Cumbria Countryside Access

UCR and BOAT Survey Form

UCR Number and/or BOAT Number 359017 Grid References From 724 994 Total length 0.52 Length unsurfaced 0.52 Location Fell End CCC Classification (Tick recommendation) Route with significant use requiring significant monitoring/managment Route with little or no use not likely to require monitoring/ management Unsuitable route, should not be on MPV sustainable access map LDNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization or interest Surface (note % of each type of surface, Describe "other") Condition of surface (rutted, washed out, etc.) Good Apparent sensitivity to winter/weather conditions (river crossing, flooding, surface damage, other) None	X
Total length 0.52	X
Length unsurfaced O.52 Location Fell End CCC Classification Route with significant use requiring significant monitoring/managment Route with moderate use requiring some monitoring/managment Route with little or no use not likely to require monitoring/ management Unsuitable route, should not be on MPV sustainable access map DNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization Organ	X
Route with significant use requiring significant monitoring/managment Route with moderate use requiring some monitoring/managment Route with little or no use not likely to require monitoring/managment Unsuitable route, should not be on MPV sustainable access map DNPA classification if applicable, criteria as above, but green becomes light green for dead ends surveyor Steve Pighills Organization Organiz	X
Tick recommendation) Route with moderate use requiring some monitoring/managment Route with little or no use not likely to require monitoring/ management Unsuitable route, should not be on MPV sustainable access map DNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization Or interest Outer 11/08/16 Farmac Crushed stone Oescribe "other") Condition of surface (rutted, washed out, etc.) Good Opparent sensitivity to winter/weather conditions	X
Route with little or no use not likely to require monitoring/ management Unsuitable route, should not be on MPV sustainable access map DNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization or interest Date 11/08/16 or interest Surface (note % of each type of surface, Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good	
Unsuitable route, should not be on MPV sustainable access map DNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization or interest Date 11/08/16 TRF Courage (note % of each type of surface, Tarmac 20% Grass Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good	
DNPA classification if applicable, criteria as above, but green becomes light green for dead ends Surveyor Steve Pighills Organization or interest Organization or interest Furface (note % of each type of surface, Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good Opparent sensitivity to winter/weather conditions	
Surveyor Steve Pighills Organization or interest Oate 11/08/16 or interest Surface (note % of each type of surface, Tarmac 20% Grass Oescribe "other") Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Apparent sensitivity to winter/weather conditions	
Surface (note % of each type of surface, Describe "other") Crushed stone Rocky Condition of surface (rutted, washed out, etc.) Good Apparent sensitivity to winter/weather conditions	
Oate 11/08/16 or interest Surface (note % of each type of surface, Tarmac 20% Grass Oescribe "other") Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good	
Surface (note % of each type of surface, Describe "other") Crushed stone Rocky Condition of surface (rutted, washed out, etc.) Good Apparent sensitivity to winter/weather conditions	
Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good Apparent sensitivity to winter/weather conditions	
Crushed stone 30% Mud Rocky 50% Other Condition of surface (rutted, washed out, etc.) Good Apparent sensitivity to winter/weather conditions	
Rocky 50% Other Condition of surface (rutted, washed out, etc.) Supparent sensitivity to winter/weather conditions	
Condition of surface (rutted, washed out, etc.) Apparent sensitivity to winter/weather conditions	
pparent sensitivity to winter/weather conditions	
river crossing, flooding, surface damage, other) None	
Considerations for use and sensitivity re	
ecological issues, farming issues, other Normal care and consideration	
Normal care and consideration	
General description of route, and observations Signed from main highway	
Signed both ends	Yes
hort walled lane from A683 going into long ford which Access from main - easy	Yes Yes
as a slippery and rocky surface Highway - awkward	Yes Yes Yes
as a support arise roomy surrace awarded	Yes
	Yes Yes
Route - through - dead end	Yes
Route - through	Yes Yes
Route - through - dead end	Yes Yes Yes
Route - through - dead end Fords or water crossings	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills Should normally be passable by 2 wheel drive Yes Quad Yes	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills Should normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills Should normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes Carriage Yes	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills Should normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes Carriage Yes Approx. width at narrowest 7 ft	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills hould normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes Carriage Yes Approx. width at narrowest 7 ft ecommend one way use due to steepness, 4 wheels	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills hould normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes Carriage Yes Approx. width at narrowest 7 ft	Yes Yes Yes
Route - through - dead end Fords or water crossings Gradient - generally flat - generally undulating - has steep hills hould normally be passable by 2 wheel drive Yes Quad Yes 4 wheel drive Yes Trail bike Yes Carriage Yes Approx. width at narrowest 7 ft ecommend one way use due to steepness, 4 wheels	Yes Yes Yes

