

North East Lincolnshire

Rights of Way Improvement Plan



INVESTOR IN PEOPLE



Directorate of
Environmental
Services

If you would like to receive this information in another language or another format such as large print, Braille or video tape please contact
Customer Services (Street Care)
On telephone 01472 324500
or email CustomerRequests@nelincs.gov.uk

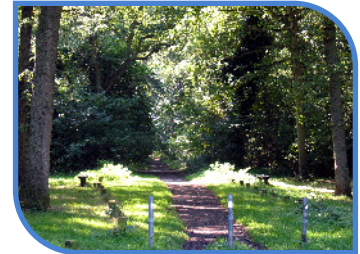
North East Lincolnshire

Rights of Way Improvement Plan

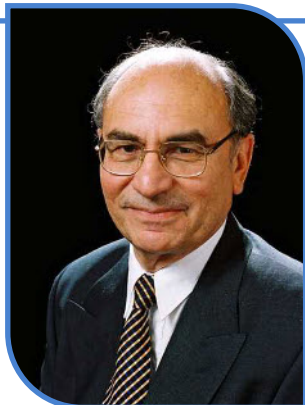
Ray Oxby
Executive Director

Directorate of Environmental Services
Highways and Transport
Origin One
1 Origin Way
Grimsby
North East Lincolnshire
DN37 9TZ

Tel: (01472) 324500



Foreword



by the Leader of North East Lincolnshire Council

The publication of the Rights of Way Improvement Plan is indeed a welcome step towards achieving better access to the countryside, for all sections of the community. Not only does it link with the Council's other strategies which aim to improve the quality of life, it highlights the unique quality of our countryside, providing a valuable recreational resource as well as another key attraction for visitors to the area.

I am confident that working together with our partners, developing and improving the public rights of way network, which are all part of our regeneration, will help to achieve the Community Vision by 2022.

Andrew De Freitas

Contents & Glossary



Bradley Woods

Contents

Section	Page
Foreword	
Abbreviations Glossary	1
Public Rights of Way Network Map	2
Executive Summary	3-4
1 Introduction	5-6
What is Rights of Way Improvement Plan	5
How has North East Lincolnshire's Plan been put together?	5
Representations Resulting from Publishing the Draft Rights of Way Improvement Plan	6

Assessment

2 Legal Definitions	7
3 Local Context	8-11
Part of an area of Outstanding Natural Beauty	8
Definitive Map	9
Diversion Orders	10
Closure Orders	10
Creation Orders	10
Modification Orders	10
Condition of the Network	10
Local Access Forum	11
4 Linked and Allied Strategies	12-16
Government Guidance	
and Regional Planning Policies	12
Local Plans and Guidance	13
5 Local Needs and Demands	17-19
Main findings and Issues Raised by Residents and PRoW Users Visiting the Countryside	17
Landowners' and farmers' Survey	17
Town & Parish Councils	18
Neighbouring Authorities	18
User Groups	19
Local Access Forum	17
6 Key Issues	20-21

Action

7 Goals & Objectives	22
8 Statement of Action	23
9 Implementation and Funding	24
Statutory Work	24
Key Actions	24
Funding Sources	24
Other Possible Funding Sources	24
10 Action Plan Tables	25-34
A Overcoming Legal Deficiencies	25
B Improving the Condition of the Network	26
C Making the Network Safer	29
D Improving Accessibility	30
E Extending and Linking the Network	34

Appendices

1 User Survey Summary	35-40
2 Land Owners' & Farmers' Survey Summary	41-43
3 Assessment Consultees	44
4 Schedule of Representations & NELC Responses	45-53

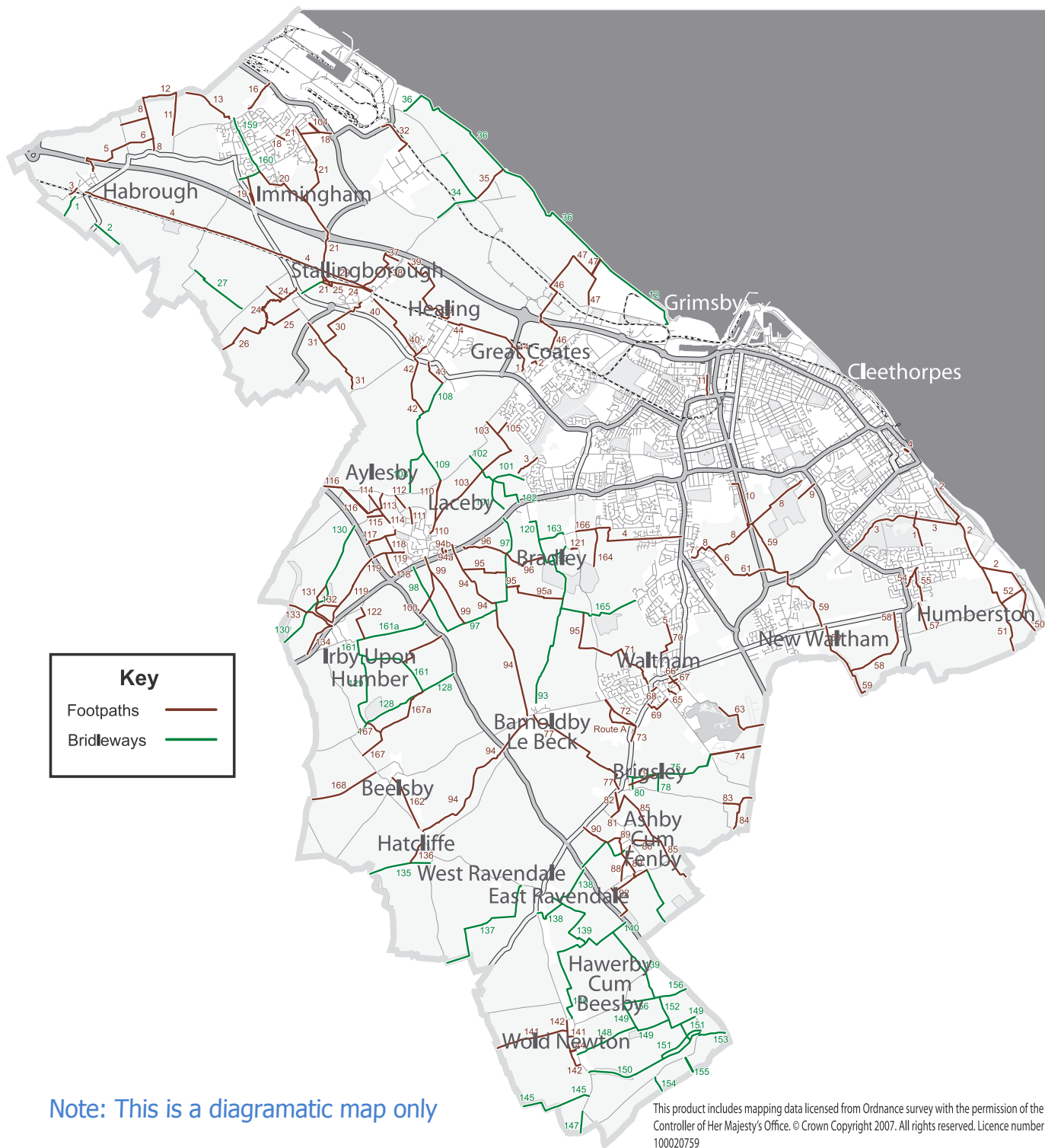
Glossary

AONB	Area of Outstanding Natural Beauty
BHS	British Horse Society
BOAT	Byways Open to All Traffic
BVPI	Best Value Performance Indicator
BW	Bridleway
CPRE	Campaign to Protect Rural England
CRoW	Countryside & Rights of Way Act 2000
DEFRA	Department for Environment, Food & Rural Affairs
DfT	Department for Transport
DMS	Draft Milestone Statement
FP	Foot Path
KI	Key Issue
LAF	Local Access Forum
LCC	Lincolnshire County Council
LDF	Local Development Framework
LTP	Local Transport Plan
NELC	North East Lincolnshire Council
NEL	North East Lincolnshire
NELDA	North East Lincolnshire Disability Access
OKI	Other Key Issue
PC	Parish Council
PPG	Planning Policy Guidance
PRoW	Public Rights of Way
RA	Ramblers Association
RBS	Regional Biodiversity Strategy
RG	RoWIP Goal
RoWIP	Rights of Way Improvement Plan
RSS	Regional Spatial Strategy
RUPPs	Roads Used as Public Paths
ST	Supporting Task
WHI	Walking the Way to Health Initiative
WLW	Wanderlust Way
Y&H	Yorkshire & Humber

Public Rights of Way Network

Map

North East Lincolnshire Public Rights of Way Network





Stallingborough
Church

Executive Summary

- ES1 North East Lincolnshire's 190km of public rights of way (PRoW) network is a valuable asset offering opportunities for walking, cycling and horse riding. Although walking and cycling are the most popular recreational past times, North East Lincolnshire has a low uptake compared nationally and to the neighbouring authorities. The Government believes this should be tackled by widening the appeal of using the PRoW for all sections of the Community by investigating present and future needs and drawing up an Action Plan forming part of a 10 year Rights of Way Improvement Plan (RoWIP).
- ES2 Before finalising the RoWIP, North East Lincolnshire Council published (17th March 2008) the Draft Rights of Way Improvement Plan and published notices in local newspapers on how a copy could be inspected or obtained and how representations about it could be made, to be received no later than 9th June 2008. Appendix 4 contains a summary of the representations made during this period with any further justification explained and any mitigating measures and modifications which have been included in the final RoWIP.
- ES3 The Countryside and Rights of Way Act 2000 (CROW) is key to understanding the complex legislative background underpinning the various rights of access affecting footpaths and bridleways, which historically were a way of travelling between towns and villages but have now become a valued recreational facility. Impinging on the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) as well within the urban parts of Grimsby and Cleethorpes, popular promoted routes are defined by the *Wanderlust Way*, *Silver Lincs Way* and *The Interconnect Bus Walks*.
- ES4 North East Lincolnshire's Definitive Map, dated 1953, provides conclusive evidence of the status and the position of the public rights of way. A survey carried out in 1998/99 for the Draft Milestone Statement revealed there were a number of outstanding Orders affecting the Definitive Map, some of which are still ongoing.
- ES5 In general terms, the condition of the PRoW network in North East Lincolnshire measured by using the Government's Best Value Performance Indicator, shows a steady and marked improvement since 2001. This, however, does not take account of the views obtained as part of the Assessment for the RoWIP from the public and the various user groups or the Mid Lincolnshire Local Access Forum set up to deal with a wide range of issues affecting the local rights of way.
- ES6 National policies and guidelines (represented by PPG13, the Regional Spatial Strategy, The Northern Way, Y&H Regional Biodiversity Strategy, and the Lincolnshire AONB) support better facilities for walkers and cyclists. Reference is made to the Draft Marine Bill to create a route around the coast of England.
- ES7 A number of developments emerging from the NELC's Regeneration Strategy may result in modifying the public rights of way as well as reliance on parts of the network in providing accessibility. Other key strategies which could benefit from improving the PRoW network include the Green Space Strategy, Local Transport Plan, Active Links, Healthy Communities, Older Person Strategy, and People with Physical Disabilities.

Executive Summary



Bridleway 120
Bradley Woods

ES8 Gathered from the questionnaires returned by the public and consultations with user groups, parish councils, neighbouring authorities and the Local Access Forum, the key issues raised are set out in Section 6 from which Goals and Objectives have been drawn up, which take account of the Draft Milestone Statement and the wider issues outlined in Government Guidance for preparing the RoWIP and linked strategies.

ES9 The Statement of Action follows a framework which takes account of these goals and the wider issues:-

A Overcoming the legal deficiencies

- Reduce the number of outstanding orders
- Include the urban area onto the Definitive Map
- Resolve anomalies on the Definitive Map

B Improving the condition of the network

- Develop guidelines that set out how the Authority will manage and maintain the PRow
- Reduce the number of unnecessary physical barriers along the PRow
- Address the problems of flytipping, litter, dog fouling – including crop damage, trespass and antisocial behaviour
- Improve and develop signage

C Making the network safer

- Provide safety improvements where the PRow intersects with busy trafficked roads

D Improving accessibility

- Identify more routes which have good public transport links
- Identify routes which cater for people with limited mobility and the visually impaired
- Review the network available to different types of users
- Promote the wider use of the PRow network in and around NELC for all sections of the community

E Extending and linking the network

- Develop well maintained routes into the countryside for use by local people and visitors and take regard of linking communities and recreational/ educational/health facilities.

ES10 The Council has a statutory duty to ensure that the PRow is properly sign posted, maintained and free from obstruction which can be prioritised using the existing PRow database. Funding opportunities may be available from linked strategies and other partners within and outside NELC. Progress and milestones can be developed over a 10 year period through the performance management framework of annual service plans which reflect the time scales indicated in the action plans (Sections 8 & 10).



Footpath 94
Beelsby
Waterdell

1 Introduction

1.1 England's 169,000 km rights of way network is a unique asset. It is the single most important means for the public to gain access and enjoy the countryside offering the opportunity for walking, riding and cycling. Although recreational walking and cycling are by far the most popular leisure activities, this is not matched by the public's satisfaction with the state of many rights of way across the country which are considered inadequate and insufficient.

1.2 This has had the effect of discouraging many potential users of the rights of way which the Government is determined to rectify by requiring all Local Highway Authorities to make an assessment of the needs and expectations of people with all levels of interest and ability. By identifying changes in respect of the management and improvement of the public rights of way network, Local Authorities are required to prepare a 10 year Rights of Way Improvement Plan which will meet the Government's aim of better provision for walkers, cyclists, equestrian and people with mobility impairment.

1.3 What is a Rights of Way Improvement Plan?

The Countryside and Rights of Way Act 2000 (CRoW Act 2000) sets out the Local Authorities' obligations to publish a Rights of Way Improvement Plan (RoWIP) for their area.

In drawing up the plan each local authority is required to assess:-

- The extent to which the local rights of way network meets the present and likely future needs of the public;
- The opportunities for exercise and other forms of open-air recreational and the enjoyment of the Authority's area.
- Accessibility of local rights of way to blind or partially sighted persons and others with mobility problems ;and
- Any other such matters relating to local rights of way which the Secretary of State may direct.

The RoWIP builds upon the Council's existing duties to maintain and keep up to date the Definitive Map and Statement, and ensure that the rights of way network is well signposted maintained and free from obstruction.

Footpath 11
Habrough



The Statement of Action will take account of the information obtained during the Assessment Stage and consultations with various bodies, user groups and the general public; and the need to make links with a wide range of strategies to realise any future opportunities for funding.

1.4 How has North East Lincolnshire's plan been put together?

This plan is divided into 2 parts, coloured coded at the head of each page:-

1.4.1 Assessment

- Starting with a review of some useful legal definitions (Section 2), the plan then moves on (Section 3) to outline the main features of the PRoW and how it fits within the local landscape
- This is followed (Section 3) by assessments of the legal position in relation to the Definitive Map and the physical condition of the network with the importance of the Local Access Forum underlined.
- Various national, regional and local strategies are then investigated (Section 4) which need to be taken into account with any improvement to the PRoW network.
- Local needs and demands (Section 5) are then identified resulting from different consultations with the various user groups, Local Access Forum, neighbouring Authorities, Parish Councils, land owners and the general public.
- From this the key issues (Section 6) are identified.

1.4.2 Action

- Resulting from the Assessment, a range of Goals and Objectives are defined (Section 7) from which a framework of measures is constructed.
- On the basis of this framework, a series of Key Actions are scheduled (Sections 8 & 10) with *Supporting Tasks, Outcomes, Beneficiaries, Possible Partners, Policy Links, Order of Costs and Time Scales.*
- Implementation of the plan with possible funding streams are set out (Section 9).

1 Introduction

1.5 The Government in its guidance expects that both stages of the process will make up the RoWIP and should be subject to widespread consultation before the Plan is finalised.

1.6 **Representations Resulting from Publishing the Draft Rights of Way Improvement Plan**

Before finalising the RoWIP, North East Lincolnshire Council published (17th March 2008) a Draft Rights of Way Improvement Plan and published notices in local newspapers on how a copy could be inspected or obtained and how representations on it could be made, to be received no later than 9th June 2008.

Appendix 4 contains a summary of the representations made during this period with any further justification explained and any mitigating measures and modifications which have been included in the final RoWIP.

As part of the of the Draft RoWIP consultation process presentations were given to various Parish Councils as well as updating the Mid Lincolnshire Local Access Forum.

Immingham Town Council	21 May 2008
Healing Parish Council	13 May 2008
New Waltham Parish Council	7 May 2008
Bradley Parish Council	
Gt Coates Parish Council	20 May 2008
Brigsley Parish Council	3 June 2008
Ashby Cum Fenby Parish Council	2 June 2008
Humberston Parish Council	3 June 2008
Parish Council Liaison Group	3 April 2008
Mid Lincolnshire Local Access forum	8 April 2008

Source of Written Representations - See Appendix 4
Hazel Armstrong - Access Officer The British Horse Society (Humberside Area) Burton Pidsea, East Yorkshire
Paul Tame - Environment and Land Use Advisor NFU East Midland Region Uppingham, Rutland
Andy Savage - Senior Countryside Access Officer Lincolnshire County Council Lincoln
Ted Johnson - Chairman Grimsby Louth Group Ramblers Association
Roy Thomas - Area Footpath Officer Ramblers Association North East Lincolnshire Area
Mrs Catriona Cook Byways and Bridleways Trust Scarborough, Yorkshire
Helen Gamble Lincolnshire Wolds Countryside Service Louth, Lincolnshire
Christopher Padley - Rights of Way Secretary Lincolnshire Field Paths Association Market Rasen, Lincolnshire
Elizabeth Biott - Conservation Officer Lincolnshire Wildlife Trust Horncastle, Lincolnshire



Footpath 13
Immingham Church

2 Legal Definitions

- 2.1 Public Rights of Way (PRoW) are established in Common Law as a type of public highway which are restricted to certain types of traffic or user and remain so until there is a legal order made to close, divert or extinguish them. PRoWs are a convenient means of travelling especially for short journeys, mainly used for walking, cycling, and horse riding. Historically a way of travelling between towns and villages, they have become a valued recreational facility, found anywhere from within the built-up areas to the urban fringe as well as being mainly around the countryside.

Local Rights of Way are defined by section 60(5)(a&b) of the Countryside and Rights of Way Act 2000 as:-

- footpaths, cycle tracks, bridleways and restricted byways within the Authority's area, and
- the ways within the Authority's area which are shown in a Definitive Map and Statement as Restricted Byways or Byways Open to All Traffic.

Public Footpaths provide the right to walk with any 'normal accompaniment' but they do not provide rights to ride or wheel a cycle, to ride or lead a horse or to drive a horse drawn carriage along these paths.

Bridleways allow the right to walk and cycle, ride or lead a horse, and possibly to drive animals, but with no right to take horse drawn vehicles. Cyclists must give way to walkers and horse riders.

Restricted Byways carry the right of footpaths, bridleways and the rights for non-motorised vehicles.

BOATs (Byways Open to All Traffic) provide rights to walk, ride or lead a horse or drive animals, cycle and drive a vehicle (motorised or horse drawn).

Footpath 144
Wold Newton



Restricted Byway is a new category of Right of Way introduced by the CRoW Act 2000, section (47) which states that all Road Used as Public paths (RUPPs) will be redesignated as Restricted Byways and are to be marked accordingly. (Restricted Byways have rights for pedestrians, cyclists, horse riders and horse drawn vehicles but not motor vehicles). Restricted Byways will replace RUPPs on the Definitive Map and Statement.

- 2.2 Other Routes which are not defined on the Definitive Map and Statement:-

Cycle Tracks are routes specifically designated for cyclists where walking is normally permitted except where they are in or by the side of made-up carriageway.

Permissive Routes are accessible by permission of the land owner with no legal status nor permanent rights of access, which can be revoked at any time. Public access is usually limited over a limited period, e.g. 10 years, and it is the responsibility of the landowner to maintain the route. An example of these was the Countryside Stewardship Scheme administered by the Department for Environment and Rural Affairs (DEFRA) now being replaced by the Environmental Stewardship Scheme.

Canal towpaths are another example subject to obtaining a permit from British Waterways although some coincide with Public Rights of Way.

Green Lane is a term with no legal meaning, usually describing an unsurfaced track with hedges often of some antiquity which may or may not be a PRoW.

Unadopted Public Highways, Permissive Paths and Ancient Highways North East Lincolnshire does not hold a full record of Permissive Paths, unadopted highways or Ancient highways.

List of Streets. The Council has a duty to maintain a List of Streets which are maintainable at public expense.

3 Local Context

3 Local Context - North East Lincolnshire's Public Rights of Way Network

3.1 North East Lincolnshire has approximately 190km of public rights of way comprising 129 footpaths and 60 bridleways.

Network Comparisons with Neighbouring Authorities			
	North East Lincolnshire	North Lincolnshire	Lincolnshire
Footpaths	121km (64%)	434km (82%)	3024km (76%)
Bridleways	69km (36%)	96km (18%)	793km (20%)
BOAT	0	0	26km (1%)
Restricted Byways	0	0	143km (3%)
Total Length	190km	530km	3986km

3.2 The Council is responsible for the Public Rights of Way in 21 Parishes, and within the urban areas of Grimsby and Cleethorpes. There is a sharp contrast between the character of paths in the urban, suburban and rural area within the boundaries of the authority. Several parishes are situated on the first inclines of the Lincolnshire Wolds chalk escarpment, and offer attractive networks of public footpaths and bridleways with views, tranquillity and varied landscapes.

3.3 Part of an Area of Outstanding Natural Beauty

The Borough of North East Lincolnshire Council covers a land area of 192 square kilometres. Occupying a unique place from the River Humber Estuary to the beginning of the Lincolnshire Wolds an Area of Outstanding Natural Beauty, North East Lincolnshire is an area of international environmental importance. Despite its small size,

North East Lincolnshire has a varied and attractive countryside. Some twenty percent of the borough is within the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) to the west. This forms the backdrop to the coastal plain that continues to the mouth of the Humber estuary in the east. A number of freshwater habitats can be found in the area, providing a home for species that are now less common, such as the Water Vole and Kingfisher. As well as inhabiting a number of other watercourses, both species are found along the Laceby Beck and River Freshney – a vital “green corridor” that is as important for recreation as it is for wildlife. The Beck rises at the foot of the Wolds and winds its way through arable land and the village of Laceby before taking a path as the River Freshney through the heart of Grimsby to the docks area.

- 3.4 The most publicised routes comprise the Wanderlust Way, the Silver Lincs Way and the Interconnect Bus Walks.

The **Wanderlust Way** is a popular twenty mile circular walk starting and finishing at Bradley Woods to the West of Grimsby. Originally called the Bradley 20, the walk was renamed in 1990 to commemorate the life and work of James Neville Cole. The walk generally follows field edge paths, tracks and some minor roads through the Lincolnshire Wolds, which is designated an Area of Outstanding Natural Beauty. The route offers a choice of walks from the full twenty mile circuit to smaller link routes of eight, nine, and ten miles.

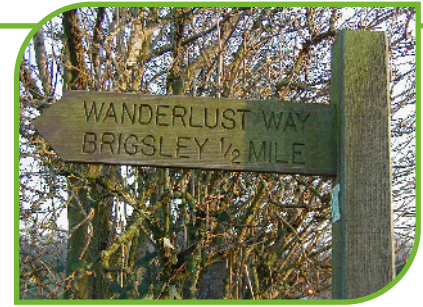
The **Silver Lincs Way** is a 25 mile walk identified by the Grimsby Louth Group of the Ramblers Association to celebrate the Silver Jubilee. Starting at the outskirts of Grimsby then following footpaths, bridleways and quiet lanes to reach Louth, the walk offers dramatic views across Lincolnshire and towards the Humber Estuary and the North Sea. (Also an additional leaflet Circular Walk from the Silver Lincs Way from Scartho and Wold Newton.)

Interconnect Bus Walks - Laceby to Bradley Woods and Cabourne to Laceby

The Interconnect Bus walks (instigated and produced by the Lincolnshire Wolds Countryside Service) is a partnership with the local bus operator Stage Coach, North East Lincolnshire Council and Lincolnshire County Council which provides convenient stops along the Connect 3 bus route to access the Cabourne to Laceby 7½ mile linear walk and Laceby to Bradley Woods 7 mile circular walk.

3.5 **Definitive Map**

The Definitive Map and Statement is a legal document providing conclusive evidence of the status and position of PRoW which North East Lincolnshire Council (NELC) as the Surveying Authority has a statutory duty to produce and keep under continuous review. It is open to challenge through the provisions of the Wildlife and Countryside Act 1981, though this Act is most commonly used to add paths to the map that were not previously recorded, or have come into existence through use.



Wanderlust Way

- 3.6 The Definitive Map not only has legal importance but is a practical tool which needs to be kept up to date so that:-
- Members of the public can check the status and line of the PRoW.
 - Landowners' can manage their land around the limits of PRoW.
 - Planning officers can fulfil their statutory duty to take account of the impact of planning applications on the PRoW.
 - North East Lincolnshire can manage and maintain more effectively the PRoW network and provide more accurate information on land charge and search inquiries coming from developers and the public as well as linking access arrangements in line with the Local Transport Plan to reduce car travel.
- 3.7 North East Lincolnshire Council's Definitive Map and Statement, dated 1953, was inherited from the previous Highway Authority, Humberside County Council, who had taken over the map in 1974, earlier prepared by Lindsey County Council. The Unsurveyed Urban Area within Gt. Grimsby and Cleethorpes were exempted from the PRoW being included on the Definitive Map and Statement with many routes not recorded.
- 3.8 Irregularities Associated with the Definitive Map
Although the Council has an urban area which was excluded from the registration procedure of the 1949 Act, the 1981 Wildlife and Countryside Act required maps for the whole area to be produced. Within the Council's built up area, a number of urban paths, snickets and alleys, eight foots and passages may qualify as PRoW by virtue of use but are not registered, together with many adopted and maintainable highways, all of which need to be resolved and requiring a large input of resources.

3 Local Context

3.9 Diversion Orders

The survey carried out in 1998/99 for the NELC Draft Milestone Statement revealed that there was backlog of eight diversions with 70 unofficial diversions which had taken place where the path on the ground was clearly different from that shown on the Definitive Map. Often cross field paths had been moved and assigned to the edge of the field.

3.10 Since 2000, 5 diversion orders have been confirmed (November 2007):-

- Barnoldby FP94
- Ashby BW87
- Hatcliffe BW137
- Healing FP47
- Ashby FP92;

with 7 still on going.

3.11 Closure Orders

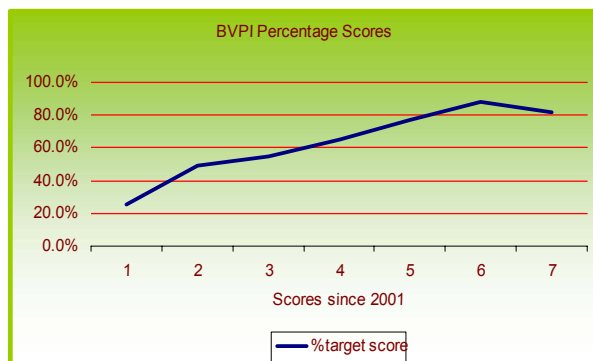
There has only been one Closure Order confirmed since 1996: Grantham Avenue, Gt. Grimsby - path not recorded on the Definitive Map

3.12 Creation Orders

There has been 1 Public Path Creation Order confirmed since 1996: Ashby FP92

3.13 Modification Orders

The Definitive Map and Statement can be modified where there is sufficient evidence to show it to be incorrect. One Modification Order has been confirmed since 1996 - Cleethorpes FP4 Grannies Lane - with 7 still on going. (Nov 07)



3.14 Condition of the Network

In general terms the condition of the network is reasonable, with much improved way marking and replacement of stiles and bridges, although ploughing and cropping have created some problems. The Council's PRow database records various characteristics (November 2007) which gives an indication on the current state of the network based on an annual survey and can be summarised as:

November 2007	
■ Paths starting or ending at a metalled road	90%
■ Paths that are signposted at a metalled road	86%
■ Paths that are way marked	77%
■ Paths requiring additional way marking	12%
■ Overall condition good	12%
■ Overall condition satisfactory	73%
■ Overall condition poor	8%
■ Overall condition difficult	8%
■ Number of Stiles	68
■ Number of Gates	120
■ Number of Bridges	108

3.15 **Best Value Performance Indicators(BVPI)**

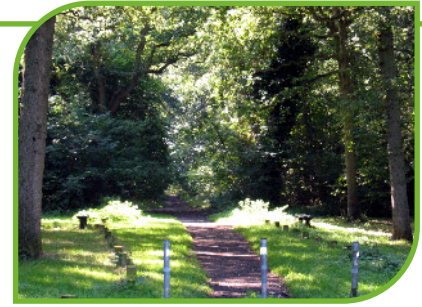
BVPI 178 applies to the PRow requiring an annual indication of the percentage of paths which are signposted, free of obstructions, and in good repair (including stiles, gates etc). Because NELC is a Highway Authority with a network in the range of 25-500km, a survey along lengths totalling 25km is carried out every year, i.e. 2x12.5km. Since 2001 there has been a steady and marked improvement in the condition of the network. From April 2008 BVPI178 ceased to become a national indicator.

3.16 **Local Access Forum**

The Mid Lincs LAF is the advisory body established by joint arrangement between North East Lincolnshire Council and Lincolnshire County Council, under their Countryside and Rights of Way Act 2000, to provide independent advice on the improvement of public access land for the purposes of open air recreation and enjoyment around the area of North East Lincolnshire and parts of Lincolnshire. The Forum can advise on a wide range of other issues, including:

- Management of rights of way
- Rights of Way Improvement Plans
- Alley gating
- Discovering Lost Ways
- Managing public access on Access Land
- Common Land
- Recreational access
- Utilitarian access (to shops, schools and services)
- Access to inland water
- Coastal Access
- Access by different types of user and by all sections of society
- Land use planning
- Planning applications / Local Development Frameworks
- National policy development

Bridleway 93
Bradley Woods



3.17 Future areas of work are likely to include:

- Support to ensure effective implementation of Rights of Way Improvement Plans
- Coastal Access implications for Lincolnshire
- Access land study - effect of open access "one year on"
- Gating orders
- Dog control orders
- Review of policies relating to rights of way and access post RoWIP

3.18 **Management of PRow in North East Lincolnshire**

The Council's Public Rights of Way Service is currently part of the Council's Environmental Services directorate which has the responsibility to:

- Maintain the Definitive Map and Statement.
- Inspections.
- Prepare Works Programmes and maintain PRow condition database.
- Maintain complaints database
- Procuring and supervising the works programme.
- Undertake user and land owner liaison.
- Maintain cross boundary liaison with neighbouring authorities.
- Measure Best Value Performance Indicators.
- Support the Local Access Forum.
- Prepare the Rights of Way Improvement Plan.
- Liaise with Legal Services in resolving PRow issues

Antony's Bank
Humberston



4 Linked & Allied Strategies



Waltham Windmill

4 Linked and Allied Strategies

The Government has supported Highway Authorities in preparing RoWIPs with guidelines and planning advice. No additional resources will normally be made available for the implementation of the proposals contained in the Statement of Action, other than relying on existing funding and drawing from funding streams from a wide range of other related and linked strategies at a regional and local level.

So it is important to set out those strategies that are relevant to improving the PRow over the next 10 years.

4.1 Government Guidance and Regional Planning Policies:

4.1.1 National Planning Guidance

Both PPG 13 (Transport) and PPG 17 (Planning for Open Space, Sport and Recreation) recognise the importance of rights of way as a recreational facility, which local authorities should protect and enhance. Local authorities are advised to seek opportunities to provide better facilities for walkers, cyclists and horse-riders, for example by adding links to existing rights of way networks.

4.1.2 Regional Spatial Strategy (RSS)

The Yorkshire and Humber RSS Economic Strategy (E6) recognises the contribution that walking, cycling, horse riding and water borne transport can make to tourism and to improve access for day visitors and tourist activity in rural and urban areas for all, especially through non-car dependent modes including the rights of way network and access to open country. This is reinforced in the Transport Policy element T8 for measures to protect and enhance the rights of way network (footpaths, bridleways and cycle ways).

4.1.3 The Northern Way

Closely linked with the RSS, the Northern Way recognises the value of the countryside for local residents and visitors to enjoy as a recreational facility, and the role tourism plays in the local economy.

4.1.4 The Yorkshire & Humber Regional Biodiversity Strategy (RBS)

Presently at the consultation stage, the RBS in line with ENV11 of the RSS proposes the maximisation of opportunities to develop walking and cycling routes which are rich in biodiversity, especially through urban centres. It also suggests Transport Planning should take a strategic approach to biodiversity across the regional transport network, linking to the Biodiversity Enhancement Areas identified in the Regional Spatial Strategy and the green infrastructure networks identified by local authorities.

4.1.5 Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) Management Plan 2004-09

The AONB Plan welcomes the establishment of the Local (Countryside) Access Forum and development of the Public Rights of Way Improvement Plans which will enable further consultation to raise awareness of both landowner and public interests, including those of various user groups by seeking opportunities to provide better facilities for walkers, cyclists and horse-riders. A review of the Lincolnshire Wolds AONB Management Plan is now underway to ensure continuity when the present one expires in 2009.



Swan with Cygnets
Cleethorpes Country Park

4.1.6 Coastal Access

The Draft Marine Bill published on 3rd April 2008 proposes to extend the rights of access currently covered by the Countryside and Rights of Way Act 2000 (CROW) to include land which is coastal margin to create a route around the coast of England. In its current format it proposes to include:

- a) the foreshore
- b) land which comprises any cliff, bank, barrier, dune, beach or flat which is adjacent to the foreshore
- c) land of any of the following categories, provided that taken as a whole, the land falling in these categories is coastal land
 - i) land over which the line taken by the English coastal route passes
 - ii) land which is adjacent to and within 2 metres of that line
 - iii) land which is adjacent to and to the seaward of land within ii) above.

The following lands are just some of those to be excepted:

- Land covered by buildings or the curtilage of such land
- Land used as a park or garden
- Land covered by works for the purposes of a statutory undertaking

As a coastal authority, North East Lincolnshire Council will be carefully monitoring the progression of the Marine Bill and its implications for this area.

Bridleway 36
Seawall
Healing



4.2 Local Plans and Guidance

4.2.1 Regeneration

Urban Renaissance is an initiative led by the Regional Development Agency, Yorkshire Forward, directed towards a number of towns and cities within the region. Initially focused locally on Grimsby, the initiative was extended to cover all of North East Lincolnshire. Urban Renaissance is founded on the principle of Town Teams, assisted by professional experts, working towards a vision of regenerated towns over the next twenty years.

4.2.2 Community Strategy

The Local Strategic Partnership's Community Strategy is focused on regeneration and Urban Renaissance. It includes a vision for the year 2022:-

By improving the physical appearance of the area, and the quality of life for its residents, make North East Lincolnshire a place in which we are proud to live, work and welcome visitors.

A number of developments are emerging from the Regeneration Strategy currently under development, which may result in modifying the rights of way, as well as reliance on parts of the network in providing accessibility.



Horses on beach
Cleethorpes

4 Linked & Allied Strategies



Bridleway 156
Hawerby

The emerging Regeneration priorities which may affect the PRoW are:

Grimsby Town Centre - improving the quality of public space and the pedestrian environment.

Cleethorpes - continuing the growth and improving the attractiveness of the resort.

Immingham Dock Development/East Gate - incorporation of a number of roads into the Dock Estate - road and rail access into Immingham Dock and Europarc.

Alexandra Dock - redevelopment of the dock side close to Grimsby town centre.

Pyewipe Road - redevelopment of industrial sites in the area.

St. James Square - renewal of important green space next to St. James Church in Grimsby town centre.

Riby Square - development of a busy junction which is the gateway to docks redevelopment.

4.2.3 The Emerging Local Development Framework (LDF)

The LDF is made up of a portfolio of documents comprising Development Plan Documents including the core strategy, development control policies, site specific allocations such as area action and housing plans and the Local Plan with accompanying supplementary guidance. Although removed from the latest Local Plan, any reference to encouraging public access to the open countryside (by means of promoting, protecting and where applicable creating route ways, including footpaths, bridleways and green lanes) is accepted as being a recurring theme already adopted from existing Government and regional planning guidance.

4.2.4 Green Space Strategy

Closely allied with developing the RoWIP, the future implementation of the Green Space Strategy as part of Urban Renaissance will provide the link between urban green space planning and the idea of the Freshney Forest - an ambitious scheme to develop a 'green mantle' of space around the urban areas containing trees, wildflower meadows, footpaths and cycle ways which can be developed into a Green Links Plan.

4.2.5 Urban Realm

The Urban Realm Strategy looks at all aspects of the public realm affecting open areas between buildings, including promoting pedestrian links within the urban area that may well have to rely on non-definitive routes yet to be entered on any extension of Definitive Map for the urban areas. The Urban Realm Strategy is integrated with the Community Strategy as well as the Green Space Strategy, all of which have impact on the RoWIP.

4.2.6 North East Lincolnshire (DMS) Draft Milestone Statement

A Draft Milestone Statement which was subject to public consultation in 1999 was not formally adopted but nevertheless set out objectives and targets for the management of the PRoW. The Rights of Way Improvement Plan will effectively replace the Draft Milestone Statement as the management strategy for the rights of way network with the key objectives retained and incorporated in the Right of Way Improvement Plan.

4.2.7 Local Transport Plan (LTP)

North East Lincolnshire's Community Vision emphasises the quality of life with improvements to the environment as being a necessary part for the regeneration of the area. Accordingly the transport objectives for the LTP reflect this vision by adopting the shared priorities for transport developed by the Government which are to:-

- Tackle congestion
- Deliver accessibility
- Achieve better air quality, and
- Enjoy a better quality of life.

Linked to almost all these objectives but more particularly to the Quality of Life LTP theme, improvement of the PRoW network will influence a range of issues affecting the community regarding safety, health, the quality of open spaces, sustainability, landscape and biodiversity.

Bridleway 156
Hawerby



The Quality of Life theme identifies various problems which public rights of way can play a significant part in resolving:-

Problems	Opportunities
	<ul style="list-style-type: none"> Encourage more travel by bike and foot
<ul style="list-style-type: none"> Low proportion of cycle journeys (modal share around 5%) 	<ul style="list-style-type: none"> Increase use of Rights of Way
<ul style="list-style-type: none"> Moderately high level of cycling accidents 	<ul style="list-style-type: none"> Statutory requirement for highway authorities to publish Rights of Way Improvement Plan (RoWIP)
<ul style="list-style-type: none"> Incomplete cycle network 	
<ul style="list-style-type: none"> Some cycle facilities conflict with congestion priority 	<ul style="list-style-type: none"> Feedback from consultation for RoWIP to inform business case for rights of way maintenance and improvements
<ul style="list-style-type: none"> Resistance to alternative forms of transport 	
	<ul style="list-style-type: none"> Local tourism and topography
	<ul style="list-style-type: none"> Dedicated School Travel Plan officer in post
<p>Source: NELC LTP2, Healthy Communities, Key Problems and Opportunities</p>	

4.2.8 Active Links

Active Links, a sport and physical activity strategy for North East Lincolnshire, cites walking and cycling with linkages to other local strategies which focus on increasing "active travel" which stimulate greater walking and cycling activity in leisure time. Using information published by Sport England, recreational walking is the most popular recreational activity at over 17% within the Humber sub region, with going to the gym, a poor third, at just over 8%.



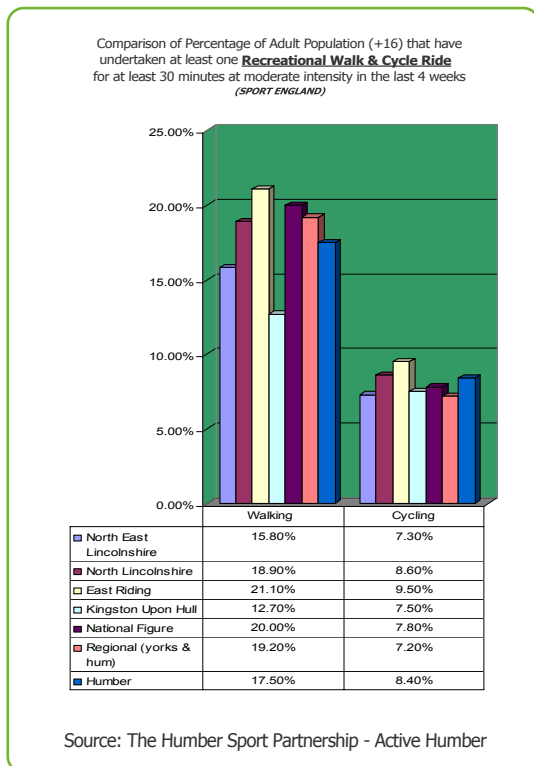
4 Linked & Allied Strategies

Active People Survey Results - North East Lincolnshire

The majority of the local population (55%) had done no sport and active recreation in the four weeks before interview. However, 36% of the population who do take part in sport at least once a week are more likely to be motivated to increase their participation.

Sport England's key performance indicator of at least 3 days a week x 30 minutes moderate participation (all adults) is used as a national comparison of participation levels across local authority areas. Against this indicator North East Lincolnshire demonstrated participation levels at 18.5% of the population against the national average of 21%.

Source: Sport England



4.2.9 Compared to neighbouring authorities, North East Lincolnshire Council has one of the lowest uptake of recreational cycling and walking. Active Links recommends improved infrastructure for cycling and walking locally to encourage more people to cycle and walk, mainly financed through the Local Transport Plan

4.2.10 Healthy Communities

The *Walking the Way to Health Initiative (WHI)* is the largest national body promoting and setting the standards for lead health walks. It is a joint initiative between Natural England and the British Heart Foundation. Along these lines a Walking Map is currently being developed with NELC and WHI through the LTP process. This is closely aligned with the Quality of Life objectives of the Community Strategy to encourage informed, safe and healthy choices and Objective 7 for adults and families to enjoy good health and lead healthy life styles.

4.2.11 Older Persons' Strategy

North East Lincolnshire's *Older Persons Strategy - Choosing Life*, is closely linked to the Healthy Communities in wanting to see an increase in the participation of the over 60's in recreation and leisure pursuits.

4.2.12 An Interim Strategy for People with Physical Disabilities

Getting There draws together all the important issues and concerns that disabled people, voluntary organisations and workers have in the disability field which form the basis of an action plan for what is needed by 2009. The action plan recognises the significance of the Local Transport Plan, which gives a detailed overview of the transport issues within NELC, with a commitment to continue and develop the dialogue regarding access issues and priorities between North East Lincolnshire Disability Access (NELDA) and the Council.

Although in meeting the main concerns of disabled people in being able to get about by improving the quality of pavements with dropped kerbs with appropriate signalling, there is also a commitment to increase the number of people of all ages who are disabled participating in recreational activities, which must include use of the rights of way network.

5 Local Needs and Demands

In order to assess the extent to which local rights of way meet the present and likely future needs of the public, survey questionnaires were sent out to residents and user groups as well as land owners and farmers whose land the PRow network affected (see Appendix 1 & 2 for more details). Views were also sought from the Local Access Forum, neighbouring authorities, the Parish Councils and other interest groups and agencies.

5.1 Main findings and issues raised by residents and PRow users visiting the countryside

- Of those who do visit the countryside regularly, over half do so 2 -3 times per week.
- Nearly all the respondents use the local PRow in and around North East Lincolnshire
- The top 3 reasons for those who do not are:-
 - too busy,
 - have other interests, or
 - are discouraged because of poor signing.
- The top 3 reasons for visiting the countryside are for walking, health, and landscape appreciation.
- Most people decide where to walk or ride, use a map to plan a route, join an organised walk, know the area very well or follow a leaflet or guide book.
- Over half the routes are equally divided as taking an hour or over 4 hours
- Three quarters arrive by car with only 1% using public transport
- Circular walks, paths free from obstruction and wild life are cited as the three most important features expected when visiting the countryside;
- Legally defined routes, well maintained, ease of use and signage showing start of routes are all considered as important aspects
- Most people are not very satisfied with these aspects especially accessing information from the internet/website
- When asked what they considered the order of priorities should be for improvement:-
 1. Reduce dog mess and deal with vandalism,
 2. Upkeep of path surfaces
 3. More circular walks
 4. Creation of new paths
 5. Improved parking facilities
 6. More signage

Footpath 94
Beelsby



7. Safer road crossing
8. Special interest trails
9. Easier ways of getting to the countryside
10. Wider paths for shared use.
11. More events
12. Creation of paths to cycle along
13. Paths suitable for wheel chairs/push chairs
14. Creation of bridleways

- Three-quarters surveyed belonged to a user group, such as the Ramblers Association, with nearly two thirds retired.

5.2 Land owners' and farmers' survey

- Fly tipping, litter, people exceeding their rights, out of control dogs and trespass and vandalism are listed as a problem but in the majority of cases not too serious. Dog fouling, damage to crops, worrying livestock and gates left open: usually a less serious problem.
- Nearly one third of those responding would prefer no public access - about two thirds are less supportive when public act irresponsibly.
- Four out of five land owners and farmers believe NELC has responsibility for stiles and gates on the PRow
- Nearly 90% say they are aware of their legal responsibilities for reinstating paths across cultivated land
- Over 90% would prefer cross-field paths to be diverted along field edge paths.
- Nearly two thirds would consider stiles being replaced by stock proof kissing gates.
- Three quarters would agree to stiles and gates being removed to allow a gap between arable fields.
- In order to prevent unintentional trespass, three quarters would consider paths to be fully way-marked crossing their land.
- Only a third of those responding would consider a PRow across their land being promoted as part of bigger route.
- 73 % would oppose additional routes to improve the PRow

5 Local Needs & Demands

5.3 Town & Parish Councils

Views were invited from all the Parish Councils on issues relating to public footpaths and bridleways in their areas with regard to any deficiencies and improvements.

Summary of Comments received from Parish Councils as part of the RoWIP Assessment 2007/8:-

Ashby cum Fenby PC

Reinstatement of a PRoW from the Church to the Church hall on Main Road

Reinstatement of stile on PRoW accessing Ashby Hill

Irby on Humber PC

Publicise routes in use.

More circular routes needed.

Overgrown hedge at rear of Church obscuring view of walkers wanting to cross A46

Dog fouling

New Waltham PC

4 No. additional footpaths and extension of cycle paths proposed

Stallingborough PC

Consider upgrading path from Riby Road to Wells Road to a "Bridle Path" to accommodate horse riders and Mountain Bikers. (part in Healing Parish).

Consider making a path from north side of the interchange, through the tunnel to link to Kiln Lane and thence to Ephams Lane. At present badly overgrown and virtually impassable. This is a good circular walk from the village.

Barnoldby-le-Beck PC

Need to resolve issues connected with FP72 (Waltham to Brigsley)

Printed Rights of Way and organised walks booklet suggested

Waltham Parish Council PC

Need to resolve issues connected with FP72.

Printed Rights of Way and organised walks booklet suggested.

Bradley PC

Reported burnt-out vehicles and fly-tipping along BW from village to rear of Bradley Manor.

Traffic obstruction in village caused by parked vehicles belonging to walkers - prefer parking to be via/beyond entrance to Bradley Woods.

Completion of footway along Bradley Road up to Bradley Woods needed to deter foot/vehicular traffic through village.

Bridleways in village not suitable for disabled due to rough surface caused by farm vehicles.

Bridleway from church to rear of Bradley Woods congested by access traffic to 4 properties and poultry sheds and on occasions a pony and trap having to manoeuvre, leaving little room for walkers and disabled alongside dyke and fields.

Immingham Town Council

Views sought from the Pilgrim Ramblers group

Laceby PC

Suggested that:-

FP 112 be altered to prevent walkers to cross the field.

Another PROW is created along Barton Street.

Route through to Bradley along the bypass is kept open for walkers and cyclists.

5.4 Neighbouring Authorities & Natural England

Many people living within North East Lincolnshire benefit from the close proximity of PRoW routes which extend into neighbouring authorities, making cross boundary issues an important part of the assessment. Advice was also sought from Natural England.

Summary of comments from neighbouring Local Authorities as part of the RoWIP Assessment 2007/8:-

North Lincolnshire Council

2No. footpaths affected.

Need to set up a protocol at cross boundary locations for:

- Maintenance standards and costs.
- Sharing cost of path orders
- Assist in harmonising and rationalising the networks as one
- Publicising walks and rides
- Positive signing of cross-border paths
- Indicate/sign cross boarder destinations.
- Ensure continuity of disabled-person friendly routes
- Stringent and consistent application of the law at cross boundary situations.
- Consistent route upgrades on cross boundary location
- Set up joint way-clearance agreements where practicable for one Authority to undertake work on behalf of the other.

Lincolnshire County Council

Identified a couple of issues relating to status change and question mark over bridge maintenance:

- Footpath 168 west of Beelsby.
- Bridleway 135 Hatcliffe.

Apart from the possibility of lack of reinstatement on paths 3,8,14 & 117, all paths are open and easy to use on the Lincolnshire CC side (Lincolnshire's FP numbering system) which include:

Holton Le Clay: PF2, PF3, PF10, PF1, PF8

Tetney: PF14, PF16, PF17

Grainsby: PF114, PB115

Wyham Cum Cadeby: PB117, PB116

PF2 at Holton Le Clay appears to head to the old airfield track (signed by NELC) rather than going cross field as the Definitive Map shows on Lincs CC side – maybe for ease of use and keeping clean footwear by the locals? Ideally it would need a diversion to the legal line sometime, but everyone seems happy with it at present.

Natural England

Advice sought from Natural England.

5.5 User Groups

As part of the assessment the views of various user and interest groups were sought (listed in Appendix 3). Not all were able to reply but the main points can be summarised as:-

Comments from User Groups as part of the RoWIP Assessment 2007/8:-

Lincolnshire Field Paths Association

- Prefer RoWIP to focus on physically adding to or improving the PRoW network rather than a wider strategy.
- Prefer main aim of RoWIP to add to number of accessible walking routes to cater for various walking abilities by filling gaps, adding modest improvements and extensions to the network.
- A strategy needed to identify these areas.
- Minor roads and bridleways to be given a full part in the RoWIP together with the needs of equestrians and cyclists.
- Better access for the disabled where practicable.
- Recapture lost ways back onto the Definitive Map.

Lincolnshire Wolds Countryside Service (AONB)

- Welcomes an objective and strategic approach.
- Supports RoWIP/DEFRA aims/guidance.
- Request to include reference to Lincolnshire AONB management plan 2004 -2009.
- PRoW networks in AONB valuable but a limited resource for the rural economy and visitors.
- Poorly connected network with some cultivation obstruction.
- Poor car parking provision.
- Need to tie in with public transport.

British Horse Society

- Although quite well served, PRoW network fragmented and start and finish on busy roads.
- Lack of bridleways around Immingham and Stallingborough - estuarial route difficult to access and almost impossible to use.
- Riders from Gt. Grimsby impeded west by busy roads and no bridges from estates.
- No safe equestrian routes at Humberston, New Waltham and Holton-le-Clay.
- Behind the hedge lengths recommended.
- Why not Pegasus crossing for A46?
- More publicised routes.
- Routes should be 15-25 miles for weekends and tourism and 10-15miles for shorter circular loops.

Ramblers Association

- Priority to ensure that existing/historic net work of footpaths and bridleways should be fully open, clear of obstructions and in good state of repair.
- All existing problems including FP72 at Waltham should be resolved and paths reinstated on the ground.
- All paths should be upgraded to ensure access for the disabled.

Bridleway130
Aylesby



- New routes should be established, mainly to link up and make the existing network more accessible.
- Car Parks similar to the Ramblers' car park at Nettleton should be established at the starting points for circular walks. This is considered desirable on environmental grounds to get people to avoid parking on grass verges.
- There should be publicity to make people more aware of the footpath network with detailed routes available - either as leaflets or on the internet - in order to encourage people to try walking. This should help those with little or no map reading skills. The use of notice boards showing routes of say 2-6 miles should be considered.
- A programme of led walks might help some people overcome their shyness of trying walking.

The Wanderlust Rambling Club

Issues:

- Legally defined routes which are mapped and well recorded.
- Need to resolve issues connected with FP72.
- Ease of use where horses and quad bikes have made FP conditions uneven.
- Vandalism of way markers, finger posts and bridges.
- Reduction in dog mess.
- Definitive Map difficult to read and in need of updating.
- No public transport on Sundays.
- No public Transport to local village.
- Car parking spaces.

5.6 Local Access Forum

Comments from the Mid Lincolnshire Local Access Forum as part of the RoWIP Assessment 2007/8:-

Extract from Minutes for 16th October 2007 meeting:

Members agreed that it was good news to hear this process had commenced. Further information on progress would be presented to Members at future meetings.

Extract from Draft Minutes for 15th January 2008 meeting:

AGREED:

That the update reports on the Rights of Way Improvement Plans from Lincolnshire County Council and North East Lincolnshire Council be noted.

6 The Key Issues Raised & Identified



Footpath 116, Aylesby
- an example of a poor sight line for walkers

6.1 The Key Issues Raised and Identified

From all the information and views obtained during the Assessment Stage, in the main there is a general call for addressing some Key Issues (KI) listed below, needed to be taken into account in any Action Plan (see section 7, 8, 9 & 10) :-

Ref	Description	Additional Notes
KI-1	Better signing and more access to information to encourage more people to access the countryside.	One of top three reasons for not visiting the countryside (para 5.1 & Appendix 1).
KI-2	Developing circular/linear walks, free from obstruction.	Raised by user groups and Parish Councils - priority 3 resulting from survey (para 5.1 & Appendix 1).
KI-3	More special interest trails	Raised by most user groups consulted.
KI-4	Reducing vandalism and dog fouling.	Priority 1 from user and land owners surveys (Appendix 1&2).
KI-5	Improving parking areas	Raised by user groups and AONB.
KI-6	Providing safer road crossings.	Need identified by equestrian user groups.
KI-7	Overcoming any misunderstanding on how and who manages the PROW.	Land owners survey showed 80% of land owners unclear about their responsibilities.
KI-8	Rationalising gates and stiles and providing gaps between arable fields	Land owners survey showed 75% thought this a good idea.
KI-9	Overcoming the reluctance from landowners to extending the network and to promoting walking routes.	Extending the network through more circular walks will rely on land owner co-operation who from the survey showed 73% opposed.
KI-10	Considering more cross boundary coordination needed for signing, maintenance and identification of routes for different types of users.	Key concern raised by North Lincolnshire Council.
KI-11	A focussed approach to add or improve the network rather than broad brush.	Raised by Local Access Forum and Field Path Association.
KI-12	A strategy for identifying gaps in the network.	Common theme from user groups.
KI-13	Ensuring better access for the disabled.	A key NELC objective and supported by user groups.
KI-14	Updating the Definitive Map.	Legally defined routes identified as the most important aspect in user survey (Appendix 1).
KI-15	Extending bridleways which are safer and avoid busy roads.	Key issue received from the BHS.
KI-16	Grading equestrian routes.	High priority for equestrian user groups.
KI-17	More publicity to make people more aware of the footpath network with detailed routes available.	Key concern raised by user groups.
KI-18	Widening the cross section of users - mainly over 45 and retired.	User survey shows most interest coming from retired.
KI-19	Lowest uptake of recreational walking and cycling as compared to the neighbouring authorities and well below the national average	Active Links sees this as a main concern.

The Key Issues Raised & Identified 6

6.2 Other key issues which need to be addressed

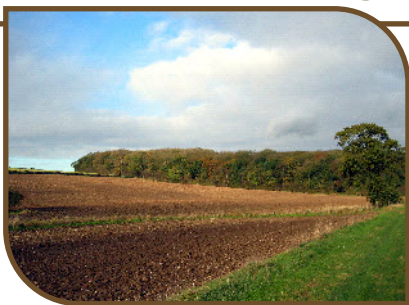
Although the PRow network can be termed as generally passable, there are issues which have become evident since the preparation of the Milestone Statement as well as the more recent

RoWIP consultations. Listed below are some of the deficiencies known by the Council's Rights of Way Service which also need to be addressed in order to comply with the Government's guidance, which asks for any short comings to be specified:-

Ref	Description	Additional Notes
OKI-1	The Definitive Map is difficult to read and in need of updating.	Also identified in Draft Milestone Statement.
OKI-2	No Definitive Map exists for the urban area within Great Grimsby.	
OKI-3	Some diversion/modification orders outstanding.	
OKI-4	PRow network fragmented in parts with some gaps along footpath and bridleway routes.	An historical consequence which has seen many routes falling into disuse and lost ways - identified by the Field Paths Association.
OKI-5	No strategy for promoting new routes as well as creating circular/linear routes.	A strategy is clearly needed to take on board the aspirations of user groups to develop circular/linear routes.
OKI-6	No clear arrangements with neighbouring authorities to undertake maintenance and improvement for cross boundary routes.	Few footpaths affected by this but a key issue raised by North Lincolnshire Council suggesting protocols should be agreed.
OKI-7	Need for some safer footpath /bridleway accesses and crossing points over major roads.	A key aim of reducing avoidable accidents in line with the LTP .
OKI-8	Aging stiles and gates - various locations.	Land owners should be consulted.
OKI-9	No clear guidelines to provide field gaps rather than replace stiles or gates for arable situation.	Guidelines need to be agreed with landowners so that obstruction can be reduced as indicated in user surveys as important.
OKI-10	Landowners unclear on who is actually responsible for maintaining PRow - gates, stiles, hedges, surface and hedge cutting.	NELC has assumed this responsibility in the past
OKI-11	Inadequate parking facilities at some locations.	Need to liaise with land owners and village halls etc. on possibility of parking areas being made available.
OKI-12	Lack of provision for disabled or blind/partially sighted.	Key concern of disabled groups and highlighted in NELC linked strategies.
OKI-13	More liaison needed to link Council's Country Parks and other recreational areas - effect of the Freshney Forest concept and Green Links could be strengthened.	Urban Renaissance and Regeneration.
OKI-14	Shortage of routes for equestrians and other types of users.	A recurring theme expressed by equestrians especially shortage of routes identified around Immingham and Stallingborough.
OKI-15	Surface conditions affected by weather often affecting accessibility along various FP/BW.	A continuing maintenance commitment.
OKI-16	Limited publicity for PRow availability and benefits.	Website could be better.
OKI-17	A clearer connection with other local and linked strategies.	Funding opportunities may rely on other linked strategies.
OKI-18	The management of the PRow section has historically been under resourced.	This is being resolved with recent appointment of Mapping Officer.

7 Goals & Objectives

Action



Irby Dales

7 Goals & Objectives

7.1 The objectives adopted for the preparation of the Draft Milestone Statement (DMS) were based on the PRoW being:-

- Legally defined
- Properly maintained, and
- Well publicised

7.2 These were further developed by the Council into:-

Legally Defined

"All areas covered by the Definitive Map and Statement that correctly records the line and legal status of all highways are required to be shown on the map."

Properly Maintained

"All public rights of way to be open and available for use so that any user is able to: find the start of any PRoW, follow the line of any PRoW, if necessary with the help of way marks, a guide book or OS map and use any PRoW, in accordance with its legal status."

Well Publicised

"The Council has a programme in place to develop and promote a range of routes, meeting the criteria set out in Paths, Routes, and Trails."

7.3 To take account of the wider issues outlined in Government Guidance affecting the preparation of the RoWIP, as well as ensuring that related and linked strategies are supported, more apposite goals and objectives for the Rights of Way Improvement Plan are needed from which Key Actions can be developed. These Additional RoWIP Goals have been drawn from a range of linked strategies and are intended to enhance the statutory overarching objective set out in the Draft Milestone Statement to ensure that the network is adequately signposted, maintained and free from obstruction.

Draft Milestone & Additional RoWIP Goals (RG)		Supporting & Linked Strategies
DMS1	Legally defined	These are incorporated in the RoWIP as overarching objectives
DMS2	Properly maintained	
DMS3	Well publicised	
RG1	Ensure maximisation of opportunities to develop walking, cycling and equestrian routes which are rich in biodiversity, especially through and around urban centres.	The Y & H Regional Biodiversity Strategy, Freshney Forest Green Links Green Space
RG2	Promote pedestrian links within the urban area.	Community Strategy - Urban Renaissance and Urban Realm
RG3	Improve accessibility to the PRoW for all sections of the community.	Getting There (Disability) Active Links LTP
RG4	Improve community safety through ensuring that access to and from the PRoW is both safe and practicable.	LTP
RG5	Promote a more healthy lifestyle and recreational opportunities.	Living space, LTP Quality of Life Theme Active Links
RG6	Seek opportunities to provide better facilities for walkers, cyclists and horse-riders, for example by adding links to existing rights of way networks to provide circular/linear routes.	PPG13
RG7	Improve access for day visitors and tourist activity in rural and urban areas for all.	Regional Spatial Strategy

7.4 To achieve these goals, as well as overcoming the concerns and shortcomings outlined during the assessment stage, a series of measures can be drawn from a toolkit of measures which will form the basis of setting up the framework of headings for the statement of action set out in Sections 8 and 10.



Footpath 152
Hawerby

8 Statement of Action

- 8.1 The Statement of Action is at the core of the Rights of Way Improvement Plan, based on information given during the assessment stage and from the various consultations carried out within and outside the Authority. The Statement of Action, set out in a series of tables (Section 10), contains various *Key Actions* with *Supporting Tasks* which state in broad terms how they will be realised, estimated costs, possible partners, and timescales.
- 8.2 The statement of action follows a framework of headings:-
- A. Overcoming the legal deficiencies
 - B. Improving the condition of the network
 - C. Making the network safer
 - D. Improving accessibility
 - E. Extending and linking the network to other Authorities and national trails.

The Action Plan Tables identify the predicted outcomes and whether the RoWIP's goals and objectives can be met as well as the Key Issues.

Rather than addressing all the concerns with individual actions, these will be catered for as **Supporting Tasks (ST)** needed to carry out the **13 Key Actions (KA)** designed to address the **Key Issues (KI)** raised during the Assessment Stage and the **Other Key Issues (OKI)** based on known shortcoming as set out in Section 6.



Freshney Parkway



9 Implementation & Funding



Freshney Ponds

9 Implementation & Funding

9.1 Statutory Works

As already noted, the Council has a statutory duty to ensure that the PRoW network is adequately sign posted, maintained and free from obstruction. To carry out these responsibilities, the necessary works could be prioritised according to:-

- Public safety
- Level of use
- Obstruction of a defined route
- Cost and time to resolve
- Level of complaints received
- Potential benefits to the network

The Council has in operation a PRoW database which records the condition of the network and the status of resolving complaints, which can be further developed to take account of the urgency of each type of priority and linked to the mapping systems.

This work is currently funded from the PRoW revenue budget.

9.2 Key Actions

The Key Actions outlined in this Improvement Plan will also rely on:

- Funding opportunities which may be available from linked strategies and other partners within and outside North East Lincolnshire Council
- Progress being monitored over a 10 year period through the performance management framework of annual service plans which reflect the time scales indicated on the Action Plans (Section 10).

- Setting up a detailed 10 year programme of prioritised works which support the Statement of Action Framework:

- A. Overcoming the legal deficiencies
- B. Improving the condition of the network
- C. Making the network safer
- D. Improving accessibility
- E. Extending and linking the network to other Authorities and national trails

9.3 Funding Sources

The Supporting Tasks identified can be funded from a range of sources which will include:-

- The existing PRoW revenue budget as part of the ongoing management and maintenance commitments.
- Capital funding for PRoW schemes and projects which meet the aims and objectives of the Local Transport Plan.
- Participation in various linked and allied strategies within and outside the Authority, which may benefit from promoting and adopting relevant parts of the RoWIP. (See Section 4)
- Grant funding and sponsored funding (industry and commerce).

Possible Funding Sources

Local Strategic Partnership
Local Transport Plan
Section 106 Agreements (Planning)
Landfill Tax Credit Scheme
Primary Care Trusts
Lottery Funding
Heritage Lottery Fund -
Parks for People, Landscape Partnership,
Heritage Grants, Your Heritage, Young Roots.
Natural England
Environment Agency
Sponsorship and Local Charitable Trusts
Lincolnshire Wolds AONB
NELC
Green Space Strategy
Active Links
Getting There
Healthy Communities

(A) Overcoming Legal Deficiencies

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA1	Reduce the number of outstanding legal orders.	North East Lincolnshire will be able to manage and maintain more effectively the PRoW network and provide more accurate information on land charge and search inquiries coming from developers and the public as well as linking access arrangements in line with the Local Transport Plan to promote alternative forms of transport.	<p>Key Issues (Section 6):</p> <ul style="list-style-type: none"> KA1: 11 & 14 	<p>Supporting Tasks:</p> <ul style="list-style-type: none"> ST1.1: A medium to long term commitment of PRoW Mapping Officer (appointed to post Dec 07) 	All users, North East Lincolnshire, land owners, developers and the general public	LTP	Land owners, LAF, user groups	<p>Order of cost:</p> <ul style="list-style-type: none"> Advertising, Public Inquiries, Legal Counsel £5000 per year 	<p>Time Scales:</p> <ul style="list-style-type: none"> KA1: 1-5 yrs
KA2	Include the urban areas onto the Definitive Map.		<p>Key Issues (Section 6):</p> <ul style="list-style-type: none"> OKI: 1, 2 & 3, 4 	<p>Supporting Tasks:</p> <ul style="list-style-type: none"> ST1.2: Development of PRoW Asset Management System with links to mapping systems. 					<p>Time Scales:</p> <ul style="list-style-type: none"> KA2: 1-5 yrs
KA3	Resolve anomalies shown on the Definitive Map.								<p>Time Scales:</p> <ul style="list-style-type: none"> KA2: 5-10 yrs

(B) Improving the Condition of the Network

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA4	Develop guidelines that set out how the authority will manage and maintain the public rights of way network.	Users and landowners will have a better understanding on how the PRoW is managed and who takes responsibility for the different aspects	<p>Key Issues (Section 6):</p> <ul style="list-style-type: none"> KA4: 7, 10 & 11 OKI: 6, 10 & 18 	<p>Supporting Tasks:</p> <ul style="list-style-type: none"> ST4.1: Produce a set of guidelines which clarify the position with land owners about maintenance responsibilities. ST4.2: Produce a set of policies which include priorities under with specific issues - eg. enforcement, maintenance and legal definition. ST4.3: Set up a liaison group with neighbouring authorities to agree a protocol for maintaining, signing and promoting cross boundary routes and trails. ST4.4: Establish processes for regular review of policy guidelines in line with emerging best practice. ST4.5: Only where improved connectivity and accessibility cannot be achieved, review where appropriate, the removal of redundant links to reduce maintenance liability. 	All users and land owners	Community Strategy, Corporate Plan, LTP	Neighbouring authorities, land owners, user groups	£5000	1 - 5 years

Action

Key:- * = continuous commitment; KA... = Key Action; DMS... = Draft Milestone; RG... = RoWIP Goal; KI... = Key Issue; OKI... = Other Key Issue; ST... = Supporting Task

10 Action Plan Tables

Action

(B) Improving the Condition of the Network (continued)

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA5 Reduce the number of unnecessary physical barriers along the PROW	DMS2 RG4	Less obstructions encountered by all users which will encourage more people to use the PROW	KI: 8	ST5.1	Negotiate with land owners to remove structures between arable fields.	All users, horse riders, people with disability	LTP , Community Strategy	£8000 per year	1-10 years
				ST5.2	Consider standardising an easy access latch on all gates.				
				ST5.3	Consider field edge diversions to replace cross field rights of way where appropriate to meet the latest legislation.				
				ST5.4	Consider improving surface condition on routes which provide important links but are in poor condition.				
				* ST5.5	Where needed provide more way markers.				
				ST5.6	Ensure that paths across arable land are reinstated properly in line with current policy.				
				* ST5.7	Adopt a robust stance on the removal of obstructions.				
				ST5.8	Continue to review vegetation clearance on PROW.				
			OKI: 7, 9, 12 & 15						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWIP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue; **ST...** = Supporting Task

(B) Improving the Condition of the Network (continued)

Key Action	DMS/RoWTP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales	
KA6 Address problems of fly tipping, litter, dog fouling and vandalism - including crop damage, trespass (people exceeding their rights) and antisocial behaviour.	DMS2 RG3 & RG4	Less people will be discouraged from using the PROW. A cleaner and safer network. Increased user and land owner confidence that something will be done Improved land owner co-operation.	KI: 4	ST6.1	All users and landowners	Community Strategy, Corporate Plan, Planning Acts, Rights of Way legislation.	Land owners, NELC Legal & Environmental Services Developers when designing out crime	£1000 per yr.	5-10 years	
				Support the appropriate departments and agencies (police etc) in reviewing the reporting system which enables the public to report fly-tipping/vandalism/antisocial behaviour on PROW network.						
				ST6.2						Identify routes on the urban fringe suitable for dog owners which take up to 1 hour and develop solutions to deal with dog fouling.
				ST6.3						Consider more robust enforcement action to tackle vandalism and dog fouling.
				ST6.4						Through appropriate departments and agencies provide guidance for land owners on measures to counter antisocial behaviour within current legislation.
				ST6.5						"Designing out crime" when establishing / promoting links in the urban area or urban fringe. (This may mean working with developers in the case of new developments to ensure natural surveillance of path links or other measures such as improved lighting, boundary treatment etc on established links).
				ST6.6						Develop a range of display notice boards to promote the countryside code at sites to be identified.
ST6.7	Liaise with appropriate partners and agencies (within and outside the Authority) on how motorcyclists can be accommodated within or outside the PROW network.									

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWTP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue ; **ST...** = Supporting Task

Action

10 Action Plan Tables

Action

(B) Improving the Condition of the Network (continued)

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA7 Improve and develop signage	DMS3 RG7	Increased user confidence	KI: 1, 3, 10, 11 & 16	*ST7.1	All users and land owners	Community Strategy, Corporate plan	Land owners, Parish Councils, user groups, local commerce.	£1000 per yr.	1-10 years
				*ST7.2					
			OKI: 5	ST7.3					
			ST7.4						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWIP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue; **ST...** = Supporting Task

(C) Making the Network Safer

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA8 Provide safety improvements where the PROW intersects with busy trafficked roads	RG2&4	Greater use of the PROW resulting from the provision of safe crossings and verges for non-motorised users	KI: 6, 11, 13 & 15	ST8.1	Identify where well used sections of the network intersect with well trafficked roads and develop solutions to enable pedestrians, cyclists, horse riders and disabled to cross more safely.	LTP	LAF, Parish Councils and community centres/village halls.	£10000 per yr. + capital for projects identified.	4 – 9 years
				ST8.2					
			OKI: 7, 8 & 11	ST8.3	Check sight lines for PROW access points onto busy roads and consider diverting the PROW onto safer routes.- review positioning of aging gates and stiles at this type of location.				
				ST8.4	Consider providing safe parking areas near well used PROW.				
				ST8.5	Where appropriate Investigate the possibility of accessing village hall car parks for walkers' use.				

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWIP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue ; **ST...** = Supporting Task

10 Action Plan Tables

Action

(D) Improving Accessibility

Key Action	DMS/RoWTP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA9 Identify more routes which have good public transport links	DMS3 RG2, RG6& RG7	Increased usage of public transport, providing a viable alternative to using the car to access the countryside.	KI: 1, 17 & 18	ST9.1	Users of public transport. Users who have limited or no access to car transport (survey shows a disproportionate use of cars to access PROW).	Community Strategy, LTP, Health Improvement Plan	Bus operators, Parish Councils	£2000 per year	5 -10 years
				ST9.2					
		Reduces need for parking space.	OKI: 5 & 16	ST9.3	People seeking an alternative to using the car.				
				ST9.4					
			ST9.5						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWTP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue ; **ST...** = Supporting Task

(D) Improving Accessibility (continued)

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA10 Identify routes which cater for people with limited mobility and the visually impaired	DMS3 RG3, RG4 & RG5	More opportunity for people with limited mobility and visual impairment to access and use the PRoW Improved health benefits for people who normally find it difficult to use and access the PRoW	KI: 8, 11 & 13	ST10.1	Disabled and carers, people recovering from illness but mobile, people with chairs, senior citizens	Community Strategy	LAF, disabled groups, Parish Councils (Community/Village Halls)	£5000 per yr.	2 - 6 years
				ST10.2					
			OKI: 12	ST10.3					
				ST10.4					
			ST10.5						
			ST10.6						
			ST10.7						
			ST10.8						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWIP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue; **ST...** = Supporting Task

10 Action Plan Tables

Action

(D) Improving Accessibility (continued)

Key Action	DMS/RoWTP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA11 Review the network available to different types of users	RG5, RG6 & RG7	Increased opportunity for access by all types of users.	KI: 3, 13, 15, 16 & 17	ST11.1	All users		Land owners, British Horse Society, LAF, User Associations.	£3000 per yr.	5 - 10 years
				ST11.2					
		ST11.3	Identify where horse riders are using busy roads and investigate solutions such as verge relocations, parallel lengths behind hedge line access onto highway.						
		ST11.4	Liaise with user groups and identify and look into ways of classifying routes which are graduated into various lengths and durations.						
		Graduated journeys for long to medium distance / duration with classification of routes.	OKI: 4, 14, 15 & 16						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWTP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue; **ST...** = Supporting Task

(D) Improving Accessibility (continued)

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales
KA12 Promote the wider use of the PROW network in and around North East Lincolnshire for all sections of the population	DMS3 RG1, RG2, RG3, RG4, RG5, RG6 & RG7	Increased use of the PROW by people who do not usually access the countryside All users better informed on what is available More visitors attracted to the countryside	KI: 1, 2, 3, 17, 18 & 19	ST12.1 Working with partners organisations to remove cultural and social barriers to attract more people.	All minority groups and potential users who do not normally think of accessing the countryside.	Community Strategy, Corporate Plan, LTP	NELC, Health Authorities, Health Centres, schools LAF, Natural England	£3000 per year	2-10 years
				ST12.2 Identify target groups of potential users of the PROW.					
				ST12.3 Target schools and youth groups (survey suggests that 83% of regular users are over 45 with 62% retired).					
			OKI: 12, 13, 16, 17 & 18	ST12.4 Work with the Health sector to identify people and groups to devise graduated health walks.					
				ST12.5 Consider publishing leaflets for users with various confidence/ ability / age levels.					
			ST12.6 Promote PROW and public transport links on website - connectivity i.e. bus times.						
			ST12.7 Consider producing walking, cycling and equestrian information in a variety of formats for holiday accommodation providers/ tourist information centres/ libraries/ events.						
			ST12.8 Consider placing regular information and articles about PROW in NELC LincUp Newspaper publication.						

10 Action Plan Tables

Action

(E) Extending & Linking the Network

Key Action	DMS/RoWIP Goals (Section 7)	Outcome	Key Issues (Section 6)	Supporting Tasks	Beneficiaries	Policy Links	Possible Partners	Order of cost	Time Scales	
KA13 Develop well maintained routes into the countryside for use by local people and visitors and take regard of linking communities and recreational / educational / health facilities	DMS3 RG1, RG2, RG3, RG4, RG5, RG6 & RG7	Increased number of people using parts of the network for walking and cycling around the urban area and villages. Increased number of people using the network for walking/cycling to work, schools and local amenities.	KI: 1, 2, 12, 18, 19	ST13.1	Identify a range of routes suitable for users of different abilities which take into account the PRoW and walk-ways and cycle-ways which are part of the Local Transport Plan.	Walkers, cyclists, horse riders, and countryside and tourism sites, commuters.	Urban Renaissance, Freshney Forest, Green Links, LTP, Corporate Plan, Community Strategy, Health Improvement Plan.	Relies on external funding mostly related to LTP Schools Businesses, Health centres, Leisure Centres, neighbouring authorities, DEFRA, Natural England.	£7000 per yr.	5 - 10 years
				ST13.2	Establish a priority system for public path orders giving high priority to cases that will improve connectivity of the existing PRoW for walking and cycling routes set out in the LTP.					
				ST13.3	Identify routes on the urban fringe suitable for dog owners which take up to 1 hour.					
			OKI: 4, 5, 6 & 17	ST13.4	Identify realistic cycle and walking catchment areas which can benefit from identifying and developing circular/linear walks.					
				ST13.5	Identify opportunities to improve connections for cycle and walking using an integrated signing, safety/ road crossing strategy.					
			ST13.6	Integrate with Freshney Forest / Green Links concept to join up countryside parks.						
			ST13.7	Consider how network gaps can be completed. To these ends the Authority would enter into creation agreements, and may consider making creation orders and purchasing land for dedicating new rights of way where improvement to the network as a whole justifies the required expenditure.						
			ST13.8	Consider altering/amending PROW status to provide a consistent route types for different types of users. To these ends the Authority would enter into creation agreements, and may consider making creation orders and purchasing land for dedicating new rights of way where improvement to the network as a whole justifies the required expenditure.						
			ST13.9	Promote routes and trails through clear local signing and information boards.						
			ST13.10	Develop and promote in conjunction with the neighbouring authority a coastal trail having regard to current legislation.						

Key:- * = continuous commitment; **KA...** = Key Action; **DMS...** = Draft Milestone; **RG...** = RoWIP Goal; **KI...** = Key Issue; **OKI...** = Other Key Issue; **ST...** = Supporting Task

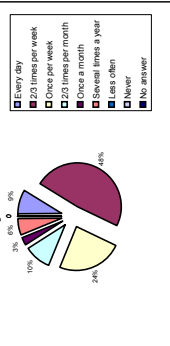
Appendix 1 User Survey Summary

The questionnaire was sent out with the Council's newspaper - LinClup - as well as being distributed to various user groups, the Authority's 4 customer access points and public libraries. In all nearly 170 responses were received which was sufficient to give a reasonable indication of the PROW issues and aspects affecting those who had responded

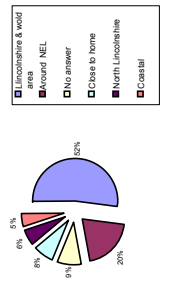
Part	Question	Response Details	%ages	No. Resp
1	Approximately how often do you visit the countryside? (tick one box)	1.1 Every day	9%	9
		1.2 2/3 times per week	48%	48
		1.3 Once per week	24%	24
		1.4 2/3 times per month	10%	10
		1.5 Once a month	3%	3
		1.6 Several times a year	6%	6
		1.7 Less often	0	0
		1.8 Never	0	0
		1.9 No answer	0	0
		2	If you don't visit the countryside (or don't go as often as you would like) are there any particular reasons for this? (tick no more than 3 boxes)	2.1 I am too busy
2.2 Other interests take priority				21
2.3 The weather is not reliable				10
2.4 I do not feel safe				3
2.5 I have no transport to get there				4
2.6 I do not like walking / riding / cycling on my own				4
2.7 I do not know where to go				7
2.8 I have limited mobility				0
2.9 I have health problems				2
2.10 My children have grown up so I do not take them out any more				1
2.11 There are too many restrictions on where I can & cannot go				8
2.12 Footpaths do not appear to go any where				6
2.13 I am worried about getting lost				2
2.14 The poor condition of gates and stiles				5
2.15 Lack of direction signs				14
2.16 Other				8
3	Where do you normally walk, ride & cycle most often?	Lincolnshire & wold area	52%	
		Around NEL	20%	
		Close to home	8%	
		North Lincolnshire	6%	
		Coastal	5%	
4	What are the main reasons why you use/visit the countryside in and around North East Lincolnshire? (tick no more than 3 boxes)	4.1 walking	9%	149
		4.2 Relaxation		53
		4.3 Health & fitness		96
		4.4 Cycling		33
		4.5 Landscape appreciation		65
		4.6 Dog walking		14
		4.7 Nature study		9
		4.8 Children's recreation		5
		4.9 Something different to do		2
		4.10 Picnicking		7
		4.11 Off-road vehicular activity		2
		4.12 To visit an attraction		7
		4.13 Horse riding		7
		4.14 Other		5

Table / Graph

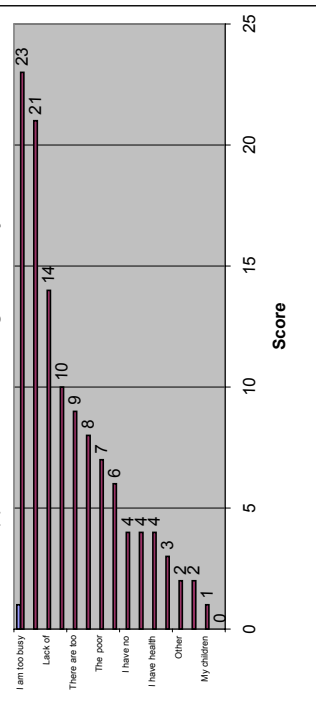
(1) How often do you visit the countryside?



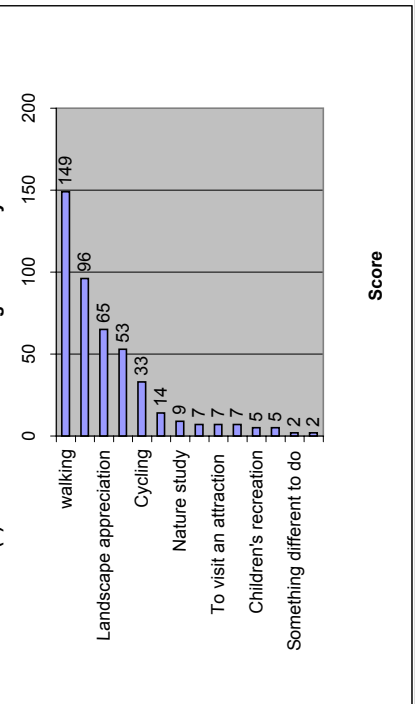
(3) Where people mostly, walk & ride and cycle



(2) Reasons for not visiting the countryside



(4) Main reasons for visiting the countryside

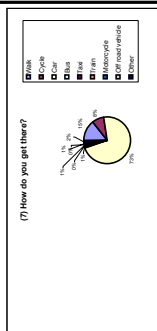
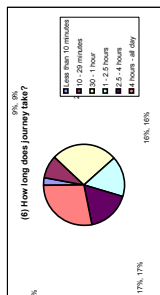
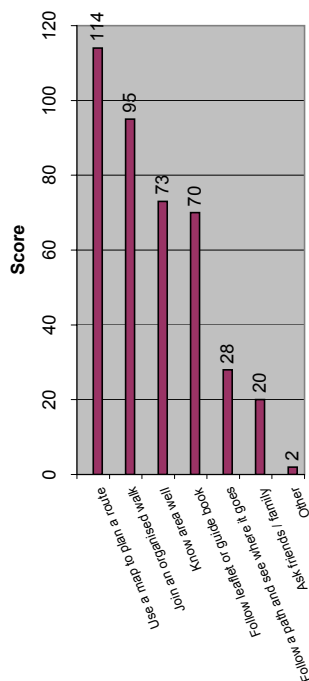


1 Appendix - User Survey Summary

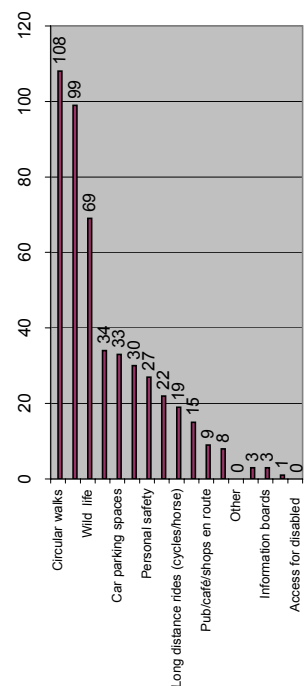
Appendix

Part	Question	Response Details	%tags	No. Resp
5	How do you usually decide where to walk/ride in the countryside? (tick all that apply)	5.1 Follow a path and see where it goes		28
		5.2 Use a map to plan a route		114
		5.3 Ask friends / family		20
		5.4 Join an organised walk		95
		5.5 Follow a leaflet or guide book		70
		5.6 Know area well		73
		5.7 Other		1
6	For you most frequently used countryside route, how long does an average journey take? (tick one box)	6.1 Less than 10 minutes	3%	
		6.2 10 - 29 minutes	9%	
		6.3 30 - 1 hour	26%	
		6.4 1 - 2.5 hours	16%	
		6.5 2.5 - 4 hours	17%	
		6.6 4 hours - all day	28%	
		6.7 Other		
7	When you go to the countryside how do you get to the start point of your walk or ride? (tick one box)	7.1 Walk	15%	
		7.2 Cycle	8%	
		7.3 Car	73%	
		7.4 Bus	1%	
		7.5 Taxi	0%	
		7.6 Train	1%	
		7.7 Motorcycle	0%	
		7.8 Off road vehicle	1%	
		7.9 Other	2%	
		8	Which of the following features of the countryside are most important to you? (tick up to 3 boxes)	8.1 Wild life
8.2 Circular walks				108
8.3 Paths free from obstruction				99
8.4 Personal safety				27
8.5 Trees				34
8.6 Water area features				15
8.7 Facilities, e.g. toilets/seats				8
8.8 Car parking spaces				33
8.9 Pub/café/shops en route				9
8.10 Sites of interest on or close to route				30
8.11 Long distance walks				23
8.12 Long distance rides (cycles/horse)				19
8.13 Hard surface				1
8.14 Access for disabled				0
8.15 Access by public transport				3
8.16 Information boards				3
8.17 Other				0

(5) How do you decide where to go?



8 What features are most important?



1 Appendix - User Survey Summary

Appendix

Part	Question	Response Details			Table / Graph				
		%tags	No. Resp						
9b(cont'd)	Signs at roadsides showing the start of routes	Very satisfied Not very satisfied Fairly dissatisfied Very dissatisfied	28% 54% 13% 4%	1.9	<p>9b Satisfaction rating of access aspects to countryside</p> <p>Lower Average score = the higher the satisfaction 1 = very satisfied; 2= not very satisfied; 3 = fairly dissatisfied; 4=very dissatisfied</p>				
	Ease of use for walking, riding or cycling, e.g. free of obstructions and useable surface	Very satisfied Not very satisfied Fairly dissatisfied Very dissatisfied	29% 59% 11% 1%	1.8					
	Maintenance standards, e.g. stiles, gates and bridges	Very satisfied Not very satisfied Fairly dissatisfied Very dissatisfied	33% 56% 11% 0%	1.8					
	Legally defined routes which are mapped and recorded	Very satisfied Not very satisfied Fairly dissatisfied Very dissatisfied	35% 50% 12% 3%	1.8					
	10	What are your priorities for improving access to the countryside in and around NELC							
	10.1	Reduction in dog mess/litter/vandalism	High Medium Low	80% 15% 5%				1.35	
	10.2	Upkeep of path surfaces	High Medium Low	62% 33% 4%				1.42	
	10.3	Creation of new paths to walk along	High Medium Low	52% 41% 7%				1.56	
	10.4	Creation of new byways	High Medium Low	39% 42% 19%				1.8	
	10.5	Creation of new paths to cycle along	High Medium Low	30% 35% 35%				2.05	
	10.6	Creation of new paths to ride/lead horse along	High Medium Low	10% 21% 69%				2.59	
	10.7	Greater number of circular routes	High Medium Low	62% 31% 7%					

User Survey Summary - Appendix 1

Appendix

Part	Question	Response Details			Table / Graph	
		%/stages	No. Resp		(10) Priorities for Improvement	
10 (cont'd)	Paths suitable for wheel chairs/ push chairs	High	26%	2.09		
		Medium	38%			
	Low	36%				
	Avg score	2.09				
	Safe road crossings	High	38%	1.84		
		Medium	41%			
	Low	21%				
	Avg score	1.84				
	Ease of getting to the countryside	High	31%	1.95		
		Medium	42%			
Low	27%					
Avg score	1.95					
Sign boards and information about site	High	42%	1.76			
	Medium	40%				
Low	18%					
Avg score	1.76					
Wider paths for shared use	High	30%	1.99			
	Medium	41%				
Low	29%					
Avg score	1.99					
Improved parking facilities	High	43%	1.75			
	Medium	38%				
Low	19%					
Avg score	1.75					
Special interest trails	High	34%	1.85			
	Medium	46%				
Low	19%					
Avg score	1.85					
More events	High	28%	2.03			
	Medium	40%				
Low	32%					
Avg score	2.03					
12	Which age group are you in?	Average age under 16	0%		<p>Lower average position = higher the priority</p> <p>1 = high priority ; 2= medium priority; 3 = low priority</p>	
		16-24	1%			
		24-34	6%			
		35-44	10%			
		45-54	32%			
		55-64	47%			
		65	4%			
13	Sex	Male	50%			
		Female	50%			

1 Appendix - User Survey Summary

Appendix

Part	Question	Response Details			Table / Graph	
		Question ID	%tags	No. Resp	Table / Graph	
14	Are you	14.1	Self employed	9%	<p>14 Employment status</p> <ul style="list-style-type: none"> Self employed: 9% Working part time: 10% Unemployed seeking: 1% Unemployed not seeking: 1% Sick / disabled: 1% Carer: 2% Retired: 62% Student: 0% Other: 15% 	
		14.2	Working part time	10%		
		14.3	Unemployed seeking	1%		
		14.4	Unemployed not seeking	1%		
		14.5	Sick / disabled	1%		
		14.6	Carer	2%		
		14.7	Retired	62%		
		14.8	Student	0%		
		14.9	Other	15%		
		15	Are you a member of a walking, cycling, riding, land owning or other group	15.1		Yes
15.2	No			26%		
15.3	Other			1%		

Land Owners & Farmers Survey - Appendix 2

Summary: Land Owners' and Farmers' Survey

A questionnaire was sent to over 70 landowners and farmers on whose land many of the footpaths and bridleway are located with 40 responses returned by the closing date of 12th November 2007.

Question		No.	score	Table/Graph	
1	Do any of the following types of access occur on your land? (tick all that apply)	1.1	Public right of Way	39	
		1.2	Promoted path	8	
		1.3	Permissive right of way	2	
		1.4	Open Access	2	
		1.5	C/side stewardship paths	1	
		1.6	Non	1	
		1.7	Other	0	
2	Please tell us the level of the following listed problems you have had as a direct result of the public access crossing your land?	Avg. Score (Lower value= higher problem)		<p>2 Problems with Public Access</p> <p>1=Serious, 2=Problem but not serious, 3=Not a problem</p>	
		2.1	Trespass		36%
			Serious problem		44%
			Problem but not serious		19%
		2.2	Damage to crops		21%
			Serious problem		38%
			Problem but not serious		41%
		2.3	Worrying livestock		29%
			Serious problem		7%
			Problem but not serious		64%
		2.4	Out of control dogs		42%
			Serious problem		35%
	Problem but not serious	23%			

2 Appendix - Land Owners & Farmers Survey

Appendix

Question		No.	score	Table/Graph
2 cont'd	Dog fouling	2.5	19%	<p>3 Attitude to Public Access</p> <p>Summary</p> <ul style="list-style-type: none"> I would be agreeable to further public access (63%) I welcome public paths/access across my land (30%) I do not mind provided public act responsibly (3%) I prefer no public access (3%)
			52%	
			29%	
	Vandalism	2.6	35%	
			38%	
			26%	
	Gates left open	2.7	12%	
			38%	
			50%	
	Litter	2.8	33%	
		50%		
		12%		
Fly tipping	2.9	56%		
		19%		
		25%		
People exceeding their rights	2.10	40%		
		43%		
		17%		
3	Which of the following statements best describes your attitude to public access? (tick one box)	3.1	I would be agreeable to further public access	3%
		3.2	I welcome public paths/access across my	5%
		3.3	I do not mind provided public act responsibly	63%
		3.4	I prefer no public access	30%

Land Owners & Farmers Survey - Appendix 2

		Table/Graph			
No.	Question	No.	score		
4	Who do you think has responsibility for stiles and gates on the PROW network?	4.1	NELC	82%	
		4.2	LCC	0%	
		4.3	You the land owner	13%	
		4.4	Your PC	0%	
		4.5	Shared	5%	
5	Are you aware of your legal responsibilities for reinstating paths crossing cultivated land?	5.1	Yes	87%	
		5.2	No	13%	
6	Would you prefer cross field paths to be diverted into headland/field edge paths?	6.1	Yes	92%	
		6.2	No	8%	
7	Would you consider having stiles replaced by stock proof kissing gates?	7.1	Yes	61%	
		7.2	No	39%	
8	Would you consider having stiles/gates removed to leave a gap in arable situations? To prevent unintentional trespass would you consider paths crossing your land to be fully way marked?	8.1	Yes	76%	
		8.2	No	24%	
9	Would you object to public rights of way across your land being promoted as part of a bigger route?	9.1	Yes	76%	
		9.2	No	24%	
10	Would you consider additional routes across your land to improve the PROW	10.1	Yes	34%	
		10.2	No	66%	
11	Would you consider additional routes across your land to improve the PROW	11.1	Yes	27%	
		11.2	No	73%	

3 Appendix - Assessment Consultees

Assessment Consultees :-

User Groups:-	Response
Auto Cycle Union	
British Horse Society	<input checked="" type="checkbox"/>
Byways and Bridleway Trust	
Campaign to Protect Rural England	
Cyclist Touring Club	
Lincolnshire Field Paths Association	<input checked="" type="checkbox"/>
Open Space Society	
Ramblers' Association	<input checked="" type="checkbox"/>
Trail Riders Fellowship	
Wanderlust Rambling Club	<input checked="" type="checkbox"/>
Local and Public Authorities:-	
Lincolnshire County Council	<input checked="" type="checkbox"/>
Lincolnshire Wolds AONB	<input checked="" type="checkbox"/>
North Lincolnshire Council	<input checked="" type="checkbox"/>
Mid Lincolnshire Local Access Forum	<input checked="" type="checkbox"/>
Parish & Town Councils:	
Ashby-Cum-Fenby	<input checked="" type="checkbox"/>
Barnoldby-le-Beck	<input checked="" type="checkbox"/>
Bradley	<input checked="" type="checkbox"/>
Brigsley	
Great Coates	
Habrough	
Healing	
Humberston	
Immingham Town Council	<input checked="" type="checkbox"/>
Irby upon Humber	<input checked="" type="checkbox"/>
Laceby	<input checked="" type="checkbox"/>
New Waltham	<input checked="" type="checkbox"/>
Stallingborough	<input checked="" type="checkbox"/>
Waltham	<input checked="" type="checkbox"/>
NELC:-	
Environmental Services -	
Transport	<input checked="" type="checkbox"/>
Environmental Improvement - Ecology	<input checked="" type="checkbox"/>
Cultural Services – Leisure & Tourism	<input checked="" type="checkbox"/>
Planning –	
Heritage and Landscape	<input checked="" type="checkbox"/>
Building Control - Accessibility	<input checked="" type="checkbox"/>
Development Control	<input checked="" type="checkbox"/>
Urban Renaissance & Regeneration	<input checked="" type="checkbox"/>
Natural England	
Appendix 1	
User survey	<input checked="" type="checkbox"/>
Appendix 2	
Land owners survey	<input checked="" type="checkbox"/>

Schedule of Representations & Responses - Appendix 4

Schedule of Representations & NELC Responses (in italics)
resulting from Draft RoWIP Consultations
17th March 2008 to 9th June 2008

Appendix

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
1	<p>Hazel Armstrong Access Officer The British Horse Society (Humberside Area) Burton Pidsea East Yorkshire</p> <p>17th March 2007</p>
Para 2.2	<p>'Unadopted and Ancient Highway. Research into recording these should be factored into RoWIP as they often lead to lasting definitive and important improvements to the network...'</p> <p><i>An important aspect which will be part of the work of the Mapping Officer to bring in the unmapped urban areas – see Action Plan Tables Key Action KA1&2. Also KA1 with supporting tasks ST 11.1 & 11.2 to review and update bridleway network on the Definitive Map and consider upgrading status of paths.</i></p> <p><i>The provisions of the Wild life and Countryside Act 1981 are most commonly used to add paths to the Definitive Map that were not previously recorded.</i></p>
Para 3.8	<p>'Urban Paths, snickets and UCR's must be recorded onto the Definitive Map by 2026 or will be lost under current legislation even if they are on the list of streets.'</p> <p><i>DEFRA have confirmed Sections 53 to 56 of the CROW Act which would extinguish historic rights of way not shown on the Definitive Map and Statement by 2026 and are not yet in force will not be pursued.</i></p>
Para 4.2.4	<p>'Green Space Strategy – routes for all non motorised users should be developed under the Green Links Plan, horses are not just part of the countryside they are means of sustainable green transport and provision for this along with walkers and cyclists.'</p> <p><i>The Council's Green Space and Green Links Plan strategy takes into account most if not all of the national and regional strategies adopted by the Draft RoWIP including National Planning Guidance PPG 17 (Planning for Open Space, Sport and Recreation, see RoWIP para 4.1.1) which advocates green corridors for '...walking, cycling or horse-riding, whether for leisure purposes or travel, and opportunities for wildlife migration..'</i></p>
Para 4.2.8	<p>'Active Links should include equestrians.....'</p> <p><i>Although the Active Links Strategy proposes a review of the potential to provide greater range of outdoor and extreme sports pursuits, there is an apparent 'omission of equestrian activities' which will be pointed out to the Head of Leisure and Tourism.</i></p>
RG 1	<p>'Once again no mention of horses through and around urban centres.'</p> <p><i>Agreed this could be redrafted in the final RoWIP as:</i></p> <p><i>RG1: Ensure maximisation of opportunities to develop walking, cycling and equestrian routes which are rich in biodiversity, especially through and around urban areas.</i></p>
KA4:ST4.5	<p>'Many 'redundant' links are in fact historical inaccuracies and rather remove them you should seek to use them to extend the network.'</p> <p><i>This indeed will be an option in (E) Extending and Linking the Network KA 13</i></p>

4 Appendix - Schedule of Representations & Responses

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
KA5:ST5.6	<p>'You have a duty to ensure that paths are reinstated and should pursue this by enforcement if necessary.'</p> <p><i>Agreed</i></p>
KA9:ST9.3	<p>'Equestrian routes to/from tourist attractions and points of public resort should also be included.'</p> <p><i>Although KA 9 is mostly directed to PROW users who are able to access public transport, developing equestrian routes near key tourist site may be more feasible by redrafting ST9.3:</i></p> <p><i>Investigate the possibility of developing more walking and cycling routes and where feasible equestrian routes from public transport interchanges/ bus stops and key tourist attractions/parks.</i></p>
KA10:ST10.3	<p>'Disabled riders are often able to access areas they could not get to by conventional means especially in rural areas and on the beach.'</p> <p><i>This point will be taken into consideration when implementing ST10.3.</i></p>
KA10:ST10.6	<p>'An easy access latch should also be useable from the back of a horse on appropriate routes. Many elderly and disables riders simply cannot get off and on easily and lack of suitable fastening and easy swinging gates can restrict usage on many routes.'</p> <p><i>These points will be taken into account when implementing ST10.6.</i></p>
KA10:ST10.8	<p>Ditto comments at KA10.3 and KA10.6</p> <p><i>Again all these points will be taken into account when implementing ST10.8</i></p>
KA11:ST.3	<p>'Add Pegasus crossings to this.'</p> <p><i>Because any safety initiatives will have a direct impact on the public highway, advice will be sought from the Council's Principal Traffic Engineer on any specific proposal which may well include Pegasus Crossings where appropriate..</i></p>
KA11:ST11.4	<p>'Could this lead you to a legal liability? If you say something is suitable or recommend it and the ground conditions change overnight, i.e. a rabbit hole appears and someone follows the recommendation, would you be classed as liable?'</p> <p><i>This will require careful consideration before any implementation.</i></p>
KA12:ST12.7	<p>'Equestrian tourism is a fast growing and highly lucrative market... The Mary Towneley Loop in the Pennines has resulted in several new rural businesses and farm diversifications to cater for equestrian needs. B&B with stabling is very short on the ground in NE Lincs possibly because of the fact that even though you have quite a few bridleways there is not a cohesive network. In fact 'Humberside on Horseback' published in 1995 – ISBN1 899016 06 6 detailed only one circular 15 mile route in the present unitary authority area.'</p> <p><i>These points are noted especially the need to provide more equestrian routes which KA 11 seeks to address.</i></p>
KA13:ST13.6	<p>'Consider developing equestrian routes both through and joining countryside parks.'</p> <p><i>The status of extending PROW links when implementing ST11.1 and ST13.6 will be taken into consideration in conjunction with the aims of the Green Space/Green Links Strategy.</i></p>

Schedule of Representations & Responses - Appendix 4

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details Representation / <i>Response</i>
KA13:ST13.7	<p>'Some of these can be achieved in new development by Section 106 agreements and where land mangers/owners request diversions, priority should be given to those which include upgrades and/or new routes as this is beneficial to the greater number of users and provides best value in terms of resources used by officers.'</p> <p><i>Section 9, Implementation and Funding, identifies Section 106 Agreements as a possible way of funding improvements to the PROW network. Also suggested is prioritising improvements.</i></p>
KA13:ST13.8	<p>'Presumably this would be a minimum of bridleway status.'</p> <p><i>A way forward could be to identify routes suitable for particular types of users. Mixing horse riders with walkers is not always desirable and therefore making any amendments to PROW status at minimum a bridleway not a practical option.</i></p>
KA13:ST13.10	<p>'Ensure that the coastal trail is a minimum of bridleway status and extends in the said neighbouring authorities.'</p> <p><i>This will rely on cooperation with the neighbouring authorities to set up a consistent route and forth coming coastal access legislation.</i></p>
Other Concerns	<p>'.. other concern in relation to parking. There is no reference to box/trailer parking and many urban car parks which are quite large have restricting barriers deeming them unusable by larger vehicles.'</p> <p><i>Action Plan Table, Making the Network Safer, KA8, ST8.4, proposes considering providing safe parking areas near well used PROW.</i></p> <p>'Most of all the bridleways in NEL are very well used which presupposes that there is a need for more of them and from comments made to us new links are vital, however there are definitive map/route on the ground anomalies not least of which is difficulty getting to and along the Estuary Bank as a commodious and continuous route.'</p> <p><i>Action Plan Table, Extending and Linking the Network, proposes a series of Supporting Tasks (ST) to develop a range of routes for different types of users.</i></p> <p><i>Action Plan Table, Overcoming Legal Deficiencies, KA3 proposes resolving anomalies shown on the Definitive Map. See also KA1, Review the Network available to different types of users and ST11.1: Review and update bridleway network on the Definitive Map.</i></p>
2	<p>Paul Tame Environment and Land Use Advisor NFU East Midland Region Uppingham Rutland</p> <p>17th March 2007</p>
	<p>'..We completely support Supporting Task ST4.5 on redundant paths, ST5.3 on field edge diversions, ST6.2 on dog fouling and ST6.6 on display notice boards. Can the latter include farming information as well as referring to the countryside code...?'</p> <p><i>These points are noted and will be considered in appropriate cases.</i></p>

4 Appendix - Schedule of Representations & Responses

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
3	<p>Andy Savage Senior Countryside Access Officer Lincolnshire County Council Lincoln</p> <p>20th March 2008</p>
	<p>'.. grateful if you could consider amending Chapter 3 – Local Context, paragraph 13.16 Local access Forum. The draft text indicates that the LAF was primarily set up to deal with the defining open access land... The Countryside and Rights of Way Act 2000 indicates that the Local Access Forums are advisory bodies established under the Countryside and Rights of Way Act to provide independent advice on the improvement of public access land in their area...'</p> <p><i>Consideration will be given to amend the text referring to the Local Access Forum in line with the definition set out in Sections 94 and 95 of the Countryside and Rights of Way Act 2000.</i></p>
4	<p>Ted Johnson Chairman Grimsby Louth Group Ramblers Association</p> <p>29th April 2008</p>
Page 3, ES2 -	<p>'Silverlink Way should read, The Silver Lincs Way'</p> <p><i>Agreed</i></p>
Page 8 Para 3.4	<p>'In the green panel – again should read The Silver Lincs Way.'</p> <p><i>Agreed</i></p> <p>'Notes that a second leaflet Circular Walks from the Silver Lincs Way includes circular walks from Scartho and Wold Newton.'</p> <p><i>Noted</i></p>
4A	<p>Roy Thomas Area Footpath Officer Ramblers Association North East Lincolnshire Area</p> <p>28th May 2008</p>
	<p>'See little in document different to information supplied by members.'</p> <p><i>Noted</i></p>
	<p>'See no great improvement for ramblers.'</p> <p><i>Noted</i></p>
	<p>'Although accept that Council is required to produce a RoWIP, consider money set aside for preparing the Plan would have been better put in the rights of way budget and used on footpaths and access to the countryside for all.'</p> <p><i>Noted</i></p>

Schedule of Representations & Responses - Appendix 4

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
5	Mrs Catriona Cook Byways and Bridleways Trust Scarborough, Yorks. 24th May 2008
Page 6 Para 2.1	Legal Definitions 'There is no mention of carriage drivers, many of whom are elderly and less able.' <i>This point is noted.</i> 'Bridleways: it should be mentioned that the right to cycle is subject to giving way to walkers and riders.' <i>Section 30 of the Countryside Act 1968 gives the public the right to ride bicycles on bridleways provided they give way to walkers and horse riders.</i>
Page 6 Para 2.2	'..The List of Streets of publicly maintainable but unsurfaced vehicular highways should be mentioned. And that the ancient highways are incredibly important to higher rights users and should be properly recorded.' <i>Agreed to include additional paragraph: 'List of Streets The Council has duty to maintain a list of streets which are highways maintainable at public expense.'</i>
Page 7 Para 3.1	Local Context 'It should be noted that there is no provision for vehicles whether horse drawn or mechanical, both of which are used by the less able to access the countryside.' <i>This point is noted although this there is no provision within NELC's PROW network.</i>
Page 7 Para 3.4	'All the most publicised routes are limited to walkers, there again is no apparent provision for higher rights users.' <i>This point is noted.</i>
Page 8 Para 3.8	'The List of Streets must be addressed as regards those routes which will be extinguished in 2026.' <i>Refer to modified para 2.2 (see page 6 above)</i>
Page 12 Para 4.2.4	Linked and Allied Strategies 'All non motorised users which means including equestrians should be included in the Green Space Strategy. The majority of horses are kept on the urban fringe, meaning riders should be able to access open green space from where the horse that they ride is kept. To only cater for walkers and cyclists is to discriminate against riders, some 90% being women and children.' <i>These points are noted and will be conveyed to the Council's Ecology Team for their consideration.</i>
Page 13 Para 4.2.8	'Please include equestrians. Every community should have a network of circular, multi user, non motorised routes which all interlink. This would then allow families, often consisting of fathers and sons on bikes and mothers and daughters on ponies, to enjoy healthy exercise together. Opportunities must include equestrians as well as walkers and cyclists.' <i>This part of NELC's RoWIP Assessment only reflects the findings of the survey information carried out within North East Lincolnshire by Sport England which is a national organisation with Lottery funding.</i>

4 Appendix - Schedule of Representations & Responses

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
Page 14 Para 4.2.11	'Many people well into their 70's and 80's are still able to exercise through riding a horse.' <i>Although this point is noted and will be conveyed to the Council's Healthy Communities Team, para.4.2.11 only reflects what is contained in the Older Persons' Strategy in relation to the RoWIP.</i>
Page 14 Para 4.2.12	'Many disabled and less able are able to get a sense of freedom and access to the countryside on or driving a horse. They therefore should be included.' <i>Again although this point is noted and will be conveyed to the Council's Disability Team, par 4.2.12 only reflects on what is contained in the Getting There Strategy in relation to the RoWIP</i>
Page 17	Local Needs and Demands 'The Byways and Bridleways Trust would like to see all historic routes properly recorded and free from obstruction. All communities, whether rural or urban fringe, should have a choice of Community Circuits. That is multi user, non motorised circular routes. These would then all link in with neighbouring communities allowing people to go for both short and longer excursions from where they live or keep their horse.' <i>This point is noted.</i>
Page 20	Goals and Objectives 'RG1 and RG2 equestrians should be included, as so many horses are kept on the urban fringe.' <i>Agreed to add 'equestrian' in RG1. Inclusion of equestrian routes in the urban area (RG2) may not always be a practical proposition.</i>
Page 21	Statement of Action 'The BBT applauds the Council on having its' priority as "legally defined", in particular the historic network should be properly recorded before the extinguishment date of 2026.' <i>DEFRA have confirmed Sections 53 to 56 of the CROW Act which would extinguish historic rights of way not shown on the Definitive Map and Statement by 2026 and are not yet in force will not be pursued.</i>
Page 23 KA4 ST4.5	Action Plan Tables 'Redundant links are often a sign that historic rights exist but are not properly recorded. Even if these dead ends do not have sufficient evidence to continue, the network would be improved in many cases by the Council being proactive by creating a link to join the dead end to the rest of the network. This is meant to be an improvement plan.' <i>Revised ST4.5 Only where improved connectivity and accessibility cannot achieved, review where appropriate the removal of redundant links to reduce maintenance liability.</i>
Page 24 KA5 ST5.3	'This is an example of the "Footpath Culture" please replace the word cross field "footpaths" with cross field "rights of way" Having ridden right across Britain I have found counties who insist on cross field paths being marked in some way rather than diverting onto field edges. This was very satisfactory, and negates any legal costs of diversion orders. Also field edge paths can easily become overgrown when only used by a few people and they also get used as dumping grounds for stones off the fields.' <i>Modify ST5.3 '.....to replace crossfield rights of way where...'</i>

Schedule of Representations & Responses - Appendix 4

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details <i>Representation / Response</i>
Page 26 KA7 ST7.3	'Any signage can only be done after a full review of the legal status. For example a footpath is a right of way for walkers only, without prejudice to higher rights. This recognises the fact that many footpaths are actually ancient roads or bridleways, so any rider riding them is doing so legally until the cut off date of 2026. So please concentrate on getting the legal record correct before banning equestrians from routes that they are already using.'
Page 28 ST9.3	'Please include equestrians.'
Page 29 KA10	'Limited mobility, please include equestrians and remember that many elderly and infirm riders are unable to dismount to do gates and that all riders are only able to use one hand to do the gate, since the other is holding the reins of the horse.'
Page 30 KA11	'Once every community has a choice of multi user routes then equestrians and cyclists will have a comprehensive network regardless of where they live. This is to be applauded.'
ST11.4	'This is unnecessary since all riders are different, there is no need for big brother!'
Page 31 KA12 ST12.7	'Please include equestrians, since many are now taking their horses for riding holidays and are interested in visiting local attractions such as National Trust properties on horseback. They also require B+B's.'
Page 32 ST13.2, ST13.4, ST13.5, ST13.6, ST13.8, ST13.10	'Please include equestrians, it is discrimination to exclude them, especially since they contribute so much to the local economy. It should be noted that many equestrians do not go on holiday because of the expense of their horse, meaning that all their outgoings are helping the local economy.'
6	Helen Gamble Lincolnshire Wolds Countryside Service Louth Lincolnshire 30th May 2008
	'Please ensure that the AONB acronym used throughout the document is correctly in the uppercase as opposed to AoNB.'

4 Appendix - Schedule of Representations & Responses

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details Representation / <i>Response</i>
Page 3 Para ES2	'The term impinging suggest a derogatory term whilst the context is much more valuable – perhaps change to including.' <i>This point is noted</i>
Page 8 Para 3.4	'Please change the sentence that includes 'which has been designated' to 'which is designated'.' <i>Agreed</i>
Page 8 Para 3.4	'Please acknowledge that the Interconnect Bus Walks were instigated and produced by the Lincolnshire Wolds Countryside Service in conjunction with partners.' <i>Agreed</i>
Page 22	'Possible Funding Sources - please alter to Lincolnshire Wolds AONB.' <i>Agreed</i>
	'With regard to layout and publications we suggest advice should be taken from the Disability Discrimination Act in regard to text size and colour when used in conjunction with coloured backgrounds – green on green backgrounds are particularly difficult for some people with visual impairments.' <i>Agreed to review background green background colour and add the following to flysheet</i> <i>'If you would like to receive this information in another language or different format such as large print, brail or videotape , please contact ...'</i>
7	Christopher Padley Rights of Way Secretary Lincolnshire Field Paths Association Market Rasen Lincolnshire 2nd June 2008
ST13.7 & 13.8	'Considered to be at the heart of improving the network for the LFPA . Appreciates that adding or establishing new links and changing status or closing existing links can only be made for the most pressing cases.' 'Using the word 'consider how missing gaps in the network can be completed' rather week and vague giving no real commitment and how they will be achieved. Similarly 'consider altering/amending PROW status' gives no idea how this might be achieved or have any practical effect. Without binding the Authority to any particular course of action and taking regard of cost, suggests including 'to these ends the Authority will be prepared to make creation orders, enter into creation agreements, or purchase land for dedicating new rights of way, where the improvement to the network as a whole justifies the required expenditure'. <i>Agree to modify ST13.7</i> <i>'Consider how gaps in the network can be completed. To these ends the Authority would enter into creation agreements, and may consider making creation orders and purchasing land for dedicating new rights of way where the improvement to the network as a whole justifies the required expenditure.'</i> <i>Agree to modify ST13.8</i> <i>'Consider altering/amending PROW status to provide consistent route types for different types of users. To these ends the Authority would enter into creation agreements, and may consider making creation orders and purchasing land for dedicating new rights of way where the improvement to the network as a whole justifies the required expenditure.'</i>

Schedule of Representations & Responses - Appendix 4

Schedule of Representations & NELC Responses (in italics) resulting from Draft RoWIP Consultations

Draft RoWIP Reference Details	Author and Representation Information Response Details Representation / <i>Response</i>
8	<p>Elizabeth Biott Conservation Officer Lincolnshire Wildlife Trust Horncliffe Lincolnshire</p> <p>5th June 2008</p>
	<p>'Welcomes recognition of other policies relating to biodiversity and conservation contained in draft RoWIP.'</p> <p><i>This point is noted.</i></p>
	<p>'Supports RoWIP Goal RG1 Would like to ensure that wildlife is a factor in all decisions over management such as timing of cutting and maintenance of hedgerows and trees.'</p> <p><i>Although normally maintenance of trees and hedgerow is a landowners' responsibility, the Council will take into account the protection of wildlife if required to maintain hedges and trees.</i></p>

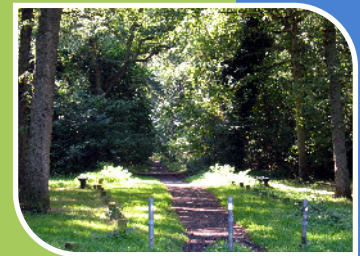
North East Lincolnshire

Rights of Way Improvement Plan

Ray Oxby
Executive Director

Directorate of Environmental Services
Highways and Transport
Origin One
1 Origin Way
Grimsby
North East Lincolnshire
DN37 9TZ

Tel: (01472) 324500




NORTH
EAST
LINCOLNSHIRE
COUNCIL
www.nelincs.gov.uk

June 2008

Directorate of
Environmental
Services


thePrinting
A Section of North East Lincolnshire Council