

Rights of Way Improvement Plan **Draft for LTP submission**

Local Rights of Way in North Yorkshire

Facts

- North Yorkshire has approximately 10,500 km of local rights of way, larger than the road network by approximately 2,000km.
- Access available to non-motorised users that include the local rights of way network are much greater than 10,500km and include permissive routes which may be open to a variety of users & open access areas where the right of way is only on foot, the latter is very significant in North Yorkshire.
- Three access authorities look after the rights of way network in North Yorkshire. The County Council is the local highway authority with overall responsibility for rights of way and the two National Park Authorities, the Yorkshire Dales National Park Authority and the North York Moors National Park Authority are delegated highway surveying authorities with regard to public rights of way.
- 2 Borough Councils assist in maintaining a small proportion of rights of way in their immediate area, Scarborough and Harrogate Borough Councils.

Context of a Rights of Way Improvement Plan (RoWIP)

Each highway authority in England and Wales is required to produce a Rights of Way Improvement Plan (RoWIP) covering all of their area. This is a statutory duty under the Countryside & Rights of Way Act 2000. The Plan is to be completed no later than November 2007. The Plan for North Yorkshire is being completed by the three authorities that have a major role in rights of way in the County with wider support from a steering group and in conjunction with neighbouring highway authorities, especially Cumbria County Council who cover the West part of the Yorkshire Dales National Park. The steering group consists of representatives from the seven District Councils, three Areas of Outstanding Natural Beauty (Forest of Bowland, Howardian Hills & Nidderdale) and two representatives (including the three chairpersons) from each of the three Local Access Forums in the County, the latter Forums have an advisory role in the preparation of the Plan.

The Plan must include: -

1. An assessment of the extent that local rights of way meet current and likely future public need.
2. An assessment of opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment.
3. An assessment of the accessibility of local rights of way to the blind, partially sighted or mobility restricted.

Position Statement

Guidance for completing the next Local Transport Plan (LTP) indicates the progressive integration of RoWIP's with LTP's, anticipating full integration from 2010 onwards. Where local authorities are not in a position to publish a complete RoWIP by the LTP deadline of July 2005, as is the case for North Yorkshire, a minimum requirement is the preparation of a RoWIP position statement for incorporation into the LTP submission, which includes:

- A high level statement of policy & objectives for improving local rights of way.
- The stage that North Yorkshire is at with the preparation of the RoWIP.
- Key issues to be addressed locally in the RoWIP.
- How the RoWIP is to be integrated with the LTP process locally.
- How improvements would deliver transport shared priority objectives and wider quality of life issues.

LTP2 for North Yorkshire will provide a set of long term (can be up to 20 year) policy objectives together with short-term means of delivery within the usual 5-year lifecycle of a LTP. In order to fit this approach, the RoWIP is taking both a long and short-term view. The lifecycle of a RoWIP can be up to 10 years from

published date, indicating that a long-term vision is required. As the RoWIP is to be progressively integrated with the LTP, long-term policies have been developed. The completed RoWIP will also provide a shorter-term action plan in line with the LTP when it is completed.

Rights of Way Vision Statement

For North Yorkshire to have a local rights of way network which is accurately recorded on the definitive map & statement and which is responsive through progressive & targeted improvement to meeting the current and future needs/ aspirations of both residents and visitors to North Yorkshire, recognising that rights of way are;

- The very fabric of our heritage, providing access past, present and future and a sense of community and place.
- A means of access integral to all of our travel choices to/ from home/ holiday accommodation, work, school, goods, services, recreation, leisure, sport, culture, heritage and local transport hubs including bus stops and train stations.
- Cost free to users, providing opportunities for an active and healthy lifestyle, contributing to our well being and acting as a therapeutic contrast to hectic life in some urban areas.
- Our means of accessing/understanding on foot, on horseback or by bicycle some of the wildest, most tranquil & beautiful areas of Britain, educating and informing us.
- A resource enabling access to the countryside, acknowledging all lawful users.
- A sustainable means of travel offering non-motorised/ carbon free alternatives with minimal impact on our environment and our most vulnerable, beautiful and treasured areas through reduced impact on local and trans boundary pollution and global climate change.
- A huge driver of our economy, directly through tourism and indirectly through all aspects of our local and regional economy.
- A part of our quality of life which creates the impetus for regeneration, vibrancy and growth, supporting rural areas through an uncertain future and retaining and developing new skills.

Progress with the North Yorkshire Rights of Way Improvement Plan

In order to provide a position statement and work towards the completion of a full RoWIP there has been an initial consultation to gauge opinion, this consisted of: -

- Parish Council questionnaire (approx 700 in the County with 31% response rate).
- Citizens panel survey (1,400 county randomly selected residents, approx 100% response rate).
- Short business questionnaire (390 sent out with approx 28% response rate).
- Public consultation, web questionnaire (300 responses from local residents and people outside the County), RoWIP leaflet with tear off slip, dedicated e-mail consultation inbox and consultation address for receipt of letters (to be analysed).
- Poster campaign sent to all Parish Councils in North Yorkshire, tourist information offices and libraries within and outside North Yorkshire & press releases.

Key trends to consider in the future planning of local rights of way in North Yorkshire

- Over 80% of residents in North Yorkshire use local rights of way now.
- Demand will stay the same (51%) or increase (44%) (RoWIP web survey).
- There is a significant spread of demand across the County in all areas.
- High route usage levels are much less frequent in the County but are notable in three areas in particular, Richmond & Hambleton and the two National Park Authority areas.
- Usage levels are highest for footpaths, this corresponds to their relative ease of use, being available to most users.
- The network is used year round by visitors and residents (web survey).

The top 5 demands in planning local rights of way

Residents, businesses, Parish Councils and visitors say:

1. **Circular routes** are the top priority for all respondents.

Of North Yorkshire residents who do not currently use rights of way, 31% might use the network if it was more connected, offering circular routes in their local area.

2. **Visually appealing** (equal 2nd by Parish Councils and businesses).
3. **Avoids roads** (equal 2nd by Parish Councils, first by web respondents and 3rd by businesses).
4. Equal 4th, **links communities** (Parish), **links together** (web) and **attracts tourists** (business).
5. Equal 5th, **avoids farmyards** (Parish), **unique attractions** (web) and **links together** (business).

Steps to complete the Plan before the statutory deadline of November 2007

- Full review of relationship to other plans and strategies.
- Assessment of the needs of different classes of user.
- Assessment of the definitive map & statement for availability to different groups, areas deficient to particular groups and inconsistencies, anomalies and other shortcomings.
- Review of physical usability of network.
- Expansion of policies taking into account findings.
- Draft Plan for consultation followed by final Plan for publication.
- 'Statement of Action' for managing and improving local rights of way.

Shared LTP Themes

Many of the objectives for the RoWIP are objectives for the LTP and therefore assist in delivering local transport outcomes. This includes the shared priorities of reducing congestion, improving air quality, improving accessibility to education, health, food, employment and recreation and improving safety for all highway users. The two documents also share other LTP objectives of improving quality of life, maintaining and enhancing the economy of North Yorkshire and the Yorkshire region and ensuring the efficient management and maintenance of the highways / rights of way network. The RoWIP meets additional objectives that are outside the scope of an LTP, for example in meeting government objectives to get people active and improve health assisting with the delivery of Primary Care Trust targets for example.

It is acknowledged that resource is required in order to improve rights of way in a way which recognises their importance in accessing unrivalled landscapes, contributing to the regional economy, helping us become active, travelling sustainably, providing free and inclusive opportunities to enjoy sport, culture, heritage (both natural and built), access to education, health, food and employment. Creation of new access adds to existing maintenance liability, may result in compensation payments and requires resource input to negotiate and implement it, existing access may require upgrading which may increase maintenance liability.

Some improvement may be achieved through more efficient use of existing resource, expansion in volunteering opportunities and prioritisation as well as a changing focus and widening of emphasis solely from rights of way to include for example agri-environmental access or woodland grant schemes and other permissive access arrangements, however some of the high level strategies in this document are aspirational unless partnerships are formed to achieve joint outcomes. The final RoWIP is intended to be "the prime means by which local highways authorities will identify changes to be made, in respect of the management and improvements, to their local rights of way network in order to meet the Governments aims of better provision for walkers, cyclists, equestrians and people with mobility problems". "The preparation of improvement plans may highlight the need to strengthen the resources allocated by authorities to these duties". (Defra 2002).

Overall RoWIP objectives:

Should not interfere with current statutory functions including: -

- Maintaining publicly maintainable highways (rights of way) free from obstruction.
- Keeping the definitive map and statement under continuous review.

And include additional objectives such as: -

- Having regard to the networks integral role in providing a cost free and sustainable means of travel.
- Noting its significant role in our economy, heritage, culture, social fabric and quality of life.

- Improving opportunities for all current & potential users to enjoy rights of way for exercise and other forms of open-air recreation and enjoyment.
- Meeting future demand for access but within the capacity of our environment and with regard to the interests of agriculture, forestry, conservation and heritage.

High Level Policies for the Rights of Way Improvement Plan

Accessibility

No.	Policy	Responsible	Target for LTP period/ *completion of RoWIP	Outcome	Consultation Results
AC1	To encourage all organisations involved in the future planning, implementation and management of transport and travel planning to adopt good design practise, considering carbon free travel choices in their range of transport and access options in the future.	Rights of Way 3 authorities (RoW3), NYCC LTP, Highways Agency, Transport operators, Government, RDA -Yorkshire Forward, Regional Transport Strategists, Countryside Agency.	Inclusion of RoW choice & provision in future transport planning documents and delivery.	Local rights of way noted in cross cutting transport/ travel related plans or strategies.	Resident survey results show that: - <ul style="list-style-type: none"> • 84% walk from their local area to access rights of way. • 52% walk from home as their main way to access rights of way. • All rights of way are used more than weekly, particularly footpaths. • Most users travel less than 2 miles (22%) or 2 – 10 miles (27%) while using a right of way (results from web survey). • 66% use local rights of way during the week, important to people who are not working including families, retired and less able people. • 81% use local rights of way on weekends. • 20% use local rights of way to access goods or services at some time. • 12% use local rights of way at some time to access education or work. • 33% of short distance users of the Rosedale Railway accessed it by walking or cycling to it. (NYMNPA 1999).
AC2	To encourage all organisations involved in the planning, implementation and management of spatial developments including housing, industry, commercial or green space development to adopt good design practise, considering carbon free travel choices in their range of transport and access options in the future.	RoW3, LTP, NYCC/NPA/District Councils land use/ minerals planners, AONB JAC, Regional/ other spatial strategists, developers, architects & designers.	Inclusion of RoW choice & provision in future spatial policy/ planning documents and developments .	Local rights of way noted in other cross cutting planning (land/ mineral/ other) documents or strategies.	
AC3	To maximise opportunities to use local rights of way from home or holiday accommodation whatever the journey purpose and thereby: - a) Reduce the need to travel by motorised transport b) Reduce pollution & congestion, providing a positive contribution to overall quality of life. Including circular routing opportunities and access to the new open access areas through linkage with access management plans (designed for the new open access areas).	RoW3, LTP & delivery, partners in AC1 & 2, destination management organisations, trade organisations, Yorkshire Tourist Board.	* Adequacy of network following RoWIP assessment providing access to/from key service centres to health, food, employment & recreation.	Citizens Panel question to determine if shift to more sustainable travel to / from key service centres to access health, food, employment & recreation.	

AC4	<p>To maximise integration between local rights of way and socially inclusive transport, increasing public transport participation and promoting sustainable travel within North Yorkshire and cross boundary.</p> <p>Examples include routes that feed to and from bus stations, train stations, bus stops and canal trip jetty points.</p>	<p>LTP, Government, transport operators, neighbouring highway authorities, NPA's RoW3, economic development bodies, destination management organisations, & trade bodies.</p>	<p>Link passenger transport information provision to rights of way e.g. rights of way linked to bus timetable & website datasets & suggested itineraries.</p>	<p>Support passenger transport participation. Limit traffic growth contributes to 4 shared transport priorities.</p>	<ul style="list-style-type: none"> • Most of the 66% of resident weekday users are not working, so socially inclusive means of mobility is important. • Residents use the bus (11%) at some time and train (8%) at some time to access rights of way.
AC5	<p>Integrating opportunities to enjoy local rights of way with private transport where sustainable transport is not an option for example access to and from car parks.</p> <p>Linkages also between the location and signing at car parks, RoW and new open access areas.</p>	<p>RoW3 District Councils (providers of off street parking)</p>	<p>Encourage authorities to replace car park signage in the future with RoW locations.</p>	<p>Citizens panel question relating to sustainable continuation of journeys.</p>	<ul style="list-style-type: none"> • 69% of users of the Cleveland Way accessed it by car or van (NYMNPA 1998). • 38% of residents use a vehicle as their main means of accessing local rights of way.
AC6	<p>To improve as much of the rights of way network as possible to the highest standard, consistent with the essential character of the landscape so that as many people as possible can use it including potential and non-users.</p> <p>Working with landowners to secure barrier reduction and using the 'least restrictive option' and best practice. Learning from others including people with different abilities and service providers such as Social Services (NYCC). In so doing contributing to shared local transport priorities.</p> <p>(This recognises that a targeted approach relative to areas of high demand such as urban fringes and rural honey pots achieves much in conjunction with public transport provision).</p>	<p>RoW3 & landowners, LTP & delivery, Social Services (NYCC), people & groups representing those with different abilities (physical or mental) potential and non-users.</p>	<p>Number of stiles in areas of fully recorded network (currently NYMNPA, YDNPA, A4 NYCC). NB. By 2006 all areas to have baseline data for target.</p>	<p>Citizens panel question to assess actual increase in use of network by potential and non-users as a result of this policy.</p>	<p>Residents say</p> <ul style="list-style-type: none"> • Of those who do not currently use the network, 40% cite disability as their main reason for not using local rights of way.
AC7	<p>Work to improve the usability of local rights of way throughout North Yorkshire, thereby increasing user confidence in the network.</p>	<p>RoW3 NYCC LTP Partnerships with Parish Councils, assistance from volunteers.</p>	<p>Positive change in BVPI 178 result within LTP2 period.</p>	<p>Citizens panel question to assess perceived improvement in usability.</p>	<ul style="list-style-type: none"> • Just over half of all residents are satisfied with the maintenance of the network.

AC8	To increase public awareness and information provision for all current and potential users of rights of way, encouraging non-motorised journeys and in so doing reducing congestion, pollution and improving road safety, accessibility for all and quality of life.	RoW3, LTP & delivery, destination management organisations, NPA's and encouraging all other publishers of information to include all travel choices.	Provide RoW on the web in line with e-government target. Enhance travel plans for school, work & recreation.	Web site available to public and other bodies by govt target. Contribute to 4 shared transport priorities.	<p>Residents survey results show: -</p> <ul style="list-style-type: none"> • 54% who do not use local rights of way now, do not know enough about the rights of way network • 18%, who do not use rights of way, do not know what rights of way are. • 19% who do not use the network are not confident in accessing it. • 68% who do not use the network are not interested in walking, cycling or horse riding. • 29% who do not use the network travel by other means currently. <p>There is also a perception that: -</p> <ul style="list-style-type: none"> • One must be a car owner to enjoy the network (web survey). • An infrequent public transport service is a barrier to using local rights of way (web survey). • There is a low availability of rights of way (web survey). • There are risks albeit very minor associated with using rights of way that can include theft or vandalism (web respondents). <p>Other barriers: -</p> <ul style="list-style-type: none"> • There are a number of other physical, psychological, cultural or other barriers to enjoying local rights of way. It has been recommended that some form of "social inclusion proofing" be included in future policy work in relation to enjoying opportunities in National Parks. Visible communities (people from different ethnic communities) are under represented in National Parks and indeed other areas as they lack awareness about the opportunities afforded by such areas. ("Visible Communities Use & Perceptions of the NYMNP & Peak District NPA. K. Askins 2004). <p>Of the 31% of Parish Councils who responded, 18% reported issues with dog fouling (equating to 113 routes) and 9% with litter (equating to 68 routes) on rights of way.</p> <p>Consultation responses indicate minor issues such as dumping of cars and the unlawful use of rights of way and respondents wish to promote responsible use of the network by all.</p>
AC9	Improve rights of way in partnership with local transport planners and others, cross cutting work delivers more benefits than working in isolation	RoW3, LTP & others.	Two way consultation process.	Efficiency	
AC10	Promote equality of opportunity, encouraging information exchange between all authorities, the less able, people with different abilities, under represented users and potential users of local rights of way at all levels.	RoW3 & Local Access Forums (LAF's).	Ensure LAF's represent <u>all</u> viewpoints & interests.	Ensuring the widest participation in planning & delivery.	
AC11	Work to provide information at all levels that will assist all users in their decision about using a local right of way. This may be information produced by access authorities or assisting others who provide this information.	RoW3, joint initiatives with LTP & / or other information providers.	* Information audit for completion of RoWIP.	Progressively widening use of the network especially where information is a barrier.	
AC12	Work in partnership with other providers of public access (whether permissive or permanent in widening opportunities, especially to meet policy AC6.	RoW3 in partnership with other access providers.	* An audit of opportunities afforded by RoW in the context of wider public access provision.	Integrating public access opportunities and future use and demand.	
AC13	Continue to work in partnership with District Councils. This includes the removal of nuisances on local rights of way such as litter or dog fouling which is an Environmental Health function. Other linkages include the relationship of RoW with leisure, sport and tourism for example.	RoW3, District Council – various functions including Environmental Health, Leisure, and Tourism.	* Audit exchange of information relating to nuisance and other linked areas.	An attractive network. Contributing to the 4 shared transport priorities.	
AC14	Work with partners to promote a safe and secure network of rights of way. Partners will include landowners, local community/strategic partnerships, District & Parish Councils, AONB's, North Yorkshire Fire & Rescue Service, North Yorkshire Police & the Ministry of Defence for example.	RoW3, North Yorkshire Police, North Yorkshire Fire & Rescue Service, local community partnerships and other relevant partnerships.	* How to contribute to partnerships designed to improve safety, security & control unlawful activity.	An attractive usable RoW network.	

AC15	Promote initiatives that raise confidence in using local rights of way including information, education and training.	RoW3, education & training providers and any information provider.	* Assess potential options.	Citizens panel question to assess confidence in using network.	<ul style="list-style-type: none"> 54% of residents who do not use local rights of way now, do not know enough about the rights of way network
AC16	Maximise the use of local rights of way as an educational resource.	RoW3, local authority or other education, training & information providers.	* Assess potential linkages with education.	Contribute to resident & visitor understanding & education; support the continuance of traditional skills and the economy.	<ul style="list-style-type: none"> 7% of residents use routes at some time as an educational resource for understanding geography, biology, hydrology, forestry, agriculture, conservation and other subjects.
AC17	Encourage and support initiatives that provide young people with an understanding of map and compass reading, an interest in their environment and community and promotion of more sustainable modes of travel	RoW3, education and training providers, user groups, youth groups and other relevant organisations.	* Assessment for partnership working e.g. with outdoor activity centres.	Providing a life skill to young people, encouraging healthy sustainable travel.	<ul style="list-style-type: none"> Workshop results from the three Local Access Forums, AONB JAC and local liaison groups indicate that there is a skills gap. Young people do not learn basic navigation skills for example.
AC18	Keep the definitive map & statement up to date to provide accurate information to other parties including Ordnance Survey, raising user confidence both in the legal status of routes and any information that is provided about the network through third party information.	RoW3 Working with all stakeholders.	* Audit the definitive map & statement, determine priorities. * Review farmyard access	Provide up to date information to the public directly on delivery of e-govt target or via third parties e.g. Ordnance Survey.	<ul style="list-style-type: none"> Workshop results indicate an up to date definitive map and statement is important to stakeholders. One of the highest priorities for Parish Councils was for routes avoiding farmyards. Results from foot and mouth indicate that consideration in future planning work may be prudent.
AC19	Work to ensure that users and landowners are confident about the legal status of all routes including 'byways open to all traffic' and 'roads used as public paths' (to become restricted byways under part II Countryside & Rights of Way Act 2000).	RoW3 Working with all relevant stakeholders.	* Audit of definitive map and statement to determine priorities.	Provide up to date information to the public directly or via third parties e.g. O.S.	Of the 31% of Parish Councils who responded, 35% report some form of illegal use on a right of way in their area, it is not certain if this is due to unlawful use per se, but accurately recorded legal status assists authorities, users and all stakeholders.

Safety

RC1	For those who use roads to walk, cycle or horse ride to/from work, school or other destination point, to make improvements that contribute to their safety through a range of measures. These may be lead by local transport, rights of way or others such as agri-environmental or other access schemes or permissive agreements. A safe off road route especially from home or holiday accommodation provides an attractive alternative to the car, reduces congestion, improves road safety, reduces pollution and enhances quality of life.	RoW3, landowners LTP planning and delivery, Highway Agency, Defra (agri-environment schemes), Woodland grant schemes, other bodies who can provide public access.	* Audit options to create such routes and define target	Reduction in risk, fatal accidents and near misses for non-motorised users.	<ul style="list-style-type: none"> Enabling users to avoid tarmaced roads is the 3rd most important planning priority for improving local rights of way (Parish Councils, business and web respondents).
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RS2	For users of rights of way who use roads as part of their journey, (including crossing roads, staggered junctions and use of verges), to make improvements using a range of measures which may be lead by local transport, rights of way or others as for RS1	RoW3, LTP planning and delivery, Highway Agency, Defra, Countryside Agency & others.	*Audit the intrinsic part of the road network that is important to RoW users.	Attractive network which is safe to use.	<ul style="list-style-type: none"> Providing a better quality of life where people live. Workshop results from the Local Access Forums, local liaison groups and AONB JAC indicate the difficulty of crossing and negotiating some busy major roads.
RS3	To encourage all agencies involved in the planning, upgrading and delivery of transport scheme improvements to recognise the increasing importance of local rights of way in delivering socially inclusive safe & sustainable access opportunities.	RoW3, LTP and delivery, Highway Agency & other partners.	Consultation in transport schemes.	Recognising the importance of a safe RoW network as a legitimate alternative transport option.	<ul style="list-style-type: none"> North Yorkshire is bisected by busy trunk roads north to south such as the A1 & A19 and many other 'A' roads East to West, some of which are being or may be upgraded.
RS4	To promote safe use of rights of way by lawful users, acknowledging that there may be multiple usage of a route.	RoW (3 authorities), LTP and other relevant agencies.	* How to deliver multi use message	Attractive network for all legitimate users	<ul style="list-style-type: none"> Workshops have noted and discussed the different types of people using the rights of way network.
RS5	To provide a safe network through progressive and targeted improvement, including bridge works.	RoW3, LTP & delivery and other relevant agencies.	* Investigate measure e.g. reduction in route closures	A safe usable network.	<ul style="list-style-type: none"> Physical surveys of the network highlight safety issues.

Congestion

C1	Work to reduce dependency on private motorised transport by improving and promoting opportunities to walk, cycle or horse ride locally on the rights of way network, from home or holiday accommodation where possible whatever the journey purpose.	RoW3, LTP & delivery, destination management organisations, NPA's, District/ County planners, A.O.N. B. JAC.	Work with LTP on travel plans for schools, work or other destinations including recreation.	Citizens panel question to assess change in mode of travel to various destinations.	<ul style="list-style-type: none"> 73% of residents might use a vehicle to access rights of way, for 38% this is their main means of accessing routes. Average journey times to reach a right of way are between 2 and 30 miles and are determined by parking provision and other recreational attractors such as refreshments (web survey). Currently 23% of residents access rights of way by bicycle; it is the main means of access for 3% (resident's survey).
C2	Plan and implement improvements that connect rights of way with public transport, enhancing visitor experience in using public transport and supporting a public transport service as an alternative to the private motorised vehicle.	RoW3, LTP & delivery, National Park Authorities, AONB's, trade organisations, destination management organisations and transport providers.	Link passenger transport information provision to rights of way e.g. rights of way linked to bus timetable & website datasets & suggested itineraries.	Increased participation in public transport by users of RoW. Supporting 4 shared transport priorities.	<ul style="list-style-type: none"> Currently 11% of residents might use a bus and 8% a train to access routes. Visitors are most likely to use a private motor vehicle to access North Yorkshire whatever the reason for a visit. Work completed by the Yorkshire Dales National Park Authority shows that 92% of people arrived on the day of the survey (Best Value 2002) by private motorised vehicle, some of the respondents had come to walk/ramble as part of their visit and many originated from areas outside North Yorkshire.

C3	Support future spatial development and/or management that consider all sustainable transport options reducing local and trans boundary congestion.	RoW3, LTP & delivery, neighbouring highway authorities, NYCC/NPA/District Council land use/ minerals planners, AONB JAC, Regional / other spatial strategists, developers, architects & designers.	Inclusion RoW choice & provision in future spatial policy / planning documents and developments .	Inclusion of RoW in other plans and strategies. Supporting sustainable transport, walking, cycling & horse riding reducing congestion, improving quality of life.	<ul style="list-style-type: none"> 34% of residents use local rights of way at some point as an alternative to the car.
C4	Encourage those who are involved in planning new developments including equestrian related activities to consider their location in relation to minimising the impact of private motorised car journeys and the location of suitable rights of way nearby.	RoW3, NYCC/NPA/District Council planning & development control	* Spatial assessment of liveries and BW or higher status routes.	Contributing to the 4 shared transport priorities.	

Environment

EV1	Reduce our contribution to climate change, acid rain and other global trans boundary issues which have resulted from traffic growth and emissions by promoting and improving opportunities to walk, cycle or horse ride within our County and in neighbouring areas, pollution is no respecter of boundary.	RoW3, LTP & delivery, destination management organisations, NPA's, AONB's.	Work with LTP on safe routes to schools, work & leisure travel plans.	Citizens panel question or LTP lead survey to assess e.g. increased walking or cycling to school.	<ul style="list-style-type: none"> Complying with the requirements of a Strategic Environmental Impact Assessment and the EC Habitats Directive.
EV2	Protect the very environments that we seek to access (they are often our most vulnerable from the effects of pollution) by encouraging carbon free travel. Encouraging journeys such as: a) Short ones to school, work, goods and services using local rights of way b) Access to rights of way locally, reducing the need to drive. Sensitive environments include limestone pavements, wetland sites, heaths, ancient woodland and upland and are mostly designated.	RoW3, LTP & delivery	Work with LTP on safe routes to schools, work travel plans and other travel promotions Balance the needs of conservation, agriculture & forestry.	Increase in sustainable means of travel. Protect our biodiversity.	
EV3	Recognise that there are other 'users' of rights of way, our native flora and fauna that also inhabit route margins including hedgerows and contribute to our biodiversity.	RoW3, LTP & delivery, authorities responsible for biodiversity.			
EV4	Recognise the interests of land managers (including agriculture and forestry), heritage and nature conservation, promoting work of mutual benefit and continuing to work in partnership.	RoW3, LTP, land interests, Local Access Forums representing such interests.	* Investigate best practice approach for all partners	Recognising our most important asset, the land.	<ul style="list-style-type: none"> One of the main reasons that people use rights of way is to appreciate our countryside.

Economy

E1	Maximise the contribution of local rights of way to the economy of North Yorkshire and the Yorkshire Humber Region and beyond.	RoW3, business interests & organisations, diversification interests, Yorkshire Forward, other development agencies and economic development bodies.	* Current & future linkages between RoW & economy researched.	Supporting the economy directly and indirectly and through future change.	<ul style="list-style-type: none"> £73 million (direct) & £30 million (indirect) per year are generated in Craven District (including that part of the Yorkshire Dales National Park Authority in Craven) as a result of using local rights of way (Ecotec Research & Consulting 2003). Roughly £450 million per year may be generated as a result of using local rights of way to the economy of North Yorkshire based on the Ecotec research above. (This is a very rough estimate based on the contribution of 6 District Council areas rather than 7. This takes into account that Selby may have less tourism revenue resulting from usage of local rights of way in comparison to the Yorkshire Dales National Park area for example, though there will be some revenue from usage (total tourism revenue in Selby is significant at approximately £76 million in 2002 and it therefore can not be totally discounted). Scarborough has fewer rights of way compared to Craven and thus income resulting from their use will be proportionate to this lower network density. Other areas will have lesser or greater contribution to the overall income generated from rights of way and, therefore the contribution of one District Council area has been discounted to provide a rough but more realistic figure). Local rights of way help to generate a significant input to the economy when it is considered that the total income from UK and foreign visitors in North Yorkshire in 2003 was £932 million (source Yorkshire Tourist Board). The economic value of walking has been shown to be in the region of £6.14 billion in England representing 188,000km of rights of way walking resource. (Ramblers Association – The Economic & Social Value of Walking in England 2003). A rough estimate for North Yorkshire based on 10,500km of network is £343 million per year based only on walkers. Foot & Mouth demonstrated the close link between the economy and local rights of way. 56% of visitors/residents who use rights of way visit a pub/restaurant or café during their visit (web survey). Income from equestrian activities is valued at £16 million per annum (source British Horse Society) 	
E2	Recognise that local rights of way have an integral role in supporting the rural economy through a period of change including diversification in farming, especially in severely disadvantaged rural areas.					
E3	Maximise the role of local rights of way/public access in regeneration, renewal, renaissance and invigoration of areas of economic stagnation or decline in both rural and urban locations, providing the quality of life that attracts investment.			* Good design practise & achievements		Contribution to local quality of life, employment and skills.
E4	Work with partners to reverse the effects of industrial extraction industries through reclamation and management measures that include access provision.	RoW3, minerals planners/ operators/ restoration contractors, Yorkshire Forward, Yorwaste.	Restored or created public access where previous extraction industries.	Restored area for public enjoyment.		
E5	Enhance the high quality of life of residents of North Yorkshire by providing enjoyment and health and well being and attracting investment, employment and economic prosperity to the County.	RoW3, Yorkshire Forward and a number of other agencies, organisations and bodies.				

Quality of Life

Q1	<u>Economic output</u> – local rights of way contributes a significant amount to GDP per head in North Yorkshire. This was clearly demonstrated in Foot & Mouth in 2001 and the output to both the sub region of North Yorkshire and the Yorkshire region is significant as previously explained under “Economy”.	RoW3, Yorkshire Forward and economic development bodies.	* Identify suitable indicator for RoWIP.	A vibrant economy.	
Q2	<u>Investment</u> – creating an attractive area to live and work, reversing decline and creating the conditions for investment opportunities.				
Q3	<u>Employment</u> – rights of way contribute significantly to the economy of North Yorkshire (see “Economy”) this translates both to direct employment and indirect employment that trickles out beyond the boundaries of North Yorkshire	RoW3, Yorkshire Forward, economic development bodies, skills and training organisations and others	* Quantify direct – contracting FTE/skills	Retention of direct and indirect skills.	

Q4	<u>Poverty & social exclusion</u> – local rights of way are free to use , linking people with destinations. They are particularly used by residents who are not in employment including young families, the retired, low-income households, and unemployed people (who account for most of the 66% of weekday users), providing enjoyment, health and well-being. They contribute to our economy, providing employment opportunities not only in tourism but in other sectors that benefit including the diversification of farming interests and they help to retain skills which are part of our heritage and culture including hedge laying and dry stone walling for future generations to enjoy.	RoW3, Yorkshire Forward, Heritage Lottery Schemes, BTCV, skills councils and organisations and others.	* Circular routes accessible from main communities. *Audit opportunities to/from key service centres and links to passenger transport.	Survey to assess if circular routes become a lesser priority when other measures such as information provision are implemented.	
Q5	<u>Education</u> – 7% of residents use local rights of way for educational purposes, they afford access to the most unique and special areas of Britain.	See AC16.	See AC16.	See AC16.	
Q6	<u>Health</u> – Walking, running, jogging, dog walking, cycling and horse riding are physical activities that contribute to the government target to get people active at least 5 times a week for 20 minutes, contributing to reduced death rates from various diseases/illness, offering rehabilitation following illness and providing mental well being for all. They also afford access to outdoor sports and interests.	Primary Care Trusts (PCT's) and others involved in health delivery and planning, Walking the way to health initiatives, RoW3.	* Research links with PCT's, * "Walking the Way to Health"	Local RoW noted in PCT plans, providing the means to lead an active and stimulating lifestyle, enabling rehabilitation from illness.	<ul style="list-style-type: none"> 81% of the residents use local rights of way for health & well-being, a view supported by visitors to North Yorkshire (web survey).
Q7	<u>Crime</u> – Using local rights of way is on the whole one of the safest activities in North Yorkshire. Among potential users there is a perception that there are threats associated with using routes. Policy AC8 is designed to increase awareness and promotion, to improve perceptions about using the network and policy AC7 to improve the usability of the network. Policy AC14 encourages partnership with all bodies that are involved in community safety to encourage responsible and lawful use of rights of way and to look at the wider context of using rights of way. Use of rights of way can be associated with some risks including theft from cars parked in remote locations & very the more minor risk of unoccupied homes. Landowners may also be subject to vandalism and burglary for example. This is where partnership with community safety organisations is key. Rights of way can contribute to reducing anti social behaviour, providing volunteering opportunities particularly for the young and community groups.	RoW3, partners will include landowners, local community / strategic partnerships, District & Parish Councils, North Yorkshire Fire & Rescue Service & North Yorkshire Police for example.	* See AC14 Investigate appeal of volunteering to young people.	See AC14 Providing opportunities to learn new skills and meet people.	
Q8	<u>Climate change</u> – non-motorised users of rights of way in their own right are carbon free; they do not use unsustainable fuel resources or contribute to greenhouse gas emissions, acid rain or other global environmental issues. They are sustainable. They reduce motorised journey lengths for leisure, shopping, commuting and education reversing current trends towards increased car volumes.	LTP, District Councils, RoW3 and a number of other partners.	*LTP new integration with Air Quality Strategies as well as noise and other nuisance (both District Council lead).	Citizens panel question designed to assess use of the local RoW network from home or else how people access non-local RoW.	
Q9	<u>Air quality</u> – non-motorised users of rights of way do not pollute the environment.				
Q10	<u>Road traffic</u> – by using rights of way close to home/holiday accommodation for walking, cycling and horse riding we reduce the number of motorised vehicular journeys and proportionately improve road safety and the impact of car volumes on noise, visual disturbance and damage to our environment, improving quality of life.				

Q11	<u>River water quality</u> – an indirect effect of using carbon free travel is a lessening of the pollutant load on our whole environment. A direct effect of using a right of way in an unsustainable way is the siltation of watercourses, which affect fish spawning beds.	Environment Agency, RoW3.	* Investigate relevant Environment Agency measure	Living within the bounds of our environment	
Q12	<u>Wildlife</u> – through the use of local rights of way, we appreciate our beautiful landscape, and the role of good management in protecting flora and fauna. Residents of North Yorkshire particularly enjoy using rights of way because they enable access to and understanding of our most tranquil and beautiful areas, which are often but not always designated for such values.	Landowners, County/District Councils, National Park Authorities, Defra, RoW3, education and information deliverers.	* Investigate biodiversity indicator & links to education and information.		<ul style="list-style-type: none"> 86% of residents use local rights of way to enjoy our countryside, a view supported by visitors to North Yorkshire (web survey).
Q13	<u>Land use</u> – rights of way are inextricably linked with land use planning and development. Through recognition of their importance to all uses including their contribution to providing an attractive place to live and work, they encourage protection of countryside, the reclamation and re-use of land and they contribute to restoration schemes.	See AC2	See AC2	See AC2	
Q14	<u>Built environment & its culture & heritage</u> – Rights of way maximises opportunities to understand and enjoy North Yorkshire's built environment, past and present including access to archaeological sites, ancient monuments and styles of architecture through the centuries.	RoW3, landowners, English Heritage, National Trust Yorkshire Region and other private or public bodies who own and look after our built heritage.	* Network adequacy for RoWIP priorities.	Opportunities to enjoy our built environment.	<ul style="list-style-type: none"> 51% of residents use local rights of way to pursuing outdoor interests, a main reason for visitors too (web survey). 45% of residents use the network to access local historic sites, also a main reason for visitors to use the network (web survey). Visitors and residents prefer a varied landscape, mountain, moor, heath, woodland, common and riverside, in North Yorkshire this often corresponds to areas designated for their unique and special character.
Q15	<u>Natural environment & its culture & heritage</u> - including its wild areas, places of tranquillity and special qualities and the new right on foot to areas of open access.	RoW3, landowners, NPA's, English Nature, National Trust, Forestry Commission & other relevant bodies including Defra & the Countryside Agency.	* Network adequacy for RoWIP priorities.	Opportunities to enjoy our natural environment (links to statutory purpose of NPA).	
Q16	<u>Sport</u> – Rights of way enable access to sporting opportunities ranging from climbing to canoeing.	RoW3, Sports Council, District Councils (green space) and others involved in planning, promotion, delivery and provision.	* Network adequacy RoWIP priorities.	Access to sport opportunities, health & recreation.	

Efficiency

NE1	Work to maximise the attractiveness of local rights of way, particularly in achieving the four shared transport objectives of enhanced accessibility by all, improved air quality, reduced congestion and improved road safety.	RoW3, LTP & delivery.	Switch to use of RoW to access education, work, health and recreation	NPA visitor survey – assessing factors that spoil route enjoyment.	<ul style="list-style-type: none"> One of the most important priorities for rights of way is that they are better linked together, offering a more joined up circular experience (Parish Councils, business, residents, visitors). Other measures of attractiveness include their being shorter, quicker (whole journey), safer, quieter, healthier and more pleasant.
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NE2	Creation of public access by local rights of way creation orders/agreements and other means where there is a demonstrable strategic public benefit. Other means may include agri-environment schemes, woodland grant schemes and voluntary or permissive agreements with landowners in the context of other plans such as river catchment management plans for example (Environment Agency).	RoW3, Defra, LTP & delivery, other public access providers	Meters of new/upgraded RoW or concessionary access where there is a public benefit.	An attractive network e.g. linking together for circular routes	
NE3	Support changes to the legal status of <u>appropriate</u> routes that provide for as many classes of non-motorised user as possible.	RoW3 and other public access providers.	Meters of route upgraded to CT, BW, and RB.	Widening usage particularly in areas of strategic public benefit.	
NE4	Maximise, promote and publicise opportunities to walk, cycle or horse ride to achieve shared transport priorities including joint working with the "Safe Routes to School Initiative", "Walking/Cycling to Work" and others.	RoW3, LTP & delivery.	Participate in promotion of cycling or walking to work, school or recreation. * Audit routes suitable for improvements.	Increased sustainable transport options.	<ul style="list-style-type: none"> 30% of residents, who do not use rights of way, might if they were publicised more. Visitors to North Yorkshire rely on accurate information about local rights of way as well as transport and accommodation options (hits to access authority web sites support this view). Local routes are used by 6% of residents at some time and 3% all of the time as part of their work; this does not include the 34% of residents who might use rights of way at some point as an alternative to the car. Rights of way are used by 66% of residents, particularly those who are not in employment at least weekly. The residents' panel did not include children or young adults of school/college age; this may therefore be an underestimate.
NE5	Work to improve the condition of local rights of way. This provides an attractive usable network, especially in areas of high demand contributing to shared transport objectives and encouraging potential users to switch to non-motorised modes of travel.	RoW3, LTP & delivery, landowners and volunteers.	% Improvement BVPI 178.	Widening and promoting usage.	
NE6	Work to maintain the integrity of the rights of way network. Working with agencies who have responsibility for coastal and river catchments planning & management and those with involvement in land based erosion which affect the usability of routes.	RoW3, LTP & delivery, coastal & river catchment management plans (Env. Agency).	Meters of network saved.	Safeguarding the network where appropriate.	
NE7	Manage rights of way in a sustainable way to avoid environmental degradation.	RoW3, LTP & delivery and any other relevant bodies.	* Audit areas subject to degradation & management measures.	Safeguarding the environment and sustainability of the network.	

How local priorities fit with policies – results from 7 local rights of way workshops run across North Yorkshire, including the 3 Local Access Forums.

RoWIP Policy linking to LTP	Local Access Forum North York Moors National Park Authority Advisory to the RoWIP.	Local Access Forum Yorkshire Dales National Park Authority Advisory to the RoWIP.	Local Access Forum rest of North Yorkshire including 3 AONB's. Advisory to the RoWIP. Represents all to right.	Local Liaison Group 1 – Hambleton & Richmondshire not National Park Authority area.	Local Liaison Group 2 – Ryedale inc. Howardian Hills AONB (not NPA) & Scarborough Borough Council.	Local Liaison Group 3 – Craven (not NPA) inc. part of Forest of Bowland AONB & West Harrogate area.	Local Liaison Group 4 – Selby, East Harrogate and South Hambleton.	Nidderdale AONB Access Committee sub group
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Accessibility for all AC1 – AC19	Improve accessibility for all. Barrier reduction. Links together & communities. Local circuits. Access from home. Widen route usability by status (non-motor) & maintenance. Correct legal status. Safe to use, esp. to schools & play areas. Bike racks. Link to public transport. Promotion, awareness/information. Work with LTP on "Green Lanes".	Links together/ circular. Plug deficiencies in network. Improve Usability. Confidence in legal status. Maintain integrity of routes. Good network management. Access to open countryside. Improve information at all levels, particularly less able. Links to public transport. Promote non-motorised alternatives. User responsibility. Work with LTP on "Green Lanes".	Seek minimum density RoW. Circular & links together. Access for all. Barrier reduction. Family friendly. Links to public transport/ parking. Cycle racks. Information/ exchange. Caters for all types of user. Promote RoW to the young. School/ shop routes. Inspect e.g. missing bridges. Usable network. Implement where agreement with landowners. Work with LTP on "Green Lanes".	Accessible RoW. Access for all. Links round/ & within urban areas, circular routes, dog run facilities. Links to public transport. Avoids farmyards. Well maintained. Usable and reinstated. Inspection regime. Safe e.g. unsafe bridges. High route status to widen usability (non-motor). Anticipate potential demand. Work with LTP on "Green Lanes".	Access to open access areas. Links together. Confirm route usability (status). Widen status (esp. non-motor e.g. cycles). Well-managed and maintained current network. Education & training. Safe to use. Removal of abandoned vehicles. Information provision. Work with LTP on "Green Lanes".	Access for all/ Barrier reduction. Social inclusion. A safe network. Safe routes to school. Links to public transport/ car. Links round villages. Dog walking options. Investigate all access options. Usable network. Widen route status for non-motorised users. Short routes to encourage non-users. Definitive map up to date. Work with LTP on "Green Lanes".	Barrier reduction/ access for all. Information. Safe routes to school. Linked and circular routes. Usable network. Awareness and promotion. Communication between Parishes - linked routes. Widen non-motorised status, cycling options. Maintain & inspect.	Accessibility for all. Less dependency by car. Link to public transport (especially weekends). Discrete parking. Cycle racks. Local network. Links communities/ together. Improve safety/ amenity lighting near communities. Improve maintenance. Increase usability (esp. non-motorised) by route status/ & for cycles. Investigate other access options. Work with LTP on "Green Lanes".
Safe Roads RC1 – RC5	Safe routes/crossings. Priority for vulnerable road users. Quiet lanes. Avoid use of SMA. Maintenance.	Quiet roads. Priority for vulnerable users e.g. less able/horse & carriage drivers. Off road routes e.g. for all types of cyclist.	Priority for vulnerable road users particularly on trunk roads/ where children. Quiet lanes. Other access options.	Safe roads. Priority for vulnerable users. Quiet road usage. Options for horse & carriage drivers.	Safe road negotiation, particularly equestrians.	Safe roads Priority for vulnerable road users especially children. Crossing points. Quiet roads.	Safe roads. Priority vulnerable users. Audit options for safe cycling. Safe RoW.	Safe roads. Educate driver speed. Improve safety for vulnerable users e.g. children. Restrict SMA use.
Congestion C1 – C4	Impact on this through RoW. Sustainable transport.	Reduce congestion on Dale's roads.	Sustainable transport. Use public transport with RoW.	Increase usage particularly non-motorised.	Increase usage particularly non-motorised.	Increase usage particularly non-motorised.	Sustainable transport. Promote non-motorised access.	Reduce car dependency. Sustainable transport.
Environment EV1 – EV4	Enhance air quality through RoW sustainable transport.	Sustainable transport non-motorised options impact air quality.	Sustainable transport non-motorised options impact air quality.	Sustainable transport non-motorised options impact air quality.	Sustainable transport non-motorised options impact air quality.	Sustainable transport non-motorised options impact air quality.	Sustainable transport non-motorised options impact air quality.	Sustainable travel improves air quality.
Economy E1 – E5	Increases sustainable tourism.	Support diversification e.g. permissive/ other access schemes. Cycle tourism. Mountain biking.	Public private/ partnerships. Note expansion in equestrianism. Cycling options. Farm diversification.	Options for more cycling e.g. mountain biking (sustainable). Diversification opportunities.	Encourage diversification providing services related to use of RoW. Cycling options.	Increases sustainable tourism	More cycling options.	Encourage diversification such as horse B&B's, cycling options.
Quality of Life Q1 – Q16	Sustainable impact on environment. Linked to landscape. Educate the young. Safe roads. Less congestion. Good air quality.	Opportunities for mountain bikers e.g. forestry. Education – all aspects of RoW. User participation in improving RoW.	Encourage young users RoW/ quiet/ environ. / wildlife. Partnerships e.g. community safety, NPA's, police, forest enterprise, business.	Upgrade status for increased use by more non-motorised users. Long distance routes. Voluntary options to improve RoW.		Encourage volunteers to participate.		Improve safety, usability, information provision, education opportunities including map reading for the young. Improvements in context of AONB.
Network Efficiency NE1 – NE7	Circular routes & links together. High route status for wider usability. Responsible use & multi user management. Sustainable routes. Promote RoW to the young.	Plan for recreational need. Links together. Well-maintained & open RoW. Eliminate status anomalies. Innovative improvements. Improve education/information. Responsible use at all levels.	Well way marked. Destination / distance. Well maintained. Seek partnership in resourcing/ delivery. Influence planning permission/ intensive user- investigation for planning gain contribution to RoW. New development with RoW options. Multi user management /enforce legal use. Re use of land.	Links together esp. urban areas. High route status to widen usability. Intermediate way marking avoids inadvertent trespass. Destination & distance. Increase resources. Multi user responsibilities. Information all levels with grade e.g. Harvey Maps YDNPA. Education/ children.	Improved signing. Work to resolve status discrepancies. Respond to demand. Information about RoW, improve awareness.	Improve signing. Removal of nuisance or obstructions. Encourage planning to consider RoW. Increase resources. Promote benefits of access to landowners. Access for all legal users. Educate users and landowners. Communicate. Partnership work. Integrity of network.	Promote use of permissive routes. Information. Route integrity and maintenance. Responsible use and multi user management. Re use of mineral sites.	New development to have access provision. Signing with destination & distance. Clarify legal status of routes. Multi user management. Appropriate maintenance. Route integrity. Information at all levels.

Glossary of terms

A4 – Area 4, an area defined by the districts of Selby, West Harrogate and South Hambleton, looked after by one of four area rights of way teams at North Yorkshire County Council (outside the National Park Authority areas).

AONB – Area of Outstanding Natural Beauty, please refer to web sites for Forest of Bowland AONB, Howardian Hills AONB & Nidderdale AONB for details.

AONB JAC – Joint access committees lead by Areas of Outstanding Natural Beauty involving key stakeholders, remit is access issues in AONB.

BVPI 178 – Indicator set by government to indicate the ease of use of rights of way (Best Value Indicator), measured by all three access authorities.

D.C. – District Council, seven in North Yorkshire (Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough & Selby).

Four shared transport priorities - used in LTP2 guidance to mean 'Accessibility for all', 'Congestion', 'Road safety' and 'Air Quality'.

Green lane a term with no legal meaning, used to describe an unsurfaced track, often of antiquity, it may be a footpath, bridleway or carriageway or may carry no public rights of way at all. It is often used to describe any route that has some form of vehicular right including the right of way known as a byway open to all traffic.

Highway authority is a body responsible for maintaining public rights of way and keeping them free from obstruction.

Holiday accommodation – a term used to mean 'staying away from home' as used in the National Trail User Survey 1998.

Honey pot – term used to describe an area which attracts a lot of visitors whether it is a centre of population or rural attractor.

LAF – Local Access Forum, each access authority has a statutory requirement as part of the Countryside & Rights of Way Act 2000 to have an LAF for their area representing all stakeholders who have an interest in access (users, landowners and others). There are 3 LAF's in the County.

Landowner a term used to describe the owner of land or a tenant where that land is leased.

Local rights of way or rights of way (local RoW or RoW) – used interchangeably in this document (without 'local' to avoid confusion with the term local which is used in another context), refers to the term 'local rights of way' used in the statutory guidance for preparing a Rights of Way Improvement Plan, it includes:

Footpaths (FP) over which there is a right of way on foot

Bridleways (BW) over which the right is on foot and on horseback

Road used as a public path (RB) where the right is mainly on foot or horseback (this is to become a **restricted byway** under Part II Countryside & Rights of Way Act 2000 where the right will be on foot, horseback, cycle and drivers of horse drawn vehicles).

Byway open to all traffic, this is a carriageway and thus has a right for vehicular traffic but it is mainly used in the same way as a footpath or bridleway.

Cycle track (CT), over which there is a right to cycle and possible also to walk, these are not recorded on the definitive map.

It is important to note that the definitive map is not conclusive of the non-existence of rights that are not recorded.

Local Transport Plan (LTP) a document for the whole of a local highway authority area designed to look at transport management, maintenance, future planning and priorities, improvements and delivery working in partnership with a number of agencies and public and private sector bodies with a set of government determined priorities, see Department of Transport web site. RoWIPs are to be progressively merged with LTP's until 2010.

NPA/NPA's/ National Park Authorities – The North York Moors National Park Authority and The Yorkshire Dales National Park Authority, please see both websites for functions carried out by these authorities and statutory purpose.

NYCC – North Yorkshire County Council

NYMNP – North York Moors National Park Authority

Open access areas – a new right on foot to mountain, moor, heath, down and registered common land subject to certain conditions and management regimes, enacted by the Countryside & Rights of Way Act 2000 (see Countryside Agency website for more details).

O.S. – Ordnance Survey, national body responsible for the surveying and production of maps including those available for users of rights of way.

PCT's – Primary Care Trusts

RDA – Regional development agency.

Rights of Way Improvement Plan (RoWIP) a document for the whole of a local highway authority area designed to look at the extent to which local rights of way meet the present and likely future needs of the public; the opportunities provided by local rights of way (and in particular by footpaths, cycle tracks,

bridleways and restricted byways) for exercise and other forms of open air recreation and the enjoyment of their area; the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems: and such other matters relating to local rights of way as the Secretary of State may direct.

RoW3 – Term used for the three access authorities in North Yorkshire; North Yorkshire County Council, the North York Moors National Park Authority & the Yorkshire Dales National Park Authority.

Surveying authority - a body responsible for the preparation and upkeep of the definitive map of public rights of way.

YDNPA – Yorkshire Dales National Park Authority