

## APPENDIX 9

### Unsolicited Responses from Groups and Organisations

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

1. The Understated
2. Craven Badger Group
3. Open Country
4. Otley Cycle Club
5. Otley Walkers
6. South Pennine Packhorse Trails Trust

## 1. The Understated

*(received via email)*

Dear Mr McQuillan

I am writing on behalf of "The Understated" in response to the public consultation about the proposed Wharfedale Trail.

"The Understated" is an Ilkley based group of 25 or so women in our 30s and 40s who have several things in common;

\*we have young children

\*a love of the countryside

\*and enjoyment of various outdoor leisure activities such as walking, cycling and horse-riding for the social and health benefits they bring.

Our male counterparts – and partners – are The Overoptimists.

We wholly welcome the proposals for a continuous route between Ilkley and Bolton Abbey that would be safe and accessible for non-vehicular use only.

Having such access between Ilkley and Bolton Abbey would massively increase the opportunities for us to cycle or walk safely between these two destinations with the following all round benefits:

- 1) reduced use of our cars for many local journeys, thus associated reductions in carbon emissions, which would collectively add up over the years ("count the pennies and the pounds look after themselves).
- 2) we become more active at a time when concerns for ill-health related to obesity in our society is at an all time high
- 3) we engage in more family based activity because the trail is safe and flat for our children, as opposed to the surrounding hills which are too steep for young children or the A65 which is too dangerous
- 4) we become good role models for our children by showing them how much fun it is to cycle and walk
- 5) we encourage our children to enjoy outdoor activity from an early age, thereby inculcating healthy lifestyle habits for life
- 6) we spend our money in the nearby eating outlets and shops – good for the local economy

We are surprised and concerned to hear that a small minority of local landowners are vehement in their opposition to this trail, especially as we understand that they will be offered appropriate financial compensation. It seems remarkable that they are so strongly against sharing their views, fresh air and (controlled) access to others. We understand that in many other parts of the country, Sustrans and similar organisations have effortlessly created similar trails without any such hostility, which have immediately proved popular and successful, without disruption.

For clarification, we believe the trail is not intended to have a tarmac surface, though this has been suggested by some as a strong reason to oppose the overall plans. We see no reason why the trail should require such a surface.

Finally, there are additional benefits in relation to the parking constraints in and around the railway station in ilkley town centre. We are aware that a significant number of people living in Addingham and the surrounding areas, who are currently forced to drive to Ilkley railway station by car, in order to commute into Leeds or Bradford, who would choose to cycle to the station if a suitable trail were accessible.

We look forward to the outcome of this consultation exercise and the creation of the trail – which we hope will be sooner, rather than later – not least before aour children are too old to reap the benefits.

Yours sincerely

Paula Hunt

On behalf of The Understated (Ilkley based women's social group)

## 2. Craven Badger Group

*(Handwritten response received on a  
Part One exhibition comments sheet)*

LIZ GROVES, CRAVEN BADGER GROUP

THIS PROPOSAL IS NOT ACCEPTABLE TO CRAVEN BADGER GROUP. THERE ARE TWO BADGER SETTS ON THE PROPOSED ROUTE, AS WELL AS A THIRD ON THE PERIPHERY. THE FLORA IS WELL ESTABLISHED AND SUCH A ROUTE, FAR FROM IMPROVING BIODIVERSITY, WILL DESTROY IT. AN IN DEPTH ENVIRONMENTAL SURVEY SHOULD BE UNDERTAKEN ASAP.

### 3. Open Country

*(via email)*

Dear Jeff,

Open Country is a Harrogate-based charity that seeks to help people with disabilities to access the countryside. We have been passed a copy of the Wharfedale Trail Consultation Document. Whilst we may be outside your consultation area, we were keen to try to register our support for the proposed route between Ilkley and Bolton Abbey. Assuming that the proposed route is fully accessible, which legally it must now be, it would represent a wonderful access opportunity for people with disabilities to enjoy the superlative Wharfedale countryside. We currently have to travel up to 70 miles to enjoy an accessible, traffic-free walk or cycle ride. It would be so nice to have a route a little closer to home!

We have read with alarm some of the ill-educated propaganda being espoused by opponents of the scheme.

We would be delighted to take ant doubters on one of our rides, if that would help allay their fears, which are largely groundless. This part of Wharfedale is currently quite inhospitable to those who wish to travel by means other than by the motor car, and a traffic-free route in this area must surely solve more problems than it creates

We wish the Wharfedale Trail Forum every success with this endeavour. Please do not hesitate to contact us if we can be of any assistance.

Best wishes

David Shaftoe

Open Country Project Officer

#### 4. Otley Cycle Club

***This letter was not published in the original paper copy of the report, due to a printing error.***

Re. The Proposed "Wharfedale trail, linking Ilkley-Addingham-Bolton Abbey

Dear Sirs,

Further to our telecon today, on behalf of the Otley Cycle Club may I formally state our support for this excellent project.

We recognise and fully understand that this trail will not be suitable for, or intended for use by, large groups of cyclists, or for being ridden at speeds in excess of a leisurely pace, but we are sure that some of our members would appreciate the attraction of a leisurely and gentle route away from the traffic bound roads.

On a broader view, we would welcome the construction of this trail as it would be an ideal environment for parents to introduce their children to the pleasures of cycling away from the traffic that is prevalent on our local roads.

We have seen many families cycling out on the back road between Ilkley-Nesfield-Beamsley-Bolton Abbey, but traffic on this road can be a problem for all pedal powered machines, so this trail would be an ideal alternative.

Once established, I am sure that people will use this trail, probably by bringing their bikes down to Ilkley etc. by car from further afield, to enjoy gentle rides up and down the valley.

The organisation known as "Sustrans" has many such routes all over the country, and two in particular that I am familiar with connect Spofforth to Wetherby & Wetherby to the café in Thorp Arch trading estate (between Wetherby and Boston Spa)

These two routes are truly excellent examples and are very well used by cyclists, walkers and horse riders alike.

I hope that the above illustrates our full support for this project.

Yours Faithfully,

Ken Hodgson  
Otley Cycle Club

## 5. Otley Walkers

Dear Mr McQuillan,

Otley Walkers, a local organisation with over a hundred members, considered the proposal for the Wharfedale Trail outlined in the public consultation document, at its meeting on October 3, and unanimously voted to give the scheme its full support. If successful, the scheme will considerably enlarge the amenity of non-motorised recreational users – including disabled users – of rights of way leading up to the lower Wharfe Valley. The scheme is imaginative and well thought out. We wish it well.

I would like to add that there is a tarmac path between Harrogate and Knaresborough on which I have led walks and it is lovely to see families with young children cycling in a safe environment. At a time when physical activities seem to be on the decline it is good to see something being done to create a safe environment for non-motorised recreational users.

Yours.....

Brian Rogers

Chairman Otley Walkers

## **6. South Pennine Packhorse Trails Trust**

Dear Mr McQuillan

### **WHARFEDALE TRAIL CONSULTATION**

I write in support of the new multi-user route along the Wharfe Valley from Ilkley to Bolton Abbey. I am also pleased that the route has been planned to include horse riders. The provision of a user friendly infrastructure is essential to the successful promotion of “green transport” and healthy exercise.

Although (judging by the press reports), the creation of a Wharfedale Trail is evidently perceived as a radical solution by its detractors, I believe it is both necessary and desirable because:

- The steady increase in the quantity and speed of traffic over the years has made the Ilkley to Bolton Abbey road dangerous for vulnerable road users.
- Cyclists and horse riders are completely excluded from the existing rights of way network on the south side of the river.

As a result, neither the road nor the rights of way are currently capable of providing a safe alternative route for car free journeys and recreation between Ilkley Addingham and Bolton Abbey

Please find attached some added suggestions and comments I have made on the line of the proposed trail.

Yours sincerely

Didy Metcalf

## THE WHARFEDALE TRAIL COMMENTS ON THE PROPOSED LINE

Didy Metcalf – 08.11.07

*(note: the original document contained several maps too large to reproduce here. Therefore the suggested links referred to have been transferred to smaller scale maps and the references to the original maps omitted)*

The following comments contain some suggestions for alternative or “link” routes. Also, notes on routes that horse riders are currently using.

**NB.** Routes 6 to 7, 8 to 9 and 10 to 11 are shown as footpaths on the definitive map. The status of these routes is in all probability wrongly recorded. As a rule, horse riders seek to secure permanent, legally defined routes, whereas I understand that Sustrans uses permissive agreements to develop its network, there may be a slight problem here. I would hope that this could be overcome.

**The cycle-way route identified on the consultation plan through Ilkley town centre,** Would be a useful route for those wishing to begin or end their journey at the railway station. It would also provide a safe route for school children going to and from the grammar School and encourage them to use their bicycles.

Below is a suggestion for a link route which by-passes the busy town centre and could possibly connect with a route to Burley-in Wharfedale. Horse riders already use this route to access the Old Bridge safely and legally. It is not signposted as a cycleway or bridleway; it is therefore an under used resource.



## ILKLEY TOWN CENTRE

**1 to 2. Castle Road.** A Traffic regulation Order (TRO ref: YHDOT W 4705/35/1/32) was imposed on this route in 1997 in association with the development of Booths Supermarket. The TRO restricts access for vehicular traffic but permits horse riding and cycling. The Pelican crossing at point 1 (whilst not an official Pegasus crossing), has been timed to allow horse riders to cross and has since worked effectively and safely.

**3 to 4 Castle Hill.** This road is subject to a TRO made in 1997 (YHDOT W 4705/41/99/4) intended to protect the buried remains of the roman wall from vehicular damage. It restricts vehicular traffic but permits horse riding and cycling. Although the stretch of pavement along part of the route is not ideal for horse riders, it has been used since 1997 without incident.

**5. A65 road crossing. Westville Road to Stockeld Road.** This is a useful direct road crossing point with good sight lines for horse riders. Westville road gives access to the moors via quiet roads. Stockeld Road leads to the old Bridge and access to brideways on the northern side of the valley.

**6 to 7. Watery Lane.** This path is shown on the definitive map as a footpath (Ilkley 4) and is part of the Dalesway. Despite the fact that it is relatively narrow and inclosed, horse riders regularly use the eastern end of the route. They have shared it with walkers for many years without incident. There is evidence that it is an old lane (Ref: Sale plan of the Middleton estate 1887 Vol 3 Page 772 No. 339. and Ilkley Town Guide c 1900, Ilkley Library).

**8 to 9. The Old Nesfield Road.** This potential link route is shown on the definitive map as a footpath no. Ilkley 3. I have researched a claim to upgrade this path to bridleway, as it has been well used by cyclists and horse riders for many years. Since it is an old road the documentary evidence is robust. It was due to be added to the definitive map as a bridleway in 1980 but this was delayed owing to an objection from an organisation who believed it warranted vehicular status.

## WEST OF ILKLEY

**10 to 11. Old Ilkley Addingham Road.** Alternative suggestion to running the cycleway along the north side of the A65.

Although now designated footpath status, (Ilkley 4 and 6) this track follows the route of the pre-turnpike road to Addingham. Evidenced by the Sale plan of the Middleton Estate 1887 (Vol 3 Page 772 No. 339) the plot numbers 5 and 77a refer to "Old Road".

Footpath number Ilkley 6 was due to be added to the definitive map as a bridleway in 1980 but this was delayed owing to an objection from an organisation who believed it warranted vehicular status.

## WEST OF ILKLEY TO ADDINGHAM



**12 to 13 Addingham to Nesfield via Fisher's Fountain Ford.** A possible link route. I submitted a modification order to upgrade this path some years ago. Mill lane Addingham is on the Bradford list of streets and the road from West Hall Lane on the north of the river to West Hall (and possibly south to the suspension bridge) is on the North Yorkshire list of streets. The suspension bridge is situated on the site of an ancient bridge.

When I submitted my evidence the land owner at West hall raised no objection. However he preferred the line of the path to be diverted away from his house. Horse riders agreed that this would be a solution that would suit everyone but the ramblers have objected and a stale mate situation has developed.

**14 to 15 Long Riddings.** This lane was shown on the draft definitive map as a bridleway (the only one in Addingham). However in 1965 it was deleted from the definitive map on the grounds that it was "unnecessary"!

End of APPENDIX 9