

Parish Forum Meeting Monday 11 September 2017

Welcome by Ian McPherson

Promotion of Parish Initiatives

Gary Smith

Consultation on issues for the new Management Plan 2018-2023

Gary Smith

Three open ended questions were posed by the Steering Group during May and June 2017:

1. *What do you love about the National Park?*
2. *How do you think the National Park could be improved?*
3. *What do you think are the three most important issues for the National Park Management Plan to tackle over the next five years?*

- 623 replies
- 57% residents; 43% visitors

Most frequent issues raised during consultation

Access

- Improved Access for all abilities,
- Legal access to caves (similar to climbing through CROW act)
- Improved public transport into the Park

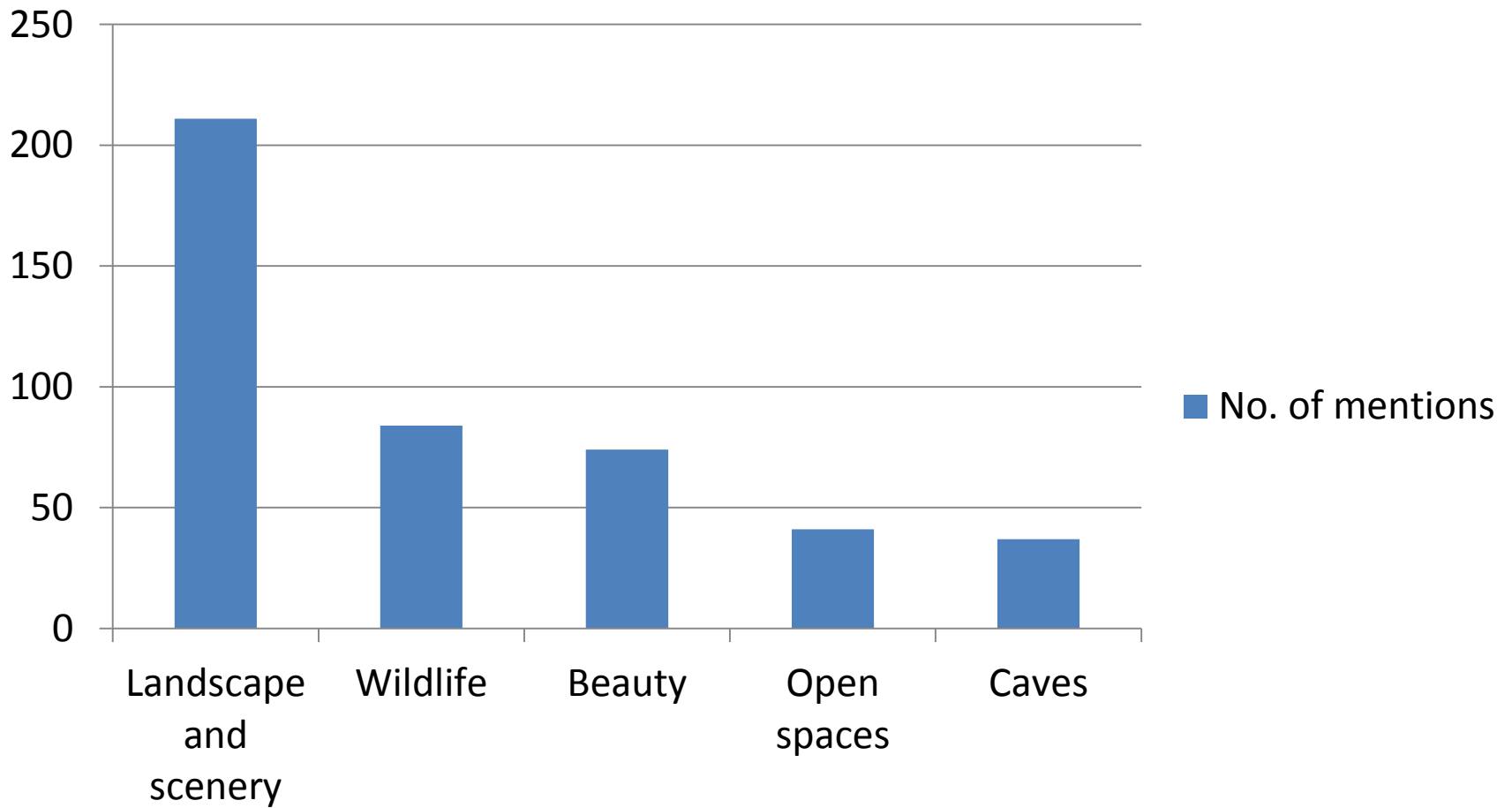
Community sustainability

- more affordable housing, especially for the young,
- safeguarding of services (schools, health etc)
- more jobs

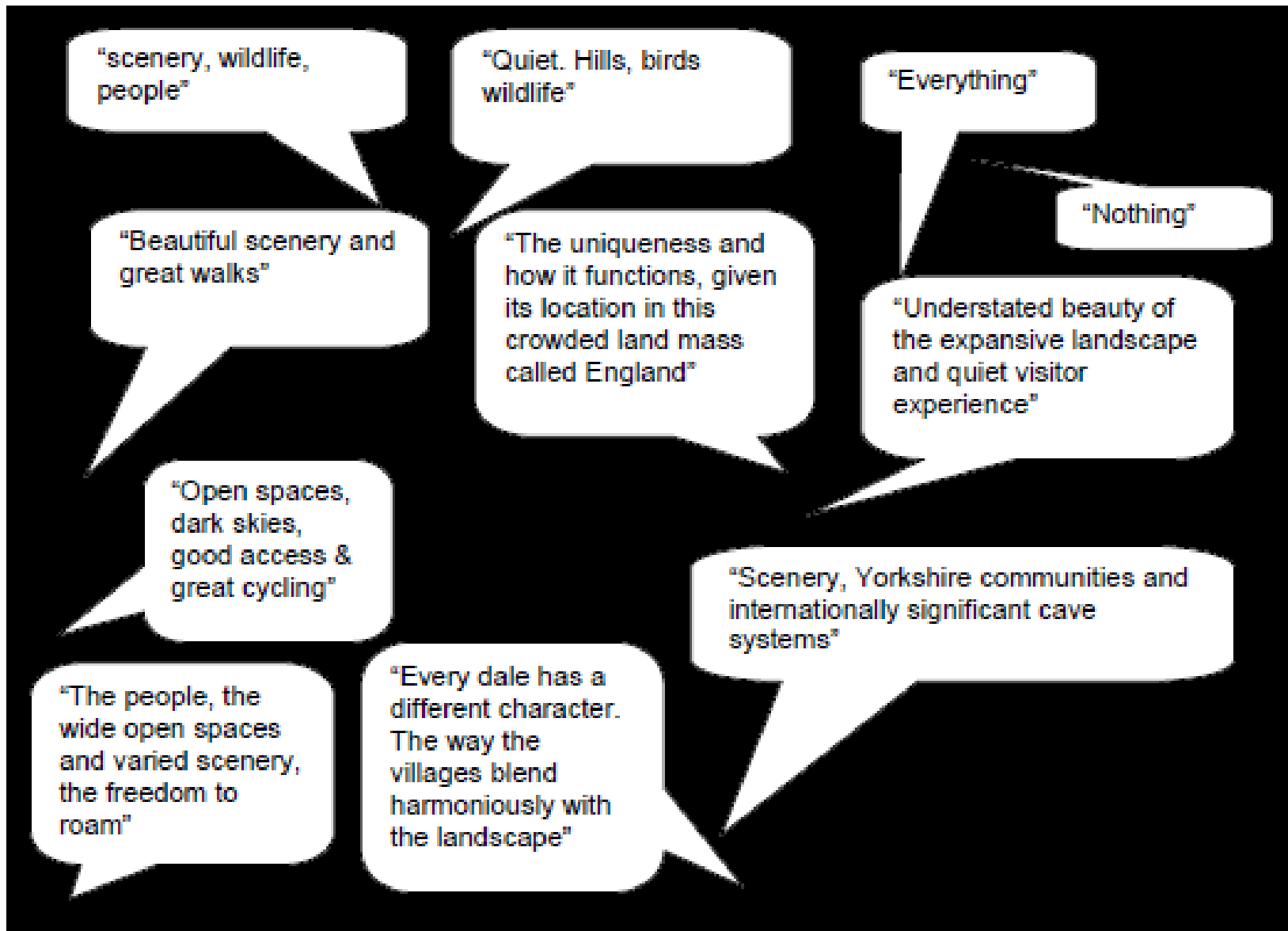
Wildlife

- Improved biodiversity (eg. upland management and farming practices)
- persecution of birds of prey (an issue raised strongly, particularly by visitors)

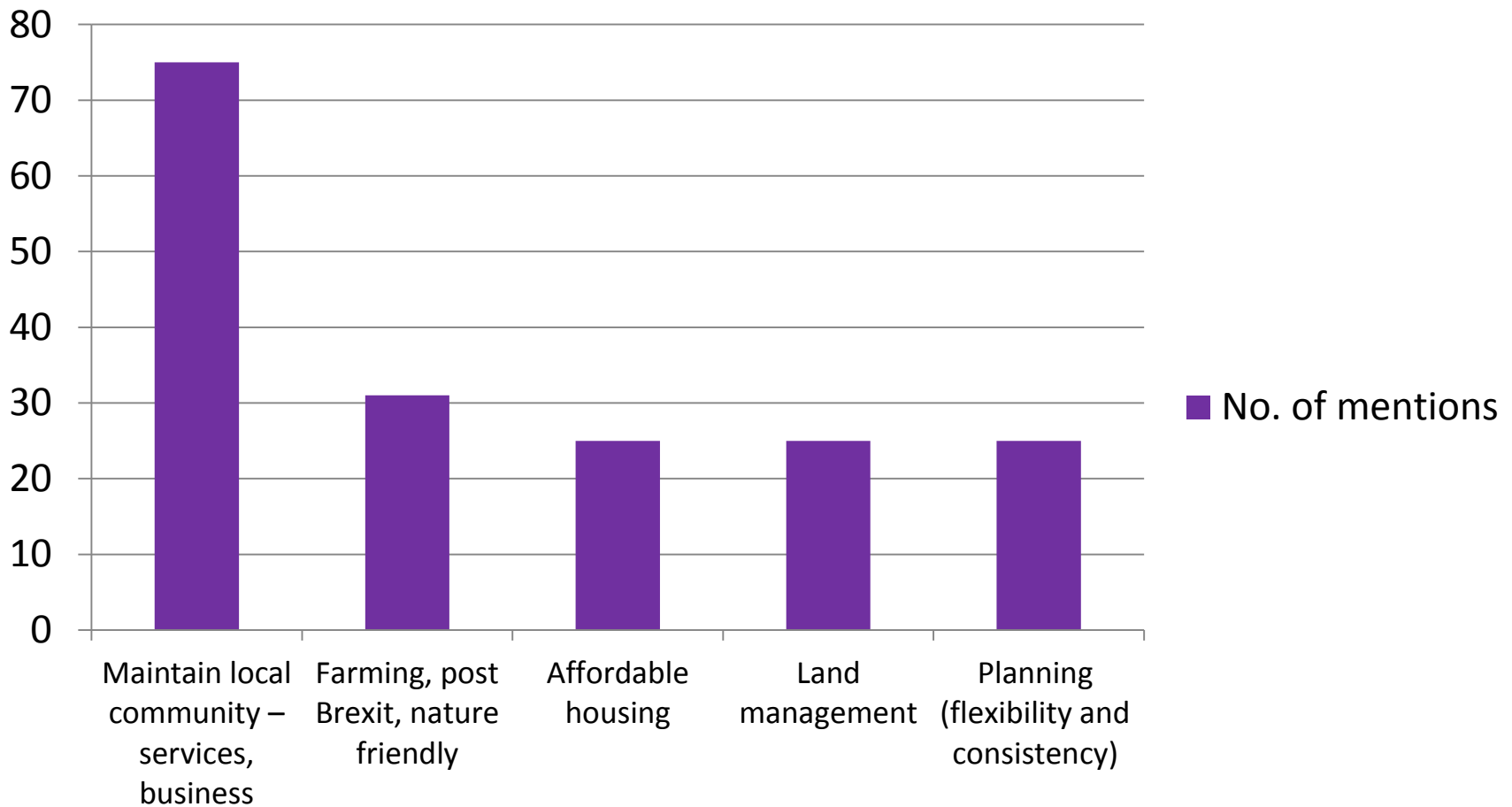
*Top five 'loves' **all** respondents*



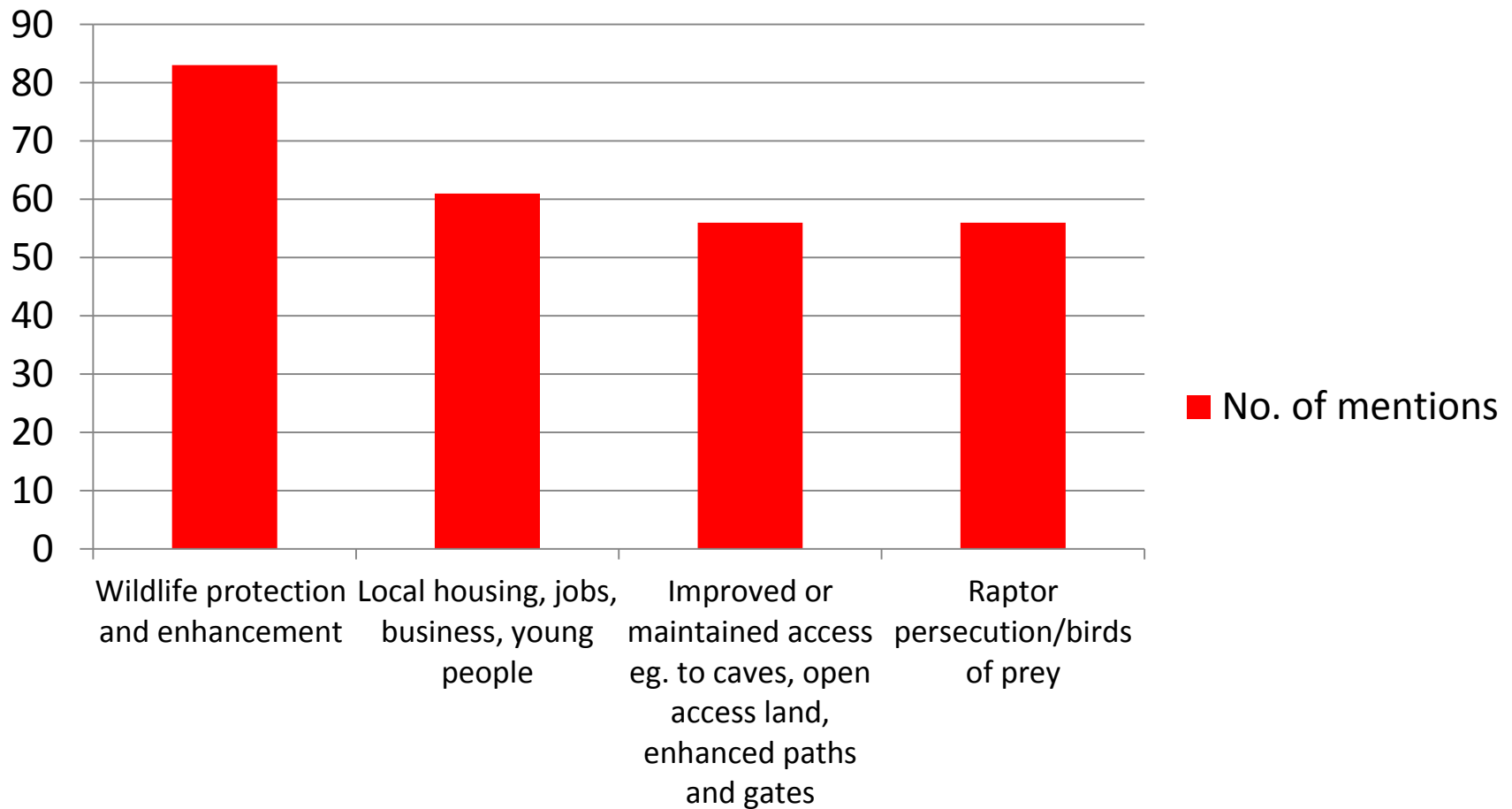
1. What do you love about the National Park?



*What do **residents** think are the most important issues for the National Park Management Plan to tackle over the next five years?*



*What do **visitors** think are the most important issues for the National Park Management Plan to tackle over the next five years?*



2. How do you think the National Park could be improved?



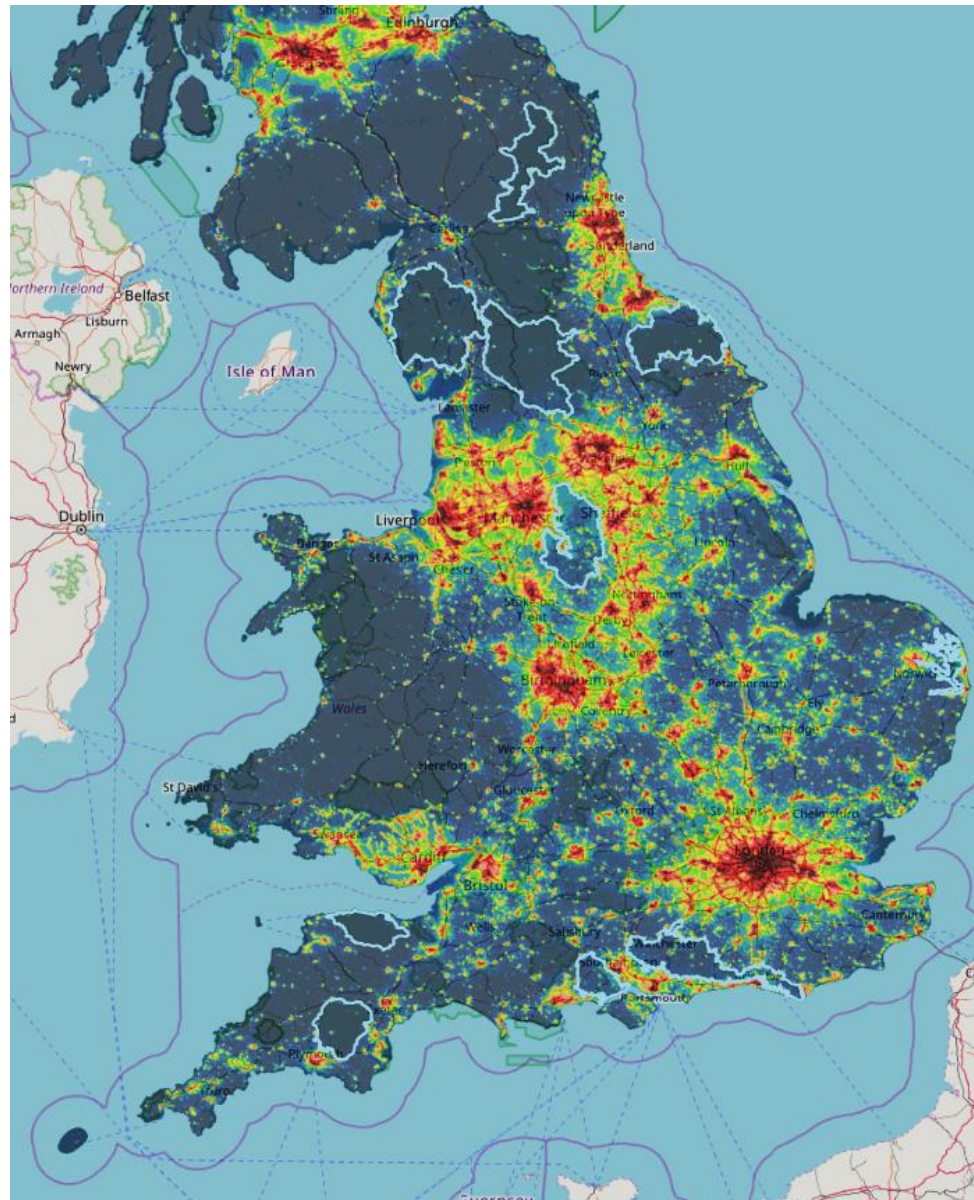
Next steps

September	Drafting groups start working on objectives
November	Drafting groups submit initial proposals for objectives Annual Forum - workshop on draft objectives
December	Drafting groups submit proposals for objectives
January	Prepare SEA, SA, HRA and EIA
February	NPMP Steering Group meeting (to finalise draft NPMP) 8 weeks consultation on draft NPMP starts
April	8 weeks consultation on draft NPMP ends
May	NPMP Steering Group meeting (to finalise the NPMP)
June	Final NPMP presented at Authority meeting
July	NPMP Launch

Protecting and celebrating the dark skies of the National Park

Mark Allum

Light Pollution Map







YORKSHIRE DALES
National Park Authority



James Allinson Photography

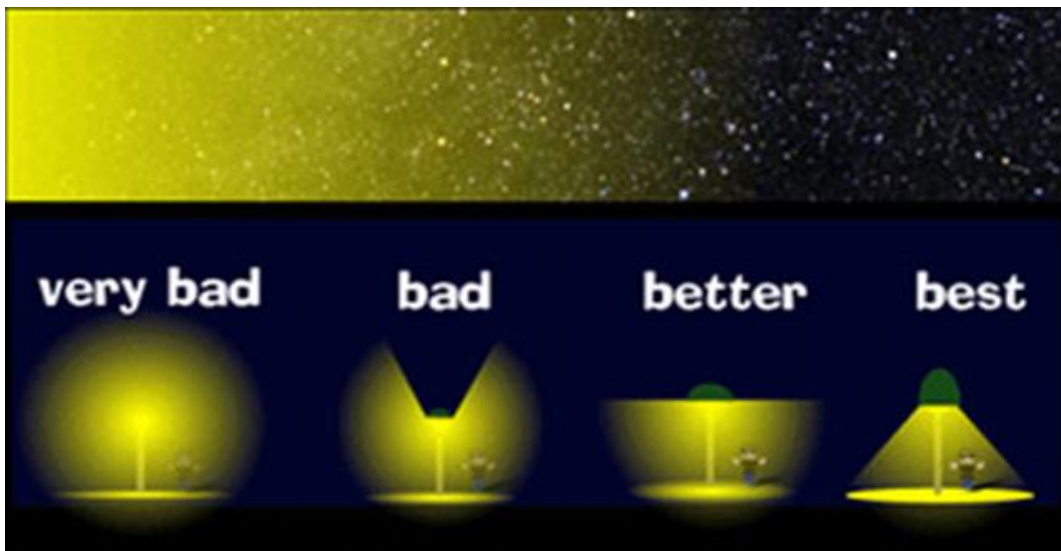
A Dark Skies Reserve

Why do this?

- To gain recognition for the work that is already happening
- To work with local people on measuring and enjoying our night skies
- To boost tourism at a quiet time of year
- To clarify our guidance on exterior lighting

What would becoming a Reserve mean?

It is not about turning off street lighting,
but it will look to improve lighting over time



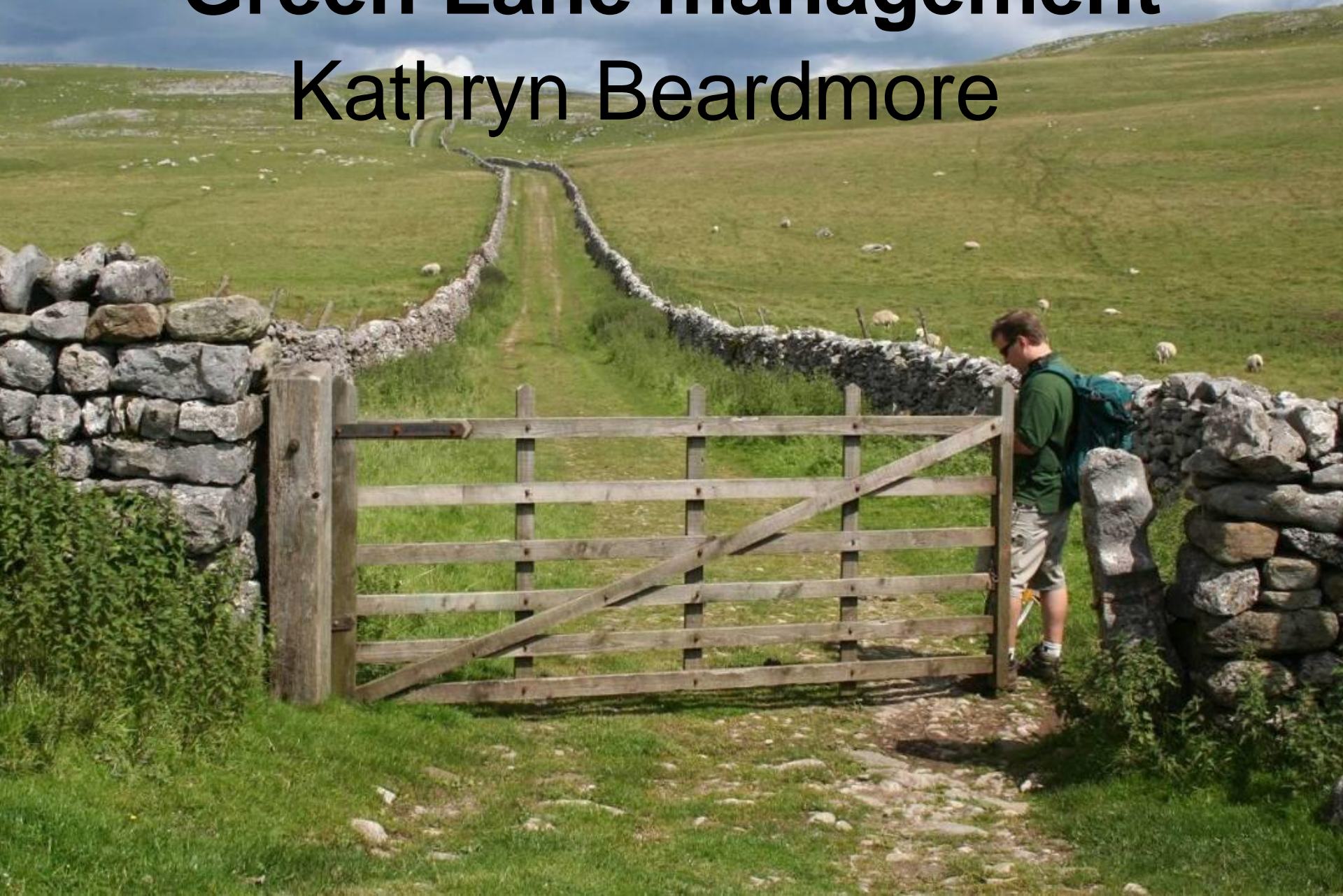


YORKSHIRE DALES
National Park Authority



Green Lane management

Kathryn Beardmore



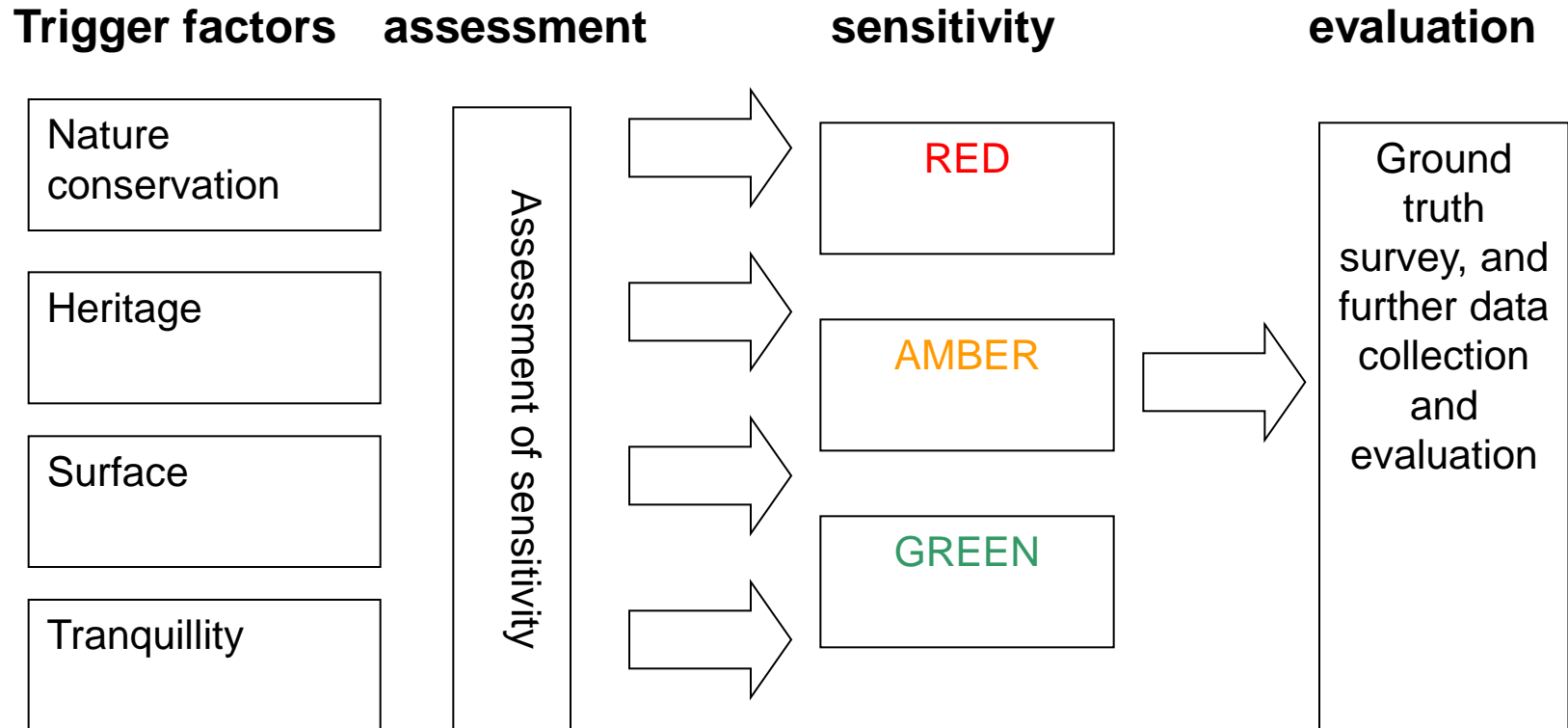


Our starting point

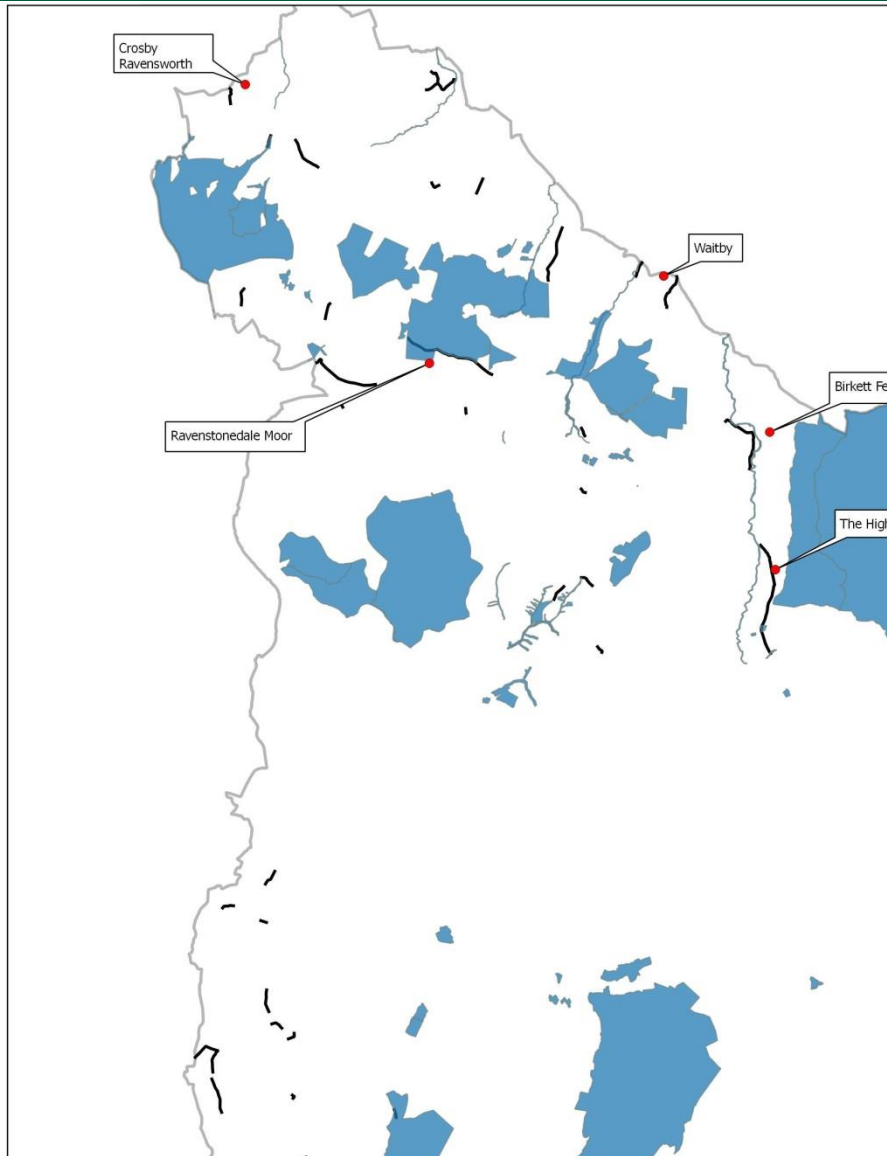
“identify the most appropriate measures to manage the use of motorised recreational vehicles on each sensitive ‘green lane’, and put all such measures in place by 2011”

National Park Management Plan (2007-12)

The sensitivity assessment



Nature Conservation

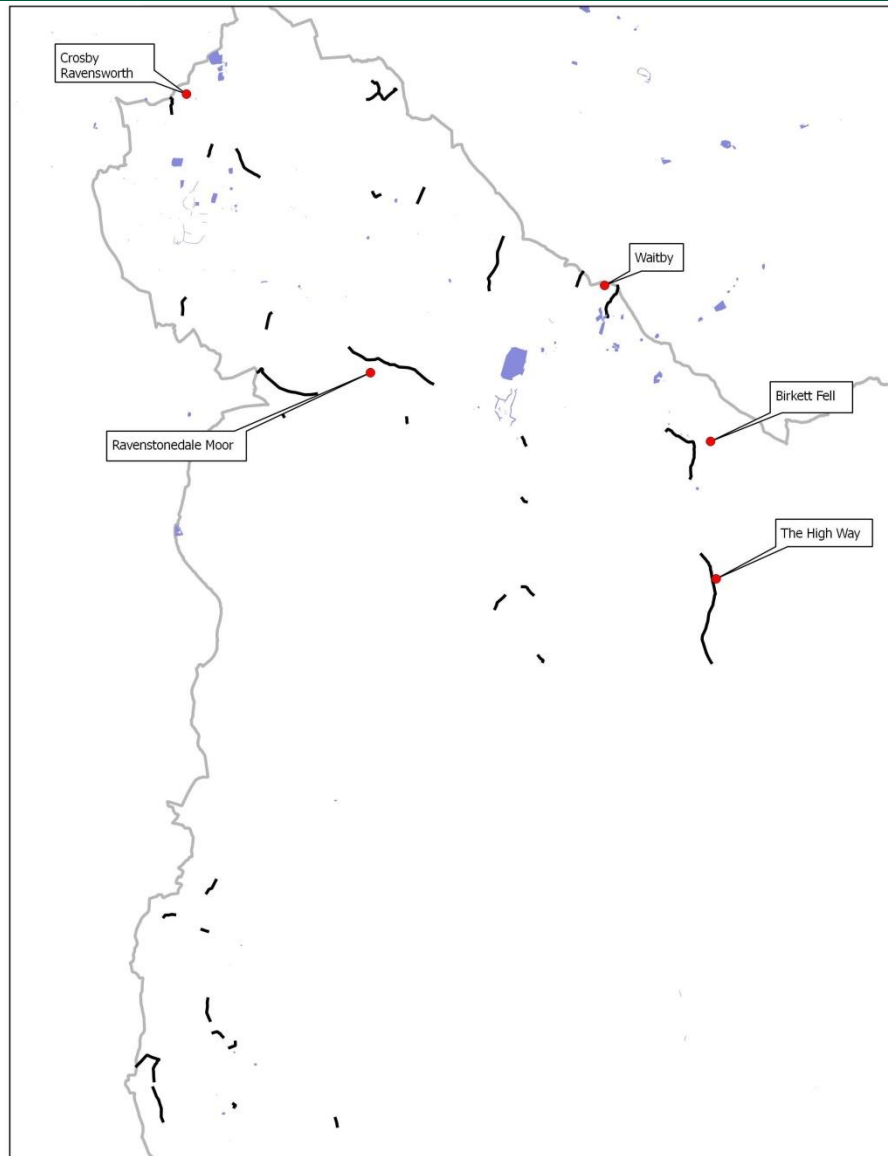


A high sensitivity (red) route would be:

- A route that passes through an area designated for nature conservation, or identified as an important nature conservation area, **and** where the use of motor vehicles is considered potentially damaging.

This could include features such as blanket bog, wet flushes or the presence of important species.

Heritage

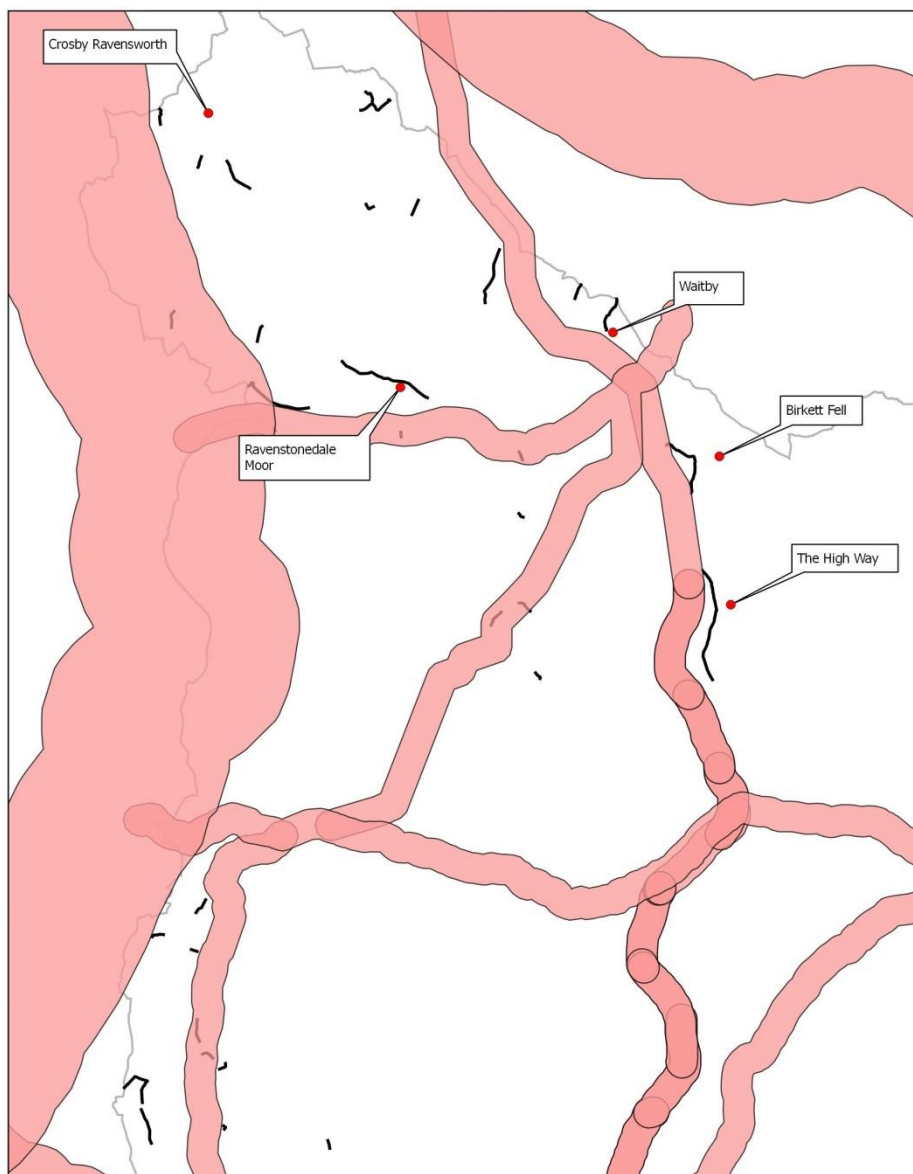


The impact of recreational vehicles on Schedule Monuments is assessed, along with other heritage features

Surface



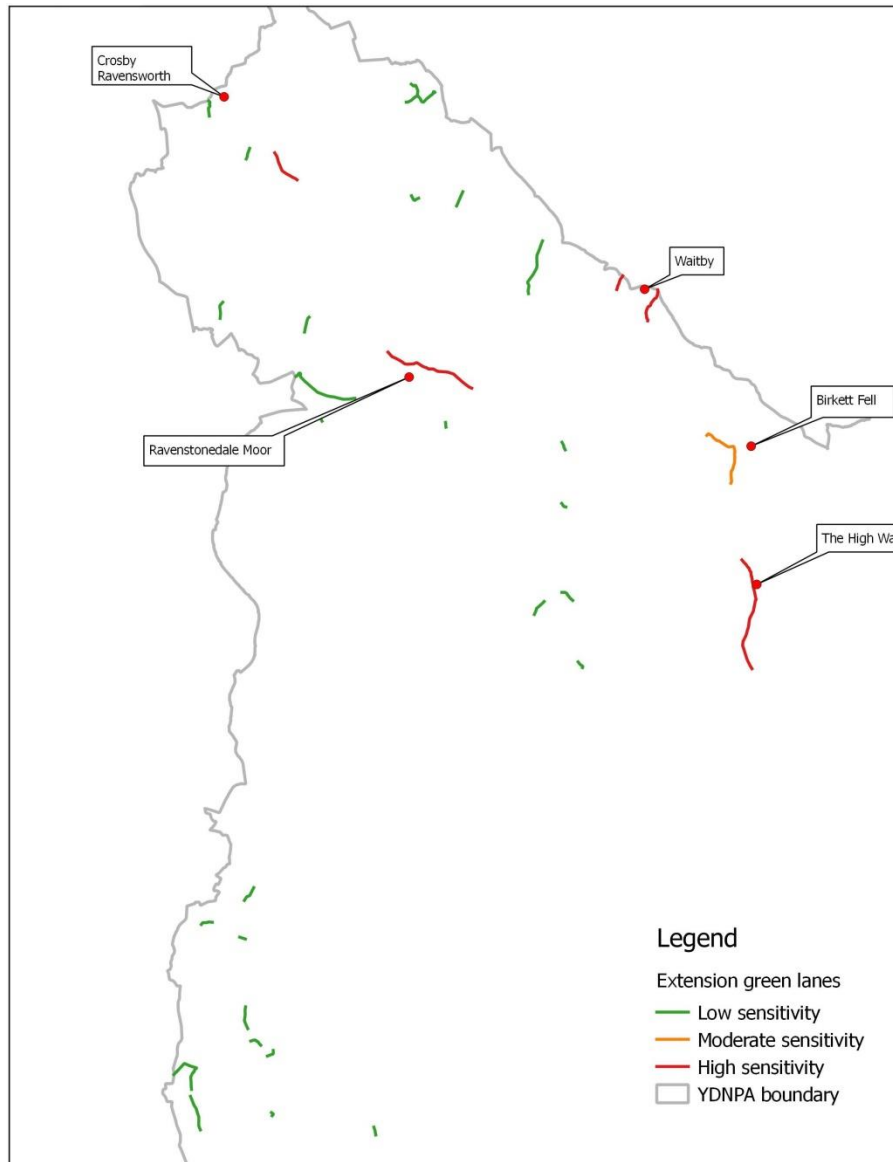
Tranquillity



The noise corridor generated by motor bikes is up to 960 m on either side of an unsurfaced route

but this must be considered alongside other noise sources in the area (CPRE methodology used)

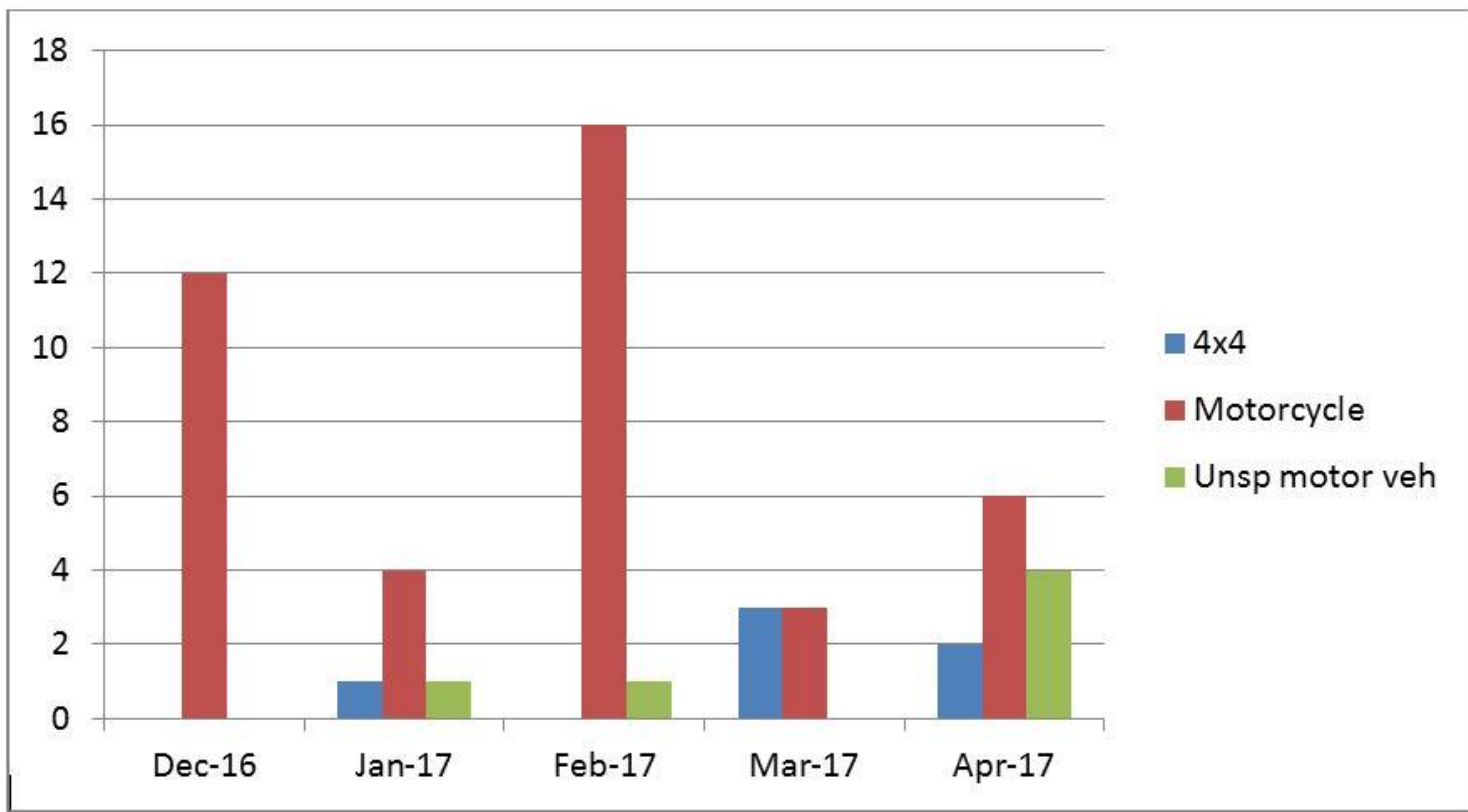
Overall sensitivity



A detailed report is produced to summarise all the information and used to seek views on management options

Type and frequency of use

Ravenstonedale Moor Use by Vehicles



Management Plans

While recreational vehicular use on green lanes may not be an 'appropriate' activity, it is a legitimate activity.

We need to be open to all the management options which include:

- Working with user groups
- Information and education
- Repair
- Voluntary restraint
- Working with the police
- Traffic Regulation Orders





Our special qualities are key



whatever the activity...
(Sunbiggin after the starling murmurations!)

Any Questions?

Any other Business