

## APPENDIX 7

Letters from Invited Consultees Responding to Consultation

***The following are verbatim transcripts of the letters received, except where otherwise annotated in red italics.***

1. Cyclists' Touring Club (CTC)
2. The Dales Way Association
3. Wharfedale Naturalists Society
4. The Ilkley and Wharfedale Tourism Partnership
5. Ilkley Design Statement Group
6. Yorkshire Dales National Park Authority
7. Natural England
8. Ramblers' Association
9. The British Horse Society
10. Ilkley Civic Society
11. Embsay & Bolton Abbey Steam Railway
12. Addingham Primary School
13. West Yorkshire Local Access Forum

## 1. Cyclist's Touring Club

*(received via email)*

Dear Jeff,

I am responding to the consultation on the above route on behalf of CTC, Britain's National Cycling Organisation. I am supportive in principle of a route joining these locations and would like to make the following suggestions on the detail.

1. I am very happy with the proposal to use the disused railway from just north of point A to point H, at Bolton Station, and the subsequent route to Bolton Abbey on the bridleway and old road. CTC believes that disused railways form good routes for cyclists who do not wish to cycle on roads but should be well constructed with a hard surface and good drainage. Maintenance should be built in from the start.

2. There is an existing bridleway under the A59 past Red Lion Farm. It would be very good if the opportunity to improve that route could be taken as part of this contract.

3. I am happy with the route at Addingham on quiet roads but would point out that another facility could be added to the scheme. The footpath past West Hall connects the minor road from Ilkley to Beamsley with the suspension bridge over the river. If this were upgraded to bridleway and surfaced it would add to the network.

4. This quiet road through beamsley is well known to cyclists and very well used. I would favour the use of this road as part of the scheme and would advocate closing it to motor traffic in the middle to prevent "rat-running".

5> I am not unghappy about the provision of a path alongside the main A^% between C and D but would suggest that it is based on quality paths such as the one alongside the A9 in scotland. This path is rarely hard up against the carriageway and therefore provides a quality experience acceptable to all cyclists.

Thank you for the opportunity to respond to the consultation.

Pam Ashton

CTC Right toRide Network

## **2. The Dales Way Association**

Dear Jeff,

### **The Wharfedale Trail**

Many thanks for your letter of 10<sup>th</sup> September together with the leaflet giving details of the proposed Trail.

I have been noting the progress of this project in the local press for some time now and, personally, I am strongly in favour of it going ahead as soon as is practicable.

Overall, I do not think it will have any serious adverse effect on the Dales way footpath. The only section of this route that will see any change is the relatively short section from the Ilkley Tennis Club to where the river bank is regained near The Hollins. The replacement of the present, unsurfaced, footpath through the fields by a hard surfaced way suitable for cyclists and horse riders, will not be an improvement for walkers. However, on balance the benefits of the Wharfedale trail far outweigh the change to a relatively short stretch of the Dales Way.

Do please keep in touch and let me know if any changes which would affect the dales Way.

Yours sincerely,

David Smith

### **3. Wharfedale Naturalists Society**

Dear Sir / Madam,

#### **The Wharfedale Trail**

I am writing on behalf of the Wharfedale Naturalists as part of the consultation process about the proposed Trail. Whilst the Society's Committee acknowledge the possible benefits of the Scheme with regard to sustainability, we are naturally concerned that the current wildlife interest on the route be conserved and, where possible, enhanced.

Therefore, in order to properly express a clear view about the scheme, Committee members would need to be convinced that a thorough Ecological Impact Assessment had been undertaken by experienced and competent ecologists working to the Institute of Ecology and Environmental Management guidelines for Ecological Impact Assessment. Once the ecological value of features of nature conservation interest which may be impacted upon along the route has been assessed, and the magnitude of the impacts taken into account, the Committee will be able to review the mitigation proposed. This review of the Ecological Impact Assessment will allow us to reach an informed opinion regarding the ecological impacts of implementing the Scheme.

At present the committee are concerned that features of nature conservation interest along the route may well experience significant negative impacts as a result of the Scheme. Examples of this concern are given below:-

1. It should be noted that the proposed route is currently relatively undisturbed which, of itself, is likely to be of significant benefit to wildlife. Consequently I understand there are badger setts along the route, and a variety of nesting birds including Tawny and Little Owls and Woodcock.
2. It is the Committee's understanding that there are a number of sections on the route, including in particular between points D and H, where considerable tree and scrub removal would be required. This area is a breeding site for the scarce White-letter hairstreak butterfly (down by 63% in the UK in the 10 years from 1995-2004 and a candidate BAP priority species). This butterfly is currently benefiting from Elm regeneration. Whilst mitigating new hedges are proposed, I would expect the Assessment to address the wildlife impact of the loss of mature trees and bushes, and their associated natural history, which have developed on the route since the railway was closed. The suggested surface of an eight foot wide strip of tarmac will need to be assessed given the likely negative implications for the flora and fauna on the route compared with the current position.

3. We are aware of the Sustrans Information Sheet entitled “Ways for Wildlife” and its emphasis on improving the natural history value of the habitat along Sustrans routes. We would certainly expect the Assessment to address how this might occur in this instance particularly bearing in mind the above points and the ongoing disturbance that will result from usage of the route throughout the year.

4. Finally we would like to make the point that implementing the scheme may well impact upon protected species not immediately apparent within the scheme boundaries – for example use of foraging and commuting habitats by bats and other mammals and seasonal use by dragonflies and Lepidoptera. We would expect the Ecological Impact Assessment to address such potential impacts.

In sum the Committee is seeking to ensure that a robust and transparent Ecological Impact Assessment process is undertaken, and that sufficient weight is given to habitat loss and impacts on species of nature conservation importance when considering the Scheme. We trust that there will then be an opportunity to comment on this Assessment before any planning application is submitted.

Yours faithfully

Peter Riley

#### **4. The Ilkley and Wharfedale Tourism Partnership**

*(received via email)*

The Ilkley and Wharfedale Tourism Partnership membership includes all the major hotels, bed & breakfast, self catering cottage proprietors and tourism attractions in the area as well as a number of other businesses. Bradford Council and Ilkley Parish Council are also members.

The proposed Sustrans cycleway has been discussed by us on several occasions and the Partnership has consistently supported the proposals as part of a wider campaign for more eco-sustainable tourism and as a facility for both visitors and local residents alike.

We believe that the route would be excellent for walkers, joggers, cyclists and horse riders and especially for family groups from Ilkley through to Bolton Abbey and connecting with the Embsay and Bolton Abbey Steam Railway.

It would help bring much needed visitors to Addingham (tea rooms, village shops etc) as well as helping to ease congestion on the A65. It might even be used by people to cycle to work locally.

Please add the continuing support of Ilkley and Wharfedale Tourism Partnership

Tim Edwards  
Secretary

## 5. Ilkley Design Statement Group

Dear Jeff,

### WHARFEDALE TRAIL PUBLIC CONSULTATION

It is kind of you to consult me in advance as I shall be abroad during the public consultation (15 September-20 October)

The Design Statement contains paragraphs on Pedestrians (103/4), Cycling, Riding & Walking (105/6) and Roads(107/8) with eight recommendations. All of these have been put into effect except:

‘106(a) Funds should be made available for more dedicated cycle tracks and bridleways’

(I believe our intention was to separate cycles and horses from motor vehicles, not necessarily to integrate them with pedestrians.)

You can however assume that the Group is in favour of the Wharfedale Trail in principle as it fulfils our recommendation.

When Mr Scull explained the Bolton Abbey section to Ilkley Parish Council I asked about the response of landowners. They had not been approached and a councillor referred to “carts before horses”. I would therefore request that the new route be discussed with landowners before public consultation. The Right to Roam legislation might persuade landowners to co-operate.

I have a few specific points:

#### Design

The existing Dalesway footpath is popular with, and adequate for, walkers. They will perhaps be more reluctant to change it to an 8ft wide track shared with cyclists and horses.

#### A to B

The existing Dalesway follows the old road parallel with the A65. That will be much busier when the developments at Low mill are complete, but there is no obvious alternative.

### C to D

It would be difficult to rebuild and surface about 200 metres of the riverbank path which carries the Dalesway below the pumping station and Hollins, but it might be cheaper than creating a new 800 metres path by the field edge alongside the A65 – particularly if the landowner is unco-operative. Noise and fumes from traffic would be a problem adjacent to the A65.

### F Ilkley Tennis Club

The access from Stourton Road to Ilkley Tennis Club is already busy and potentially dangerous. A separate path alongside the tarmac drive would be better. Flooding needs to be taken into account.

In any case a bridge will be needed to cross the ditch on the north side.

### G to H To the Station

It would be a boon if you could negotiate a safe route between the dalesway and the Railway station. One can cycle along the river bank through the recreation ground, under New brook Street, but an easier incline is needed to ascend to castle road (which needs resurfacing. I use the pedestrian crossing near Booths and Wellington Road to railway Road and the ramp to the Station.

Members of the Group are concerned that conflict between pedestrians/cyclists/riders should be minimised by ensuring any path is wide enough.

In addition the group considers that a built heritage/archeological survey of the route should be done in addition to a natural environment study.

Yours sincerely

Wilfred Shaw

Chairman

## **6. Yorkshire Dales National Park Authority**

Dear Mr McQuillan,

### **The Wharfedale Trail Consultation**

Thank you for your letter consulting the National Park Authority on the proposed Wharfedale Trail.

The route links the National Park with Addingham and Ilkley, with its rail head and other cycle routes in West Yorkshire. As such it would contribute to the following National Park Management Plan objectives:

AR7. Increase the accessibility of the Park to users of all abilities so that by 2010 at least 10km (0.5%) of rights of way are fully accessible by wheelchair users and 105km (5%) by those with limited mobility, and improve opportunities for those with sensory disabilities.

EE8. Develop the scope, quality and co-ordination of recreational infrastructure to increase and promote the area's appeal to a wider range of people and groups and to increase the economic value of local tourism businesses.

In particular it would:

1. Form a very valuable access route into the National Park from the West Yorkshire area for walkers, cyclists and horse riders.
2. Provide a facility which would enable wheelchair users, those with limited mobility and those with sensory disabilities to enjoy the countryside.
3. Provide a safe off road route for cyclists to enter the National Park, avoiding the Bolton Bridge roundabout where cyclists have been injured in the past, including at least one killed or seriously injured.

4. It would contribute to meeting the need in the Craven area for a safe off-road facility for family cycling, providing a facility for young children to learn to cycle.

5. It would improve the walking and cycling route between Bolton Abbey Station and Bolton Abbey, which is already well used but necessitates people crossing the A59 at carriageway level and then walking along the B6161 between Bolton Bridge and Bolton Abbey, which is a busy road lacking an adequate footway. Usage of this walking route is likely to increase if the Embsay and Bolton Abbey Railway Company achieve their aim of running out of Skipton station. (A Network rail Study is currently looking at this)

6. It could, with the support of the Dales Way Association, provide an alternative route for the dales way, replacing the need to walk along sections of the busy B6161 which lacks any pavement or grass verge and results in walkers walking in the carriageway along this busy road.

The route itself would also contribute to Getting into Gear, the cycle tourism strategy for the North Yorkshire and York sub-region. It would directly contribute to objective A1 of providing a Traffic-Free off-road route from tourism centres and urban areas and has been specifically noted as an action (see attached abstract from the strategy)

In conclusion the National Park Authority supports the development of the Ilkley Addingham Bolton Abbey multi user trail.

I hope these comments are of help and if I can be of any further assistance please do not hesitate to contact me.

Yours sincerely

Andy Ryland

TRANSPORT AND VISITOR MANAGEMENT OFFICER

## **7. Natural England**

Dear Mr McQuillan

### **Re: The Wharfedale Trail Public Consultation**

Thank you for your letter dated 10 July consulting Natural England on the proposed Wharfedale Trail.

Natural England is working towards the delivery of four strategic outcomes, which together deliver on our purpose to conserve, enhance and manage the natural environment for the benefit of current and future generations. The second of these outcomes is the enjoyment of the natural environment with more people enjoying, understanding and acting to improve, the natural environment, more often.

One of the objectives within this is to increase the number, diversity and frequency of people enjoying the countryside. From the information you have supplied, the Wharfedale Trail, as a multi-user route, would be aiming to do just this. Therefore Natural England would be happy to support the idea of a multi-user route between Ilkley and Bolton Abbey.

Yours sincerely

Hilary Scott

## **8. Ramblers' Association**

Dear Mr McQuillan

### **The Wharfedale Trail proposal: response of W. Riding Rambler's Association**

The Ramblers' Association exists in order to promote and protect the interests of walkers. The West Riding Area of the RA has approximately 4600 members. There are thriving local groups in Lower Wharfedale and in the Craven district. In the RA's terms, the proposed Wharfedale Trail crosses parts of both of these local groups' territories.

We wish to give the proposal for the trail our enthusiastic support. It is an imaginative, well-thought-out scheme which, if adopted, will enhance the amenity of walkers in this popular part of the lower dales. Disabled people will also be beneficiaries of the scheme,

Our support is unconditional, but we would like the following points to be considered as the scheme is refined and developed.

1. We would be happy to supply a member of the RA to serve on any steering group that is set up.
2. We would like to be consulted on the width and the nature of the surfacing of the route. We fully accept that the trail is a mixed-use trail and that its surface will not necessarily be one that walkers would choose if the route were to be a footpath only. Compromises have to be made. But there are a variety of surfaces which, while suitable for cyclists and equestrians, are acceptable to walkers and which make minimal impact on the countryside. We would be keen to contribute to any debate on these matters.
3. Although the scheme as a whole enhances the amenity of walkers – particularly along the section from Addingham to Bolton Abbey – there is a small section (from point F to point E on the Ilkley to Addingham section) where the laying of a cycle trail will diminish the appeal of what is now a grassy field path. We accept this as a small, unavoidable loss in an otherwise excellent proposal, but suggest that consideration be given to the “braiding” of the route along this section. At present, many walkers choose to follow close to the river bank along this section. If this route could be formalised as a walkers-only route, those walkers who find the new trail unappealing would have an attractive alternative.
4. The rights of way status of the trail should be clarified. The RA's view is that it is always safer to have routes registered as rights of way and entered on the definitive map. In the case of the Wharfedale Trail, this would require the upgrading of sections of footpath to bridleway status, and the creations of entirely new bridleway sections.

We wish the scheme every success

Yours sincerely

Michael Bartholomew  
W.Riding Area Footpath Committee Chairman

## 9. The British Horse Society

Dear Mr. McQuillan,

Re: The Wharfedale Trail Public Consultation

Thank you for inviting me to comment on the proposed Wharfedale trail, I hope my remarks as a horse rider and volunteer access officer are of help. We are in need of good safe off road riding And I feel this link from the Ilkley end of the Dales will be welcomed by local riders.

My suggestions are as follows: From Ilkley – is it necessary to bring the route down the side of the A65 (C-D) where riders will be negotiating gates on the side of a busy main road, why can it not continue on the Dales Way, E-C, to come out on the old main Ilkley/Addingham road, where there is a good access gate with good visibility.

The use of the old railway line is excellent idea, but again my comments are: From A to H it has a long straight stretch, I am worried that this will become a race track for enthusiastic horse riders/cyclists, will there be fencing across the track dividing the ownership of the land to split it?

I am sure that the surface will have to be a compromise, from a horse rider's point of view, asphalt is not one we would choose, it's noisy, it's slippy, it doesn't look nice especially in such beautiful surroundings. Small gauge quarry bottom that the grass can grow through would be much better. I know horses can chop it up, but rabbits cause the most of damage on country tracks, regardless of the type of surface. Asphalt also encourages people to speed. I appreciate that prams and wheelchairs have to be catered for, but I am sure a solution can be reached.

Little thought is given to gates from the horse riders point of view. They should be self closing and be able to swing both ways, so that the horse is going forward. No springs attached as they trap a horse as it gets half way through. Alternatively a holding pen, so that you can open, turn round and close the gate, if necessary remount, prepare yourself and the horse before continuing.

With regards to people travelling to do this track, I would have thought that the majority of horse riders would be local, only 20% of horse owners have transport. There is parking on the old main road at either end of the village of Addingham. Those coming by vehicle would probably be dropped off and then would continue on a much longer rider, linking it to other bridleways which take them further up Wharfedale. This track will open up routes to local riders who have been unable to get further up the Dale and any safe riding is always appreciated.

I hope the above is of help to you,

Yours sincerely

Mrs Susan Midgley

## **10. Ilkley Civic Society**

Dear Mr McQuillan

### **PROPOSED WHARFEDALE TRAIL PUBLIC CONSULTATION**

Members of Ilkley Civic Society have examined your plans with considerable interest. Our comments refer specifically to the route as it falls within our own area of interest ie as far as Cocking End.

We support in principle the efforts to increase the cycle and footpath network, in terms of sustainability for residents and visitors and access to the countryside. However, we have a number of concerns with regard to the route selected and design features of the cycleway.

The route itself is not direct and this may encourage cyclists to take “short cuts” along the A65 as far as Cocking End.

We would like to understand the thinking behind the route through Ilkley town centre (Kings Rd / Westville Rd). While we accept that there is a puffin crossing across Skipton Road at Westville Avenue, King’s Road has bends, is quite narrow and speeding cars are unfortunately an issue. As an alternative, Bridge Lane/Castle Road/ New Brook Street/ Brook Street could be considered. We assume that the town centre sections will not attract many horse riders.

Our other concerns include the following design features:

- The civic Society is particularly concerned about the start of the Dalesway at Ilkley Bridge and we are campaigning to conserve the environment in that vicinity.
- We are encouraging maintenance work on the Bridge itself and are keen to restore Paradise park to its former attractive state.
- We want the southern riverside footpath both east and west of the bridge to be maintained for both regular users and visitors and would wish to see the section as far as the tennis club maintained in as natural state as possible. This is in places quite narrow and has been subject to heavy anti river erosion work. We would not, for example, wish to see a “crash barrier” running alongside the river edge.
- We want the route across the green belt fields between the tennis club and Cocking End to be free from any street lighting.
- Any boundary treatments must be sympathetic. We would prefer to see hedging in preference to wire fencing. Stone walling would be preferable but is probably prohibitively expensive.
- We would like to see a maintenance and cleaning plan, as it is proposed that the route will also be used by horses and riders.

We hope that you will take these points into consideration.

Yours sincerely  
Alex Cockshott  
Hon. Secretary

## **11. Embsay and Bolton Abbey Steam Railway**

Dear Jeff

### **The Wharfedale Trail Consultation**

Thank you for giving the Trust the opportunity to comment on the proposed cycle way/foot path, between Addingham and Bolton Abbey station. The Trust is broadly supportive of the scheme, with one very important proviso, that the Trust's future aspirations to extend the railway to Addingham are taken fully into account during the construction of the pathway. We have been verbally assured by Sustrans that this would be the case, particularly as the trackbed was formally double tracked and, therefore, should have sufficient space for the cycle way and railway to run side by side.

I would be extremely grateful for a written acknowledgement of receipt, of this Trust's response to the consultation.

With very best wishes

Yours sincerely

Stephen Walker

Business Manager

## 12. Addingham Primary School

*(This response was received, handwritten, on a Part One response form; neither the “yes” or “no” boxes were ticked)*

The Governing Body of Addingham Primary School neither support or otherwise this proposal but wish to comment on the following.

- The Governing Body is mindful of the safety of the children in school.
- The Governing Body is mindful of the potential educational benefits for the children in school.
- The Governing Body is mindful of the potential problem of parking in the school's car park and turning circle.

The Governing Body appreciates the consultation.

### 13. West Yorkshire Pennine Local Access Forum

*(This group sent a copy of the minutes of their meeting of 17<sup>th</sup> October 2007, which contains the following extract)*

#### 170 **CONSULTATION ON THE PROPOSED WHARFEDALE TRAIL**

The comments of the Forum were sought as to whether Members supported the proposed Wharfedale Trail. The concept of the Trail had been born out of two projects – the aim of one being to create a safe, traffic-free route for walkers, horses and cyclists between addingham and Bolton Abbey and the aim of the other project was to establish a similar, primarily cycle route between Ilkley and Addingham.

**IT WAS AGREED** that this Forum supports the proposal, although there is scope for further improvements in that links could be upgraded (Members were asked to supply details of such measures to Rachel Finney).

End of APPENDIX 7