

Committee: ACCESS
Date: 17 April 2008

Report: PROPOSED MANAGEMENT OF 9 '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 9 'green lanes' which are unsealed 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

3. As Members are aware, a report to the January 2008 Access Committee considered the management of 15 'green lanes' unsealed routes in the Yorkshire Dales National Park. This report considers the next nine routes (see **appendix 1**) which are:
 1. Arten Gill Moss to Widdale Foot
 2. Part of Cam High Road (Bainbridge to Fleet Moss) also known as the Roman Road
 3. Busk Lane
 4. Carlton to Middleham High Moor
 5. Barth Bridge to Garsdale
 6. Mastiles Lane,
 7. Horsehead Pass,
 8. Long Lane (Clapham) and
 9. Topmere and Starbotton Road

4. All of the green lanes in the Yorkshire Dales with possible or proven rights for mechanically propelled vehicles have been assessed based on a desktop 'sensitivity' mapping process. This has provided a 'sieve' to identify routes with a high 'sensitivity' to use by recreational motor vehicles. The outcome of this sensitivity assessment was reported to the Access Committee on 25 January 2007. This process resulted in the identification of 102 routes, of which 28 were identified as high sensitivity and priorities for management. This report makes a total of 24 high sensitivity unsealed routes having been considered by the Access Committee to-date.

Yorkshire Dales Green Lanes Advisory Group

5. The Yorkshire Dales Green Lanes Advisory group was set up as a balanced group to advise the Authority on the management of green lanes. At its meeting on 15 January 2008 the Yorkshire Dales Green Lanes Advisory Group (YDGLAG) considered the detailed assessment reports for the first five routes listed above, (the group having already considered 15 routes which were reported to the Committee on 17 January 2008). The full notes of the YDGLAG meeting of are reported to Access Committee through the Head of Park Management's report.

6. Unlike other routes considered by the Access Committee to-date, the route assessments for the routes 6-9 above have not been considered by the Yorkshire Dales Green Lanes Advisory Group (YDGLAG). This is because Authority officers felt it would be disingenuous to take these routes to the YDGLAG, to seek their advice on future management, as they had been discussed much in the past, as part of the experimental traffic regulation order project with North Yorkshire County Council and, in officers' opinion, the assessment reports showed that the Traffic Regulation Orders had brought about changes in the route that had benefited the special qualities of those routes. Based on the evidence in the assessment reports alone, officers believed that consultation on possible permanent Traffic Regulation Orders, on three of the routes (Mastiles Lane Long Lane (Clapham), Horsehead Pass) was the most appropriate way forward.

Traffic Regulation Orders Made by North Yorkshire County Council

7. The routes 6 to 9 (Mastiles Lane, Long Lane (Clapham), Horsehead Pass, Topmere and Starbotton) were originally part of an experimental traffic regulation order (ETRO) made by North Yorkshire County Council (NYCC) in 2003/4 for the purpose of conserving or enhancing the natural beauty of the area, or for the purpose of affording better opportunities for the public to enjoy the amenities of the area, or recreation or study of the area. These have since expired and the routes are currently the subject of a temporary Traffic Regulation Orders, also made by North Yorkshire County Council. The temporary Orders are for reasons of preventing serious damage to the roads by vehicles and the consequent likelihood of danger to the public. These various TROs have had the effect of prohibiting use of these routes by recreational motor vehicles since early 2004. The current temporary Traffic Regulation Orders cease on 31 July 2008, and will not be extended by NYCC.
8. The Authority must approach the management of these routes with an open-mind, and look at this matter afresh on the basis of the evidence in the route assessment reports, (see background papers), and the consultation responses outlined in **appendix 3 and 4** to this report.

Management Options

9. The Authority's guiding document in relation to green lanes management is 'A framework for the management of green lanes (unsealed routes) in the Yorkshire Dales National Park – November 2007' which pulls together all of the relevant Government guidance (as it applies to a National Park) and Yorkshire Dales National Park Authority policy. The framework outlines the importance of an evidence based approach to deciding possible options for management on each of these routes. Options that should be considered 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
10. 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.

Possible Traffic Regulation Orders

11. On five of the routes: Carlton to Middleham High Moor, Barth Bridge to Garsdale, and Mastiles Lane, Long Lane (Clapham), Horsehead Pass, the evidence suggests that a Traffic Regulation Order is likely to be the most appropriate management solution. So consultation under Regulation 4 of The National Park Authorities' Traffic Orders (Procedure) (England) Regulations 2007 has been undertaken by the Head of Park Management as authorised under the Scheme of Delegation. **Appendix 2** shows those consultees that have responded. The outcome of these consultations is in **Appendix 3 and 4** of this report.
12. Members will note that some of the comments, while supporting the making of a Traffic Regulation Order, have asked for an exception to be made for organised trials events. The Authority is aware of at least one well organised and long established annual motor trial, the Alan Jeffries Trial, which uses Mastiles Lane to access trial areas. The consultation from Carlton Parish Council also make reference to a trail using the route from Carlton to Middleham High Moor. The Authority is not adverse to well organised and long established motor trails such as the Alan Jeffries Trials which are well managed and take place for one day on an annual basis. It is suggested that the draft order makes an exception for named, well established, events if a TRO is pursued on those routes near where such trials are known to take place.
13. 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 5 routes that have been considered for a TRO in accordance with the Regulations.

Review of Management Proposals

14. Where a permanent TRO has 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.'
15. Similarly where the recommendation is for further monitoring, it follows that these routes will be re-assessed in the future. The remainder of the report considers each of the nine routes and makes recommendations for their management.

Conclusion

16. This report deals with the next nine green lanes with high sensitivity to use by recreational motor vehicles. The recommendations for each route detailed in **Appendix 5** are the culmination of detailed assessments and the Committee is asked to consider each route in the light of the assessment report, consultation responses

and these recommendations. 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

17. It is recommended that members consider and agree the management solutions detailed for each of the 9 routes in Appendix 5.

Jon Avison
Head of Park Management

29 March 2008

Background papers:

Traffic Orders Regulations 2007 SI 2007 No 2542

Yorkshire Dales Green Lanes Advisory Group, notes of meetings on 15 January 2008

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:

- Arten Gill Moss to Widdale Foot– January 2008
- Part of Cam High Road (Bainbridge to Fleet Moss) – January 2008
- Busk Lane– January 2008
- Carlton to Middleham High Moor– January 2008
- Barth Bridge to Garsdale– January 2008
- Long Lane (Clapham)– January 2008
- Mastiles Lane – January 2008
- Horsehead Pass– January 2008

Details of the 9 Sensitive Routes being considered in this report

Route Name	Ranger Area	Grid Ref From	To	Current Status if known or Unclassified County Road?	Comments
Arten Gill Moss to Widdale Foot	Upper Wensleydale	SD795 863	SD824 878	Unsurfaced unclassified county road,	cul de sac route
Barth Bridge to Garsdale	Cumbria	SD695 887	SD697 911 and SD686 913	Unsurfaced unclassified county road, situated in the Cumbria part of the National Park.	There are two identified routes into Garsdale
Carlton to Middleham High Moor	Lower Wensleydale	SE064 846	SE067 868	Unsurfaced unclassified county road,	There is a divergence between the route recorded on the list of streets and the route followed by users on the ground. The recorded route is obstructed by fences in two places.
Busk lane	Upper Wensleydale	SD934 839	SD943 871	BOAT	
Cam High Road (Bainbridge to Fleet Moss) Mastiles Lane	Upper Wensleydale Malhamdale and Upper Wharfedale	SD862 853 SD 9052 6564	SD 925 895 SD 9705 6755	BOAT Unsurfaced unclassified county road in part, bridleway in part	
Long Lane (Clapham to Selside)	Ribblesdale	SD 7511 6945 And SD 7829 7463	SD7797 7552 SD7878 7464.	Bridleway and footpath with BOAT application	
Horsehead Pass	Upper Wharfedale	SD 8793 7665	SD 9056 7870	Part unsurfaced unclassified county road, part bridleway	
Starbotton Cam & Topmere Road	Upper Wharfedale	SD 973 725 and SD 954 748	SD 989 762	Bridleway	

List of Organisations and Bodies consulted on possible TROs on the 5 routes

Person		Cases in which consultation is required	Reponses received
1	The highway authority for the area in which the road is situated.	In all cases	North Yorkshire Yes Cumbria No
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	North Yorkshire Police: Yes Cumbria Police: No
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	*
9	British Driving Society (BDS) #	In all cases	No response
10	British Horse Society (BHS) #	In all cases	*
11	Byways and Bridleways Trust #	In all cases	No response
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	No response
15	Land Access and Recreation Association (LARA) #	In all cases	*
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	Yes
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.

* Response from NYTMAG says it is supported by these organisations, but no correspondence received directly from these organisations to state this is the case.

Consultation responses received under section 4 of National Park Authorities TRO Regulations 2007

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

Organisation / Individual	Comments Made	YDNPA comments
<i>CNP</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 supports the National Park Authority's proposed targeted use of TROs.	Noted
<i>YDGLA</i>	We contend that recreational motor vehicles are entirely inappropriate away from the tarmac in the national park. Recreational motor vehicles degrade the fabric of the routes, prejudice the amenity of non-motorised recreational users, prejudice the work of farmers and other land managers who need the green lanes for access, and jeopardize the peace and tranquillity that is one of the key features of upland landscapes and which is highly-valued by both visitors and residents.	Noted
<i>YDLAF</i>	The prohibition of recreational motor vehicles on these five routes will contribute significantly to the preservation of the amenity, and to the conservation of the natural beauty of the routes themselves and their surrounding landscapes.	Noted
<i>Highways and Transportation, North Yorkshire County Council</i>	<p>The County Council acknowledges that it has already expressed its opinion, from a management perspective through its membership of the Yorkshire Dales Green Lanes Advisory Group.</p> <p>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.</p>	The support of NYCC through the Green Lanes Advisory Group is appreciated.
<i>CPRE</i>	The Campaign to Protect Rural England (CPRE) is committed to the conservation and enhancement of the special qualities of this National Park and therefore opposes against the use of green lanes and unmetalled tracks in the open country for leisure purposes by motorised vehicles. We are particularly concerned about the increasing loss of tranquillity and threat to the rural environment. Our principles are thus closely linked to national park purposes.	Noted

Organisation / Individual	Comments Made	YDNPA comments
<p>NYTMAG (25th Feb 08)</p>	<p>Please note that this response should also be regarded as an individual response of each of the following organisations which are members of the North Yorkshire Trail management Advisory Group, who may also make additional responses.</p> <ul style="list-style-type: none"> • Auto-Cycle Union – Yorkshire Centre • British Horse Society. • Defender Black Club • Green Lane Association. • Motoring Organisations' Land Access and Recreation Association. • North East Rover Owners Club • Pajero Owners Club. • Trail Riders Association of Craven. • Trail Riders Fellowship – Cumbria Group. • Trail Riders Fellowship – North Region. • Trail Riders Fellowship - North Yorks and Tesside. • Trail Riders Fellowship – West Yorkshire Group • Yorkshire Land Rover Owners Club. • Yorkshire Off-Road Club. <p>Comments that relate to the principle of management by TRO</p> <ul style="list-style-type: none"> • NYTMAG accepts that these routes are sensitive for many reasons and that route by route management is a necessary consideration. • Exemption should be provided in all orders in relation to any motor vehicles participating in any lawfully authorised permitted competition events. • 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 (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>Exemptions will be considered as part of the order making process. 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. Noted</p> <p>Noted</p>

Organisation / Individual	Comments Made	YDNPA comments
	<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 proving access to these routes on a time and space basis. • NYTMAG requests YDNPA to consider management that 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 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 a year to review monitoring, level of route activity, complaints etc <p>Comments applicable to all routes:</p> <ul style="list-style-type: none"> • Exemption should be provided in all orders in relation to any motor vehicles participating in any lawfully authorised permitted competition events. • Omitted from YDNPA current reports is that 4 of 5 of these routes were 	<p>Agree that designation as a National Trail, is in itself, insufficient justification for a restriction.</p> <p>Noted</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 that to form a `network' they would need to be linked by "up-grading" routes with other status.</p> <p>Members are aware of the different forms that traffic regulation orders can take.</p> <p>Already YDNPA `policy' to review see green lanes framework.</p> <p>Agree</p> <p>Noted</p> <p>Noted</p> <p>Exemptions will be considered as part of the order making process.</p> <p>The 1988 survey is difficult to compare to</p>

Organisation / Individual	Comments Made	YDNPA comments
	<p>subject to a 'condition' survey by YDNPA in 1988. Comparison of comments on the condition and durability of the route between 1988 and 2008 indicates little change in condition.</p>	<p>more recent surveys because it was conducted in a different manner. On occasions the findings of the 1988 survey have been noted in reports where the differences are significant and clear.</p>

Table 2 Overall and general comments covering 3 routes involved in the ETRO experiment only

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Background			
	<p><i>NYTMAG (21st Feb 08)</i></p>	<p>The North Yorkshire Trail Management Advisory Group objects to the manner in which the consultation exercise on the above routes [Mastiles, Horsehead and Long Lane] has been conducted and requests that those routes be removed from the current round of consultations.</p> <p>The reasons are as follows:</p> <ol style="list-style-type: none"> 1. In the circumstances of a large number of other routes currently being subject to consultation and the large volume of papers associated with the process, it is not reasonable to expect voluntary organisations such as this one to be able to fully deal with the consultations in the 28-day time-scale allotted or to give these routes the particular attention they require. 2. The reasons given for these routes not being subject to the scrutiny of the Yorkshire Dales Green Lane Advisory Group are not acceptable. The consultation to which the routes were subject as long ago as 2004 was for other purposes and is no longer appropriate or relevant and may be prejudicial to the present time. These routes should also be subject to scrutiny by the YDGLAG. 3. The mechanism by which North Yorkshire County Council made the traffic regulation orders that are referred to in the 'at a 	<p>Noted</p> <p>YDNPA acknowledges that the number of consultations is significant and that it can be difficult for voluntary organisations to respond fully on all occasions. In acknowledgement of this any 'late' responses have been included in consultation reports where possible.</p> <p>View noted – but YDGLAG was set up by the Authority to give 'advice' and this is only part of the consideration. Officers believe seeking such advice would have been disingenuous given that under the scheme of delegation the Head of Park Management has delegated authority to be able to undertake statutory consultation on the possibility of making a Traffic Regulation Order, and, based on the past discussions about the routes and the current evidence, felt this was appropriate without the advice of the YDGLAG.</p> <p>It is not appropriate for YDNPA to comment on traffic regulation</p>

		<p>glance summary' tabulation was a flawed process and this group regards it as unacceptable to adopt the implementation of TROs under those exceptional circumstances as reason to curtail the scrutiny process.</p>	<p>orders made by North Yorkshire County Council. The current consultation on possible TRO(s) <u>is</u> a separate matter, undertaken by the Authority, not NYCC, under different Regulations.</p>
	<p><i>NYTMAG (25th Feb 08)</i></p>	<p>This route must be subject to further survey and scrutiny by the YDNP Green Lanes Advisory Group. This will also acknowledge the large volume of consultations that YDNPA is currently conducting and that MPV user groups must be given more time than the allotted 28 days to make a consultation response.</p> <p>Omitted from YDNPA reports is that the due to the inconclusive results arising from the ETROs there would be a review of the management of the route. That promised review didn't happen and users are still expecting it.</p> <p>The reasons given for these routes not being subject to the scrutiny of the Yorkshire Dales Green Lane Advisory Group are not acceptable. The consultation to which the routes were subject as long ago as 2004 was for other purposes and is no longer appropriate or relevant and may be prejudicial to the present time. These routes should also be subject to scrutiny by the YDGLAG.</p> <p>The mechanism by which North Yorkshire County Council made and applied the traffic regulation orders that are referred to in the 'at a glance</p>	<p>See above also, the Authority acknowledges that the number of consultations is significant and that it can be difficult for voluntary organisations to respond fully on all occasions. In recognition of this responses received later than the consultation 'deadline' have been included in the consultation reports where practical.</p> <p>Views noted the Authority does not agree that the results of the experimental TRO process were inconclusive. In addition the current consultation on a possible TRO(s) <u>is</u> a separate matter, undertaken by the Authority not NYCC under different Regulations.</p> <p>Views noted. Agree that the current consultation on possible TRO(s) is a separate matter to previous consultation undertaken in 2004/5 by NYCC. The current consultation is being undertaken by the Authority not NYCC under different Regulations. The statutory consultation process provides opportunity for proposals to be scrutinised.</p> <p>It is not appropriate for YDNPA to comment on traffic regulation</p>

		<p>summary' tabulation was a flawed process and this group regards it as unacceptable to adopt the implementation of TROs under those exceptional circumstances as reason to curtail the scrutiny process.</p> <p>The conclusions expressed in YDNPA's <i>Assessment Reports on the use of recreational motor vehicles</i> do not accurately reflect the decisions made by the NYCC Craven Area Committee and are selective in what is reported. The assessment reports fail to also report that the 28 July 2005 Craven Area Committee agreed, in addition to what is reported at points 33 of each assessment report, that the making permanent of the ETROs should be</p> <p>(i) <i>for a maximum period of 12 months</i> (ii) <i>The Green Lane Liaison Group in their development of policy for the management and maintenance of green lanes in North Yorkshire be asked to consider the alternative approaches put forward during the experimental period.</i> (iii) <i>A further report be submitted to a meeting of the Craven Area Committee before September 2006 on the options for the future management and maintenance of the routes identified in (i) above and other green lanes in the Craven District following adoption by the County Council of a policy on the management and maintenance of green lanes.</i> (iv) <i>Consultees to be formally advised of this decision and an appropriate press release be issued.</i></p> <p>These are key omissions from the assessment reports. The converting of the ETROs to permanent time limited TROs was in recognition of the outcome of the ETROs being far from conclusive. NYCC failed to carry out what was agreed, and is a matter that has been thoroughly pursued with NYCC via its scrutiny procedures. Consequently it is unacceptable for YDNPA to now import just one of the resolutions from the NYCC Craven Area Committee in isolation.</p> <p>By misrepresenting the resolution of YDNPA's Craven Area Committee the YDNPA's <i>Assessment Reports on the use of recreational motor vehicles</i></p>	<p>orders made by North Yorkshire County Council. The current consultation on a possible TRO(s) <u>is</u> a separate matter, undertaken by the Authority, not NYCC, under different Regulations. The statutory consultation process provides opportunity for proposals to be scrutinised and amended where appropriate in the light of comments received.</p> <p>The Assessment report provides only a summary of the use of traffic regulation orders on these routes.</p> <p>Orders were made by NYCC and the report does not purport to give a full account of these as it is not relevant to the current consultation which is a separate matter. Agree that NYTMAG quote the full outcome of Craven Area Committee meeting 28 July 2005, but it should be noted that the Authority was only a consultee in this decision making process undertaken by NYCC.</p> <p>The Authority has not been party to the NYCC decision making/scrutiny process with regards to 'converting' the eTROs into TROs. The Authority does not agree that the results of the experimental TRO process were inconclusive.</p> <p>The Authority is not 'importing' one of the resolutions as suggested but</p>
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		<p>misleadingly imply that the making permanent of the routes that were subject to ETRO in 2004/05 should be reflected across the network of green roads. If the full extent of NYCC's resolution is taken into account this is seen to not be the case.</p> <p>In the circumstances of a large number of other routes currently being subject to consultation and the large volume of papers associated with the process, it is not reasonable to expect voluntary organisations such as this one to be able to fully deal with the consultations in the 28-day time-scale allotted or to give these routes the particular attention they require.</p> <p>The North Yorkshire Trail Management Advisory Group objects to the manner in which this consultation exercise has been conducted in respect of the ex-ETRO'd routes and requests that they be removed from the current round of consultations.</p> <p>I have also attached a copy of NYTMAG's response to NYCC's June 2005 ETRO Report, most of which remains current and if time is granted will be appropriately updated to inform a current assessment report on each route.</p>	<p>undertaking its own decision making through a separate consultation process. The Authority has made clear that it is taking an evidence based approach to each individual route.</p> <p>See comment made earlier to same point</p> <p>Noted but see earlier comments</p> <p>Noted, but this is a separate consultation to that undertaken by NYCC in 2005.</p>
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Table 1 Barth Bridge to Garsdale

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>CPRE</i>	Our members also find that farm animals, for example sheep with lambs and cattle, as well as ground nesting birds are disturbed by off road vehicles. Motorised traffic on green lanes add to the threat of fragmentation in that plants, insects, birds and animals are increasingly put onto 'islands'. Their habitats are separated and disturbed, resulting in nature being unable to regenerate. Throughout Europe this is recognised and measures are taken to undo the damage, where possible.	Noted.
Route Condition	<i>Ramblers' Association</i>	It is being damaged on the Dent side and on the Garsdale side there is no defined route, no foundations and very wet ground so that damage is very likely.	Noted in report
	<i>YDGLA</i>	For much of its length, this route (or routes, if we include both sections from where it forks) crosses unsurfaced, boggy moorland. This moorland is incapable of sustaining motor vehicle use at any time of the year.	Noted in report
	<i>Dent Parish Council</i>	We have seen extensive damage caused by vehicles (particularly trail bikes) to many green roads in the Dentdale area, and the only sustainable remedy is a blanket ban on recreational vehicles.	This comment does not relate specifically to this route. A blanket ban on recreational motor vehicles would not be reasonable, and is not supported by Government guidance.
	<i>NYTMAG (25th Feb 08)</i>	Omitted from YDNPA current reports is that this route was subject to a 'condition' survey by YDNPA in 1988. Comparison of comments on the condition and <u>durability</u> of the route between 1988 and 2008 indicates little change in condition.	It is difficult to compare the recent survey with the 1988 survey because of different methodology. However, from the 1988 survey it is clear that there was little evidence of the route over the open ground. In the walled lane section the general level of vehicular damage was noted to be minimal, but with severe drainage problems over 260m.
Effects on others	<i>CPRE</i>	CPRE contends that the quality of life for humans and nature is under great stress and measures need to be taken to reverse this trend, not just seek mitigation.	Noted

Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>CNP</i>	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"	Noted
	<i>YDGLA</i>	The sense of peace and tranquillity, which is particularly well-marked on this route, would be damaged, like the moor itself, by the passage of motor vehicles.	Noted
	<i>CPRE</i>	Even national parks are subject to a constant increase in noise, pollution, disturbance and disruption. Visitors seeking quiet and inspiration in the wild landscape – a principle so much cherished by John Dower, are less and less able to find this in the Yorkshire Dales.	Noted
Management options under consideration			
	<i>NYTMAG (25th Feb 08)</i>	Wetness of the route is acknowledged and a seasonal TRO is recommended, with a time limit to review of 5 years	Noted
	<i>Country Land & Business Association Limited</i>	Providing the exemptions to cover the use of these routes for agricultural, forestry, shooting or other land management purposes are included, along with continued access to adjacent property, then the CLA has no objection to the proposed TRO.	Noted
	<i>Ramblers' Association</i>	We consider that there should be a full time all year order for restricting recreational motor vehicles on this route.	Noted
	<i>CNP</i>	CNP therefore supports in principle the proposed TROs	Noted
	<i>YDGLA</i>	We fully support the proposal to impose a TRO. We urge the Park Authority to make the TROs total – ie prohibiting all recreational motor vehicles, seven days a week, fifty-two weeks a year.	Noted
	<i>Dent Parish Council</i>	The route should be maintained, and that a TRO should be applied to prohibit motor vehicle use.	Noted
	<i>YDLAF</i>	TRO should be 24 hour, 7 days a week, 12 months a year prohibitions on all recreational motor vehicles.	Noted

	<i>CPRE</i>	We would be very concerned about any part-time TRO on this route. Visitors and local people seeking quiet and inspiration in the wild landscape – a principle so much cherished by John Dower – are looking for it at any time of the week and year. To deny them this precious commodity would be very much against national park purposes. We feel that a seasonal or otherwise part time TRO would do little to conserve, let alone enhance, the qualities of the Dales.	Noted
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Table 2 Carlton to Middleham High Moor

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Ramblers' Association</i>	Many walkers have particular interests in aspects of flora and/or fauna. Additionally, the more general ecology of wild upland areas constitutes a major element in the attraction which these areas hold for many walkers. Clearly this ecology is fragile, and the passage of wheeled vehicles over areas of unprotected peat moorland is locally damaging, as also is deviation on to adjacent off-route ground by drivers attempting to avoid sections of the legal route perceived as adverse.	Damage to the moorland habitat is noted in the report.
	<i>Landowner</i>	On the flow chart you implied there was no problem ecologically with the current use of the route. We would respectfully suggest that ground nesting birds are particularly vulnerable to motorbikes going at high speed across this unfenced moorland and it should be at least amber on your register.	Noted. However, YDNPA are not aware of evidence to support the view that these bird species are disturbed by motor vehicles.
	<i>CPRE</i>	Our members also find that farm animals, for example sheep with lambs and cattle, as well as ground-nesting birds are disturbed by off-road vehicles. Motorised traffic on green lanes add to the threat of fragmentation in that plants, insects, birds and animals are increasingly put onto "islands". Their habitats are separated and disturbed, resulting in nature being unable to regenerate. Throughout Europe this is recognised and measures are taken to undo the damage, where possible.	Noted. See above
	<i>Natural England</i>	No SSSI land is affected by this route and I have no further information to add to that of the Assessment Report.	Noted
Archaeological Sensitivity	<i>Ramblers' Association</i>	I have been unable readily to find reference to the history of this route, but it is clear from the map that it must have provided, as it still does, the most direct route between Carlton and West Witton. Raistrick ("Green Roads in the Mid-Pennines", 1978) refers to green roads between Coverdale and Wensleydale having been used for centuries by "Scotch drovers and pedlars". It seems likely that along and adjacent to such routes there will be buried artefacts and other evidences of past use the recovery of which will be prejudiced, possibly permanently, by either deliberate repair or uncontrolled disturbance of the natural surface.	Noted

Route Condition	<i>YDGLA</i>	The northern section of this route, where it crosses heather moorland, has never been surfaced. The damage caused by motor vehicles is spreading wider and wider. It looks ugly, and it spoils the amenity of non-motorised users.	This is noted in the report
	<i>Ramblers' Association</i>	On the field section of the route between Carlton and Micklethwaite Gill, crude and distressingly unsightly repairs have been attempted to the track surface. North-east of Micklethwaite Gill, there is evidence of illegal deviation of vehicles on to a stretch of the footpath south of the above-mentioned junction (at g.r.064856). On the heather moorland, there is extensive and increasing rutting spreading on either side of the route, with inevitable accumulation of water. Such surfaces are physically unattractive to walk on, and to those seeking peace can be distressing in their evidence of vehicular intrusion. In places, the unevenness of the disturbed surface is such as potentially to cause physical injury to unwary walkers.	This is noted in the report
	<i>Carlton Town Parish Council</i>	Comments from walkers that the terrain is being damaged making walking dangerous and difficult.	Damage to the moorland section is noted in the report
Levels of use	<i>Ramblers' Association</i>	Until 2002, when one of our members resident locally observed that this route was "discovered" by trail bikers, there would have been no thought of even the possibility of encountering a motor vehicle, or of having constantly to sidestep the damaged surface caused by vehicular passage. Now, this is the case not only on the heather moorland, but also on the field section between Carlton and the moorland edge.	Noted
Importance as part of network	<i>Ramblers' Association</i>	<p>Until recently, and since rights of way were first indicated on Ordnance Survey maps, this route has been relatively little known or used, not having appeared as a right of way on OS maps. Nevertheless, by those walkers who have drawn on other sources, or who have inferred its likely status from the junction with it of a marked right of way near the head of Micklethwaite Gill, it has been enjoyed as a narrow, often faint and intermittent path through heather and over undisturbed peat.</p> <p>With the emphasis for most recreational walkers now being perforce on circular routes, it is clear from the map that this route constitutes a component in a variety of circular possibilities embracing Carlton, West Burton, and routes over or to the north of Penhill and Height of Hazely.</p>	Noted

Effects on others	<i>Ramblers' Association</i>	Ongoing use by motor vehicles, in the case of this route particularly by trail bikes, is likely to diminish the attraction of the route for walkers, since given a choice most walkers will opt for vehicle-free routes. Partly this is because of the adverse environmental impact of vehicles in every respect, and partly because of the potential danger presented to walkers by the vehicles themselves.	Noted
	<i>Carlton Town Parish Council</i>	Many comments from local residents about noise pollution by noisy motor bikes every Sunday causing disturbance.	Noted
	<i>CPRE</i>	CPRE contends that the quality of life for humans and nature is under great stress and measures need to be taken to reverse this trend, not just seek mitigation.	Noted
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>CNP</i>	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"	Noted
	<i>Ramblers' Association</i>	The past attraction of this route for walkers has lain much in its peace, remoteness and undisturbed solitude. It cannot be too strongly stressed that for most walkers this attractiveness of the natural landscape is a quality to be perceived through all their senses; and to all their senses the intrusion of motor vehicles and their concomitants in such an environment is wholly alien. In terms of vision, this is the case in respect of both the damaged surface and the vehicles themselves. In terms of hearing, the sound of engines and wheels carries widely over the open landscape, shattering the silence which many walkers particularly value, and making a nonsense of the inclusion of this route in an area supposed to be tranquil in terms of both YDNP's and CPRE's tranquillity maps. In terms of smell, exhaust fumes are polluting not only to walkers but also to local flora and fauna. And in terms of mechanical impact, the risk to walkers' feet and ankles of the vehicularly rutted and unevenly disturbed surface is not what should be acceptable of walking in wild places.	Noted
	<i>YDLAF</i>	The prohibition of recreational motor vehicles on this routes will contribute significantly to the preservation of the amenity, and to the conservation of the natural beauty of the routes themselves and their surrounding landscapes.	Noted

	<i>CPRE</i>	Even national parks are subject to a constant increase in noise, pollution, disturbance and disruption. Visitors seeking quiet and inspiration in the wild landscape - a principle so much cherished by John Dower - are less and less able to find this in the Yorkshire Dales.	Noted
Management options under consideration			
	<i>NYTMAG (25th Feb 08)</i>	Clearly this is a popular route with important links and with minimal potential for conflict. It is therefore important that every effort is made to make provision for MPV use.	Noted
	<i>Country Land & Business Association Limited</i>	Providing the exemptions to cover the use of these routes for agricultural, forestry, shooting or other land management purposes are included, along with continued access to adjacent property, then the CLA has no objection to the proposed TRO.	Noted
	<i>CNP</i>	CNP therefore supports in principle the proposed TROs	Noted
	<i>YDGLA</i>	We fully support the proposal to impose TROs. We urge the Park Authority to make the TROs total – ie prohibiting all recreational motor vehicles, seven days a week, fifty-two weeks a year.	Noted
	<i>Ramblers' Association</i>	Permanent full-time TRO.	Noted
	<i>YDLAF</i>	The TRO should be 24 hour, 7 days a week, 12 months a year prohibitions on all recreational motor vehicles.	Noted
	<i>Highways and Transportation , North Yorkshire County Council</i>	Concur with proposal. Permanent all year round TRO	Noted
	<i>Carlton Town Parish Council</i>	The Parish Council are of the opinion that the use of recreational motor vehicles should be restricted through out the whole year. The Chairman is anxious to point out that the annual event run by Richmond Motor Club in a responsible way should be allowed to still continue.	Noted
	<i>Landowner</i>	Further to your consultation letter dated 30th January 2008 and attached report, I confirm the Estate are in full support of the National Park's plan to include a permanent Road Traffic Regulation Order to stopping all motorised traffic using this route due to the damage to the peat and cause of erosion over our client's land.	Noted

	<i>CPRE</i>	<p>It is therefore essential that this route will be subject to a full-time permanent TRO in perpetuity. This would be a valuable move forward and we would be in full support of this. We are opposed to any fixed clause for a review. It is unnecessary and will only lead to additional cost which the Yorkshire Dales National Park can ill afford. The need for a TRO has been established and we cannot foresee circumstances changing within the next five years, except worsening. If, at any time, the Authority changes its mind regarding the appropriateness of leisure vehicles on green lanes, then that may be the moment to review TROs. In the meantime they should remain in perpetuity.</p>	<p>Noted.</p> <p>YDNPA 'policy' is to review any traffic regulation orders periodically - see green lanes framework.</p> <p>The routes will be subject to ongoing monitoring and so this should not be unduly onerous.</p>
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Table 3 Mastiles Lane

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Background			
	<i>CPRE</i>	We are particularly concerned about this route which has been so much abused over the years. The earlier experimental TRO proved conclusively that a permanent, full time TRO in perpetuity was sorely needed.	Noted
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Conistone-with Kilnsey Parish Meeting</i>	The report shows that flora, fauna and archaeology have suffered less damage during the period of restriction	The report identifies a number of important habitats and species along and adjacent to the route, and assesses the potential impact of motor vehicles on these. The roman marching camp scheduled ancient monument was badly damaged by motor vehicles and repairs carried out in 2004.
	<i>CPRE</i>	Our members also find that farm animals, for example sheep with lambs and cattle, as well as ground-nesting birds are disturbed by off-road vehicles. Motorised traffic on green lanes add to the threat of fragmentation in that plants, insects, birds and animals are increasingly put onto "islands". Their habitats are separated and disturbed, resulting in nature being unable to regenerate. Throughout Europe this is recognised and measures are taken to undo the damage, where possible.	Noted
	<i>Natural England</i>	Much of this route runs through Malham-Arncliffe SSSI which is part of the Craven Limestone Complex Special Area of Conservation (SAC). Please refer to information previously supplied by Natural England and cited on page 9 of the Assessment Report.	Noted
Archaeological Sensitivity	<i>Conistone-with Kilnsey Parish Meeting</i>	The report shows that flora, fauna and archaeology have suffered less damage during the period of restriction	See above
Landscape Character	<i>Kirkby Malhamdale Parish Council</i>	The landscape quality Scenic quality, tranquillity and unsuitability of the surface for the use of motorised vehicles, reinforces the argument.	

Route Condition	<i>YDGLA</i>	The damage and nuisance caused to this classic lane by recreational motor vehicles is thoroughly documented. Since the imposition of the ETRO the route looks a great deal better, and it is much more tranquil. The underlying damage caused by motor vehicles is still there in places, but the simple exclusion of recreational motor vehicles has made a great deal of difference.	The report comments on the present condition of the route and the improvements over recent years. It should be noted that this improvement is due to repair works in addition to the reduced numbers of motor vehicles.
	<i>Ramblers' Association</i>	Prior to ETRO on Mastiles Lane, sections were in a poor state. The route is now much improved. Walkers do not have to hop round rutted water filled holes.	See above
	<i>Conistone-with Kilnsey Parish Meeting</i>	Because of increased recreational activities, if the TRO were not in place, it is likely that the number of motor cycles and 4x4s using Mastiles Lane would increase year on year, thus damaging the lane and its immediate environment even more than before.	Noted
	<i>NYTMAG (25th Feb 08)</i>	Omitted from YDNPA current reports is that this route was subject to a 'condition' survey by YDNPA in 1988. Comparison of comments on the condition and durability of the route between 1988 and 2008 little change in condition.	Comparisons between the 1988 survey and more recent surveys is difficult because of the different methodology. 1988 survey identified four sections where the surface was seriously damaged, which added up to 25% of the total length.
Importance as part of network	<i>Ramblers' Association.</i>	There are several footpaths connecting with Mastiles Lane making good circular walks.	Noted
Effects on others	<i>Conistone-with Kilnsey Parish Meeting</i>	Children living in the village have been able to play at the roadside with more safety. There are blind bends from both directions and single motor cyclists and whole groups regularly travelled through the village at high speeds. A local farmer and gamekeeper are much happier. Animals are safer and there has been less poaching. With less motor traffic it is safer for dog-walking.	Noted
	<i>CPRE</i>	CPRE contends that the quality of life for humans and nature is under great stress and measures need to be taken to reverse this trend, not just seek mitigation. This is particularly true of Mastiles Lanes.	Noted

Summary of what the route has to offer in a National Park Context			
Natural Beauty	CNP	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"	Noted
	YDGLA	Mastiles Lane is iconic. This superb route must be preserved for those who need the route for land management purposes, and for non-motorised recreational users seeking peace and quiet.	Noted
	Ramblers' Association	This is a classic route passing through some beautiful countryside. There are fine views, a feeling of space and freedom is felt. Mastiles Lane is peaceful with a feeling of space. The special qualities of tranquillity and freedom are important. They must be maintained.	Noted
	YDLAF	The prohibition of recreational motor vehicles on this route will contribute significantly to the preservation of the amenity, and to the conservation of the natural beauty of the routes themselves and their surrounding landscapes.	Noted
	Landowner	The improvement in tranquility and visual appearance of the route and reduction of conflict with other users of this route as a result of the temporary TRO prove to me that a permanent TRO would continue to be of immense benefit to the users, wildlife and plant life of the route.	Noted
	Kirkby Malhamdale Parish Council	The landscape quality Scenic quality, tranquillity and unsuitability of the surface for the use of motorised vehicles, reinforces the argument.	Noted
	Conistone-with Kilnsey Parish Meeting	The absence of noise from motor cycles and 4x4s has been much appreciated by several groups, -a) People living in the village of Kilnsey, b) Walking groups and individuals have commented on the improvements to the general environment since the ban was introduced.	Noted
	CPRE	Even national parks are subject to a constant increase in noise, pollution, disturbance and disruption. Visitors seeking quiet and inspiration in the wild landscape - a principle so much cherished by John Dower - are less and less able to find this in the Yorkshire Dales.	Noted

Management options under consideration			
	<ul style="list-style-type: none"> • <i>NYTMAG (25th Feb 08)</i> 	This route must be subject to further survey and scrutiny by the YDNP Green Lanes Advisory Group. This will also acknowledge the large volume of consultations that YDNPA is currently conducting and that MPV user groups must be given more time than the allotted 28 days to make a consultation response.	Noted. See general comments
	<i>Country Land & Business Association Limited</i>	Providing the exemptions to cover the use of these routes for agricultural, forestry, shooting or other land management purposes are included, along with continued access to adjacent property, then the CLA has no objection to the proposed TRO.	Noted
	<i>CNP</i>	CNP therefore supports in principle the proposed TRO	Noted
	<i>YDGLA</i>	We fully support the proposal to impose TROs on all five of the routes. We urge the Park Authority to make the TROs total – ie prohibiting all recreational motor vehicles, seven days a week, fifty-two weeks a year.	Noted
	<i>Ramblers' Association</i>	A permanent 365 days a year, 7 days a week, 24 hours a day TRO is needed.	Noted
	<i>YDLAF</i>	The TRO should be 24 hour, 7 days a week, 12 months a year prohibitions on all recreational motor vehicles.	Noted
	<i>Landowner</i>	I would like to support the proposed, permanent, full time TRO on this route.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals. Permanent all year round TRO	Noted
	<i>Kirkby Malhamdale Parish Council</i>	Considering the remarkable improvement that a temporary TRO has given to the surface of Mastiles Lane Our Parish Council is in favour of a permanent 12 month TRO on this route. The Parish Council thinks that this alone justifies such action.	Noted
	<i>Conistone-with Kilnsey Parish Meeting</i>	In view of these observations we would ask that the YDNPA impose a permanent TRO on Mastiles Lane which would operate seven days a week, throughout the year, thus excluding all recreational vehicles and allowing recovery of the Lane to its original condition.	Noted

	<i>CPRE</i>	It is therefore essential that Mastiles Lane will be subject to a full-time permanent TRO in perpetuity. This would be a valuable move forward and we would be in full support of this.	Noted
	<i>North Yorkshire Police</i>	<p>The regulation is aimed at addressing the issue of the use of recreational motor vehicles in isolated rural locations. There is no collision history on the routes or any specific safety issues. Enforcing such regulations is difficult for a number of reasons, and is not a high priority issue for North Yorkshire Police. The force has limited resources and tight financial constraints.</p> <p>I note from your correspondence that since the introduction of the temporary orders there has been a considerable decline in use on both routes [Long Lane (Clapham) and Mastiles Lane which suggests a high degree of self regulation a situation which I hope will continue into the future as requests for police enforcement are likely to be met with a negative response.</p> <p>I also note from your correspondence a large majority of those asked would wish to see the TRO's made permanent. I am mindful of that wish however for the reasons outlined North Yorkshire Police cannot support the proposal.</p>	Noted

Table 4 Horsehead Pass

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Sensitivity Assessment of the Route			
Background	<i>CPRE</i>	We are particularly concerned about this route which has been so much abused over the years. Some of our members have witnessed at first-hand how sheep were harried by motorbikes who used this route and then left it right across the fell. In addition, the earlier experimental TRO proved conclusively that a permanent, full time TRO in perpetuity was sorely needed, not only to protect the route itself, but also to reverse the trends outlined.	Noted.
Ecological Sensitivity	<i>CPRE</i>	Our members also find that farm animals, for example sheep with lambs and cattle, as well as ground-nesting birds are disturbed by off-road vehicles. Motorised traffic on green lanes add to the threat of fragmentation in that plants, insects, birds and animals are increasingly put onto "islands". Their habitats are separated and disturbed, resulting in nature being unable to regenerate. Throughout Europe this is recognised and measures are taken to undo the damage, where possible.	General comment rather than route specific
	<i>Natural England</i>	No SSSI land is affected by this route. Our BAP habitat data does indicate that there is blanket bog on the middle section from Horse Head Gate across Horse Head and this habitat is vulnerable to damage from motor vehicle use.	Noted
Route Condition	<i>Halton Gill Parish Meeting</i>	As a regular user of this path I am more than familiar with it, and since the temporary restriction was put in place, I have seen the track slowly making a remarkable recovery. The paths are becoming green again, and vegetation is also growing down the other side of the hill towards Yockenthwaite, although I can't see this area doing as well as it is also more like a stream than a path.	See condition survey section of report
	<i>YDGLA</i>	The central section of this route is passes across very wet peat moorland. This sort of terrain is entirely incapable of sustaining motor vehicle use unless huge sums of money are spent on laying vehicle-bearing surfaces. We believe that such major engineering works are unjustified, and that, on general grounds, the route would be much better if it were restricted to non-motorised users and essential motor vehicles. We note that the off-route	Noted and see condition survey section of report

		damage that was caused by recreational motor vehicles during the period before the imposition of the ETRO has now grassed over.	
	<i>Ramblers' Association</i>	Some sections of the route have unfortunately been badly eroded where motorcycles have diverted off the path. There are peaty sections on the Yockenthwaite side that are sensitive to motorcycles.	See condition survey section of report
	<i>NYTMAG (25th Feb 08)</i>	Omitted from YDNPA current reports is that this route was subject to a 'condition' by YDNPA in 1988. Comparison of comments on the condition and durability of the route between 1988 and 2008 indicates little change in condition.	Comparisons between the 1988 survey and more recent surveys is difficult because of the different methodology. The 1988 survey did find 25% of the route to be seriously damaged. Condition surveys have been carried out in Feb 2003, July 2003, July 2004, Dec 2004, June 2006, and July 2007. The assessment report uses these for comparison purposes as they are comparable.
	<i>Landowner</i>	Motorised recreational use would damage the fabric of this route and severely compromise the quiet enjoyment of it by other users, notably walkers and horse riders.	Noted
Levels of use	<i>Halton Gill Parish Meeting</i>	I was disgusted by the way in which some motor cyclists used to use this route, and have seen them regularly going off the lane and riding around the surrounding moor land, (making doughnuts!) often over areas where nesting birds were living. I have also seen the damage caused in very wet weather, and some of the ruts and gullies were remarkably deep. In fact, the farmer has had some of his sheep drown in these gullies. It is a shame that some of the motor cyclists that used to use this lane have been so badly behaved, and have given the rest of them a bad name. It has however been the sheer number of vehicles which has mainly done the damage, and not just the behaviour of a few mindless riders.	Noted
Effects on others	<i>Halton Gill Parish Meeting</i>	The use of farm vehicles is not problem on Horsehead Pass, as quads do not cause the same amount of damage being four wheeled drive. In fact, John Hurst who farms the area treats all the paths sympathetically, and would repair any damage he caused.	Noted

	<i>CPRE</i>	CPRE contends that the quality of life for humans and nature is under great stress and measures need to be taken to reverse this trend, not just seek mitigation. Horsehead Pass shows this quite clearly.	Noted
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>CNP</i>	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"	Noted
	<i>Halton Gill Parish Meeting</i>	Apart from all this, the noise pollution within Halton Gill has now stopped considerably since motor vehicles have been restricted. Plus we don't have motor bikes pulling wheelies up the village street while you are out walking, a thing which I saw quite often.	Noted
	<i>Ramblers' Association</i>	The route from Halton Gill to Yockenthwaite is an area of high tranquillity. It offers peace and quiet and a feeling of remoteness and space. These are important factors that must be maintained. The views both near and distant are stunning on both sides. People need quiet to be allowed to appreciate the landscape. Horsehead Pass links two quiet valleys, consequently there is little traffic noise. To allow motorcycles and four wheel drives would introduce noise and disturbance.	Noted
	<i>CPRE</i>	Even national parks are subject to a constant increase in noise, pollution, disturbance and disruption. Visitors seeking quiet and inspiration in the wild landscape - a principle so much cherished by John Dower - are less and less able to find this in the Yorkshire Dales.	Noted
	<i>Landowner</i>	Motorised recreational use would damage the fabric of this route and severely compromise the quiet enjoyment of it by other users, notably walkers and horse riders.	
Management options under consideration			
	<ul style="list-style-type: none"> <i>NYTMAG (25th Feb 08)</i> 	This route must be subject to further survey and scrutiny by the YDNP Green Lanes Advisory Group. This will also acknowledge the large volume of consultations that YDNPA is currently conducting and that MPV user groups must be given more time than the allotted 28 days to make a consultation response.	Noted. See response in general comments above
	<i>Country Land & Business Association Limited</i>	Providing the exemptions to cover the use of these routes for agricultural, forestry, shooting or other land management purposes are included, along	Noted

		with continued access to adjacent property, then the CLA has no objection to the proposed TRO.	
	<i>CNP</i>	CNP therefore supports in principle the proposed TROs	Noted
	<i>Halton Gill Parish Meeting</i>	I would like to support the decision to make this a permanent traffic regulation order.	Noted
	<i>YDGLA</i>	We fully support the proposal to impose TROs on all five of the routes. We urge the Park Authority to make the TROs total – ie prohibiting all recreational motor vehicles, seven days a week, fifty-two weeks a year. The sentence in the report about mpv rights on page 18 should refer to possible rights: the BOAT application for this route has yet to be determined.	Noted
	<i>Ramblers' Association</i>	A permanent TRO 365 days a year, 7 days a week, 24 hours a day is needed.	Noted
	<i>YDLAF</i>	TROs should be imposed on each of the five routes. The TROs should be 24 hour, 7 days a week, 12 months a year prohibitions on all recreational motor vehicles.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals. Permanent all year round TRO	Noted
	<i>CPRE</i>	It is therefore essential that the Horsehead Pass route will be subject to a full-time permanent TRO in perpetuity. This would be a valuable move forward and we would be in full support of this.	Noted
	<i>Landowner</i>	I am in favour of a permanent TRO on this route	Noted

Table 5 Long Lane (Clapham)

Paragraph / Section	Organisation / Individual	Comments Made	YDNPA comments
Background			
	<i>CPRE</i>	We are particularly concerned about this route which has been so much abused over the years. Some of our members have witnessed at first-hand how sheep were harried by motorbikes who used this route and then left it right across the fell. In addition, the earlier experimental TRO proved conclusively that a permanent, full time TRO in perpetuity was sorely needed, not only to protect the route itself, but also to reverse the trends outlined below. There is a dramatic difference in those parts which have been protected now for some time and the stretch which is still open to motorised traffic.	Noted.
Sensitivity Assessment of the Route			
Ecological Sensitivity	<i>Austwick Parish Council</i>	The presence of recreational motor vehicles of any description would undoubtedly have a detrimental effect on the amenity and ecological value of the area	Noted
	<i>YDGLA</i>	As the report indicates, any upgrading, by adding a stone surface, or by an increase in motor vehicular traffic, if a TRO is not imposed would affect the ecology (eg the Yorkshire Sandwort) and the character of this part of the route.	See ecology section in the report
	<i>CPRE</i>	The route is prolific in rare plants which are now thriving, thanks to the closure. In many cases, motorised traffic on green lanes add to the threat of fragmentation in that plants, insects, birds and animals are increasingly put onto "islands". Their habitats are separated and disturbed, resulting in nature being unable to regenerate. Throughout Europe this is recognised and measures are taken to undo the damage, where possible. Long Lane shows that, where traffic ceases, fragmentation is halted.	See ecology section in the report
	<i>Natural England</i>	Much of this route runs through the Ingleborough SSSI and SAC. Please refer to information previously supplied by Natural England and cited on page 9 of the Assessment Report.	See ecology section in the report
Route Condition	<i>YDGLA</i>	This route is unsurfaced for much of its length and runs through a SSSI on thin turf overlying limestone. This surface is incapable of sustaining motor vehicles.	Condition surveys have been regularly conducted from 2003. Some grassing over of rutted areas is noted.

	<i>Landowner (2)</i>	Back in 1998 we were all concerned by the damage caused by recreational vehicles to the fragile environment on Long Scar. As a consequence I made these views known to the Authority in a letter dated 5 TH March 1998. The recent traffic restrictions have stopped further damage from taking place and is enabling the existing damage to partially heal. Unfortunately the deep ruts in certain areas of Long Scar will never disappear.	See above
	<i>NYTMAG (25th Feb 08)</i>	Omitted from YDNPA current reports is that this route was subject to a 'condition' survey by YDNPA in 1988. Comparison of comments on the condition and durability of the route between 1988 and 2008 indicates little change in condition.	The 1988 survey on the Condition of Green Lanes did not report on Long Lane (Clapham to Selside). There may be confusion here as there is another nearby route also called Long Lane.
	<i>Ramblers' Association</i>	This is a route which is sensitive to vehicles. I have seen a group of 4x4s churning up the ground. This was a section SD760 717 to 762 718. The group in question were the Vauxhall off road club.	Noted
Importance as part of network	<i>Austwick Parish Council</i>	Long Lane is a significant bridleway in the area linking Clapham and Austwick with Ingleborough Cave, Trow Gill, Gaping Gill and Ingleborough, as well as crossing routes to Moughton and Horton in Ribblesdale. The development of the Pennine Bridleway along Thwaite Lane means that the route is very popular with walkers and cyclists, as well as increasing numbers of horse riders, either following the PBW beyond Clapham, or as a way into the higher limestone ground between Crummackdale and Selside. Austwick Parish Council is actively engaged in seeking assistance for projects that could enhance business and tourism in and around Austwick. We regard the sustainable development of the Parish's social and economic infrastructure as key to our role in the community. As a result, the Parish Council has started to prepare a number of recommended walks centred around the village which it is anticipated will encourage visitors to explore this area of spectacular limestone scenery.	Noted
	<i>Ramblers' Association</i>	There are routes to Ingleborough, Crummock and Wharfe providing excellent circular walks.	Noted
Effects on others	<i>YDGLA</i>	The route is extremely popular throughout with non-motorised users:, especially in the area near Sulber Nick.	Noted

	<i>CPRE</i>	CPRE contends that the quality of life for humans and nature is under great stress and measures need to be taken to reverse this trend, not just seek mitigation. Long Lane (Clapham) show this quite clearly.	Noted
Summary of what the route has to offer in a National Park Context			
Natural Beauty	<i>CNP</i>	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"	Noted
	<i>Austwick Parish Council</i>	The presence of recreational motor vehicles of any description would undoubtedly have a detrimental effect on the amenity and ecological value of the area as well as imposing unacceptable levels of noise in an otherwise peaceful and tranquil landscape.	
	<i>Ramblers' Association.</i>	There are extensive views which are quite dramatic. Walkers do not want to be disturbed by vehicles and motorcycles in such a superb landscape. The peace and tranquillity of the area should be respected.	
Management options under consideration			
	<ul style="list-style-type: none"> <i>NYTMAG (25th Feb 08)</i> 	This route must be subject to further survey and scrutiny by the YDNP Green Lanes Advisory Group. This will also acknowledge the large volume of consultations that YDNPA is currently conducting and that MPV user groups must be given more time than the allotted 28 days to make a consultation response.	Noted. See general comments above
	<i>Country Land & Business Association Limited</i>	Providing the exemptions to cover the use of these routes for agricultural, forestry, shooting or other land management purposes are included, along with continued access to adjacent property, then the CLA has no objection to the proposed TRO.	Noted
	<i>Landowner</i>	I am all in favour of having a TRO put on the whole way.	Noted
	<i>CNP</i>	CNP therefore supports in principle the proposed TROs	Noted
	<i>Austwick Parish Council</i>	Councillors were unanimously of the opinion that a TRO should be supported to restrict the use of recreational motor vehicles of all types and at all times. The significance of the route in terms of landscape and scenic quality,	Noted

		remoteness and tranquillity, as well as the presence of natural and cultural heritage features and the scope for outdoor recreational experiences by a wide range of visitors make it essential that a permanent Traffic Regulation Order be imposed on this route at the earliest opportunity.	
	YDGLA	We urge the Park Authority to make the TROs total – ie prohibiting all recreational motor vehicles, seven days a week, fifty-two weeks a year.	Noted
	<i>Ramblers' Association</i>	In order to retain the peaceful nature of the area a 7 day a week, 365 day a year TRO is required.	Noted
	YDLAF	The TRO should be 24 hour, 7 days a week, 12 months a year prohibitions on all recreational motor vehicles.	Noted
	<i>Landowner (2)</i>	We deplore the damage already caused to Long Scar but welcome the healing process resulting from the present traffic restrictions and would wish it to continue. We would therefore wish to see the present restrictions continue on a permanent basis. It would appear to be farcical to use Taxpayers funds to improve the environment of places like Long Scar through Stewardship Schemes for that work to be negated by damage caused by visitors.	Noted
	<i>Highways and Transportation, North Yorkshire County Council</i>	Concur with proposals. Permanent all year round TRO	Noted
	<i>CPRE</i>	It is therefore essential that Long Lane (Clapham) will be subject to a full-time permanent TRO in perpetuity.	Noted
	<i>North Yorkshire Police</i>	<p>The regulation is aimed at addressing the issue of the use of recreational motor vehicles in isolated rural locations. There is no collision history on the routes or any specific safety issues. Enforcing such regulations is difficult for a number of reasons, and is not a high priority issue for North Yorkshire Police. The force has limited resources and tight financial constraints.</p> <p>I note from your correspondence that since the introduction of the temporary orders there has been a considerable decline in use on both routes which suggests a high degree of self regulation a situation which I hope will continue into the future as requests for police enforcement are likely to be met with a negative response.</p> <p>I also note from your correspondence a large majority of those asked would</p>	Noted

		wish to see the TRO's made permanent. I am mindful of that wish however for the reasons outlined North Yorkshire Police cannot support the proposals.	
	<i>Clapham cum Newby Parish Council</i>	The parish council is very much in favour of a full-time, permanent TRO to restrict the use of Long Lane by recreational motor vehicles.	Noted

Recommendations for the Future Management of 9 Unsealed Routes

Carlton to Middleham High Moor

YDGLAG advice

18. The advice of the group which was consensus was:

- That a full time traffic regulation order should be placed on the route
- It was noted that care would need to be taken with sign placement to ensure that the situation was clear to users

Further Considerations

- 99% of the motor vehicular traffic on the moorland section is motorbikes;
- There is a divergence between the route recorded on the list of streets and the route followed by users on the ground, and the recorded route is obstructed by fences in two places.
- Carlton Parish Council make reference to a motor trial using this route.

Suggested management

19. The route has many special qualities which are diminished whenever recreational motor vehicles are encountered, so consult on a full (24 hours 7 days a week) 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 time permanent (24 hours 7 days a week) TRO to prohibit recreational mechanically propelled vehicles for the reasons of preserving the amenities of the area through which the road runs, (s1(1)(f) RTRA84) and conserve the natural beauty of the area, (s22(2) RTRA84) from SE 0629 8494 to SE 0673 8683.

Barth Bridge to Garsdale

YDGLAG advice

20. No consensus could be reached for this route. The key points were:

- All members are in agreement that a restriction is necessary on this route
- Members were split between a seasonal order and a full time order
- That the use of an experimental order should be considered

Further Considerations

21. One end of the route meets the A684, but the impact of the road is limited by the affects of topography, though it is identified as outside the 'tranquil area' on the desktop assessment.

22. The route passes through a number of habitats of high biodiversity importance which are very vulnerable to damage, and deterioration is evident since the condition survey undertaken in summer 2007.

23. Use of an experimental TRO was suggested as a way of seeing if the route could be used by MPVs during the Summer months only without damage. However a ETRO can only be undertaken if there is a real 'experiment' and something to test. We already know that the habitat through which the route passes is particularly fragile, and susceptible to damage from extremely low levels of use. While this susceptibility is more evident in wet conditions given the nature of peat this can occur at any time of year.

Suggested management

24. The route passes over a number of habitats of high biodiversity importance. Until recently there was little or no sign of the route on the ground, but the vegetation peat surface is fragile and susceptible to damage so consult on a full (24 hours 7 days a week) permanent TRO. The evidence of how use of this route by recreational motor vehicles is affecting the natural beauty of the route, and is causing damage, 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 time permanent (24 hours 7 days a week) TRO to prohibit recreational mechanically propelled vehicles for the reasons of preventing damage to the road (s1(1)(b) RTRA84) and the purpose of conserving the natural beauty of the area (s22(2) RTRA84) from SD 6942 8877 to SD 6972 9110 and SD 6866 9130.

Arten Gill Moss to Widdale Foot

YDGLAG advice

The advice of the group (with one dissension) was:

- NYCC to investigate the stopping up order
- Maintenance work should be carried out focussing on improving drainage
- The situation should be reviewed in 2-3 years time

Further Considerations

25. Research for the Definitive Map Modification Order for Swinleley Cowm has found reference to a 'stopping up' order for this route. It is unclear whether the stopping order was actually made, and NYCC have been asked to search their archives to see if the stopping order does exist. This route is effectively a dead end to recreational motor vehicles and NYCC are in the process of devising a 'policy' in-relation to unsealed routes. The route is signed as a cul-de-sac route.

Suggested management

- That NYCC is asked to investigate the possibility that a stopping up order has been made for this route and that NYCC policy on 'dead-end' unsurfaced unclassified roads be clarified;
- That the level of use and condition continue to be monitored, and options for repair discussed;
- That the management of the route be reconsidered once the outcome of the above is known.

RECOMMENDATION

- (a) To continue to monitor the route, and review when the outcome of the legal search and or NYCC policy is known**
- (b) That discussion take place with NYCC to see whether repair works can be carried out.**

Part of Cam High Road (Bainbridge to Fleet Moss) also known as the Roman Road

YDGLAG advice

26. The advice of the group (with two dissensions) was:

- Continue to maintain the route to its current standard
- Continue to monitor use and condition of the route
- Consider signage for the route to ensure responsible use by motor vehicle users

Further Considerations

- Route is now in a better condition than reported in the 1988 survey.
- The route is part of the Authority's on-going maintenance plan for rights of way
- It has significant agricultural use, and the top part of the route is driven by hang gliders and paragliders accessing their take off site.

Suggested management

- Continue with current maintenance and monitoring.
- Consider signage for the route to ensure responsible use by motor vehicle users

RECOMMENDATION

To continue to maintain and monitor the route, and sign to ensure responsible use by motor vehicle users.

Busk Lane

YDGLAG advice

27. The advice of the group (with one dissension) was:

- Continue to monitor the route, and maintain it to its current standard
- Consider signage for the route to ensure responsible use by motor vehicle users

Further Considerations

- The route is now in a better condition than reported in the 1988 survey.
- There is significant agricultural use (approximately 40%)
- The route is part of the Authority's on-going maintenance plan for rights of way

Suggested management

- Continue with current maintenance and monitoring.
- Consider signage for the route to ensure responsible use by motor vehicle users

RECOMMENDATION

To continue to maintain and monitor the route, and sign to ensure responsible use by motor vehicle users.

Mastiles Lane

Route Assessment

28. The findings of the route report show:

- The route currently has mixed status along its length with sections of unclassified county road and a section recorded as bridleway on the Definitive Map;
- Large section of the route within the Malham-Arncliffe SSSI, and Special Area of Conservation;
- Route passes through scheduled ancient monument site of a roman marching camp, which had been badly damaged by motor vehicle use prior to the experimental traffic regulation order;
- Motor vehicle use prior to the experimental traffic regulation order was 193 per month on average, the vast majority of which was recreational and included 156 motorbikes;
- Compliance with the traffic regulation orders has been good with an average motorbike use now 4 per month;
- The route has been used as an access route as part of the Alan Jefferies motor trial;
- Particularly tranquil area of the National Park with area valued because of its good amenity value;
- The route condition has improved in the period since being closed to recreational motor vehicles, partly due to the lower level of motor vehicular traffic and partly due to works carried out on the route, and change in land management;
- This is an extremely popular route with walkers, cyclists and horse riders, and is probably the most well known 'green lane' in the National Park;
- Route offers exceptional opportunities to enjoy the special qualities of the area.

Suggested management

29. The route has many special qualities which are diminished whenever recreational motor vehicles are encountered, so consult on a full (24 hours 7 days a week) 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.

30. The route is part of the Authority's on-going maintenance plan for rights of way. One short section of the route would benefit from repair, and it is programmed during 2008/9.

RECOMMENDATION

Consult on the intention to make a full time permanent (24 hours 7 days a week) TRO to prohibit recreational mechanically propelled vehicles for the reasons of preserving the amenities of the area through which the road runs, (s1(1)(f) RTRA84) and conserve the natural beauty of the area, (s22(2) RTRA84) from SD 9052 6564 to SD 9705 6755.

Horsehead Pass

Route Assessment

31. The findings of the route report show:

- Route is part unsurfaced unclassified county road, and partly recorded as a bridleway on the definitive map. Following the NERC Act any rights for motor vehicles on the bridleway section have now been extinguished;
- Vulnerable habitats lie on or close to the route;
- No vulnerable archaeology identified;
- Agricultural use only on the Halton Gill side;
- Levels of use prior to the ETRO was 65 motor vehicles a month on average. Current average is 4 a month;
- Condition surveys have shown improvement in the damage recorded prior to the ETRO, especially to the off route damage that had occurred;
- The badly damaged sections on the Raisgill side still remain, although minor works have been carried out by the National Trust to improve the drainage on one section. Some further works are programmed for 2008/09;
- Superb views from both sides of the route, in an extremely tranquil part of the National Park.

32. Officers did consider whether the extinguishment of public motor vehicular rights on the Raisgill side, forming effectively a cul-de-sac route mean that management of motor vehicles was no longer required as anticipated levels of use are low. However any use by recreational motor vehicles would affect the special qualities, of this extremely tranquil area.

Suggested management

33. The route has many special qualities which are diminished whenever recreational motor vehicles are encountered, so consult on a full (24 hours 7 days a week) 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.

34. The route is part of the Authority's on-going maintenance plan for rights of way.

RECOMMENDATION

Consult on the intention to make a full time permanent (24 hours 7 days a week) TRO to prohibit recreational mechanically propelled vehicles for the reasons of preserving the amenities of the area through which the road runs, (s1(1)(f) RTRA84) and conserve the natural beauty of the area, (s22(2) RTRA84) from SD 8793 7665 to SD 9056 7870.

Long Lane (Clapham)

Route Assessment

The findings of the route report show:

- Significant portion of the route lies within the Ingleborough SSSI, Special Area of Conservation and National Nature Reserve;
- Populations of Yorkshire Sandwort are found on, and close to, this route, the size of the population has increased significantly since the NYCC TRO was put in place (though it is recognised that a correlation does not necessarily mean a causal relationship). This species is the subject of a Local Biodiversity Action Plan, and

Natural England are concerned that any increased use by motor vehicles could have an adverse effect on it;

- The route is visually attractive and set in dramatic upland limestone scenery;
- Minor engineering work in the walled lane section was undertaken as part of the implementation of the Pennine Bridleway;
- Overall the route is in good condition. Surveys conducted since the implementation of the experimental traffic regulation order have shown that some of the rutted areas are gradually grassing over;
- Long Lane is extremely well connected to other parts of the rights of way network, and is very popular with walkers and cyclists;
- There are high levels of agricultural motor vehicle use on the walled stone lane section, but this does not continue into the SSSI;
- There has been good compliance with the traffic regulation orders by recreational motor vehicle users.

Suggested management

35. The route has many special qualities which are diminished whenever recreational motor vehicles are encountered, so consult on a full (24 hours 7 days a week) 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.

36. The route is part of the Authority's on-going maintenance plan for rights of way.

RECOMMENDATION

Consult on the intention to make a full time permanent (24 hours 7 days a week) TRO to prohibit recreational mechanically propelled vehicles for the reasons of preserving the amenities of the area through which the road runs, (s1(1)(f) RTRA84) and conserve the natural beauty of the area, (s22(2) RTRA84) from SD 7511 6945 to SD7797 7552 and from SD 7829 7463 to SD7878 7464.

Starbottom Cam and Topmere Road

Assessment Report

37. No assessment report has been prepared for these routes. This is because they are currently recorded on the definitive map as bridleways, and following the introduction of the NERC Act any possible rights for recreational motor vehicles have been extinguished.

38. The route is part of the Authority's on-going maintenance plan for rights of way

Suggested management

39. Continue with current maintenance and monitoring, if use by motor vehicles occurs, the co-operation of the Police on enforcement action will be sought.

RECOMMENDATION

To continue to maintain and monitor the route.