRA84)
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), (s1(1)(c) RTRA84)
- for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which is unsuitable having regard to the existing character of the road or adjoining property, (s1(1)(d) RTRA84)
- (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, (s1(1)(e) RTRA84)
- for preserving or improving the amenities of the area through which the road runs, (s1(1)(f) RTRA84)
- for any of the purposes to do with the assessment or management of air quality.
- the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area, or recreation or the study of nature in the area. (s22(2) RTRA84).

The scope of a TRO is set out in sections 2(1), 2(2), 2(3) and 4(1) of the RTRA84 but essentially include powers covering:

- restrictions on the type of user – this could be generally or of a particular class. For example, it could restrict all mechanically propelled vehicles or MPVs with more than two wheels or vehicles of a width greater than 1.5m, etc;
- extent of road affected – the TRO may apply to the whole of a road, or to a specified length, or to a part of the width of a road;
- the period during which the TRO is effective – it may apply at all times or at specified hours of the day, days of the week or periods of the year.

The general duty of all authorities having traffic regulation powers is to seek to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and to have regard to other relevant matters including the desirability of securing and maintaining reasonable access to premises; the effect on local amenities; and the importance of facilitating the passage of public service vehicles. In every case where a TRO is being considered attention needs to be paid to these general criteria, as

well as whether at least one of the specific grounds for making an order are met. Other things that need to be considered are:

- Would a TRO have any unintended consequences?
- Would it work in practice?

In addition it is Officer's view that any management solution proposed, at this stage, should not condone use by recreational motor vehicles ahead of any motor vehicular rights being proven. For example it would be difficult to suggest a weekend only TRO, prohibiting recreational motor vehicles on a route where vehicular rights are unproven, as this could suggest some use is 'acceptable' when in fact it may turn out to be unlawful.

The YDGLAG considered use and management of these routes by mechanically propelled vehicles, without consideration of the routes status and, based on the evidence presented, gave 'advice' on the 'management solution' they would like to see implemented on each route. In some cases it was unclear whether this was subject to the outcome of Definitive Map Modification Order (DMMO) 'valid' application, before the NERC cut-off date, for upgrading to BOAT status.

Extracts from Relevant Government Guidance

The current Defra guidance¹ with respect to those routes with an outstanding application states:

102. Where an outstanding application for the recording of a public right of way for mechanically propelled vehicles under section 53(5) of the Wildlife and Countryside Act 1981 falls within the terms of subsection 67(3) of the NERC Act, until the application is determined the only rights that should be exercised are those shown on the definitive map and statement

103. It may well be in the local highway authority's interest to prioritise the processing of such excepted applications because it is likely that any on-going use of these ways will be contentious and will present the most enforcement problems.

104. Better enforcement would be promoted by the provision of signs to clarify, on the ground, what public rights exist over any given right of way. In particular it would be helpful to show (a) where use of mechanically propelled vehicles is illegal because any unrecorded rights have been extinguished by section 67(1) of the Natural Environment and Rural Communities Act, and (b) where restricted byway status now applies to former RUPPs. Waymarking does not directly affect prosecutions, but will clearly help to avoid misunderstandings...

106. Authorities are reminded that pre-emptive Traffic Regulation Orders (TROs) may be used to protect routes with such pending applications from potential future damage by mechanically propelled vehicles, even where public right of way for

¹ Part 6 of the Natural Environment and Rural Communities Act 2006 and Restricted Byways -A guide for local authorities, enforcement agencies, rights of way users and practitioners - Version 4 - November 2006

mechanically propelled vehicles has not yet been established. Use of TROs is covered in the Defra publication "Regulating the use of motor vehicles on public rights of way and off road" mentioned earlier. Authorities may also use their powers to erect barriers to restrict unauthorised vehicular use.

Pre-emptive TROs

'Regulating the use of motor vehicles on public rights of way' (Defra, 2005) (section 5.2) has the following to say on use of pre-emptive traffic regulation orders:

"On rights of way, traffic regulation orders have generally been used where rights are already recorded in the definitive map of public rights of way. However, it is not widely appreciated that the power in the Road Traffic Regulation Act 1984 does not preclude the making of a traffic regulation order restricting or banning vehicles or other traffic even where rights are not recorded in the definitive map.

It is therefore possible to make a traffic regulation order before the outcome of a definitive map modification order is known. In such cases, even where a definitive map modification order application is successful in establishing vehicular rights, vehicular use will continue to be restricted or banned under the terms of the traffic regulation order.

Just because a right of way is recorded as a footpath or bridleway on the definitive map does not mean that vehicular rights do not exist. Where rights of way users believe that vehicular rights exist and a claim to record these rights has been made to the local authority, the route tends to be used by motor vehicles before the claim is determined. If the police seek to prosecute, the users may seek to rely on the evidence submitted to the local authority supporting the byway or if the users can demonstrate they have the right to use the route can claim to defend their use. This makes enforcement action uncertain and use may be uncontrolled, even where it is unsuitable."

Appendix 4

List of Organisations and Bodies consulted on possible TROs on the 8 routes

<i>Person</i>		<i>Cases in which consultation is required</i>	<i>Reponses received</i>
1	The highway authority for the area in which the road is situated.	In all cases	Yes
2	The appropriate Crown authority	Where the proposed order relates to or appears to the National Park authority to be likely to affect traffic on a Crown road.	Not consulted
3	The fire and rescue authority for the area in which the road is situated.	Where it appears to the National Park authority that the order is likely to affect the passage on any road of fire fighting vehicles.	Not consulted
4	The NHS trust or NHS foundation trust providing an emergency ambulance service for the area in which the road is situated.	Where it appears to the National Park authority that the order is likely to affect the passage on any road of ambulances.	Not consulted
5	The chief officer of police for the area in which the road is situated.	In all cases	Yes
6	The parish or town council for the area in which the road is situated.	In all cases	Yes
7	Any local access forum for the area in which the road is situated.	In all cases	Yes
8	Auto Cycle Union (ACU) #	In all cases	Part of NYTMAG response
9	British Driving Society (BDS) #	In all cases	Yes
10	British Horse Society (BHS) #	In all cases	Part of NYTMAG response
11	Byways and Bridleways Trust #	In all cases	Yes
12	Open Spaces Society #	In all cases	No response
13	Ramblers' Association (RA) #	In all cases	Yes
14	Cyclists' Touring club (CTC) #	In all cases	Yes
15	Land Access and Recreation Association (LARA) #	In all cases	Part of NYTMAG response
16	Natural England	Where the order relates to a road which is within or partly within an SSSI.	Yes
17	Campaign to Protect Rural England (CPRE) #	In all cases	Yes
18	National Farmers Union #	In all cases	No response
19	Country Land and Business Association #	In all cases	No response
20	Council for National Parks (CNP)	In all cases	Yes
21	Such other body that the National Park authority considers ... <ul style="list-style-type: none"> • North Yorkshire Trail Management Advisory Group (NYTMAG) • Moorland Association • Yorkshire Dales Green Lanes Alliance 	In all cases which the National Park authority considers appropriate	Yes No response Yes

#Consultations addressed to a local representative for the area following notification to the YDNPA for this purpose.

Consultation Responses Received

Table 1 Overall and general comments covering all routes and/or process

Organisation / Individual	Comments Made	YDNPA comments
<i>Yorkshire Dales Access Forum</i>	<p>A personal view was expressed that motor vehicular use intrinsically affects the peace and tranquillity of the Yorkshire Dales National Park, concluding that permanent TROs should be placed on all the routes to be discussed to safeguard the fragile environment. The Chair commented that he had hoped that discussion would be on a more objective and inclusive basis. Each route was then discussed separately using the recommendation of the YDGLAG as a starting point for discussion.</p> <p>It was noted that the LAF recommendation should be inclusive and not marginalise people from the National Park.</p>	Noted
<i>Highways and Transportation, North Yorkshire County Council</i>	The County Council is supportive of the Advisory Group and the initiative that it has shown in identifying the issues and potential management options available for use on a number of the sensitive routes within the National Park and looks forward to participating in the future work of the Group.	The support of the County Council in this process is appreciated and acknowledged.
<i>Cyclists' Touring Club</i>	<p>We acknowledge the efforts which have gone into the preparation of the reports. Unfortunately, we have not had sufficient time to look into all the aspects, though have sought to make contact with other cyclists & kindred groups about the plans.</p> <p>It is difficult to respond fully in the terms you outlined. Not all the routes are well known to us, though most of them have been used consistently over the years. Problems with motor vehicles are not commonly reported to us, though we are aware they can be irksome to most users.</p> <p>We are inclined to support the proposals you have outlined, but have insufficient knowledge to comment on the detail, especially time/day limits.</p>	<p>Appreciate that the consultation deadline can make it difficult to respond in detail, especially where it is necessary to consult club members.</p> <p>If proposals go further there will be a second opportunity to respond</p> <p>Noted</p>
<i>Council for National Parks</i>	CNP is very encouraged by the Authority's proposed use of TROs, which we consider to be an effective and appropriate means of managing recreational motor vehicle use of 'green lanes' in the Yorkshire Dales National Park. CNP	Noted

Organisation / Individual	Comments Made	YDNPA comments
	<p>supports the National Park Authority's proposed targeted use of TROs.</p> <p>The use of TROs should ensure that the Park's special qualities such as natural beauty and tranquillity are better protected for the public to enjoy. This will help to deliver National Park purposes and the National Park Management Plan, particularly the objective to ensure a "true sense of tranquillity, remoteness and a sense of solitude"</p>	
<p><i>North Yorkshire Trail Management Advisory Group</i></p>	<p>Please note that this response should also be regarded as the individual response of each of the following organizations which are members of the North Yorkshire Trail Management Advisory Group.</p> <ul style="list-style-type: none"> • Auto-Cycle Union – Yorkshire Centre • British Horse Society. • Green Lane Association. • Motoring Organisations' Land Access and Recreation Association. • Pajero Owners Club. • Trail Riders Association of Craven. • Trail Riders Fellowship – Cumbria Group. • Trail Riders Fellowship – North Region. • Trail Riders Fellowship – West Yorkshire Group • Yorkshire Land Rover Owners Club. • Yorkshire Off-Road Club. <p>General Points:</p> <ul style="list-style-type: none"> • NYTMAG accepts that these routes are sensitive for many reasons and that route by route management is necessary. • NYTMAG seeks close liaison with YDNPA to manage recreational motor vehicle use on a route by route basis. • NYTMAG appreciates that these are multi-user routes and that provision should be made for all lawful users. • NYTMAG asks YDNPA to reach decisions based on facts. • NYTMAG expects that YDNPA will be subject to exaggerated lobbying, anecdotal reports and examples of isolated incidents promoted as typical and every-day, and asks YDNPA not to be inappropriately influenced by such approaches. • NYTMAG expects that YDNPA will have its attention drawn to the fact that some of the routes under consideration are parts of national trails 	<p>Noted</p> <p>YDNPA acknowledges and appreciates the part NYTMAG has played in the Green Lanes Advisory Group, and its support for an evidence based approach.</p> <p>Agree the need for reports and decisions to be objective and fact based.</p> <p>Noted</p>

Organisation / Individual	Comments Made	YDNPA comments
	<p>(Pennine Way or Pennine Bridleway, or associated loops) as justification for barring use to recreational motor vehicles, and asks YDNPA to note that sections of these national trails are also routed on non-green lanes.</p> <ul style="list-style-type: none"> • NYTMAG appreciates that where a route is part of national trail particular management options should be applied, but asks YDNPA to not use this as a reason to stop recreational motor vehicle use. MPV users have hitherto been advised that designation as a national trail would not prejudice the rights of other users. • NYTMAG realises the responsibility that YDNPA has to users with limited mobility, pedal cyclists, horse riders, carriage drivers and walkers, for whom green lanes also have special attraction for different reasons. • NYTMAG requests YDNPA to appreciate, when compared with the length of footpath and bridleway that is available to other users, there is a very limited resource of 'green lanes' legally available to trail riders and riders. • NYTMAG appreciates that 'green lanes' are an especially useful access resource for carriage drivers and 'tramper' users, and that means must be found of integrating all 'vehicle' users. • NYTMAG asks YDNPA to note that a network of restricted byways will become available to carriage drivers and 'tramper' users that will be free of recreational motor vehicles. • NYTMAG requests YDNPA to seek inclusive and imaginative means of providing access to these routes on a time and space basis. • NYTMAG requests YDNPA to consider management that employs day, month, season, discretionary, permit based, weight-limit, and type of vehicle Traffic Regulation Orders. • Any TROs applied should be subject to periodic review as a matter of course. At a maximum of 5 yearly intervals. The review process to be agreed amongst users / interested parties. • Any TROs should include formal arrangements for reviews of TROs. • All sensitive routes to be subject to ongoing monitoring. • The means should be provided for MPV users to be able to carry out voluntary maintenance. (Insurance, training). • NYTMAG suggests that YDNPGLAG meetings should continue to take place at least twice each year to review monitoring, level of route activity, complaints etc. etc.. 	<p>Agree that designation as a National Trail, is in itself, insufficient justification for a restriction.</p> <p>Noted</p> <p>Noted</p> <p>The number of restricted byways in the National Park is likely to be small, and it is likely to that to form a 'network' will need to be linked by routes with other designations. Noted. However, this will need to be balanced against the police request for simplicity. (See response from Police)</p> <p>Already YDNPA 'policy' to review see green lanes framework.</p> <p>Agree Noted</p> <p>Noted</p>

Organisation / Individual	Comments Made	YDNPA comments
<i>Byways and Bridleways Trust</i>	<p>Our Trustees have studied the papers and our view and response to the Authority is this. The Trust is aware that YDNPA has a Green Lanes Advisory Group consisting of local access forum members, Authority Members, and co-opted user representatives studying the evidence base for applying TROs on the routes.</p> <p>We are also aware that some members of the YDNPA may be prejudiced in their consideration of any proposals relating to the management of recreational MPV activity in the Park.</p> <p>BBT supports evidence based management of any activities in the national park, but expects that every effort will be made by the Authority for that management to be applied on a route-by-route, proportional, stage-by-stage, and focused basis which may not require the application of TROs. However, where TROs are found to be necessary they also should be applied in a very focused way tailoring the regulation order to apply exactly the type of management required on a time and space basis.</p>	<p>Members are aware of the need to declare any personal and/or prejudicial interest when any of the routes are discussed. YDNPA monitoring officer has role in ensuring all the Authority's decision making is open and transparent.</p> <p>Agree that any TRO decision needs to be targeted and evidence based.</p>
<i>CPRE</i>	<p>The Campaign to Protect Rural England, Craven Branch, strongly approves the proposal to impose Traffic Regulation Orders on all of the above routes. Furthermore, we strongly suggest that the type of Traffic Regulation Order required is one that totally prevents the use of these routes by recreational vehicles at all times.</p> <p>The reasons are:</p> <ol style="list-style-type: none"> 1. That it destroys the peace and tranquility of this open countryside. 2. The habitats or the flora and fauna, are threatened. 3. Farm animals are also disturbed 4. Noise and atmospheric pollution 5. It destroys the enjoyment and the sense of remoteness of other users. 6. Destruction of the land surface. 	Noted
<i>North Yorkshire Police</i>	<p>With regard to these routes; all are very open and isolated and I am sure there are many and various access points to and from the routes, other than the start and finishing points shown on your maps, which can be easily accessed by an off road motorcycle. Unless all such access points are signed anyone accessing a prohibited route without passing a prescribed sign, does not commit an offence.</p>	YDNPA aware of the need for appropriate signage at all legal access points.

Organisation / Individual	Comments Made	YDNPA comments
	<p>Many of the proposed regulations are too complex in terms of restrictions on certain days or months of the year. A one way system, a route with an order which still allows access along a part of a road and a route which will be made subject to an emergency order should damage occur to it. I would suggest that regulations of this nature have the potential for large amounts of confusion amongst recreational motorised users and the potential for unintentional breaches of the proposed regulations with the failure of any attempted prosecutions as a consequence.</p> <p>The regulations are aimed at addressing an issue which involves the use of recreational motor vehicles in isolated rural locations. There is no history of any collisions on the routes nor are there any specific safety issues mentioned on any of the routes. It is apparent the use of Traffic Regulation Orders in this way has the potential to bring the legislation into disrepute.</p> <p>Enforcing such regulations is not a high priority issue for North Yorkshire Police. The force has limited resources and very tight financial constraints as such requests for enforcement are likely to be met with a negative response.</p> <p>I would suggest that the National Park should consider other methods of restricting the use of recreational vehicles on these routes rather than criminalizing the matter and then relying on the police to carryout enforcement and as such North Yorkshire Police objects to the proposals.</p>	<p>Concern about complexity noted. See points from NYTMAG and Byways and Bridleways Trust about ensuring highly focused orders.</p> <p>There are many reasons for making TROs, of which 'avoiding danger to persons or other traffic using the road' is only one. In the cases proposed any traffic regulation orders would not be for this purpose.</p> <p>Local police have been supportive of the use of TROs because they help give clarity as to where motor vehicles can and can not go. .Aware of the limited resources that North Yorkshire Police can give this issue. Experience has shown that the vast majority of users respect TROs where they have been applied, and they are largely self-enforcing.</p>
<p><i>Yorkshire Dales Green Lanes Alliance</i></p>	<p>Our interpretation of the Park Authority's statutory purposes is that the duty to protect and enhance the landscapes in the Authority's charge raises a presumption against the use of non-essential motor vehicles on green lanes. We therefore take a keen interest in the possibility of the imposition of TROs on any green lane in the Dales.</p>	<p>There is no legislation or government guidance that supports a 'ban' of recreational motor vehicles in National Parks 'in principle'. The National Park Management Plan 2007-12 has as an objective to 'identify the most appropriate measures to manage the use of motorised recreational vehicles on each sensitive 'green lane', and put all such measures in place by 2011' this may or may not be a TRO.</p>

Appendix 5 (tables 2-9)

Table 2 Arncliffe Cote

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Background			
	<i>YDGLA</i>	This is one of the most beautiful routes in the Dales. It is, for most of its length, both unsurfaced and undefined by walls or fences. It runs, steeply in places, across thin turf overlying limestone bedrock.	Noted
	<i>Landowner</i>	<p>My evidence to support my view comes from the YDNP mission statement which is, I believe,</p> <ul style="list-style-type: none"> • to conserve and enhance the natural beauty, wildlife and cultural heritage of the Yorkshire Dales National Park, and • to promote opportunities for the understanding and enjoyment of its special qualities by the public. <p>If there's a conflict between these two purposes, conservation takes priority. I believe that in this instance there is a conflict between these two purposes as mechanically propelled vehicles are antagonistic to conservation in that they are polluters of the air, destructive to the soil and destroy the tranquillity.</p> <p>Evidence of this reduction of pollution which has led to conservation and enhancement of the natural beauty, wildlife and cultural heritage can be found on Mastiles lane.</p>	Noted
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Natural England</i>	As detailed on page 6 of your report, Natural England have provided information on the location of habitats potentially sensitive to disturbance from recreational motor vehicular use. These comments are still valid.	Noted
Route Condition	<i>Yorkshire Dales Access Forum</i>	One LAF member had recently walked the route and he felt the route was worse than the report stated. There has been no maintenance of this route and that this needs to be taken into account. There was discussion about what sort of maintenance could be expected on a route of thin vegetation/soil over limestone pavement.	The consultation report provides information about the condition of the route on the day of the survey as well as comparisons with previous surveys which should establish any long term trend. It is

			recognised that this is not a static picture and that regular ongoing monitoring is required.
	YDGLA	The number of motorised users is not great, but it is important to note that even in small numbers, the impact of motorcycles on the turf surface of the route is substantial. In places the turf has been stripped off, and in many places, both longitudinal and lateral ruts have been carved. The route is therefore entirely incapable of sustaining motor vehicular traffic.	The condition of the route surface is one of several factors that needs to be considered.
	<i>Ramblers' Association</i>	The whole of this route is sensitive to damage by motorised vehicles. It would become badly eroded, particularly in wet weather.	Accept that damage to the route surface is more likely in wet conditions.
Levels of use	BDS	The use of this route by Recreational Mechanically Propelled Vehicles is very low and is restricted to Motor Bikes since the width of two of the gates stop any use by 4x4.	Levels of use are contained in the report. Accept that through use by recreational 4x4s is restricted. Report shows some 4x4 use over part of the route which is presumed to be agricultural.
	YDGLA	The route is presently on the map, for most of its length, as a bridleway, but it is regularly used by motorcyclists.	Level of use by motorcyclists is shown in the assessment report
Importance as part of network	BDS	I have used this route a number of times and there is very little use of the route by walkers so any nuisance to other users is very unlikely.	See balance of use figures in report which show significant use by walkers.
Summary of what the route has to offer in a National Park Context			
Natural Beauty	YDGLA	A further, equally important consequence of vehicular use is that the essential tranquillity of this magnificent area is disturbed. The sound of motor vehicles carries for miles, and an encounter with a string of trailbikes breaks the spell of a quiet traverse, on foot, on horseback, or on a mountain bike, of this superb route.	
	<i>Ramblers' Association</i>	The area is very tranquil and this tranquillity would be destroyed by vehicles.	

Management options under consideration			
	<i>NYTMAG</i>	<ul style="list-style-type: none"> • Members are concerned that 'any damage' appears to be a license for hasty action. • Who will be the judge of the 'damage'? • If 'emergency' action is taken to protect the route, then equally 'emergency' action should be taken to apply appropriate proportionate management. • Local users offer to carry out quarterly fixed-point photographic survey of the route. • Users to seek restraint on use of the route. Ride carefully, ride less frequently. 	<p>Noted.</p> <p>Noted. Noted. The route is being used by motorbikes and users are frequently stopped by a landowner. Stopped riders believe they have a legal right to use the route because a BOAT application has been received by the YDNPA.</p>
	<i>Yorkshire Dales Access Forum</i>	YDGLAG's suggestion of an emergency TRO where necessary was wrong and that the peace and tranquillity argument was not reflected in their recommendation.. The majority of the members present agreed that for Arncliffe Cote, a permanent all year round TRO be made to exclude all motor vehicles except for access. Use of Arncliffe Cote by vehicles was having a detrimental effect, and permanent TRO was necessary.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals. In the event of motor vehicle damage and the implementation of an Emergency TRO the County Council would prefer a detailed report assessing the sustainability of the route with a few [view?] to the introduction of a permanent restriction, or as a minimum a seasonal (1 st October – 31 st March) restriction	Agree that an emergency TRO is not a sufficient measure.
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO.	Noted
	<i>BDS</i>	<p>This use should be monitored as recommended by the YDGLAG, and if the use increases or the route is damaged by the motor bikes, then some form of TRO should be applied to restrict the use of the route by all Mechanically Propelled Vehicles. But no restrictions should be placed on the use of the route by Horse and Carriage Drivers.</p> <p>If use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route, then a TRO should be put in place to stop all use by both 4x4 and motor bikes. But if there is only minor damage on the climb up out of Arncliffe Cote or away from Street Gate at the Malham end of the route, then a one way system could be put in use from Street Gate to Arncliffe Cote. Another possibility is to close the route</p>	Noted

		in the Winter months. Say October to April.	
	<i>Kirkby Malhamdale Parish Council</i>	Full and permanent TRO	Noted
	<i>Natural England</i>	Natural England has no objection to the proposal, which should not cause damage to the special interest of Malham-Arncliffe SSSI, and the proposal is not likely to have a significant adverse effect on Craven Limestone Complex Special Area of Conservation under Regulation 48(3) of the Conservation (Natural Habitats &c.) Regulations, 1994.	Noted
	<i>Landowner</i>	Most appropriate course of action would be to place a TRO on to this route to prevent use by all mechanically propelled recreational vehicles for all of the year.	Noted
	YDGLA	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Ramblers' Association</i>	Permanent all year round TRO	Noted

Table 3 Harber Scar Lane

Paragraph / Box	Organisation / Individual	Comments Made	Proposed Amendment
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Horton in Ribblesdale Parish Council</i>	This area is home to many wild birds and other animals and plant life, all of which can be damaged or disturbed by vehicle noise and also exhaust gas pollution.	YDNPA are not aware of any evidence that motor vehicles are currently having a detrimental affect on the flora or fauna in this area.
	<i>Landowner</i>	<p>The land we farm, which is adjacent and the track runs through it is in an Environmentally Sensitive Area, as designated by DEFRA, or Natural England.</p> <p>Having recently completed a survey the British Trust for Ornithology I am aware that there has recently been a return of some very special species to the area, perhaps of most significance is the Nightjar and Black Grouse. Other species along the track and in surrounding area include: Barn Owls, Tawny Owls, Little Owls, Short Eared Owls, Honey Buzzards, Goshawk, Buzzards, Sparrowhawk, Kestrels, Merlin, Woodcock, Grouse, Partridge, Pheasants, Woodpeckers, Herons, Wax wings, Greenfinch, Bullfinch, Dippers, Oyster Catchers, Curlews, Lap Wings, Meadow and Tree pipits, Sky Larks, Red Start, Red Poll, Field Fares, Gold finches, starling. Fauna include Red Squirrels, Pine Martens, Hares, Newts, Lizards, Roe and Sika deer. Botanical surveys have been done and have found many rare species including several flora species include birds eye primrose, globe flowers, several species of orchid, butterwort, scabious, water avon, meadow sweet, yellow rattle, rare mosses, ferns and lichens, ragged robin, valerian and grass of Parnassus. Often these plants are growing on the very margins of the track and attract a wide range of botanists every year as well as the more casual observer in the many walkers who enjoy seeing such a magnificent display of locally rare and special plants.</p> <p>As both residents and farmers of such a special and diverse habitat we take great care to nurture and preserve this rich and vulnerable environment for those who come to explore, learn and enjoy about our more remote region, it therefore seems totally contradictory to me to allow activities which directly conflict with these principles. By allowing such recreational use by 4x4's and motorbikes the environment is directly</p>	<p>Information concerning fauna and flora found close to the route is noted. Accept that this adds interest for many users.</p> <p>YDNPA are not aware of any evidence that motor vehicles are currently having a detrimental affect on any of the mentioned flora or fauna.</p>

		destroyed and disturbed. The people who come to see this area and enjoy its flora, fauna and tranquility have their time ruined by a 'hobby' which can be conducted elsewhere, ie outside the National Park.	
Route Condition	<i>Horton in Ribblesdale Parish Council</i>	All these routes have suffered damage and degradation from motorised vehicles, with in some places damage 'off route' and paths made impassable for walkers.	Condition surveys conducted on this route in September 2004, April 2005 and January 2007 show no significant deterioration.
	<i>Landowner</i>	<p>Our drains are situated under the track, through our garden and the increased volume in traffic over the past few years has seriously undermined these. I replaced a section last Easter and will have to replace another section this summer as the track was not designed for this volume and weight of recreational vehicles.</p> <p>Similarly I note from your assessment of the track between us and the cattle grid is in good order. That track is maintained by the owners of the private forest via their agents Tilhill. It is constantly having to be maintained because of the excessive wear and tear created by the motorbikes and off road 4x4 recreational vehicles and it has deteriorated considerably since your photographs were taken and the report compiled.</p> <p>The photos and description shown in your handout bear little resemblance to the current state of the bridleway.</p> <p>If properly examined the tread of the motorbikes and the large recreational vehicles is specifically designed to grip and rip and it clearly damages the track when they speed along it.</p> <p>In the winter access in and out of our property is compromised because the recreational vehicles and motorbikes have deliberately created 'skid zones' in the ice and compacted snow, presumably to increase their amusement.</p> <p>I would also question some of the conclusions reached regarding damage to track surfaces- particularly at the Greenfield end.</p>	<p>This section of the route is not covered by the condition survey report as it is part of the unclassified county road through Greenfield Wood.</p> <p>Aware that this section is maintained by Tilhill.</p> <p>The condition survey can only represent the situation at that time. Accept that there is a need for ongoing monitoring.</p> <p>Aware that some users use illegal tyres.</p> <p>Noted</p>

	<i>Ramblers' Association</i>	There is evidence of damage, severe in places by vehicles.	Noted
Levels of use	<i>BDS</i>	The use of this route by Recreational Mechanically Propelled Vehicles is very low.	See vehicle logger figures in report.
	<i>Landowner</i>	<p>The level of use of this track by off road 4x4 recreational vehicles and motorbikes has dramatically increased over the past five years, but has also increased in the last 18 months. I suspect that this coincides with the closure of other paths and tracks in the Yorkshire Dales National Park.</p> <p>Agricultural use is very minimal as there are not many of us farming up here! Most access is via other fields and not the track and is by ATV In our end of the bridleway the assertion that there is 50% agricultural use and 50% recreational use is at best totally untrue.</p> <p>There are on average about 30-40 motorbikes per week at the moment often midweek, certainly not only on a Sunday. The number of vehicles seen by us is massively more than you are recording. This would suggest the bikes are bypassing your logger. We have often seen bikes using the footpath at Old Ing to cut through from the Ling Gill/Cam High Road, and indeed I have witnessed their destroying signage and obstacles on the concessionary footpath at Old Ing, so I feel you are not really either getting or portraying an accurate picture of events in this area.</p> <p>I would seriously question the number of recreational vehicles logged in the report. It is possible that some bikers are able to evade enumeration as the figures quoted are very much lower than those seen at Greenfield. The number of walkers and mountain bike users has also grown, many walkers enjoying the remoteness and tranquility of the area.</p>	<p>See vehicle logger figures in report.</p> <p>Accept that the split between agricultural and recreational use applies at the vehicle logger location, and that agricultural use further up towards Greenfield will be lower. This is acknowledged in the report in para22.</p> <p>See report for split of use on different days.</p> <p>Over the same monitoring period average motorcycle use on Ling Gill has been 55 a month, and on Cam High Road 50 a month.</p> <p>noted</p>
Importance as part of network	<i>Yorkshire Dales Access Forum</i>	Because the route was part of the Ribble Way and the Pennine Way, it received more pedestrian traffic than normal.	See balance of use figures in report para 28.
	<i>Horton in Ribblesdale Parish Council</i>	There are thousands of walkers on these routes every year and with the opening of the Pennine Bridleway we anticipate an increase in equestrian use.	Harber Scar Lane will not be part of the Pennine Bridleway National Trail, although it will pass close by.

The effect of current levels of recreational use on others	<i>Landowner</i>	<p>The recreational vehicles tend to have come from one of the conurbations from Halifax to Bradford and Leeds and travel for the day. They damage and pollute the local environment and do not even refuel here. They seem to contribute little if anything to the local community or the economy.</p> <p>The motorbikes come in large vans, very often from Leeds and Bradford. They park just on the edge of the community,(that is they do not even pay parking fees) they unload the bikes and then set off . They do not use the shops, cafe, pubs , they reload in the late afternoon, evenings and drive oil It would seem they also offer little to the community or the economy.</p>	
	<i>Horton in Ribblesdale Parish Council</i>	We are of the opinion that these people, and local residents, should be able to use these routes, as they expect, to enjoy the beautiful surroundings in peace and quiet and in safety.	Noted
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>Horton in Ribblesdale Parish Council</i>	Visitors to the Dales, walkers, cyclists and horse riders, come here to enjoy the peace and tranquillity, which is ruined by the noise from these vehicles.	Accept that peace and tranquillity is one of the National Park's special qualities, and one of the reasons visitors come to the area.
	<i>Landowner</i>	<p>This is a rare area of tranquillity for many walkers in the heart of the Yorkshire Dales National Park; its very tranquillity over the years has created an environment where flora and fauna can flourish.</p> <p>I would not agree with the rather dismissive attitude to 'Greenfield Wood' under your Tranquility heading. It may not rate highly on `perceived naturalness' but many people come to see the flowers, grasses and birds as well as deer, hares, squirrels etc. in this peaceful area-regrettably disturbed from time to time by motorbikes, ridden at high speed for thrills.</p>	Noted. Comments in the report are related to the landscape impact of Greenfield Woods.
	<i>Ramblers' Association</i>	This is a very tranquil area and gives a sense of freedom and wilderness. This must be retained.	Noted
Opportunities for open air recreation	<i>Landowner</i>	We receive regular complaints from walkers and mountain bike users concerning their intimidation by 4x4 and motorbike users up on the path, presumably as we are the first farm they come to after walking from Horton-in-Ribblesdale. These complaints also take the form of damage to the track and being `pushed off' the path by motorbikes. They are often amazed by the fact that motor vehicles and bikes are still allowed in such tranquil, remote areas of outstanding natural beauty, along the Pennine Way.	

	<i>Ramblers' Association</i>	Harber Scar Lane is part of the Pennine Way and Ribble Way. Land to the west is open access. This means walkers frequently pass this way.	
Assessment of Effects			
Avoiding danger and conflict	<i>Yorkshire Dales Access Forum</i>	<p>Cumbria Group TRF had changed their pattern of use, they now organised group runs on weekdays.</p> <p>There was a changing culture amongst recreational motor vehicular users, and they were trying to create a situation whereby all potential users could be accommodated.</p>	Appreciate that responsible recreational motor vehicle users are willing to adapt their use pattern.
	<i>BDS</i>	I have used this route a number of times and I feel that use by Recreational Motorised Vehicles would not cause any nuisance to other users.	Noted
	<i>Horton in Ribblesdale Parish Council</i>	All of these routes include confined stretches, where we consider that there is potential for accidents as walkers etc will not be able to get out of the way of the vehicles.	This is noted in the report.
	<i>Landowner</i>	<p>We are often unable to work with the farm stock with the number and speed of recreational vehicles passing through our farm yard. Our animals are frequently at risk from recreational vehicles passing at speed through our garden and yard.</p> <p>We cannot allow children/family to play in the garden/yard for risk from recreational vehicles passing at speed. Our stock gates and garden gates are regularly left open, causing straying and danger to stock.</p> <p>We endure increased day to day disturbance of our life and work here by often abusive and aggressive drivers and riders. When challenged about speed, lack of number plates, recording of number plates, gates being left open, urination, damage to property etc motorbike users and off road 4x4 users often are intimidating, aggressive and verbally abusive. The number plates are often small, damaged or unreadable, and in some cases made up or stolen, as I found in the past when reporting them to the police.</p> <p>The horse riders who come via the Bridleway routes often stay and eat and buy local produce. They also come for great Bridleway network, peace, landscape and tranquillity. They are most definitely discouraged by the use of this track by the recreational 4x4's and motorbikes. It is hazardous to ride a horse around here with the current level of use by the motorbikes. I had to sell my horse last year because he so distressed by</p>	<p>Noted.</p> <p>This is noted in the report.</p> <p>Noted.</p> <p>The British Horse Society and British Driving Society have not raised these issues in their responses.</p>

		the motorbikes who at times seem to deliberately scare him. He was accustomed to the quad bike on the farm but could not cope with the motorbikes speeding towards him, often with little or no silencer to muffle their sound.	
	YDGLA	One particular reason for our support stands out: at present there is a visible, continuous, and sometimes dangerous conflict between non-motorised and motorised users. The route is, for much of its length, part of the Pennine Way. Furthermore, the route is readily accessible from the car park in the centre of one of the most popular Dales centres - Horton in Ribblesdale. This means that the route bears a great deal of non-motorised recreational use, including use by people with limited mobility, for the route is not intimidatingly steep, and it is stile-free. This use is well-deserved, for the route carries travellers high into the finest Three-Peaks territory. However, because the route is also heavily used by recreational motor vehicle users, conflict is inevitable. Our members report numbers of incidents where disagreeable encounters between motorised and non-motorised users have occurred. In one incident, a group of trailbikers rode noisily through a group of learning-disabled users, alarming them and spoiling what had been otherwise a therapeutic walk in tranquil and beautiful surroundings.	Potential for conflict is noted.
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The majority of the members present agreed that for Harber Scar Lane a permanent all year round TRO be made to exclude all motor vehicles except for access.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals Permanent TRO, Sundays only, monitoring regime necessary	Noted
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO	Noted
	NYTMAG	<ul style="list-style-type: none"> • Agree with YDNPGLAG recommendations. • Misleading signage should be removed to reduce misunderstanding / conflict at Low Greenside. 	Noted
	BDS	<p>Use should be monitored as recommended by the YDGLAG, and if the use increases or the route is damaged by the motor bikes, then some form of TRO should be applied to restrict the use of the route by all Mechanically Propelled Vehicles. But no restrictions should be placed on the use of the route by Horse and Carriage Drivers.</p> <p>If use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route, then a TRO should be put in</p>	Noted

		<p>place to stop all use by both 4x4 and motor bikes. But if there is only minor damage on the climb up out of Horton-in-Ribblesdale then a one way system could be used from Langstrothdale end down into Horton-in - Ribblesdale.</p> <p>There is one place close to Selgill Holes where motor bikes have caused serious damage off route by riding up the side of a hill, if this damage continues then a TRO restricting the use of the route by motor bikes.</p> <p>Another possibility is to close the route in the Winter months. Say October to April.</p>	<p>This has been addressed through the placement of fencing.</p> <p>Range of options noted.</p>
	<i>Horton in Ribblesdale Parish Council</i>	We would wish to see the imposition of permanent all year round Traffic Regulation Orders to prevent use by all recreational mechanically propelled vehicles.	Noted
	<i>Landowner</i>	<p>Total restriction by recreational motor vehicles</p> <p>Would strongly suggest that a Sunday only TRO restriction is insufficient.</p> <p>Would suggest a possible ban on winter use because of the very high rainfall, over the past ten years the figures have been</p> <p>December 9 inches</p> <p>January 8 inches</p> <p>February 8 inches (Feb 2002 with a memorable 18.5 inches!)</p>	Noted
	<i>YDGLA</i>	Permanent TRO which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Ramblers' Association</i>	A permanent all year round TRO	Noted

Table 4 Stockdale Lane

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Ramblers' Association</i>	The section round Pikedaw Hill is a SSSI and motorbikes are totally inappropriate. The ground around here is not at all suitable for motorbikes.	See comments from Natural England
Route Condition	<i>Ramblers' Association</i>	There are areas of the route that have suffered rutting and this will get worse with further use by motorbikes.	This will be monitored through condition surveys
Levels of use	<i>BDS</i>	The use of this route by Recreational Mechanically Propelled Vehicles is restricted to Motor Bikes due to the width of the route. This route is part of the Settle Loop and it is used by Horse Riders, but there is a DMMO in place to change it to a Byway Open to All Traffic.	Assessment of available evidence to date, as part of this application suggests this route is a bridleway only.
Importance as part of network	<i>Yorkshire Dales Access Forum</i>	The two routes form part of the Pennine Bridleway National Trail and have had money spent on their improvement.	
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>YDGLA</i>	All the arguments about the importance of tranquillity and the preservation of the Dales landscape apply powerfully to Stockdale Lane.	
	<i>Landowner</i>	Apart from the fact that it is a beautiful natural place, it is not worth thinking about the disturbance motor vehicles would make to the peace and tranquillity, let alone the scars on the landscape.	
	<i>Ramblers' Association</i>	Much of the route is very tranquil and this tranquillity should not be disturbed	
Opportunities for open air recreation	<i>YDGLA</i>	An additional, equally powerful argument derives from the route's designation as part of the Settle Loop of the Pennine Bridleway. A great deal of money has, rightly, been spent on bringing the adjacent Gorbeck Road up to good bridleway standard. With the inclusion of Stockdale Lane, the loop offers a superb circular route for all non-motorised users, and especially, of course, for equestrians and mountain bikers. If motor vehicles could be excluded, the route could also be promoted as a challenging, but not dangerous route for disabled people who use 'Tramper' style electric scooters. They would thereby be able to join able-bodied users in the experience of traversing a fine tract of the Dales, crossing both peat moorland and limestone, and taking in excellent long distance views.	Repair work on Gorbeck was to bring the route up to BOAT standard. There is no evidence to support the assumption that it is necessary to exclude motor vehicles to enable Tramper style vehicles to be used along the route, though 'passing' will be an issue where the route is narrow.

Assessment of Effects			
Avoiding danger and conflict	<i>Yorkshire Dales Access Forum</i>	<p>At a recent meeting of the YDNPA Access for All Advisory Group, when discussing routes for rough terrain wheelchairs (e.g. Trampers), these routes had to be dismissed due to the chance of meeting recreational vehicles, as there was no room to pass.</p> <p>Stressed that MPV users sought arrangements whereby all demands on joint user routes could be accommodated.</p> <p>Noted that the Countryside Agency (Natural England) had said that the designation of national trails would not compromise the use of the route for other users.</p>	The minutes of this meeting say "MB raised issues of health and safety on routes where 'Trampers' may be likely to encounter vehicles and not have the room to pass". This suggests the possibility of meeting motor vehicles was simply one factor that was taken into account in deciding which routes to take a particular group on.
	<i>BDS</i>	I have used this route a number times with a horse and carriage and I feel that use by Recreational Motorised Vehicles would cause some nuisance to other users especially the Equestrian users as the route passes along a narrow section on the side of a hill and if a horse was caused to shy by the inconsiderate use by motor bikes anywhere along this section it could have grave consequences to either Horse, Rider or Driver.	Agree
	<i>Landowner</i>	We have already witnessed vandalism, not just the trespassing on SSSI land of 4x4s and motorbikes, stopped actual attempts of widening gateways, the cutting of fencing wire, knocking down of ancient stone walls, the inconvenience of locating stray animals.	These acts of 'vandalism' are already covered by other legislation
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The majority of the members present agreed that for Stockdale Lane a permanent all year round TRO be made to exclude all motor vehicles except for access.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals Permanent TRO, Saturday and Sundays only, monitoring regime necessary	Noted
	<i>Council for National Parks</i>	CNP therefore supports in principle the proposed TRO	Noted
	<i>NYTMAG</i>	Agree with YDNPGLAG recommendations.	Noted
	<i>BDS</i>	I feel any use of the route by mechanically propelled vehicles should be restricted at weekends. If there is considerable conflict between Motor Bikes and Equestrian users then the use of the route by Mechanically Propelled vehicles to be permanently prohibited. It is possible to drive a Horse and Carriage along the since the width of a carriage is only 1.23 metres. There should be no restrictions placed on the use of the route by Horse Riders and Horse and Carriage Drivers.	Noted

		If use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route, then a TRO should be put in place to stop all use by both 4x4 and motor bikes. But if there is only minor damage anywhere on the route then another possibility would be to close the route in the Winter months. Say October to April.	
	<i>YDGLA</i>	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Landowner</i>	We believe that the said route should not be used for any motorised vehicles.	Noted
	<i>Ramblers' Association</i>	TRO permanent and all year round	Noted
	<i>Yorkshire Water</i>	I would confirm that on the basis the TRO does not affect Yorkshire Water Services' rights of access along the tarmaced section (to Stockdale farm) then we would raise no object to the TRO in its current form.	Noted

Table 5 The Highway

Paragraph / Section	Organisation / Individual	Comments Made	Proposed Amendment
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Natural England</i>	The assessment report states on page 5 that there are no designated wildlife sites on the route. Please note that Hell Gill was designated as a Site of Special Scientific Interest (SSSI) in 1985. This is a geological site that covers the length of a deeply incised ravine, which has formed where a small stream crosses a limestone outcrop. It is an unusual feature, as streams normally sink underground when they encounter limestone beds, but in this case the gorge has been formed entirely by surface water action rather than by the collapse of underground cave passages. A SSSI map and citation are enclosed for your information. Although the SSSI has not been identified within the assessment, its omission is unlikely to have made any difference to the outcome. The reason for this is because the route ends at Hell Gill, and also there is a bridge across the gill meaning that vehicles would not affect the geological site anyway.	Accept omission and that this is unaffected by motor vehicles
Route Condition	<i>Yorkshire Dales Access Forum</i>	Noted that the Cotter End of the Highway was in need of repair, and that this was <u>not</u> part of the Pennine Bridleway route.	Agree Cotter End is not part of the proposed route of the Pennine Bridleway. The High Way route between the junction with Shaw Paddock and the end of the route at Cotterdale has now been closed to all users, except walkers, by a temporary traffic regulation order. This is to allow repair works to take place on grounds of safety.
	<i>YDGLA</i>	The High Way has been repaired for much of its length, but even on the repaired sections, motorbike use is starting to degrade the surface. The section at the Cotter End part of the route, however, is in a terrible state. Its steepness will make repairs difficult, and its underlying nature is, in any case, such that it is wholly unsuited to the passage of motor vehicles. Evidence from this section can also be deployed in the argument about the efficacy of recommendations for 'voluntary restraint' by vehicle users.	See above

	<i>Ramblers' Association</i>	<p>The route from Hell Gill Bridge (north end of the Yorkshire Dales National Park section) to High Dyke (approx 3 km) has recently been substantially improved by grass gravel surfacing, giving a reasonable surface for walkers, cyclists and horse riders. However, this surface is showing signs of wear, arguably due to use by motor cyclists during wet weather. Drainage along most of the higher parts of the route is good, except in two low hollows which show substantial tyre rutting and which hold water between the high bank on one side and the wall on the other. Because of this, motor cyclists have evidently been diverting on to the moorland above.</p> <p>From the old lime kiln on Cotter End, approx 3 km south of High Dyke, all the way down and across Cotter Riggs to Collier gate, approx a further 1.5km, the route is in a very bad state.</p> <p>One of our members who recently walked along this section of route reported having to move off the route itself on to adjoining access land, as passage on foot along the line of the track was virtually impossible. Being also an experienced horse rider, his opinion was that no horse could have used the route in this state without risk of serious injury. It seems unlikely that this area can now recover without remedial action.</p>	See above
Importance as part of network	<i>Ramblers' Association</i>	It should be noted that northward from grid ref 8057 9395, a little south of High Dyke, this route forms part of the proposed route of the new Pennine Bridleway National Trail.	Agree
Summary of what the route has to offer in a National Park Context			
Natural Beauty	YDGLA	Virtually all (94%) of the terrain through which this route runs is designated 'tranquil.' This alone should trigger a prohibition on recreational motor vehicles - as it should on all equivalent routes on the present list.	Each route is assessed on a case by case basis, this is just one of several factors taken into account
	<i>Ramblers' Association</i>	Because this route is high up along the valley side, noise from vehicular use carries widely.	Agree
Opportunities for open air recreation	<i>Ramblers' Association</i>	We do not believe that recreational vehicular use of this route is compatible with the concept of "quiet enjoyment" which has been widely recognised to be a principal criterion against which recreation within a National Park should be assessed.	Noted, but by the same token there is no 'presumption' that those recreational activities that are not quiet should be 'banned' as a matter of 'principle' from the National Park.

Assessment of Effects			
Avoiding danger and conflict	<i>Yorkshire Dales Access Forum</i>	<p>There is a sign on one end of the High Way, placed on the fence by a recreational vehicle user group (Trail Riders Association of Craven), advising them to use the route from the opposite direction. However, two groups of motorcyclists had been encountered going up the route showing that the restraint did not work.</p> <p>Fair comment was requested and suggested that two incidents of contravention against voluntary restraint did not mean that most other riders were not conforming to the restraint.</p>	Vehicle logger data does not indicate the direction of travel, and so there is no objective evidence to demonstrate if the voluntary restraint notice has or has not been complied with.
	YDGLA	A large sign at the start of the route at Cotter End, erected by The Trail Riders of Craven (TRAC), entreats trailriders not to ride the route uphill in wet weather. On one of our survey days – a wet day after a lengthy wet spell - two trailriders, who acknowledged that they were TRF members, were observed to flout this entreaty (along with many other trailriders, judging by both the state of the route, and other sightings) and get themselves bogged down. Codes of voluntary restraint seem to us to be futile.	See above
	<i>Ramblers' Association</i>	<p>At the Collier Gate end of the route there is a sign from the Trail Riders Association of Craven asking motor cyclists to use the route only from the opposite (north) end. Yet our above-mentioned member, on the day when he walked the route, conversed with a motor cyclist coming up the hill who said that he was a member of the TRF, and that he had seen the sign but disregarded it. Clearly this is an example of voluntary restraint not working.</p> <p>Damage to the track surface is destructive of the visual and historic environment, and motor vehicles themselves are an alien intrusion and source of pollution on this historic route which was never envisaged to carry motorised traffic. Both vehicles themselves and damage to the track surface are sources of potential danger to walkers.</p>	See above
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The majority of members present agreed that the High Way should be subject to a permanent all year round TRO.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals Permanent TRO (Hell Gill to Cotter Road) retain route for motor vehicles from Hell Gill Bridge to Shaw paddock Farm.	Noted
	<i>Council for National Parks</i>	CNP therefore supports in principle the proposed TROs listed above.	Noted
	NYTMAG	<ul style="list-style-type: none"> • Agree with YDNPGLAG recommendations. • At the review it should be anticipated that future regulation of the route may include one-way traffic and / or a 500Kg weight limit. 	Noted

	<i>Landowner</i>	Permanent Traffic Regulation Order	Noted
	<i>Natural England</i>	I can confirm that Natural England raises no objection to the placing of a Traffic Regulation Order on The High Way in order to restrict use of the route by recreational mechanically propelled vehicles.	Noted
	<i>YDGLA</i>	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Ramblers' Association</i>	Permanent full-time TRO.	Noted
	<i>Hawes and High Abbotside Parish Council</i>	Strongly support the introduction of a Permanent Traffic Regulation Order	Noted

Table 6 Ling Gill

Paragraph / Section	Organisation / Individual	Comments Made	Proposed Amendment
Background and Overall Comments			
	<i>BDS</i>	This route cannot be considered separately from Cam High Road since it relies on being able to travel along Cam High Road to complete the through route either to Cam Houses or to Gearstones.	Agree
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Horton in Ribblesdale Parish Council</i>	This area is home to many wild birds and other animals and plant life, all of which can be damaged or disturbed by vehicle noise and also exhaust gas pollution.	YDNPA has found no evidence to support the assumption that motor vehicles have damaged the fauna or flora in this area.
Route Condition	<i>Horton in Ribblesdale Parish Council</i>	All these routes have suffered damage and degradation from motorised vehicles, with in some places damage 'off route' and paths made impassable for walkers.	The route up Ling Gill from High Birkwith to Ling Gill Bridge was repaired in 2005. The section from the bridge through to the junction with Cam High Road is currently being repaired.
	<i>Ramblers' Association</i>	The section north of Ling Gill bridge is in poor condition. Vehicles have veered off the track and made serious damage to the vegetation. During wet weather there are sections where it would almost be impossible to walk. There is also risk of damage to Ling Gill bridge.	See above
Levels of use	<i>BDS</i>	The use of this route by Recreational Mechanically Propelled Vehicles is very low as where it runs into Cam High Road at Cam End is a dead end because the motorised vehicular rights along Cam High Road were extinguished by the NERC Act.	Levels of use by motor vehicles both before and after the commencement of the NERC Act are shown in the report. The status of the route along the Cam High Road between Far Gearstones and Kidhow Gate will be decided at a public inquiry.
Importance as part of network	<i>Horton in Ribblesdale Parish Council</i>	There are thousands of walkers on these routes every year and with the opening of the Pennine Bridleway we anticipate an increase in equestrian use. We are of the opinion that these people, and local residents, should be able to use these routes, as they expect, to enjoy the beautiful surroundings in peace and quiet and in safety.	Agree that the opening of the Pennine Bridleway national trail may increase the numbers of non-motorised users, especially cyclists and horse riders.

Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>Horton in Ribblesdale Parish Council</i>	Visitors to the Dales, walkers, cyclists and horse riders, come here to enjoy the peace and tranquillity, which is ruined by the noise from these vehicles.	Noted
	YDGLA	On one survey day, our members observed the passage of a group of 4 motorcycles travelling northwards, from just above the bridge, right up to Cold Keld Gate. The riders were not riding furiously, but the noise they made was nonetheless plainly audible over a measured distance of 4.75kms. This quite typical impact of vehicle noise should be unacceptable in an area of a national park designated as tranquil.	Noted
	<i>Ramblers' Association</i>	This is a tranquil wild area and should be retained and respected for people who appreciate these qualities.	Noted
Opportunities for open air recreation	YDGLA	The route is part of both the Pennine Way and the Pennine Bridleway. This means that the route is extremely popular with non-motorised users, and that there is an inescapable conflict of interest between them and motorised users.	Designation as a national trail alone does not correlate with level of popularity
Assessment of Effects			
Avoiding danger and conflict	BDS	I have used this route a number of times and I feel that use by Recreational Motorised Vehicles would not cause any nuisance to other users.	Noted
	<i>Horton in Ribblesdale Parish Council</i>	All of these routes include confined stretches, where we consider that there is potential for accidents as walkers etc will not be able to get out of the way of the vehicles.	See comment from BDS above
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The majority of the members present agreed that Ling Gill should be subject to a permanent all year round TRO.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals Permanent all year round TRO	Noted
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO	Noted
	BDS	Any use should be monitored and if the use increases or the route is damaged by mechanically propelled vehicles, then some form of TRO should be applied to restrict the use of the route by all Mechanically Propelled Vehicles. But no restrictions should be placed on the use of the route by Horse Riders and Horse and Carriage Drivers. If use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route, or damage is caused off route around Ling Gill Bridge, then a TRO should be put in place to stop all	Noted

		use by both 4x4 and motor bikes. But if there is only minor damage anywhere on the route then another possibility is to close the route in the Winter months. Say October to April. There is a number of places close to Ling Gill Bridge where motor bikes and 4x4 have caused serious damage off route by riding up the side of a hill, if this damage continues then a TRO restricting the use of the route by all Mechanically Propelled Vehicles.	
	<i>Horton in Ribblesdale Parish Council</i>	We would wish to see the imposition of permanent all year round Traffic Regulation Orders to prevent use by all recreational mechanically propelled vehicles.	Noted
	YDGLA	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Ramblers' Association</i>	A permanent TRO, 7 days a week all year should be imposed. This would prevent permanent damage and allow recovery to eroded sections on verges.	Noted

Table 7 Cam High Road

Paragraph / Section	Organisation / Individual	Comments Made	Proposed Amendment
Background and Overall Comments			
	<i>BDS</i>	<p>This route cannot be considered separately from Ling Gill since it relies on being able to travel along Ling Gill to complete the through route to Horton-in-Ribblesdale.</p> <p>Any use by Recreational Mechanically Propelled Vehicles is questionable. Since the application for the DMMO to up grade this route to BOAT was raised by the YDNPA and not a member of the Public, which means that the extinguishment of the Mechanically Propelled Vehicular rights are not exempt. The highest right of way the route can be raised is to a Restricted Byway, and therefore any use is illegal.</p> <p>An objection has been raised against the Mechanically Propelled vehicular being not being exempt from extinguishment. And this is giving rise to the current use by 4x4s and Motor Bikes. This use will be stopped when this objection has been addressed at a Public Inquiry a date for which will be announced in the next few months.</p>	<p>Cam High Road can be used as a route in its own right without using Ling Gill.</p> <p>Noted in report.</p>
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Horton in Ribblesdale Parish Council</i>	This area is home to many wild birds and other animals and plant life, all of which can be damaged or disturbed by vehicle noise and also exhaust gas pollution.	It is noted that the erosion along the route, has had a localised impact on the wildlife habitat, but all users have an impact not just motor vehicles.
Route Condition	<i>Horton in Ribblesdale Parish Council</i>	This route has suffered damage and degradation from motorised vehicles, with in some places damage 'off route' and paths made impassable for walkers.	See comment above and below
	<i>YDGLA</i>	The passage of recreational motor vehicles up from Gearstones has devastated this fine route. Vehicles have wrecked the stoned surface, which has then been washed out, leaving a wide, ugly scar that is difficult to traverse, even on foot – let alone on a horse or mountain bike. Seeking driveable routes, vehicles have left the track altogether and have been ridden and driven up on to the bordering moorland. As an example of the damage that vehicles do, Cam High Road, ranks among the most glaring. It is a very poor advertisement for the national park and the qualities of landscape that it is supposed to protect. (This is no criticism of the Park	Cam High Road between Far Gearstones and Kidhow Gate is currently closed to motorised vehicles and equestrian users by a temporary traffic regulation order. This is to enable repair work to be carried out.

		and its officers: they have been helpless in the face of archaic highway laws.) The route is now being repaired, but no matter how sound the repairs, they will degrade if they are subject to the regular passage of recreational vehicles. Of course, all repairs degrade in time, but if use of the route were restricted to essential motor vehicle users and to non-motorised recreational users, the repairs would last for many years.	
Levels of use	<i>BDS</i>	The use of this route by Recreational Mechanically Propelled Vehicles is very low. The position of the Logger on the track at the Far Gearstones end would record the daily use by the farmer going up to tend his live stock, also the shooting parties that use the track.	See levels of use section in report.
Importance as part of network	<i>Horton in Ribblesdale Parish Council</i>	There are thousands of walkers on these routes every year and with the opening of the Pennine Bridleway we anticipate an increase in equestrian use. We are of the opinion that these people, and local residents, should be able to use these routes, as they expect, to enjoy the beautiful surroundings in peace and quiet and in safety.	Agree that the opening of the Pennine Bridleway national trail will increase the use of this route by cyclists and equestrians.
	<i>YDGLA</i>	The route's status as part of the Pennine Way and of the Pennine Bridleway is a further reason for the need to exclude non-essential motor vehicles.	
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>Horton in Ribblesdale Parish Council</i>	Visitors to the Dales, walkers, cyclists and horse riders, come here to enjoy the peace and tranquillity, which is ruined by the noise from these vehicles.	Noted
Assessment of Effects			
Avoiding danger and conflict	<i>BDS</i>	I have used this route a number of times and I feel that use by Recreational Motorised Vehicles would cause nuisance to other users.	Noted
	<i>Horton in Ribblesdale Parish Council</i>	All of these routes include confined stretches, where we consider that there is potential for accidents as walkers etc will not be able to get out of the way of the vehicles.	We are aware of one accident between a motorbike and MTB on this route
Management options under consideration			
	<i>NYTMAG</i>	<ul style="list-style-type: none"> • The large 'bomb-holes' on this route have been present for many years and are not the result of any changes in use, but of a long-term lack of maintenance. • The surface sensitivity assessment should be done after the repairs have been concluded. • This is a key route and every effort should be made to retain some access for MPVs under a regulatory regime. 	Route is currently being repaired, and this will remove bomb holes Views noted, but it is seen as a very sensitive route. In addition based on similar DMMO cases post NERC Act it is expected that this route will become a restricted byway.

	<i>Yorkshire Dales Access Forum</i>	The majority of the members present agreed that Cam High Road should be subject to a permanent all year round TRO.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals Permanent all year round TRO	Noted
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO	Noted
	<i>BDS</i>	<p>Any use by Recreational Mechanically Propelled Vehicles should be monitored and if the use increases or the route is damaged by mechanically propelled vehicles, then some form of TRO should be applied to restrict the use of the route by all Mechanically Propelled Vehicles. But no restrictions should be placed on the use of the route by Horse Riders and Horse and Carriage Drivers.</p> <p>If the route is classified as a BOAT then if the use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route after it has been repaired and reopened, or damage is caused off route, then a TRO should be put in place to stop all use by both 4x4 and motor bikes. But if there is only minor damage anywhere on the route, then another possibility is to close the route in the Winter months, say October to April, and close the road to Mechanically Propelled vehicles at weekends .</p> <p>There is a number of places along the route where motor bikes and 4x4 have caused serious damage off route by riding alongside the Road, if this damage continues then a TRO restricting the use of the route by all Mechanically Propelled Vehicles, but this damage must not be confused with the track where the farmer rides his quad and tractor up the hill.</p> <p>And finally there should be no restriction to use of the route by Horse Riders and Carriage Drivers.</p>	<p>Noted</p> <p>Based on similar DMMO cases post NERC Act it is expected that this route will become a restricted byway, following a public inquiry</p> <p>Noted</p> <p>Agree</p>
	<i>Horton in Ribblesdale Parish Council</i>	We would wish to see the imposition of permanent all year round Traffic Regulation Orders to prevent use by all recreational mechanically propelled vehicles.	Noted
	<i>YDGLA</i>	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted

Table 8 Gorbeck Road

Paragraph / Section	Organisation / Individual	Comments Made	Proposed Amendment
Background and Overall Comments			
	<i>BDS</i>	The route at Langscar Gate end is not the same as that shown on the Definitive Map, it is not possible to drive a carriage along the definitive map route but the alternative route is shown on the Highway Maps that accompany the List of Highways Maintained at Public Expense held by NYCC in County Hall, Northallerton.	Noted
	Landowner	Vehicles seriously diminish the 'quiet enjoyment' of this beautiful lane and pose a real danger to walkers, to livestock, and particularly to horse riders. They also cause unsightly damage to the surface of the lane.	Noted
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Ramblers' Association</i>	It provides a good habitat for birds such as lapwing and snipe that do not like disturbance by vehicles.	YDNPA are not aware of evidence to support the view that these bird species are disturbed by motor vehicles.
Route Condition	<i>YDGLA</i>	Until recently, Gorbeck Road was in a terrible state, due to the passage of motor vehicles across its unmade, peat moorland sections. The route has now been repaired, at great expense, to bridleway standards. Unfortunately, recreational vehicles may now use the route, and their passage is already starting to damage the repaired sections.	Gorbeck road repairs were to BOAT standard, and are therefore designed to sustain the levels of motorised use that can be expected on a BOAT.
	<i>Ramblers' Association</i>	Gorbeck Road, which is now part of the Settle Loop for the Pennine Bridleway, has been surfaced on the centre section. Before this it was very badly eroded by 4x4s and motor bikes. In wet weather it was impossible to walk parts of it. There is evidence that parts of the new section are being damaged by vehicles.	See above.
Levels of use	<i>BDS</i>	The use of this route by Recreational Mechanically Propelled Vehicles is low.	See levels of use section in report.
Importance as part of network	<i>Yorkshire Dales Access Forum</i>	Gorbeck Road forms part of the Pennine Bridleway National Trail and has had money spent on its improvement.	
Summary of what the route has to offer in a National Park Context			
Opportunities for open air recreation	<i>YDGLA</i>	The route runs across attractive terrain, and, because it forms part of the Settle Loop of the Pennine Bridleway, is of particular value to equestrians and mountain bikers. Their interests, along with the interests of walkers and disabled people, who could well be encouraged to use the route on	Statutory guidance for Rights of Way Improvement Plans states that 'improvements that are intended to benefit

		'Tramper'-style electric scooters, should be set above the interests of those who wish to drive or ride along the route in 4x4s and on motorbikes.	cyclists, harness horse drivers, horse riders or walkers should not unduly restrict lawful motorised use of public vehicular rights of way'.
Assessment of Effects			
Avoiding danger and conflict	<i>Yorkshire Dales Access Forum</i>	At a recent meeting of the YDNPA Access for All Advisory Group, when discussing routes for rough terrain wheelchairs (e.g. Trampers), these routes had to be dismissed due to the chance of meeting recreational vehicles, as there was no room to pass. Stressed that MPV users sought arrangements whereby all demands on joint user routes could be accommodated. Noted that the Countryside Agency (Natural England) had said that the designation of national trails would not compromise the use of the route for other users.	The minutes of this meeting say "MB raised issues of health and safety on routes where 'Trampers' may be likely to encounter vehicles and not have the room to pass". This suggests the possibility of meeting motor vehicles was simply one factor that was taken into account in deciding which routes to take a particular group on.
	<i>BDS</i>	I have used this route a number times with a horse and carriage and I feel that use by Recreational Motorised Vehicles would cause some nuisance to other users especially the Equestrian users due to inconsiderate use by some of the motor bike users.	Noted
	<i>Ramblers' Association</i>	Vehicles and people are not compatible. Horseriders, cyclists and walkers should not have their peace and quiet disturbed by 4x4s and motor bikes.	Noted
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The majority of the members present agreed that for Gorbeck Road a permanent all year round TRO be made to exclude all motor vehicles except for access.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals A seasonal (1 st October – 31 st March) one way TRO	Noted
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO.	Noted
	<i>NYTMAG</i>	Agree with YDNPGLAG recommendations.	Noted
	<i>BDS</i>	Any use should be monitored and if the use increases or the route is damaged by mechanically propelled vehicles, then some form of TRO should be applied to restrict the use of the route by all Mechanically	Noted

		<p>Propelled Vehicles. But no restrictions should be placed on the use of the route by Horse Riders and Horse and Carriage Drivers as this road forms part of the Settle Loop.</p> <p>If use by recreational mechanically propelled vehicles increases to such an extent as to cause major damage to the route, since a considerable amount of time and money has been spent on repairing it, then a TRO should be put in place to stop all use by both 4x4 and motor bikes. But if there is only minor damage anywhere on the route then another possibility would be to close the route in the Winter months. Say October to April. If the damage is limited to the climb up from Langscar gate then a one way system could be employed from the Clay pits to Langscar Gate.</p>	
	<i>Kirkby Malhamdale Parish Council</i>	Full and permanent TRO	Noted
	<i>Landowner</i>	I am in favour of the proposed TRO. I would have preferred the restriction to be total and all year round (rather than just the six winter months from one direction only). However this TRO would be better than nothing. I believe that the restriction should cover all motorised vehicles (other than those connected with legitimate land management), i.e. that the status of the lane should be similar to that of a bridleway.	Noted
	<i>YDGLA</i>	Permanent TROs which prohibit the passage of recreational vehicles, at all times and at all seasons.	Noted
	<i>Ramblers' Association</i>	Permanent, all year round TRO	Noted

Table 9 Foxup Road

Paragraph / Section	Organisation / Individual	Comments Made	Proposed Amendment
Background and Overall Comments			
	<i>Landowner</i>	Not only does such use compromise the quiet enjoyment of this peaceful corner of the YDNP but it is causing environmental damage and posing a danger to other recreational users (such as walkers and horse riders) and to livestock.	View noted
	<i>Landowner (2)</i>	First of all I believe the route should be correctly recorded as a <u>public bridleway</u> , stated in para 3 on page 4 of the Report. In the Report of 2002 the Hesleden Spur was never an issue and has always been a bridleway. Now it seems to be classed as a right to motorised traffic.	Hesleden Spur route is included in the application received to upgrade the route to BOAT status.
	<i>Landowner (4)</i>	The photographs: on the southern end of the route the 400m, 800m and 1200m are not part of the bridleway route. They are wheel marks of our own Land Rover and quad bikes, used for lambing time and stock inspection etc. Also the red marks on your maps Foxup Road and Hesleden spurs go across protected limestone pavements and not the bridleway.	Noted
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Horton in Ribblesdale Parish Council</i>	This area is home to many wild birds and other animals and plant life, all of which can be damaged or disturbed by vehicle noise and also exhaust gas pollution.	YDNPA has found no evidence to support the assumption that motor vehicles have damaged the fauna or flora in this area.
	<i>Landowner (3)</i>	Foxup moor (a SSSI site) has had considerable damage through motor cycles taking advantage of open access. I sympathise with the motor people but in reality the damage to wildlife and flowers would be irreparable.	Agree this is a very sensitive location
Route Condition	<i>Horton in Ribblesdale Parish Council</i>	All these routes have suffered damage and degradation from motorised vehicles, with in some places damage 'off route' and paths made impassable for walkers.	See findings of condition survey in report.
	YDGLA	Unfortunately, the route has been extensively damaged by motor vehicles, especially where the route is steep or where it crosses patches of saturated peat moorland.	See findings of condition survey in report.

	<i>Ramblers' Association</i>	There are sections of this route which are badly rutted and eroded. There are areas where the surface is vulnerable to damage by motorbikes, particularly where they leave the route to avoid wet, boggy sections.	See findings of condition survey in report.
Levels of use	<i>Landowner (3)</i>	In the past we have had motor cycles come off Pen y Ghent Fell onto Plover Hill over the wall and down onto the track at Foxup end.	Riding on the open moorland described would be illegal without the owners permission.
	<i>Landowner (4)</i>	In all the years of ownership no motorised bikes have ever used the bridleway (Hesleden spur route). An agreement is in existence with the Countryside Stewardship. No one has ever disputed this.	Noted
The effect of current levels of recreational use on others	<i>Landowner</i>	Had the gates forced open at Foxup and on Foxup moor. The stock stray and we then have to gather and sort them out.	Noted, those this activity is covered by existing legislation.
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>Horton in Ribblesdale Parish Council</i>	Visitors to the Dales, walkers, cyclists and horse riders, come here to enjoy the peace and tranquillity, which is ruined by the noise from these vehicles.	Noted
	<i>YDGLA</i>	<p>This route easily makes it into the top ten most beautiful green lanes in the Dales. It is a superb, sometimes dramatic route which crosses the Pennine watershed, taking the traveller from Ribblesdale, around the flanks of Pen Y Ghent and Plover Hill, and down into the upper end of Littondale. The route abundantly exhibits the essential characteristics of the Dales National Park: a feeling of remoteness, wild scenery, and the superb evidence of historic human management of a rugged landscape - in the form of walls, barns, farmsteads, and field boundaries.</p> <p>Furthermore, because of the remoteness of the route, and because of the way it is contained within bare fellsides, the noise of motor vehicles travels for miles. Foxup Road should be treasured as one of the jewels in the Park's crown, and it should be preserved as a route for non-motorised users who are seeking quiet enjoyment of the landscape.</p>	Noted
	<i>Landowner (3)</i>	I have walked the track many times and met ramblers who have remarked how beautiful and peaceful it was. Being a Dalesman born and bred, that is the way I feel it should stay.	Noted
	<i>Ramblers' Association</i>	This is an area of peace and tranquillity away from habitation. It is sacrilege to allow motorbikes to disturb this peace.	Noted

Assessment of Effects			
Avoiding danger and conflict	<i>Horton in Ribblesdale Parish Council</i>	All of these routes include confined stretches, where we consider that there is potential for accidents as walkers etc will not be able to get out of the way of the vehicles.	Noted
	<i>Ramblers' Association</i>	There are some walled sections where conflict between motorbikes, walkers and cyclists poses a risk of accidents.	Noted
Management options under consideration			
	<i>Yorkshire Dales Access Forum</i>	The members present agreed that Foxup Road should be subject to a permanent all year round TRO.	Noted
	<i>Highways and Transportation, North Yorkshire Country Council</i>	Concur with proposals Permanent TRO	Noted
	<i>Council for National Parks</i>	CNP supports in principle the proposed TRO	Noted
	<i>NYTMAG</i>	<ul style="list-style-type: none"> • Agree with YDNPGLAG recommendations. • There was discussion over the possibility of retaining use on the Hesleden Bergh spur, but members agreed that this was not appropriate. • 	Noted
	<i>Horton in Ribblesdale Parish Council</i>	We would wish to see the imposition of permanent all year round Traffic Regulation Orders to prevent use by all recreational mechanically propelled vehicles.	Noted
	<i>Landowner</i>	I confirm that I would support any TRO, preferably permanent, which would restrict the use of recreational vehicles on the above routes.	Noted
	<i>Landowner (2)</i>	I gave evidence in support of a TRO on Foxup Road in my reply dated 12 April 2007. My strong view, therefore is that a TRO should be placed on Foxup Road and Hesleden Bergh spur to prevent use by all recreational mechanically propelled vehicles as a permanent order.	Noted
	<i>Natural England</i>	Natural England has no objection to the proposal, which should not cause damage to the special interest of Pen-y-Ghent SSSI and Brants Gill Catchment SSSI (as marked on the map at Appendix 4 of your document).	Noted
	<i>Landowner (3)</i>	I support a total ban	Noted
	<i>Ramblers' Association</i>	Permanent TRO 7 days a week 365 days a year.	Noted

Appendix 6 (table 10)

Table 10 Routes being considered for a possible Traffic Regulation Order to prevent use by recreational motor vehicles

(‘at a glance’ summary of the sensitivity assessment, location of a possible TRO, Yorkshire Dales Green Lanes Advisory Group advice and officer proposals).

Route Name and location	Grid Ref of start of possible TRO	To	Summary of Yorkshire Dales Green Lanes Advisory Group advice (for further details and context of advice see previous Access Committee Reports)	Suggested Management following consultation under section 4 of the Regulations and consideration of the consultees’ response
Arncliffe Cote Malhamdale	Arncliffe Cote SD 94739 70508	Arncliffe Cote SD 90513 65647	<ul style="list-style-type: none"> • That the route needs careful, ongoing, monitoring to see if it is being damaged by recreational motor vehicles. • If any damage becomes evident, then an emergency TRO be placed on the route immediately to prevent use by all recreational mechanically propelled vehicles. (NB YDGLAG gave no advice on what they thought should happen after this). 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO to prohibit recreational mechanically propelled vehicles.
Ling Gill, High Birkwith to Cam End Ribblesdale	High Birkwith: SD 80031 76858	Cam End: SD 80166 80447	<ul style="list-style-type: none"> • A permanent all year round TRO to prevent use by all recreational mechanically propelled vehicles on both Ling Gill and Cam High Road. 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO, from High Birkwith: SD 80031 76858 to Cam End: SD 80166 80447 to prohibit recreational mechanically propelled vehicles
Cam High Road, Far Gearstones to Cam Houses Ribblesdale	Far Gearstones: SD 78642 80339	Junction with track to Cam Houses: SD 82154 82754	<ul style="list-style-type: none"> • A permanent all year round TRO to prevent use by all recreational mechanically propelled vehicles on both Ling Gill and Cam High Road. 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO (see Annex 6), from Far Gearstones: SD 78642 80339 to Junction with track to Cam Houses: SD 82154 82754 to prohibit recreational mechanically propelled vehicles
Gorbeck Road Ribblesdale	Langscar Gate: SD 88803 64885	Clay Pitts: SD 83040 65232	<ul style="list-style-type: none"> • A TRO in the winter months (the beginning of October to the end of March), to restrict use so all recreational mechanically propelled vehicles travel ‘one way’- from Grizedales to Malham Moor only during this period. (To prevent damage from motor vehicles climbing from Langcliffe Cote). • That this should be regularly monitored and 	<ul style="list-style-type: none"> • Consult on the intention to make a weekend (from midnight Friday to midnight Sunday) permanent TRO (see Annex 6) from Langscar Gate: SD 88803 64885 to Clay Pitts: SD 83040 65232 to prohibit recreational mechanically propelled vehicles

Route Name and location	Grid Ref of start of possible TRO	To	Summary of Yorkshire Dales Green Lanes Advisory Group advice (for further details and context of advice see previous Access Committee Reports)	Suggested Management following consultation under section 4 of the Regulations and consideration of the consultees' response
			reviewed.	
Harber Scar Lane (Birkwith Moor) Ribblesdale	Horton in Ribblesdale (end of lane rather than car park) SD 80811 72699	High Greenfield Farm SD 83105 79269	<ul style="list-style-type: none"> • Some repair work needed near Sell Gill. • That a permanent full-time TRO be placed to prevent use by all recreational mechanically propelled vehicles on Sundays. • There needs to be regular monitoring to ensure use is not displaced if TRO is put in place for Sundays only. 	<ul style="list-style-type: none"> • Consult on the intention to make a weekend (from midnight Friday to midnight Sunday) permanent TRO from Horton in Ribblesdale (end of lane rather than car park) SD 80811 72699 to High Greenfield Farm SD 83105 79269 to prohibit recreational mechanically propelled vehicles, but this be re-visited if the application for BOAT status is not confirmed.
Stockdale Lane, Settle Ribblesdale Stockdale Lane spur	Stockdale Farm: SD85293 63896 Junction along Stockdale Lane SD 87458 63979	Malham Road: SD89190 64012. Junction with Gorbeck Road SD 88091 64914	<ul style="list-style-type: none"> • a full-time TRO be placed to prevent use by all recreational mechanically propelled vehicles on Saturdays and Sundays; • That a review of this order be carried out after 5 years; • There needs to be regular monitoring to ensure recreational motor vehicle use is not displaced to weekdays. 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO from Stockdale Farm: SD85293 63896 to Malham Road: SD89190 64012 and junction along Stockdale Lane SD 87458 63979 to junction with Gorbeck Road SD 88091 64914 to prohibit recreational mechanically propelled vehicles.
Foxup Road & Hesleden Bergh Ribblesdale Horton Spur Hesleden Bergh spur	Horton-in Ribblesdale (near Post Office) SD 80893 72434 Junction with Horton Scar Lane SD 81082 72496 Junction with Foxup Road SD	Foxup SD 87161 76719 end of lane at Town Head Farm SD 81115 72261 Hesleden Bergh SD 87789	<ul style="list-style-type: none"> • A full-time, all year round, TRO to prevent use by all recreational mechanically propelled vehicles. • Repair work be carried out • The TRO be permanent, but reviewed after 5 years. 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO, from Horton-in Ribblesdale (near Post Office) SD 80893 72434 to Foxup SD 87161 76719 and Junction with Horton Scar Lane SD 81082 72496 to end of lane at Town Head Farm SD 81115 72261 and Junction with Foxup Road SD 87113 76457 to Hesleden Bergh SD 87789 74973 to prohibit recreational mechanically propelled vehicles.

Route Name and location	Grid Ref of start of possible TRO	To	Summary of Yorkshire Dales Green Lanes Advisory Group advice (for further details and context of advice see previous Access Committee Reports)	Suggested Management following consultation under section 4 of the Regulations and consideration of the consultees' response
	87113 76457	74973		
The High Way Upper Wensleydale	Cotter End: SD 84200 92100	Hell Gill SD 78659 96841	<ul style="list-style-type: none"> • That a full-time TRO be placed on the route from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road) to prevent use by all recreational mechanically propelled vehicles, but leaving a through route for recreational motor vehicles from Hell Gill Bridge to Shaw Paddock farm (on the B6259). • TRO should be reviewed after 5 years or when repairs to BOAT standard are complete, whichever is sooner. 	<ul style="list-style-type: none"> • Consult on the intention to make a full (24/7) permanent TRO, from Cotter End: SD 84200 92100 to Hell Gill SD 78659 96841 to prohibit recreational mechanically propelled vehicles.

Recommendations for the Future Management of 15 Unsealed Routes.

The High Way

YDGLAG advice

The general consensus (with one dissension) was:

- That the route is badly damaged and in need of repair to an appropriate standard.
- That a permanent full-time traffic regulation order be placed on the route from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road).
- That this traffic regulation order should be reviewed after 5 years or when repairs to BOAT standard are complete, whichever is sooner.

Further Considerations

- In April 2007, following a recommendation to Access Committee NYCC were asked to consider putting in place a permanent Traffic Regulation Order, to prohibit the use of public mechanically propelled vehicles, on the byway open to all traffic known as the Highway from the junction with Shaw Paddock to the southern end of the route (Hell Gill to Cotter Road) with immediate effect. A reply to this request was never received.
- The route has continued to deteriorate, and recently has had to be closed for safety reasons, using a temporary traffic regulation order, it will be repaired in 2008.
- The route, regardless of current damage, is in a tranquil area, with archaeological and ecological features along its length. The topography of the route, with narrow gates and ravines, also means that it is a particularly sensitive route, because of possible conflict between motorised and non-motorised users.
- NB route can only be accessed by motorbikes because of narrow gateways along the route.

Suggested management

- Some immediate initial repairs to eliminate the danger to other users to begin in January 2008.
- The route has many special qualities which are diminished whenever recreational motor vehicles are encountered, so consult on a full (24/7) permanent TRO. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from, Cotter End: SD 84200 92100 to Hell Gill SD 78659 96841 to prohibit recreational mechanically propelled vehicles.

Arncliffe Cote - Malhamdale

YDGLAG advice

The general consensus (with one dissension) was

- That everyone wanted to see the route remain as it is and damage should not be allowed to occur on this route, and that given the nature of the route's surface it was noted that this could easily occur through insensitive use. (However, it was recognised that damage meant different things to different people)
- That the route needs careful, ongoing, monitoring in relation to damage, and use by motor vehicles.
- That if any damage becomes evident, then an emergency traffic regulation order be placed on the route immediately to prevent any further damage occurring.

Further Considerations

- Use of the route by motor bikes has increased significantly, since this route was considered at the YDGLAG, (see change to balance of use surveys) despite it being shown on the Definitive Map as only part BOAT, making it a cul de sac route. (A public inquiry into the status of the route was held in 2001, where only part of the route was found to be byway). NB the vehicle logger data was only available from 1 February 2007, and no data was available at the time of the YDGLAG discussion.
- Some TRF members are using the route, simply because they believe the valid BOAT application gives them the 'legal right' to do so until a public inquiry decides otherwise and have written to the landowner to state this (letter received from Derby TRF circa March 2007) and copy of letter (with name removed) given to Geoff Wilson at a meeting on 11 April 2007, GW was asked to take this matter up directly through the TRF. Use has continued since.
- The landowner has regularly stopped individuals on MPVs to explain that they shouldn't be using the route, and shown them copies of information taken from YDNPA website, but individuals continue to use the route, and have stated to the landowner this is on the basis of the 'valid application'.
- Events since the YDGLAG meeting supports officer's view that a successful BOAT application, along the whole length of the route is likely to lead to increased use by MPVs.
- Whilst the YDGLAG recognised the need to ensure 'damage' didn't occur to the route, and if this happened recommended an emergency TRO – the YDGLAG did not consider what happens then?

Suggested management

- There is a good case for using a full pre-emptive TRO in line with Defra guidance (see **Appendix 3**) because of the mis-understanding about what an application for BOAT status actually means, despite this being regularly pointed out to MPV users.
- Even if public motor vehicular rights were proven the evidence shows this to be a very sensitive route and the route has many special qualities which are diminished when recreational motor vehicles are encountered, a full permanent TRO would conserve both the 'amenity' and 'natural beauty'. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from Arncliffe Cote SD 94739 70508 to Arncliffe Cote SD 90513 65647 to prohibit recreational mechanically propelled vehicles.

Harber Scar Lane - Ribblesdale

YDGLAG advice

The general consensus (with one dissension) was:

- Some repair work is needed to the section below Sell Gill Holes
- That a traffic regulation order be placed to restrict use of motor vehicles on Sundays. It was felt that this is the busiest day for all users and so the risk of conflict would be minimised and the impact on the tranquillity of the area reduced if vehicle users were excluded from using the route on Sundays.
- There needs to be regular monitoring to ensure recreational motor vehicle use is not displaced to other days of the week.

Further Considerations

- Local landowner believes level of motorbikes is under-estimated because of the position of the logger
- It is unclear why the YDGLAG recommended a Sunday only closure, rather than a weekend closure as the same arguments apply to both Saturday and Sunday, the difficulty being that a weekend TRO may condone use ahead of the BOAT application which being determined.
- Question of whether a full TRO is appropriate until status confirmed. However based on current evidence it would appear to be a BOAT so it is suggested that the Authority consults on possibility of a weekend TRO only.

Suggested management

- Agree the route is well used in its lower section near Horton, at weekends, so put in place a weekend TRO to minimise conflict with other users. This assumes the DMMO claim does suggest BOAT status, and this may need to be revisited when fuller DMMO evidence available. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.
- Some repair work is needed.
- Continue regular monitoring to ensure there isn't displacement activity to during the week.

RECOMMENDATION

Consult on the intention to make a weekend (from midnight Friday to midnight Sunday) permanent TRO from Horton in Ribblesdale (end of lane rather than car park) SD 80811 72699 to High Greenfield Farm SD 83105 79269, to prohibit recreational mechanically propelled vehicles but this be re-visited if the application for BOAT status is not confirmed.

Stockdale Lane

YDGLAG advice

The general consensus (with one dissension) was:

- This is an important route for walkers, cyclists and horse riders, and therefore the impact of recreational motor vehicles would be felt by a significant number of people;
- That a traffic regulation order be placed to restrict motor vehicle use on Saturdays and Sundays;
- That a review of this order be carried out after 5 years;
- There needs to be regular monitoring to ensure recreational motor vehicle use is not displaced to other days of the week.

Further Considerations

- Research for the claim for BOAT status suggests this route is bridleway only, and the Authority will be consulting on this shortly – there are likely to be objections, and a public inquiry which will ultimately determine the status.

Suggested management

- A full TRO is merited, on a pre-emptive basis given the findings of historical research to-date and the sensitivity of the route. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.
- If the route was found to have BOAT status this position should be re-visited and a weekend TRO considered (on the basis that levels of use are very low and this would fit with proposals for Gorbeck) but if and until that time we do not want to condone use that appears, on the basis of current evidence to be unlawful.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from Stockdale Farm: SD85293 63896 to Malham Road: SD89190 64012 and junction along Stockdale Lane SD 87458 63979 to junction with Gorbeck Road SD 88091 64914 to prohibit recreational mechanically propelled vehicles.

West Cam Road

YDGLAG advice

The general consensus was to continue to monitor the route, and in particular to look at the impact of the Temporary TRO (TTRO) placed on the Cam High Road. In addition it was agreed that the badly damaged section of the route needs to be repaired.

Further Considerations

- It is believed that if Cam High is closed, then motor vehicle levels are likely to go down significantly. Following the TTRO on Cam High Road, the logger data for West Cam needs to be analysed to see if this has been the result.

- West Can is on the list of streets so responsibility for repair rests with the county council.

Suggested management

- To continue to monitor the route, and in particular to look at the impact of the TTRO placed on the Cam High Road.
- That discussion should take place with NYCC to see whether repair works can be carried out, and fencing and signage put near the plantation.

RECOMMENDATION

- (a) To continue to monitor the route, and**
- (b) That discussion should take place with NYCC to see whether repair works can be carried out, and fencing and signage put near the plantation.**

Dean Moor

YDGLAG advice

The advice of the group, which was based on consensus, was to continue to monitor the route and if any adverse change was noted, then the range of management options would be considered, at this stage.

Further Considerations

- Nothing to add

Suggested management

- Continue to monitor the route and if any adverse change are noted, then the range of management options should be considered.

RECOMMENDATION

To continue to monitor the route.

Gorbeck

YDGLAG advice

The advice of the group (which could not be reached through consensus) was a one way TRO in the winter months (the beginning of October to the end of March), so that recreational mechanically propelled vehicles can only travel in one direction from the junction of the bridleway at Grizedales to the tarmac road at Malham Moor and that this should be regularly monitored and reviewed.

Further Considerations

- It is important that any management adopted is simple to understand and enforce (see response from the police). The YDGLAG advice is too complicated.

Suggested management

- A weekend TRO would remove the vast majority of user conflict. If Stockdale is closed then numbers of MPVs using this route are likely to decrease anyway. A weekend TRO has a clear understandable message, and is consistent with other proposals.
- The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a weekend (from midnight Friday to midnight Sunday) permanent TRO from Langscar Gate: SD 88803 64885 to Clay Pitts: SD 83040 65232 to prohibit recreational mechanically propelled vehicles.

Foxup and Hesleden Bergh

YDGLAG advice

The advice of the group (which was consensus) was to recommend an all year round TRO preventing use by recreational mechanically propelled vehicles and that engineering works appropriate to its status should also be carried out.

Further Considerations

Nothing to add, this is a very sensitive route.

Suggested management

- The route has many special qualities which are diminished when recreational motor vehicles are encountered, so consult on a full (24/7) permanent TRO. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from Horton-in Ribblesdale (near Post Office) SD 80893 72434 to Foxup SD 87161 76719 and Junction with Horton Scar Lane SD 81082 72496 to end of lane at Town Head Farm SD 81115 72261 and Junction with Foxup Road SD 87113 76457 to Hesleden Bergh SD 87789 74973 to prohibit recreational mechanically propelled vehicles.

Cam High Road

YDGLAG advice

The advice of the group (which could not be reached through consensus) was for a complete all year round TRO on all recreational mechanically propelled vehicles on both Ling Gill and Cam High Road.

Further Considerations

- This route is currently shown as a footpath on the Definitive Map but is subject to a 'case' rather than an 'application' for BOAT status, prior to the cut-off date for the NERC Act. The YDNPA had made a BOAT order for the route but this had not been confirmed before the NERC Act commenced. Determination of status will be through a public inquiry. It is likely that this will consider whether this meets any of the 'exceptions' under the NERC Act. The NERC Act specifically refers to an 'application being received', rather than an 'order initiated' by the cut-off date so it is expected that it will become a restricted byway.
- This route is currently being repaired as part of the implementation of the Pennine Bridleway.

Suggested management

- The route is being repaired to carry the occasional motor vehicle, in keeping with BOAT status but it is suggested that a full (24/7) permanent TRO be placed on this route, as the route has many special qualities which are diminished whenever recreational motor vehicles are encountered. The evidence of how use of this route by recreational motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from Far Gearstones: SD 78642 80339 to Junction with track to Cam Houses: SD 82154 82754 to prohibit recreational mechanically propelled vehicles.

Ling Gill

YDGLAG advice

The advice of the group (which could not be reached through consensus) was for a complete all year round TRO on all recreational mechanically propelled vehicles on both Ling Gill and Cam High Road.

Further Considerations

Nothing to add

Suggested management

- It is suggested that a full (24/7) permanent TRO be placed on this route, as the route has many special qualities which are diminished whenever recreational motor vehicles are encountered. The evidence of how use of this route by recreational

motor vehicles diminishes the amenity and natural beauty of the route, are detailed in the route assessment report. The conclusions drawn in this report have been endorsed by the consultation response.

RECOMMENDATION

Consult on the intention to make a full (24/7) permanent TRO from High Birkwith: SD 80031 76858 to Cam End: SD 80166 80447 to prohibit recreational mechanically propelled vehicles.

Windy Pike Lane - Hanlith

YDGLAG advice

The advice of the group, which was a consensus, was to continue to monitor the route. In addition it was suggested that consideration be given to the placement of a suitable sign at the Hanlith end informing users that the route was a dead end.

Further Considerations

This should be removed from list of sensitive routes, as no sign of use.

Suggested management

Could justify a sign lower down the route.

RECOMMENDATION

- (a) Continue to monitor the route**
- (b) Remove from list of sensitive routes.**

Dead Man's Hill

YDGLAG advice

The advice of the group is that there is a need to continue to monitor the impact on tranquillity, and there were issues around motor vehicles leaving the route. There is a need to carry out repairs on the zig zag section, and prevent vehicles short cutting on this section. Consideration should be given to place signs warning motor vehicle users that leaving the route could result in restrictions on use being put in place.

Further Considerations

- Cross-boundary route – part in the National Park and part in Nidderdale AONB

Suggested management

- Difficult to see justification for a TRO unless NYCC want to put one in place.
- Continue to repair and monitor.
- Consider signage that leaving the route may result in restriction.

RECOMMENDATION

- (a) Continue to monitor the route**
- (b) consider signage saying that leaving the route may result in restriction.**

Turbary Road

YDGLAG advice

There was consensus amongst the group, that this route needs some form of restriction. But no consensus could be reached on the type of TRO, with both a full TRO and a seasonal TRO being considered. It was also suggested that any TRO could create a one way system, and should apply to 4x4s all year round.

Further Considerations

Use of a TRO could be problematic given that it is unclear where the route goes.

Suggested management

Continue to monitor the route and review in six months

RECOMMENDATION

Continue to monitor the route and review in six months.

Stake Road

YDGLAG advice

The advice of the group was to continue to monitor the route, and to carry out minor repairs at the Kidstones end, and to continue to carry out regular maintenance along its length.

Further Considerations

Nothing to add

Suggested management

- Continue to monitor the route, and repair and maintain as necessary
- Suggest signage to inform users about possible presence of motor vehicles, and to tell motor vehicle users that leaving the track could result in restrictions.

RECOMMENDATION

- (a) Continue to monitor the route**
- (b) carry out minor repairs at the Kidstones end**
- (c) continue to carry out regular maintenance along its length**
- (d) In addition suggest signage to inform users about possible presence of motor vehicles, and to tell motor vehicle users that leaving the track could result in restrictions.**

Long Lane (Helwith Bridge)

YDGLAG advice

The advice of the group was to continue to monitor the route.

Further Considerations

Whilst parts of this route are in a tranquil area, for much of the routes length the quarry near Horton can be clearly seen and heard.

Suggested management

Continue to monitor the route, and repair and maintain as necessary

RECOMMENDATION

Continue to monitor the route.