Cumbria Countryside Access

UCR and BOAT Survey Form

| UCR Number and/or | | | | | _ | |
|---|---|---|--|---|---|-------------------|
| | | OS Map | 91 | | | |
| BOAT Number | 348041 | Grid References | From | 728 217 | _ | |
| Total length | 1.1 km | | То | 721 208 | | |
| Length unsurfaced | 1.1km | Location | Murto | า | | |
| CCC Classification | Route with significant use | requiring significant | monitoring | g/managment | | |
| (Tick recommendation) | | | | | | |
| , | Route with little or no use | · · · | <u> </u> | <u> </u> | | Х |
| | Unsuitable route, should n | | | | | |
| DNPA classification if | applicable, criteria as above | | | • | ds | |
| | ••• | | | | | |
| Surveyor | S Pighills | Organization | TRF | | | |
| Date | 10/01/16 | or interest | | | | |
| | | T | | 0 | 0534 | |
| Surface (note % of each | n type of surface, | Tarmac | 750/ | Grass | 25% | |
| Describe "other") | | Crushed stone | 75% | Mud | | |
| | | Rocky | | Other | | |
| Condition of surface (ru | itted, washed out Getod , som | e minor wash out a | t southern e | end | | |
| | | | | | | |
| Apparent sensitivity to v | winter/weather conditions | | | | | |
| | , surface damage, other) | None | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Considerations for use | and sensitivity re | | | | | |
| ecological issues, farmi | • | Watch out for do | nkeys off m | iddle section | | |
| , | - | | • | | | |
| | | | | | | |
| | | Passes through g | grazing field | ds | | |
| | | Passes through g | prazing field | ls | | |
| | | Passes through g | grazing field | ds | | |
| General description of r | oute and observations | Passes through g | | | | Vac |
| General description of r | oute, and observations | Passes through g | Signed fr | om main highv | vay | Yes |
| · · · · · · · · · · · · · · · · · · · | | Passes through g | Signed fr | om main highv oth ends | | Yes |
| · · · | | Passes through g | Signed from Signed book for Access from Ac | om main highv oth ends om main - ea | asy | |
| · · · · · · · · · · · · · · · · · · · | | Passes through g | Signed from Signed bo Access from Highway | om main highv oth ends om main - ea - av | asy vkward | Yes Yes |
| · · · · · · · · · · · · · · · · · · · | | Passes through g | Signed from Signed book for Access from Ac | om main highv oth ends om main - ea - av - th | asy vkward rough | Yes |
| · · · · · · · · · · · · · · · · · · · | | Passes through g | Signed fr Signed bo Access fr Highway Route | om main highv oth ends om main - ea - av - th - de | asy vkward rough ead end | Yes Yes |
| · · · · | | Passes through g | Signed fr Signed by Access fr Highway Route | om main highv oth ends om main - ea - av - th | asy vkward rough ead end s | Yes Yes |
| · · · · | | Passes through g | Signed fr Signed by Access fr Highway Route | om main highv oth ends om main - ea - av - th - de water crossing | asy vkward rough ead end s at | Yes Yes |
| · · · · | | Passes through g | Signed fr Signed by Access fr Highway Route | om main highv oth ends om main - ea - av - th - de water crossing - generally fla | asy vkward rough ead end s at ndulating | Yes Yes Yes |
| General description of r Good condition track wi | | Passes through g | Signed fr Signed by Access fr Highway Route | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally u | asy vkward rough ead end s at ndulating | Yes Yes Yes |
| Good condition track wi | th 2 gates | 2 wheel drive | Signed fr Signed by Access fr Highway Route | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally u | asy vkward rough ead end s at ndulating | Yes Yes Yes |
| Good condition track wi | th 2 gates | | Signed fr Signed bo Access fr Highway Route Fords or Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally u - has steep h | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi | th 2 gates | 2 wheel drive | Signed fr Signed bo Access fr Highway Route Fords or Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally un - has steep h | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| · · · · | th 2 gates | 2 wheel drive 4 wheel drive | Signed fr Signed be Access fr Highway Route Fords or Gradient Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally un - has steep h | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi | th 2 gates | 2 wheel drive 4 wheel drive Carriage | Signed fr Signed be Access fr Highway Route Fords or Gradient Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally ui - generally ui - has steep h Quad Trail bike 10ft | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi | th 2 gates sable by | 2 wheel drive 4 wheel drive Carriage | Signed fr Signed be Access fr Highway Route Fords or Gradient Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally u - has steep h Quad Trail bike | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi Should normally be pas Recommend one way u narrowness, other cond | th 2 gates sable by use due to steepness, ition, state reason | 2 wheel drive 4 wheel drive Carriage Approx. width at | Signed fr Signed be Access fr Highway Route Fords or Gradient Yes Yes Yes Narrowest | om main highv oth ends om main - ea - av - th - de water crossing - generally ui - has steep h Quad Trail bike 10ft 4 wheels 2 wheels | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi Should normally be pas Recommend one way u narrowness, other cond Worth evaluating for Tr | th 2 gates seable by use due to steepness, ition, state reason amper use? (motorized | 2 wheel drive 4 wheel drive Carriage Approx. width at Looks practical | Signed fr Signed be Access fr Highway Route Fords or Gradient Gradient | om main highv oth ends om main - ea - av - th - de water crossing - generally fla - generally ui - has steep h Quad Trail bike 10ft 4 wheels | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi Should normally be pas Recommend one way u narrowness, other cond Worth evaluating for Tr | th 2 gates sable by use due to steepness, ition, state reason | 2 wheel drive 4 wheel drive Carriage Approx. width at | Signed fr Signed be Access fr Highway Route Fords or Gradient Yes Yes Yes Narrowest | om main highv oth ends om main - ea - av - th - de water crossing - generally ui - has steep h Quad Trail bike 10ft 4 wheels 2 wheels | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |
| Good condition track wi Should normally be pas Recommend one way u narrowness, other cond Worth evaluating for Tr | th 2 gates seable by use due to steepness, ition, state reason amper use? (motorized | 2 wheel drive 4 wheel drive Carriage Approx. width at Looks practical | Signed fr Signed be Access fr Highway Route Fords or Gradient Yes Yes Yes Narrowest | om main highv oth ends om main - ea - av - th - de water crossing - generally ui - has steep h Quad Trail bike 10ft 4 wheels 2 wheels | asy vkward rough ead end s at ndulating ills | Yes Yes Yes |