

NORTH YORKSHIRE
LOCAL ACCESS FORUM

WEDNESDAY 23rd MAY 2012

REVIEW OF THE PUBLIC RIGHTS OF WAY IMPROVEMENT PLAN

1.0 PURPOSE OF REPORT

- 1.1 To consult with the Forum on the review of the North Yorkshire Public Rights of Way Improvement Plan.

2.0 BACKGROUND

- 2.1 Under the provisions of the Countryside and Rights of Way Act 2000, the first Rights of Way Improvement Plan for North Yorkshire (ROWIP1) was produced in 2007 and covered the period up to the end of 2011.
- 2.2 The plan examined the public rights of way network in North Yorkshire and set out strategic aspirations for improvement of the management, maintenance, location and promotion of local rights of way over the plan period.
- 2.3 There is a requirement under the CROW Act to update the plan.
- 2.4 It is proposed that the updated plan will again cover the whole of North Yorkshire including the Yorkshire Dales National Park and the North York Moors National Park and will cover the period 2012 – 2016.

3.0 PLAN REVIEW

- 3.1 Following a review of the first Improvement Plan a consultation draft Rights of Way Improvement Plan 2 (ROWIP 2) has been produced and is attached at Appendix 1.
- 3.2 The views of the Forum are sought, particularly in respect of the following consultation questions:
 - 1. Do you agree that the background research and basis for the first Rights of Way Improvement Plan are still relevant. If not which areas do you think are no longer relevant or have changed?

2. Do you agree with the approach of identifying guiding principles in ROWIP 2 to inform the future management and maintenance of the rights of way network?
3. Do you agree with the principles identified by ROWIP 2? Are there any further principles you think should be adopted?
4. Do you agree with the conclusions of the Equality and Diversity Impact Assessment?
5. Can you think of other key ways in which the management of rights of way may affect the environment, society or the economy?
6. Do you agree with the methodology for undertaking the sustainability checklist assessment? Are there ways in which we could refine and improve the method?
7. Do you think the 15 sustainability questions are appropriate? Are there any more questions we should ask when assessing this plan for sustainability?
8. Do you agree with the assessment at Appendix 2 and the recommendations. Can you suggest any further recommendations along with the reasons for these?

4.0 RECOMMENDATIONS

- 4.1 It is recommended that the Forum considers the consultation draft ROWIP 2 and responds to the questions posed.

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Consultation
Draft
North Yorkshire
ROWIP 2

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1. Foreword

2. Introduction

Under the provisions of the Countryside and Rights of Way Act 2000, the first Rights of Way Improvement Plan for North Yorkshire was produced in 2007 and covered the period up to the end of 2011. The plan examined the public rights of way network in North Yorkshire and set out strategic aspirations for improvement of the management, maintenance, location and promotion of local rights of way over the plan period.

This plan will seek to build on ROWIP 1 and update the strategic context to cover the period up to the end of 2016. Much of the background data gathered and the community consultation for ROWIP 1 is still relevant and will not be repeated in this plan, however as its' starting point this plan will review achievements between 2007-2011.

The objectives set out in RoWIP 1 will be reviewed and updated for the next five year period and the original priorities, policies and actions will be revisited. This plan will seek to rationalise these and set out a series of revised principles which will steer the management of the public rights of way network over the next five years.

3. Review of ROWIP 1

The management of the whole network in North Yorkshire during ROWIP 1 was carried out by North Yorkshire County Council and by the Yorkshire Dales National Park Authority and the North York Moors National Park authority within their respective boundaries. Each organisation has reviewed its' activity in relation to ROWIP 1 and this is summarised in Table 1.

Table 1 ROWIP 1 Progress against actions

Action No.	Action	Priority	NYCC Outputs	YDNPA Outputs	North York Moors Outputs
AC1	Increase the number of routes which link people with goods, services and recreational opportunities.	*			New path links created: 93m of footpath in Kilburn 3.6km of bridleway at Boltby Southwoods
AC2	Promote rights of way with a range of partners, enabling access to goods, services and recreational opportunities so that people with a range of expectations, interests and levels of ability are aware of and can use them.	*	<p>Development of a series of promoted walks & rides publicised through the NY times and County Council website.</p> <p>Production of a booklet of walks utilising Open Access land in partnership with landowners and the Ramblers.</p>	<p>Website information developed including promoting to specific groups.</p> <ul style="list-style-type: none"> • www.yorkshiredales.org.uk/gettingactive • www.mtbthedaes.org.uk <p>Full access audit of all rights of way in the National Park has been completed, and used to determine possible improvement projects. Access information now available through our website so that people can make informed decisions about whether a path is suitable for</p>	<p>Access Audit by Whitby DAG and re-launch of “Easy going Moors routes”.</p> <p>2 navigation courses run to get people to find and use RoWs</p> <p>Mountain bike routes from Redcar & Cleveland into the Park improved; one now Sustrans route 168</p> <p>Broughton Banks strategic bridleway signed and bed symbol used on footpath links to Gt Broughton.</p> <p>Foot and Cycle crossing of A169 at Lockton created for access to Dalby Forest for Moor to Sea Cycle</p>

				<p>them www.yorkshiredales.org.uk/mileswithoutstiles</p> <p>Access for all information is available both through the website and as printed materials, and this now covers the whole of the National Park.</p> <p>Development of the Red Squirrel Trail taking people from the centre of Hawes out to a viewing area in Snaiseholme, utilising existing rights of way, tracks and open access land. Waymarked trail and printed map and description.</p>	<p>Route.</p> <p>Esk Valley and Tabular Hills Regional Route Walks added to OS maps</p>
AC3	Initiate a pilot doorstep walks scheme to accompany people and familiarise them with local rights of way.	PPP	Engaged with Natural England 'Walk4Life' initiative promoting sharing of local walk ideas by the local community		Annual Health Walks run by NYMNPA promoting local Rights of Way
AC4	Increase the number of routes available for people with mobility, sight impairments or	*	Major Improvement of riverside footpath at Settle – removal of	Over the period the amount of rights of way accessible for wheelchair	Footbridge access to Boggle Hole Youth Hostel replaced and lowered to

	other disabilities.		<p>barriers and resurfacing to allow access by cycles and mobility scooters also serving as access to Settle college</p> <p>81 surfaces upgraded to improve accessibility</p> <p>Footbridge replacement programme undertaken – 20 bridges replaced with accessible 1.2m wide footbridges</p> <p>Training in needs of less able users undertaken with Open Country and least restrictive option is now used in all furniture maintenance work.</p>	<p>users has increased from 0.1% (2.1km) to 0.6% (12.7km).</p> <p>The amount of rights of way that are accessible for people with limited ability has increased from 1.75% (37.1km) to 6% (127.3km).</p> <p>The number of ladder stiles has been reduced from 582 to 499, and replaced with more accessible crossings.</p> <p>Major projects have taken place on several sections of the Dales Way footpath where it provides riverside walking in Wharfedale.</p> <p>The route around Grimwith reservoir was the subject of a major project to improve surfacing and replace a footbridge with a ramped bridle bridge, as well as making the route fully</p>	<p>remove steps.</p> <p>58 access improvements completed on the Cleveland Way including removal of 23 stiles</p> <p>2345 access improvements completed on other rights of way</p> <p>Bridleway resurfaced at Lockton</p> <p>Parking improved at Esk Valley for Rail Trail access</p> <p>900 metres of footpath surfaced for Farndale Daffodil Walk Low Mill to High Mill.</p> <p>Footpath surfaced with stone pitching/slabs Lyke Wake Walk Billerhowe Dale</p> <p>Bridleway surfaces improved near livery yards at Sinnington</p>
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				<p>gated.</p> <p>The popular routes around Malham have also seen upgrading with the Gordale path being made fully accessible and a new footpath creation removing walkers from a section of road on the route to Malham Cove.</p>	<p>Popular bridleway surfaced at Gormire Lake</p> <p>Ongoing access improvements on Rosedale Railway</p> <p>Easy access boardwalk refurbished in Forge Valley</p>
AC5	Increase the number of higher status routes available to a wider range of non-motorised users.	*	<p>New multi user bridleway bridge installed at Helmsley to replace ford</p> <p>Figures [REDACTED] for Bridleway/BOAT creation</p>	<p>The Pennine Bridleway Project has created several new sections of bridleway: 2.7km at Farmoor Common including a new 50m span bridleway bridge, 3.8km connecting the Cam High Road to Newby Head, and 2.9km at Garsdale connecting the railway station to the Moorcock Inn and up to the High Way.</p> <p>There has been the higher status routes created through the definitive map modification order</p>	<p>Unclassified road over Pockley Moor repaired using locally won stone and heather moorland restored.</p> <p>Cost ~ £5,000</p> <p>First Restricted Byway 1.8km long added at Newton-on-Rawcliffe, Newtondale</p>

				<p>process. This has included:</p> <ul style="list-style-type: none"> • Long Lane, Helwith Bridge. 3km BOAT upgraded from bridleway/UUR • Moorhead Lane. 2.1km of restricted byway/BOAT upgraded from bridleway/UUR • Harber Scar Lane. 6.4km of bridleway upgraded to restricted byway • High Birkwith to Cam End 3.5km from footpath to restricted byway <p>Green lanes management project targeted 30 routes, and management plans are now in place on all of them. This has included introducing traffic regulation orders to restrict use by</p>	
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				recreational motor vehicles on 10 of them, and carrying out major repair projects which have made them easier for people to enjoy: <ul style="list-style-type: none"> • Mastiles Lane. 600m of surfacing. • Cam High Road. 6.3km drainage and surfacing • Arten Gill to Widdale Foot. 1.2km drainage and surfacing • West Cam Road. 3.1km drainage • The High Way 1.1km of surfacing and drainage work. • Horsehead Pass. 0.9km drainage • Dawson Close. Repair to ford and drainage • Carlton to Middleham High Moor. Drainage 	
AC6	Progressively roll out signage	*		Pennine Way	

	to indicate, routes with barrier reduction, access for all, local circular routes, destination and distance between places and authority logo and contact details.		Distance & destination information included on signage within 'honeypot' locations. 'Window' waymarks adopted allowing inclusion of promoted routes on waymark discs – 14 promoted routes waymarked	<ul style="list-style-type: none"> Replacement of all signing along Pennine Way to show national trail status and indicating designation, destination and distance 	
AC7	Increase signage in areas of high actual or potential demand to meet the needs of people with a range of expectations, interests and levels of ability that need additional way-marking to increase their confidence.	*	1831 new roadside signposts installed Provision of further waymarking of specific routes where there is a local request.	Increased signage planned for 2011/12 on identified key circular routes close to settlements and National park Centres. Improvements to signage and interpretation on routes around Grassington Moor	Signage improved at Cawthorn Camps Targeted action to improve roadside signs – 94.7% OK in 2010 Moorland signs/waymarks and path definition being improved 2009/10 Significant increase in open access signage in 2010/11 Lime and Ice Community Walk programme
AC8	Work to make the Definitive Map for the whole of North Yorkshire available on the	P Phased roll out by	Working Copy Definitive Map is now available on the	Working Copy Definitive Map is now available on the	Working Copy Definitive Map is now available on the website and regularly

	internet in a way which helps people to plan a trip in advance and which can link with other electronic information systems.	2013	website and regularly updated	website and regularly updated	updated
AC9	Target promotion of the network to engage with potential and low users including young and old people, people with disabilities, families and people with other expectations, interests and abilities, including those which are accessible from home or using public transport.	PP	Monthly walks published in the 'NY Times' and routes subsequently added to website guided walks resource area.	<p>GoDales. Major project to introduce young people to outdoor activities. 433 individuals have taken part through to March 2011. Project has used new methods of communication including a Facebook page, and smartphone application.</p> <p>Outreach work</p> <ul style="list-style-type: none"> • Dales Experience trips • Mosaic • Sense the Dales event at Bolton Abbey <p>Work with Welcome to Yorkshire on their outdoors campaign including website information available through www.yorkshire.com/out</p>	Heritage Connections project engaged with young people, people with disabilities, BME communities and people from disadvantaged areas to raise awareness of countryside visiting, brought 16 groups out to use rights of way, trained "community champions" and delivered structured courses on Walking in the Countryside to train up walk leaders.

				oors. Five geocaching trails introduced aimed at providing an interesting new activity for young people, and gps units available to hire at National Park Centres.	
AC10	Standardise the inspection of network assets and establish standard service levels for responding to maintenance issues across North Yorkshire, integrating this into the development of the Transport Asset Management Plan.	PP	Network size means a full rolling inspection has not been practicable. Development completed on a full bridge asset survey programme to be implemented in 2012 Service levels for maintenance issues to be developed in 2012		5 year inspection cycle commenced in 2010 to ensure every PROW inspected (20% each year)
AC11	Improve overall ease of use as measured by BVPI 178 to meet a wider range of needs and strive to raise standards.	*	In 2007/2008 the figure for all three authorities was 65% which had improved to 70% in 2011/12. The figure for NYCC rose from 60.6% in 2007/08 to 64% in 2011/12		
AC12	Work with Defra to produce an	PP	Landowners duties &	Newsletter for	NPA's landowner

	information leaflet for landowners outlining responsibilities, where enforcement action will be taken and how to assist in improving the network.		Responsibilities leaflet produced – included in warning letters and circulated to NFU & CLA	landowners is produced each year containing information about responsibilities of land owners in relation to rights of way, access land, and important issues such as liability to the public in relation to stock and natural or man-made features.	responsibility leaflet available and on website. Sent to arable farmers in spring and PCs autumn.
AC13	Produce collaborative communications to convey key messages during each year, from responsibilities regarding ploughing and cropping to user responsibilities to keep dogs on leads during lambing.	*	<p>Fire exclusion notices erected on Open Access land</p> <p>Regular mailshots relating to ploughing and cropping sent out in spring and autumn and circulated by CLA</p>	<p>A number of communication campaigns have taken place:</p> <ul style="list-style-type: none"> • Trail riding in the Yorkshire Dales • Green Climbing Guide • Walking with dogs • Mountain biking around horses 	<p>Information and Fire notices put out at High Fire Risk period in collaboration with moorland owners, NY Fire Service, North Yorkshire Moors Railway, Natural England and Forestry Commission</p> <p>Lambing and Nesting notices on moorland boards and with Keepers.</p> <p>Walking With Dogs leaflet produced and approved by Moorland Association and Kennel Club</p>
AC14	Develop a sponsorship scheme to support rights of	PP		Development of the Three Peaks Project to	

	way improvements including investment in infrastructure, joint route promotion and advertising opportunities which are appropriate.			improve the maintenance of the rights of way in this heavily used part of the National Park. This has involved raising income through individual and corporate members, contributions from organisers of large scale events, and a sponsorship deal with Yeomans outdoor retailer.	
AC15	Improve access to tourist attractions by local rights of way.	*	<p>Resurfacing scheme completed at Sheriff Hutton Castle making the attraction accessible all year round.</p> <p>Multi user surfaced routes created around Settle & Giggleswick riverside area as part of the market town initiative.</p> <p>Link between Ripon & Fountains Abbey surfaced to improve access on foot year round.</p>	<p>Malham Cove path. New creation of 122m path. Fully surfaced and gated. Further enhances the accessibility of this major tourist attraction.</p> <p>Gordale Scar path. 300m of surfacing.</p> <p>Cotter Force. 150m of surfacing making an accessible path through to a lovely waterfall.</p>	<p>Easy access kissing gates installed at Ayton Castle.</p> <p>Farndale Daffodil path – final 900m surfaced @£17.00/m for 60,000 annual visitors</p> <p>Footpaths giving access to Mallyan Spout, Goathland improved.</p> <p>614m of new footpath created at St Hilda's Church, Danby Dale</p> <p>Bridleway improved at Gormire Lake</p>

AC16	Work to promote rights of way through local events from festivals to shows which bring visitor spend and increase awareness of and participation in the network.	*	Stand held at agricultural shows throughout the plan period with information and range of activities aimed at all age groups and inclusive of the public and landowners	Regularly attend shows and local events in the National Park, and also took joint promotion opportunities at larger shows including the Great Yorkshire, Bradford Mela and Outdoors Show in Birmingham and London.	15 shows and events attended by NPA staff promoting rights of way Charity walk at Farndale introduced 80 non walkers to RoW
AC17	Actively seek planning gain by working closely with developers and planners at project conception and attach conditions to planning approval to ensure the network is unaffected or improved as a result of development.	*	£20 000 secured for improvement of public footpath through new development in Northallerton 3 bridleways being created at Scorton in liaison with quarry operator, Tarmac Ltd Creation of a bridleway keeping horses off the busy road at Greenhow Quarry by liaison with quarry company.		Footpath through Forest Farm Castleton improved. Developers accept footpath improvements at Whitby Business Park
AC18	Produce a developers/planners pack for use across North Yorkshire indicating network priorities	PPP	Developers guidance developed and made available through the website		
AC19	Increase the availability of circular routes, routes which	*	Applications for Definitive Map	See AC5	Completed strategic bridleway route over

	link communities together and routes which link to attractive areas for non-motorised users, especially aiming to join key missing links.		modifications and Diversion Orders to give priority to those applications which will help to create links and circular walks.		<p>Cleveland Hills including 34metres of new bridleway at Broughton Plantation.</p> <p>Circular walk leaflet produced for Duncombe Park/ Rievaulx Abbey/Rievaulx Terrace and Temples</p> <p>NYCC Bridleway Creation Order made at Lingy Plantation for Moor to Sea Cycle-route.</p> <p>3.28km bridleway created on Lyke Wake Walk A169 to Lilla Cross and 7.1km Footpath Billerhowe Dale to Stony Marl Moor.</p> <p>2.4km bridleway created Muffles Rigg Cropton forest</p> <p>25 circular dog-walks identified and promoted on NYMNPA website</p>
AC20	Develop the creation of strategic multi user non-motorised rights of way linking service centres together,	*	Engaged with Trans Penine Trail project giving multi user links between communities	See AC5	

	service centres with recreational centres and service centres to peripheral settlements.		in the Selby area.		
AC21	Produce a standard scheme to reduce the cost to the applicant of a diversion which is in the public interest.	PP			
AC22	Promote, educate and encourage a switch to more sustainable modes of transport using rights of way, integrating as appropriate with public transport, reducing the need to travel by private motorised transport to access goods, services and recreational opportunities.	PP			<p>NPA initiated staff green travel to work competitions.</p> <p>NPA's Out and About events guide promotes sustainable transport</p> <p>Circular walk leaflet produced for Duncombe Park/ Rievaulx Abbey/Rievaulx Terrace and Temples</p>
AC23	Promote codes of conduct such as the Countryside and/or Moorland Codes in communications with different classes of user as well as working with external promoters to do the same.	*	Volunteer Open Access Patrollers engaged in face to face advice and education with users on a weekly basis throughout the plan period	<p>Ground nesting bird leaflet produced to encourage walkers to keep dogs on leads during nesting season.</p> <p>See AC13</p>	<p>Countryside Code promoted at VR and BELA training events and Heritage Connections' 3 Walking in the Countryside Skills days.</p> <p>NPA's Moors Message promoted in publications including Out and About events guide. These and the Moorland Code and</p>

					<p>one for event organisers are available on NPA website.</p> <p>Walking With Dogs leaflet produced and approved by Moorland Association and Kennel Club</p>
AC24	Incorporate information about rights of way into the County Council Bus Information Strategy.	PP			
AC25	Promote physical activity using rights of way to reduce health inequality and improve well-being, increasing participation in sport.	PP		See AC2 and AC9	Programme of Health Walks run by NYMNPA each year since 2008.
AC26	Produce a schools pack to help young people discover the network.	PPP			Targeted Cleveland Way promotion engaged 8 local schools and got 208 children out in 2008.
AC27	Widen accessibility to volunteering opportunities which improve the physical and mental well-being of people with a range of expectations, interests and levels of ability.	PP	Diversity monitoring undertaken on current volunteer base which will inform future recruitment activity	There are over 5000 volunteer days per annum which take place across National Park Authority work programmes. The number of days given by under-represented groups has now reached 650 days.	NPA Volunteer Service is open to anyone. 210 voluntary rangers Over 100 regular volunteers Over 11,000 days worked by volunteers for the NPA in 2010
AC28	Create safe routes to school,	*	See AC4	At Stainforth a new	Creation of 686 metres field

	employment, local goods, services and recreational opportunities by diverting rights of way to over/underpasses creating new access alongside carriageways, using verges and hard and soft engineering as part of the development of an integrated highway network.			<p>bridleway creation links the National Park Authority car park under the B6279 to a picnic area.</p> <p>Farmoor new bridleway creation alongside B6279.</p> <p>Garsdale new bridleway creation between railway station and accommodation services.</p>	<p>edge footpath beside A173 to link Great Ayton with Newton under Roseberry and provide circular walks from NPA's Newton car park.</p> <p>Access into access land provided at Scaling Car park and 3 points on Fylingdales Moor.</p> <p>Foot and Cycle crossing of A169 and 400metres of field edge path at Lockton for access to Dalby Forest for Moor to Sea Cycle Route.</p> <p>140m field-edge footpath creation in upper Farndale to avoid narrow road</p>
AC29	Raise awareness of how different classes of user can enjoy sharing routes with other users in a responsible way.	*		<p>See AC13</p> <p>Specific signage introduced on BOATs so that all users appreciate that they are legal routes for motor vehicles, and encouraging motor vehicle users to act responsibly when using them.</p>	<p>2 Mobile display units promote responsible use of rights of way for 12 weeks/yr. at Robin Hood's Bay, Farndale and Saltergate.</p> <p>Shared use included in Moors Message in Out and About guide; in interactive</p>

					barrel game at shows, and on a new free-standing banner.
AC30	Install new bridges (future proofed) to connect routes over rivers, roads and railways subject to available funding.	*	Bridge installation programme in effect on prioritised basis – over 100 bridges installed through the plan period	186 bridges have been repaired, replaced and newly installed between 2007 and 2011. This has included two new bridges alongside fords on a 10.5km bridleway/UUR between Askrigg and Castle Bolton, and a 50m span bridleway bridge over the River Ribble at Farmoor.	New bridge installed for promoted path over open access land at Ellerbeck nr Goathland
AC31	Where appropriate (regulations prohibit) negotiate access to use available verge.	*			
AC32	Actively seek partners to deliver the plan, from Government departments and other public sector organisations, private businesses, groups and individuals, whether this is through funding or other resource to achieve the aims of the plan.	PP	<p>£450 000 obtained in external funding from Yorkshire Forward and other funding partners for Settle/Giggleswick market town improvements</p> <p>£20 000 obtained from developers for route improvements</p> <p>£90 000 funding secured through</p>	<p>See AC14</p> <p>National Trust Buckden Pike</p> <p>HF Holidays support for work on Plover Hill £17 000</p> <p>NY Aggregates Levy funding for Grimwith project of £13 500.</p> <p>Natural England funding</p>	<p>Circular walk provided and promoted: Duncombe Park/ Rievaulx Abbey/ Rievaulx Terrace and Temples in conjunction with English Heritage, National Trust and Duncombe Park Estate.</p> <p>Heritage Connections project engaged B&ME communities.</p> <p>Private legacy used to fund</p>

			Natural England for Improvement of National trails over the plan period	for Pennine Way project officer and for works. Natural England funding for Pennine Bridleway Officer and associated works.	oak kissing gate on Cleveland Way at Hasty Bank Cleveland Way projects funded by Natural England
AC33	Encourage people to put something back into the rights of way network by setting up schemes such as 'adopt a route' which would enable local communities/groups/individuals to look after their local rights of way resource.	PP		A Community Warden was employed on a part-time basis for the parishes of Austwick and Lawkland. The scheme is partly funded by YDNPA in recognition of some of the maintenance and enhancement works agreed in advance and carried out by the warden in relation to PROW in the parishes. Ragged Robin Conservation Group carrying out range of RoW improvement works under guidance of ranger service in Swaledale. Average 50 days per year (approx 200 person days). Dales Volunteer	40 parishes' RoWs adopted by Voluntary Rangers Osmotherley PC surveyed RoWs. Boltby horse-riders engaged in work tasks. Estates' annual maintenance of moorland Rights of Way. Middlesbrough youth group worked on RoW at Roseberry Topping 10 parishes engaged in Community Access Project 2010/11 Support given to Walkers are Welcome Towns of Pickering and Guisborough

				lengthsman scheme - several volunteers frequently walk identified routes, reporting back faults with the infrastructure or surface condition and carrying out repairs where they are suitably equipped & trained.	
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4. ROWIP2 Background

Following the Government Spending Review during 2010 the funding available to both County Councils and National Park Authorities has declined considerably and within North Yorkshire the approach to continuing to manage and maintain the public rights of way network has to reflect these new circumstances.

This plan will seek to set a balance between continuing to maintain the network with limited resource whilst identifying strategic improvements which may be possible under improved future funding conditions.

The focus of the plan will be maximising efficiency of service delivery against each objective and will allow the partners to set out an approach which makes the best possible use of available resource and which as far as possible maintains current network condition and allows for future development under the right conditions.

The Objectives identified by ROWIP 1 are still considered to be relevant and encompassing with regard to ensuring that management of the network is balanced and inclusive. In addition there is merit in considering the interaction of the management approach with other environmental factors and so the sustainability objective has been widened to encompass environmental sustainability and climate change:

ROWIP 2 Objectives:

1. Accessibility
2. Usability
3. Maintenance
4. Economy
5. Improvement
6. Environmental sustainability and Climate change
7. Health
8. Safety
9. Partnerships

This plan will consider each objective and identify principles arising from each which will guide our approach to managing the network.

5. Objectives

A review of the objectives, policies and their related actions within the first Rights of Way Improvement Plan has identified a new, more focussed set of guiding principles. This section of the plan details those new principles which will inform the future maintenance and development of the network.

1. Accessibility

To improve the accessibility of goods, services and recreational opportunities

Principles:

- P1. Prioritise maintenance activity which facilitates accessibility to goods, services and recreational opportunities according to demand and available funding
- P2. Maximise opportunities for the public rights of way network to contribute to safer and greener travel for the purposes of access to employment and services
- P3. Have regard for the accessibility of countryside recreational opportunities by sustainable transport, particularly in the planning and publicising of promoted walks and rides.

2. Usability

To improve and promote the use of the network for people with a range of expectations, interests and levels of ability

- P4. Use the 'least restrictive option' to inform all aspects of work undertaken on the public rights of way network, having regard to current best practice, relevant British Standards, government guidance and legislation and the views of the community and relevant interest groups.
- P5. Prioritise maintenance activity which benefits the widest possible audience.
- P6. Sign the network in a consistent way and encourage other parties wishing to brand routes to consult with the Highway Authority in advance.
- P7. Consider the highest possible status when making changes to individual routes.

3. Maintenance

To maintain rights of way in a manner that reflects current and future demand

- P8. Prioritise general maintenance activity giving priority to those routes which facilitate access to goods and services, experience high demand and where there are health and safety issues.
- P9. Maximise the efficiency of maintenance effort through asset management planning and effective procurement.
- P10. Maximise the efficient use of volunteers in delivering appropriate improvements to the network.
- P11. Consider sustainability when planning and executing works and sourcing labour and materials
- P12. Take a holistic view of maintenance activity and work with partners to ensure continuity and integration of transport networks.

4. Economy

To maintain and maximise the significant benefit the rights of way network provides to the local and regional economy

- P13. Prioritise maintenance activity which allows the network to contribute to the local and regional economy.
- P14. Consider wider promotional opportunities with relevant partners involved in tourism and business.

5. Improvement

To develop rights of way to meet current and future demand

- P15. Provide advice to land interests and planning authorities to ensure that the network is protected and enhanced during the development process.
- P16. Prioritise those proposed changes to the network which directly benefit the network and its users.

6. Environmental sustainability & Climate Change

To sustainably manage and promote the rights of way network and maximise its contribution to a sustainable environment

- P17. Ensure the use of sustainable methods and materials in network maintenance and improvement.
- P18. Ensure that all works take account of legislation and statutory site designation and are generally compatible with the landscape and natural and historic environment of North Yorkshire
- P19. Evaluate likely secondary effects of maintenance and improvement activity on the environment and ensure where necessary these effects are mitigated
- P20. Seek opportunities for use of sustainable forms of transport in the promotion of the network.
- P21. Ensure that new and replacement network assets account for likely changes in climate.

7. Health

To encourage the use of rights of way to promote health and wellbeing as part of an active lifestyle

- P22. Engage with partners delivering health care to maximise opportunities for the use of the network to contribute to health and wellbeing.
- P23. Consider the potential for contributing to health and wellbeing when planning maintenance activity.

8. Safety

To improve the safety of non motorised users both on highways shared with motor vehicles and on the rights of way network

- P24. In promoting rights of way, consider if there is potential conflict between different user classes and seek to minimise this.
- P25. Engage with partners across all transport networks to promote the safety of all user classes.

9. Partnerships

To promote partnership at all levels in delivering this plan

- P26. Engage with local communities when considering management and maintenance and changes to the network.
- P27. Seek the views of Statutory and non-statutory consultees, including Local Access Forums.
- P28. Support and encourage individuals and groups who wish to contribute to improving local rights of way

6. Summary of Objectives and Principles

Objective	Principle
1. Accessibility	P1. Prioritise maintenance activity which facilitates accessibility to goods, services and recreational opportunities according to demand and available funding.
	P2. Maximise opportunities for the public rights of way network to contribute to safer and greener travel for the purposes of access to employment and services.
	P3. Have regard for the accessibility of countryside recreational opportunities by sustainable transport, particularly in the planning and publicising of promoted walks and rides.
2. Usability	P4. Use the 'least restrictive option' to inform all aspects of work undertaken on the public rights of way network, having regard to current best practice, relevant British Standards, government guidance and legislation and the views of the community and relevant interest groups.
	P5. Prioritise maintenance activity which benefits the widest possible audience.
	P6. Sign the network in a consistent way and encourage other parties wishing to brand routes to consult with the Highway Authority in advance.
	P7. Consider the highest possible status when making changes to individual routes.
3. Maintenance	P8. Prioritise general maintenance activity giving priority to those routes which facilitate access to goods and services, experience high demand and where there are health and safety issues.
	P9. Maximise the efficiency of maintenance effort

	through asset management planning and effective procurement.
	P10. Maximise the efficient use of volunteers in delivering appropriate improvements to the network.
	P11. Consider sustainability when planning and executing works and sourcing labour and materials
	P12. Take a holistic view of maintenance activity and work with partners to ensure continuity and integration of transport networks.
4. Economy	P13. Prioritise maintenance activity which allows the network to contribute to the local and regional economy.
	P14. Consider wider promotional opportunities with relevant partners involved in tourism and business.
5. Improvement	P15. Provide advice to land interests and planning authorities to ensure that the network is protected and enhanced during the development process.
	P16. Prioritise those proposed changes to the network which directly benefit the network and its users.
6. Environmental sustainability & Climate Change	P17. Ensure the use of sustainable methods and materials in network maintenance and improvement.
	P18. Ensure that all works take account of legislation and statutory site designation and are generally compatible with the landscape and natural and historic environment of North Yorkshire
	P19. Evaluate likely secondary effects of maintenance and improvement activity on the environment and ensure where necessary these effects are mitigated
	P20. Seek opportunities for use of sustainable forms of transport in the promotion of the network.
	P21. Ensure that new and replacement network assets account for likely changes in climate.
7. Health	P22. Engage with partners delivering health care to maximise opportunities for the use of the network to contribute to health and wellbeing.
	P23. Consider the potential for contributing to health and wellbeing when planning maintenance activity.
8. Safety	P24. In promoting rights of way, consider if there

	is potential conflict between different user classes and seek to minimise this.
	P25. Engage with partners across all transport networks to promote the safety of all user classes.
9. Partnerships	P26. Engage with local communities when considering management and maintenance and changes to the network.
	P27. Seek the views of Statutory and non-statutory consultees, including Local Access Forums.
	P28. Support and encourage individuals and groups who wish to contribute to improving local rights of way

7. Equalities and diversity

In advance of the preparation of this plan an Equalities and Diversity Impact Assessment was carried out. The full Equalities & Diversity Impact Assessment can be found at Appendix 1.

8. Strategic Environmental Assessment

In conjunction with the preparation of this plan a Strategic Environmental Assessment process has been undertaken. Following consultation with the Statutory Consultees it was decided to follow a 'Sustainability checklist' approach, subjecting the formulation of principles to assessment against key sustainability considerations.

The SEA scoping report can be found at Appendix 2 and the sustainability checklist results are included at Appendix 3.



North

Yorkshire County Council

Equality Impact Assessment Template

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو براۓ مہربانی ہم سے پوچھئے۔



Undertaking an Equality Impact Assessment

Equality Impact Assessments (EIA) should be undertaken at the business case stage when:-

- You are developing a new service or policy
- You are reviewing an existing service or policy
- You are proposing a change to an existing service or policy
- You are reviewing a service or policy carried out on behalf of the council or another organisation
- Your service is re-organised.

They should be referenced in your final recommendations on the service changes so that decision makers can reach an informed decision on the service/policy.

An EIA should cover all the social identity characteristics protected by equality legislation – referred to as ‘**protected characteristics**’ or equality strands. These are;

- Sex
- Sexual orientation
- Religion or belief
- Race – this include ethnic or national origins, colour and nationality
- Disability – including carers
- Pregnancy and maternity
- Gender reassignment
- Age
- Marital/civil partnership status

There is a lot of information available to support you in completing this assessment on the EIA pages on the NYCC intranet

The Council must publish your equality impact assessment and a summary will be included on the NYCC website in line with statutory requirements. Please be aware that it will become a public document.

Name of the Directorate and Service Area	Business and Environmental Services, Waste and Countryside Services		
Name of the service/policy being assessed	Review of the Public Rights of Way improvement plan		
Is this the area being impact assessed a	Policy & its implementation?	X	Service?
	Function		Initiative?
	Project?		Procedure & its implementation?
Is this an Equality Impact Assessment for a (Note: the Equality Impact Assessment (EIA) is concerned with the policy itself, the procedures or guidelines which control its implementation and the impact on the users)	Existing service or a policy and its implementation?		
	Proposed service or a policy and its implementation?		
	Change to an existing service or a policy and its implementation?		X
	Service or Policy carried out by an organisation on behalf of NYCC?		
How will you undertake the EIA? Eg team meetings, working party, project team, individual Officer	Working party		
Names and roles of people carrying out the Impact Assessment	Aidan Rayner, Penny Noake, Joanne Chapman		
Lead Officer and contact details	Aidan Rayner, PROW Team Leader, 01609 533077		
Date EIA started	28 th February 2012		
Date EIA Completed			
Sign off by Service Head/ Business Unit Head			
Sign off by Assistant Director (or equivalent)			
Date of Publication of EIA			
Monitoring and review process for EIA			

1. Operating Context

Please consider issues around impacts (positive or negative) raised for all [protected characteristics](#) and show your evidence

1.1 Describe the service/policy

What does the service/policy do and how? How would you describe the policy to someone who knows very little about Council Services?

If there is a proposal to change the service or policy, describe what it looks like now and what it is intended to look like in the future. What are the drivers for this proposed change?

Who does it benefit? What are its intended outcomes? Who is affected by the policy? Who is intended to benefit from it and how? Who are the stakeholders? identify those protected characteristics for which this service is likely to have an impact (positive or negative)

Are there any other policies or services which might be linked to this one? Have you reviewed the EIA for these policies/services? What do they tell you about the potential impact?

How will the policy be put into practice? Who is responsible for it?

The Public Rights of ay Improvement Plan is a statutory document required by the Countryside & Rights of Way Act (2000). Its main purposes are:

- To make an assessment of the extent to which local rights of way meet the present and likely future needs of the public, the opportunities they provide for recreation and their accessibility for blind or partially sighted persons and persons with a disability.
- To set out a statement of action for securing an improved network of local rights of way

The document must be reviewed every ten years and this exercise constitutes the first review.

The plan encompasses the entire rights of way network (approximately 10,000km) within North Yorkshire and is a document common to North Yorkshire County Council (NYCC), The Yorkshire Dales National Park Authority (YDNPA) and the North York Moors National Park Authority (NYMNPA).

As this is a review of existing policy it is anticipated that there will not be major changes to the content of the original Rights of Way Improvement Plan.

The Plan aims to deliver benefits to all parts of the community within North Yorkshire through targeted management of the rights of way network and explicit in the purposes of the Plan are potential positive impacts for those with sight and mobility impairments

In dealing with the approach to rights of way network management the

	plan will link to the Countryside Volunteers Service, Maintenance and Improvement of the RoW network, the Local Access Forum and the emergent Local Nature Partnership proposals – each of these are subject to separate EIA's.
<p>1.2 How do people use the policy/service?</p> <p>How is the policy/service delivered? How do people find out about the policy/service? Do they need specialist equipment or information in different formats? How do you meet customer needs through opening times/locations/facilities? Can customers contact your service in different ways? How do you demonstrate that your service/policy is welcoming to all groups within the community?</p> <p>Does the policy/service support customers to access other services? Do you charge for your services? Do these charges affect everyone equally? Do some customers incur greater costs or get 'less for their money'? Are there eligibility criteria for the service/policy?</p> <p>How do you ensure that staff/volunteers delivering the service follow the Council's equality policies? Does the Council deliver this policy in partnership or through contracts with other organisations? How do you monitor that external bodies comply with the Council's equality requirements?</p>	<p>The Plan itself provides strategic guidance in the management of the rights of way network and is a point of reference for the following stakeholders:</p> <ul style="list-style-type: none"> • NYCC, YDNPA & NYMNPA Definitive Map & Maintenance Teams • The Local Access Forums • Customers <p>The principles identified by the Plan will inform all processes utilised in the management, maintenance and development of the rights of way network.</p> <p>The original Plan was subject to a full public consultation and as this is anticipated to be a review which does not fundamentally change the original information, consultation will be undertaken with the Local Access Forum as statutory consultees.</p> <p>Staff of the three authorities and volunteers are responsible for delivering the service and are subject to their respective equality policies. The Plan review will identify specific principles which relate to equalities and diversity.</p>

2. Understanding the Impact (using both qualitative and quantitative data)

Please consider issues around impacts (positive or negative) raised for **all protected characteristics** and show your evidence

2.1 What information do you use to make sure the service meets	A number of Assessments were undertaken between 2004 – 2007 as
---	--

2. Understanding the Impact (using both qualitative and quantitative data)

Please consider issues around impacts (positive or negative) raised for **all protected characteristics** and show your evidence

the needs of all customers?

What data do we use now? Is it broken down across protected characteristics (and are these categories consistent across all data sets)? How current is the data? Where is it from? Is it relevant?

What engagement work have you already done that can inform this impact assessment? Who did you talk to and how? What are the main findings? Can you analyse the results of this consultation across the protected characteristics? Are there differences in response between different groups? How has this changed the plans for the policy/service?

part of preparation for the first Rights of Way Improvement Plan. These included:

- Inviting the public, user groups and others to help identify issues and needs during the early stages of consultation
- Consulting the County's three Local Access Forums at regular stages
- Convening dedicated workshops of key interests to seek views at specific stages
- Researching user requirements for different types of access

Chapter four of the original Rights of Way Improvement Plan summarises the results from these assessments – It is submitted that this data has not changed significantly.

Data with respect to requirements for different classes of user is broken down by some protected characteristics. The inclusivity of the consultation as part of this process has resulted in identification of specific needs and this has informed the principles outlined in the updated Plan.

2.2 What does the information tell you?

Are there any differences in outcome for different groups e.g. differences in take up rates or satisfaction levels across groups? Does it identify the level of take-up of services by different groups of people?

20% of residents do not use rights of way, of these the more significant groups who could be encouraged to make wider use of the network include:

- Older people

2. Understanding the Impact (using both qualitative and quantitative data)

Please consider issues around impacts (positive or negative) raised for **all protected characteristics** and show your evidence

Does it identify how potential changes in demand for services will be tracked over time, and the process for service change?

Please include data and analysis as an appendix

- Young people
 - People with disabilities (Physical, mental or psychological conditions)
 - Young families with children in pushchairs and toddlers; and
 - People with different cultural backgrounds who are currently unaware of countryside access or do not participate for other reasons
- (taken from Draft Action Plan, Diversity Review, Countryside Agency 2006)

2.3 Are there areas where we need more information? How could we get this information?

What data is available? Do other directorates, partners or other organisations hold relevant information? Is there relevant information held corporately e.g. compliments and complaints? Are there national datasets that would be useful? Is there relevant census data? Do you need to collect more data? How could you do this?

Do you need to do more engagement work to inform this impact assessment? Have you identified information in other sections of this EIA that you need to assess the impact on different groups of people? What do you want to find out? Which existing mechanisms can you use to get this information?

Please refer to the Community Engagement toolkit on the NYCC intranet

The original data gathering covered a comprehensive spectrum and it is submitted that no further data is required

2.4 How will you monitor progress on your policy/service, or take-up of your service?

What monitoring techniques would be most effective? What performance indicators or targets would be used to monitor the

The policy informs maintenance and improvement of the rights of way network – this is monitored through a suite of performance indicators and network condition surveys.

2. Understanding the Impact (using both qualitative and quantitative data)

Please consider issues around impacts (positive or negative) raised for **all protected characteristics** and show your evidence

effectiveness of the policy/service? How often does the policy/service need to be reviewed? Who would be responsible for this?

The plan has to be reviewed every ten years

3. Assessing the Impact

Please consider issues around impacts (positive or negative) raised for **all protected characteristics** and show your evidence.

3.1 Has an adverse impact been identified for one or more groups?

Has this assessment shown anything in the policy, plan or service that results in (or has the potential for) disadvantage or discrimination towards people of different groups? Which groups?

Do some needs/ priorities 'miss out' because they are a minority not the majority? Is there a better way to provide the service to all sections of the community?

One of the core aims of the plan is to ensure that the rights of way network is managed in the most inclusive way possible – that means no adverse impacts have been identified and indeed many positive impacts have been identified for inclusion within the objectives set out by the plan.

3.2 How could the policy be changed to remove the impact?

Which options have been considered? What option has been chosen?

N/A

3.3 Can any adverse impact be justified?

If the adverse impact will remain, can this be justified in relation to the wider aims of the policy or on the grounds of promoting equality of opportunity for one target group?

Please seek legal advice on whether this can be justified.

N/A

3.4 Are you planning to consult people on the outcome of this impact assessment?

When and how will you do this? How will you incorporate your findings into the policy?

This assessment will be included as an Appendix within the final plan and will be consulted upon with the Local Access Forums

3.5 How does the service/policy promote equality of opportunity and outcome?

The plan identifies specific objectives for the maintenance of the network which will explicitly promote equality of opportunity and

Does the new/revised policy/service improve access to services? Are resources focused on addressing differences in outcomes?

outcome.

Don't forget to transfer any issues you have identified in this section to the [Equality Action Plan](#)

Action Plan

What are you trying to change (outcome)?	Action	Officer responsible	Deadline	Other plans this action is referenced in (e.g. Service Performance Plan, work plan)	Performance monitoring
Ensure equality of opportunity & outcome are addressed in the updated Rights of Way Improvement Plan	Incorporate specific objectives within the plan to ensure equality	PRoW Team Leader	December 2012		Ongoing performance monitored through network condition indicators as part of day to day service provision



North

Yorkshire County Council

North Yorkshire County Council

Rights of Way Improvement Plan 2

**Strategic Environmental
Assessment**

Screening Statement: April 2012

Business and Environmental Services

A responsive County Council providing excellent and efficient local services

- 1.1 This report has been produced to determine whether it is necessary to undertake a Strategic Environmental Assessment in accordance with European Directive 2001/42/EC on 'the assessment of the effects of certain plans and programmes on the environment' ('The SEA Directive') and 'The Environmental Assessment of Plans and Programmes Regulations, 2004 (Statutory Instrument 2004 No. 1633), which implements the Directive in England and for relevant non devolved plans and programmes in the UK as a whole.

2. The Rights of Way Improvement Plan 2

- 2.1 Under the provisions of the Countryside and Rights of Way Act, 2000, the first Rights of Way Improvement Plan for North Yorkshire was produced in 2007 and covered the period 2007 to 2011. The plan set out strategic aspirations for improvement of the management, maintenance, location and promotion of North Yorkshire's rights of way over the plan period. The Plan was subject to Strategic Environmental Assessment.

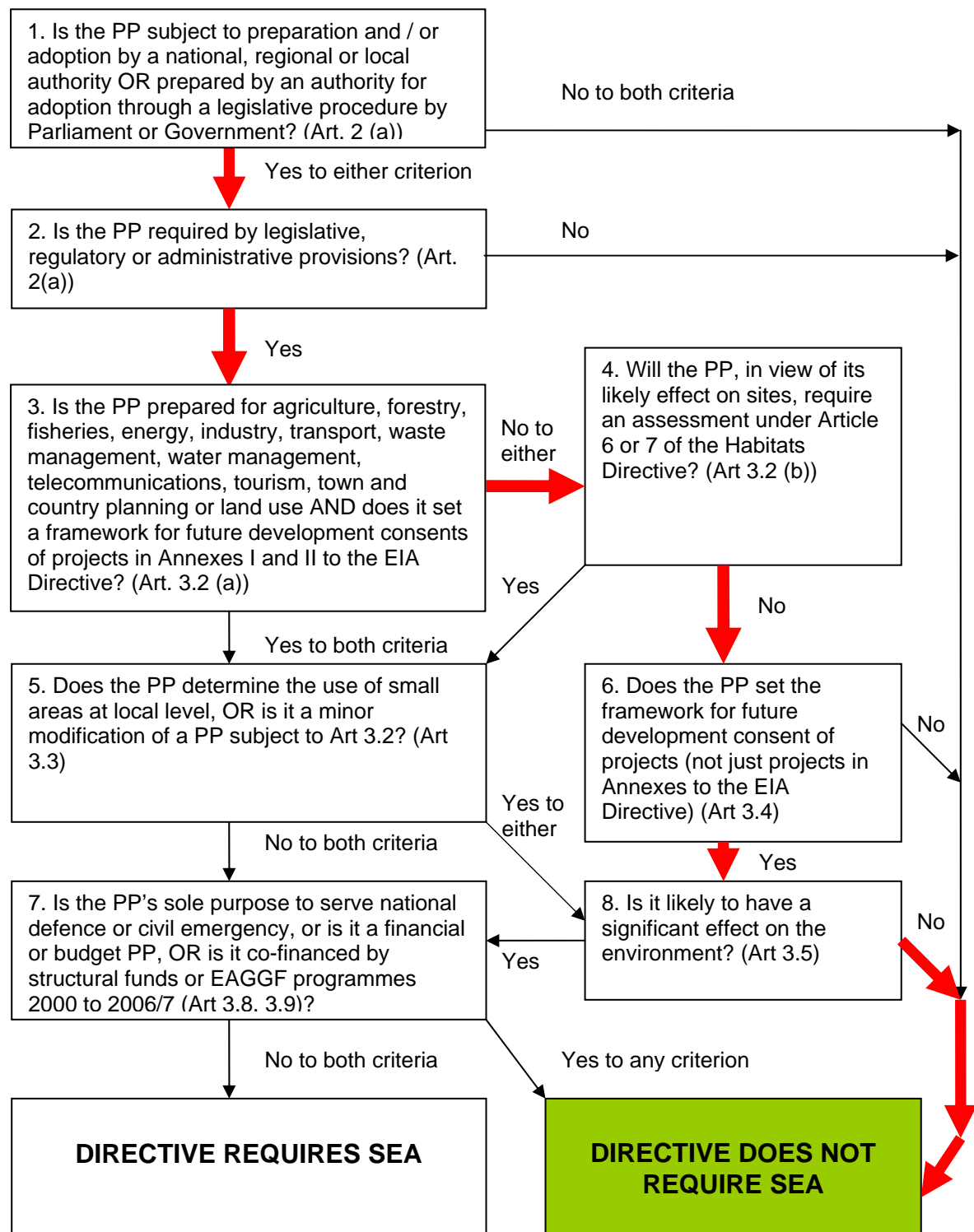
- 2.2 As the first Rights of Way Improvement Plan (ROWIP1) has reached the end of its period of coverage, it is now necessary to provide a strategic context to cover the plan period up to the end of 2016. While much of the background data from ROWIP 1 is considered to still be relevant, a review of achievements to date will provide the basis for setting out a series of revised objectives and principles. These will provide the basis for a further review of actions to be undertaken.


3. Screening

- 3.1 The SEA Directive and accompanying national regulations describe the types of plans for which the undertaking of SEA is mandatory. There are also a number of other plans where a decision must be taken on whether SEA should be undertaken.
- 3.2 The Government has set out in a series of steps a means to determine which plans and programmes require SEA¹, as required by the SEA Directive. Figure 1 describes the steps that should be taken to determine the need for SEA. The path taken by the ROWIP2 is indicated by a series of red arrows.

¹ ODPM, 2006. A Practical Guide to the Strategic Environmental Assessment Directive, ODPM, London

Figure 1: Deciding whether the SEA Directive is applicable to Plans and Programmes



 Anticipated status of ROWIP 2
(Adapted from ODPM, 2006)

3.3 Figure 1 shows a considered view of the status of the Rights of Way Improvement Plan 2 (ROWIP2) in relation to the requirements of the SEA Directive. There remains some uncertainty of the status of the plan in relation to the Habitats Directive which will not be clarified until a screening report for the need for appropriate assessment is completed. However, should significant effects be considered likely as a result of that screening report then the need for SEA will be reconsidered in light of that assessment.

3.4.1 Further explanation of the reasons for selecting ROWIP2's pathway through the flow chart is shown in table 1.

Table 1: Establishing the need for SEA

Stage	Answer	Reason
1. Is the PP subject to preparation and / or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2 (a))	Yes	ROWIP2 will be prepared and adopted by North Yorkshire County Council.
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	Yes	The ROWIP2 is being prepared under section 60 of the Countryside and Rights of Way Act, 2000
3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use AND does it set a framework for future development consents of projects in Annexes I and II to the EIA Directive? (Art. 3.2 (a))	No	Although ROWIP2 relates to transport (i.e. walking and other forms of non-motorised transport), it is unlikely that any development work guided by the plan would fall into Annexes I and II of the EIA Directive.
4. Will the PP, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive? (Art 3.2 (b))	? / No	An accurate assessment of the likely effect of ROWIP2 is not possible until the plan has developed further and a Habitats Regulations Assessment screening / scoping exercise has been undertaken. However, it is thought that improving rights of way will in most instances be beneficial to habitats designated

		under the provisions of the Habitats Directive and the regulations set at a national level. In addition, the Habitats Directive excludes from the need for appropriate assessment plans 'connected with or necessary to the management of [Natura 2000] sites'. This will include plans for most rights of way that exist within publicly accessible Natura 2000 sites.
5. Does the PP determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art 3.2? (Art 3.3)	No	<p>ROWIP2 would affect the improvement of paths and routes across North Yorkshire, though it should be recognised that rights of way are generally linear in nature and thus restricted in their effects on areas at a local scale.</p> <p>ROWIP2 is essentially a refresh of the existing ROWIP. Changes to objectives, principles and the strategic actions that flow from them are considered to be greater than 'minor modifications', though the broad intent of the ROWIP will be largely the same as ROWIP 1 which was subject to an SEA.</p>
6. Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive) (Art 3.4) ²	?	<p>A narrower interpretation of 'framework for development consents' would exclude the ROWIP2 as it does not direct projects that would generally fall within the planning system. However, the presence of Public Rights of Way is a material consideration in planning applications. Therefore, where the ROWIP seeks to extend or</p>

² The Directive is not clear on what constitutes a framework for development consents, but a broad interpretation has been taken in this assessment, informed partly by wider experience of SEA as described in the Resource Manual to Support Application of the UNECE Protocol on Strategic Environmental Assessment (United Nations draft document, 2006). This describes such frameworks as documents that place limits on types of activity from an area, contain conditions to be met by applicants if permission is to be granted, or that are designed to preserve certain characteristics of an area. (See: http://www.unece.org/fileadmin/DAM/env/eia/sea_manual/documents/SEA%20Manual%20-%20Chapter%20A3%20-%20slides.pdf)

		upgrade the network, this may affect the outcome of future development consents. It should, however, be noted that such changes will likely be quite local in nature.
7. Is the PP's sole purpose to serve national defence or civil emergency, or is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7 (Art 3.8, 3.9)?	No	The ROWIP's primary purpose is to improve the rights of way network
8. Is it likely to have a significant effect on the environment? (Art 3.5) (See appendix for criteria and characteristics determining significance)	No	<p>The relatively small scale improvements to the rights of way network resulting from the strategic direction given by ROWIP2 are unlikely to be significant.</p> <p>Criteria for significance are presented in Annex II of the SEA Directive, in which a range of characteristics of plans are listed as influencing judgements on significance, as well as a range of characteristics of the area likely to be effected by the plan. Appendix 1 at the end of this report shows the SEA Directive's significance criteria alongside the likely effects of the plan.</p>

4. Conclusion

- 4.1 The conclusion of this screening report is that a Strategic Environmental Assessment will not be required for North Yorkshire's ROWIP2. This is because the plan is unlikely to display significant environmental effects, with any environmental effects likely to be small in scale, temporary and localised.
- 4.2 Despite this screening report concluding that ROWIP2 does not require SEA, North Yorkshire County Council is keen to integrate sustainability into the process of producing ROWIP2. The intention will be to assess policies against a 'sustainability checklist'. While this approach would not constitute a full strategic environmental assessment, it is likely to help address any smaller-scale impacts that ROWIP2 may have.

- 4.3 Further work being undertaken via a Habitats Regulations Assessment screening report will clarify uncertainties over whether ROWIP2 would require assessment under Article 6 or 7 of the Habitats Directive.

5. Consultation

- 5.1 The three statutory bodies for the purposes of SEA screening are Natural England, the Environment Agency and English Heritage. These bodies have been consulted for their views on the conclusions of this screening assessment. The consultation on the screening report ran from Friday 16th December 2011 until Friday 13th January 2012.
- 5.2 Consultation with these bodies showed that a Strategic Environmental Assessment would not be necessary for ROWIP2. Further detail on the responses of these organisations is detailed in Appendix 2.

6. Further Information

Further information on this screening statement can be obtained from:

The Environmental Policy Officers
Natural Environment Team, Waste and Countryside Services
North Yorkshire County Council
County Hall
Northallerton
North Yorkshire
DL7 8AD
countryside@northyorks.gov.uk
Telephone: 01609 536 493

Appendix 1: Judging Significance in Relation to the SEA Directive

Annex II of the SEA Directive lists criteria for determining the significance of environmental effects of a plan or programme. Taken together these criteria should inform judgements about whether environmental effects can be considered to be significant.

Table 2: Table showing criteria of significance listed in Annex II of the SEA Directive alongside an assessment of their applicability to ROWIP 2

Characteristic of significance	Is it significant?	Likely effect of plan
1. The characteristics of plans and programmes, having regard, in particular, to:		
The degree to which the plan or programme sets a framework for	Yes	ROWIP 2 will set a framework for size and operating

projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources		conditions of access projects, though these projects are likely to be local in scale.
The degree to which the plan or programme influences other plans and programmes including those in a hierarchy.	No	ROWIP 2 will be influenced by higher tier plans (such as the Local Transport Plan and Sustainable Community Strategy), but will not set a framework for the development of lower tier plans.
The relevance of the plan or programme for the integration of environmental considerations with a view to promoting sustainable development	Yes	The promotion of walking and cycling is generally considered to be an important and highly beneficial aspect of sustainable development.
Environmental problems relevant to the plan or programme	No	ROWIP2 is unlikely to cause environmental problems. Rather, it will lessen problems such as erosion or atmospheric pollution by virtue of its emphasis on non-motorised travel.
The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).	No	ROWIP 2 is carried out as a result of national legislation (the Countryside and Rights of Way Act) which is not transposed from higher Community legislation.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:		

The probability, duration, frequency and reversibility of the effects,	No	<p>The Rights of Way Improvement Plan is unlikely to exhibit significant long term / frequent / irreversible effects:</p> <ul style="list-style-type: none"> - Generally rights of way improvement plans limit inappropriate access to sensitive environmental resources by channeling impacts to linear routes. - Any effects on habitats and species are likely to be highly local, short term and mostly beneficial in the longer term.
The cumulative nature of the effects	No	The small-scale, local nature of projects that might be enabled by the ROWIP are unlikely to exhibit cumulative properties at any significant scale.
The transboundary nature of the effects	No	There is no likelihood of transboundary effects occurring.
The risks to human health or the environment (e.g. due to accidents),	No	ROWIP is likely to make rights of way safer.
The magnitude and spatial extent of the effects (geographical	No	The local and linear spatial extent of rights of way means that any

area and size of the population likely to be affected),		impacts will be of a low magnitude.
The value and vulnerability of the area likely to be affected due to: special natural characteristics or cultural heritage	No	Rights of way are likely to restrict impacts to linear routes thus reducing the potential for damage to natural characteristics or cultural heritage. Rights of way improvements must adhere to the wider protocols for management of those sites.
The value and vulnerability of the area likely to be affected due to exceeded environmental quality standards or limit values	No	Few environmental quality standards are relevant to ROWIP. Where they are (e.g. the percentage of SSSIs in favourable condition / Heritage at Risk) rights of way improvements are likely to have a beneficial effect as they restrict the potential for people to disturb vulnerable interest features.
The value and vulnerability of the area likely to be affected due to intensive land-use	No	The ROWIP does not influence the intensity of land use.
The value and vulnerability of the area likely to be affected due to the effects on areas or landscapes which have a recognised national, Community or international protection status	No	The local scale and short term nature of improvements to rights of way would not significantly effect national or international designations and in most cases are an integral part of their management. Rights of way improvements

		must adhere to the wider protocols for management of those sites.
Overall level of significance: Unlikely to exhibit significant effects on the environment.		

Appendix 2: Comments made on the Screening Report by Consultees

Table 3: Comments made on the Screening Report by Statutory Consultees

Consultee	SEA Required – Yes / No	Summary of Comments
Natural England	No (unless further work on a Habitats Regulations Statement necessitates SEA)	<p>Natural England agrees with the conclusions made in the screening report and therefore in our opinion a Strategic Environment Assessment (SEA) is not required for the North Yorkshire Rights of Way Improvement Plan (ROWIP). This letter provides Natural England's response under Regulation 9 of The Environmental Assessment of Plans and Programmes Regulations 2004.</p> <p>We note that paragraph 4.3 of the screening report indicates that further work will be undertaken via a Habitats Regulations Assessment (HRA) screening report. Please note that it may be necessary to rescreen in relation to the SEA depending on the outcome of this work.</p> <p>Natural England requests to be consulted on the HRA screening report.</p>
English Heritage	No	<p>Insofar as this Plan might impact upon our particular area of concern, we would concur with the conclusions in the Statement that an SEA would not be required for this document since the Plan appears unlikely to result in any significant environmental effects.</p>

<p>Environment Agency</p>	<p>No</p>	<p>I have looked into the need for SEA for the second rights of way improvement plan, and it is my opinion that there is no need for SEA, as we don't envisage any significant environmental impacts as a result of the plan.</p> <p>We agree with the flow chart provided in figure 1.</p> <p>However we are pleased to see that a voluntary assessment of sustainability using a checklist approach will be undertaken, and we support this decision.</p>
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Creating a Sustainability Checklist for the Rights of Way Improvement Plan

What Sustainability Means to a Rights of Way Improvement Plan

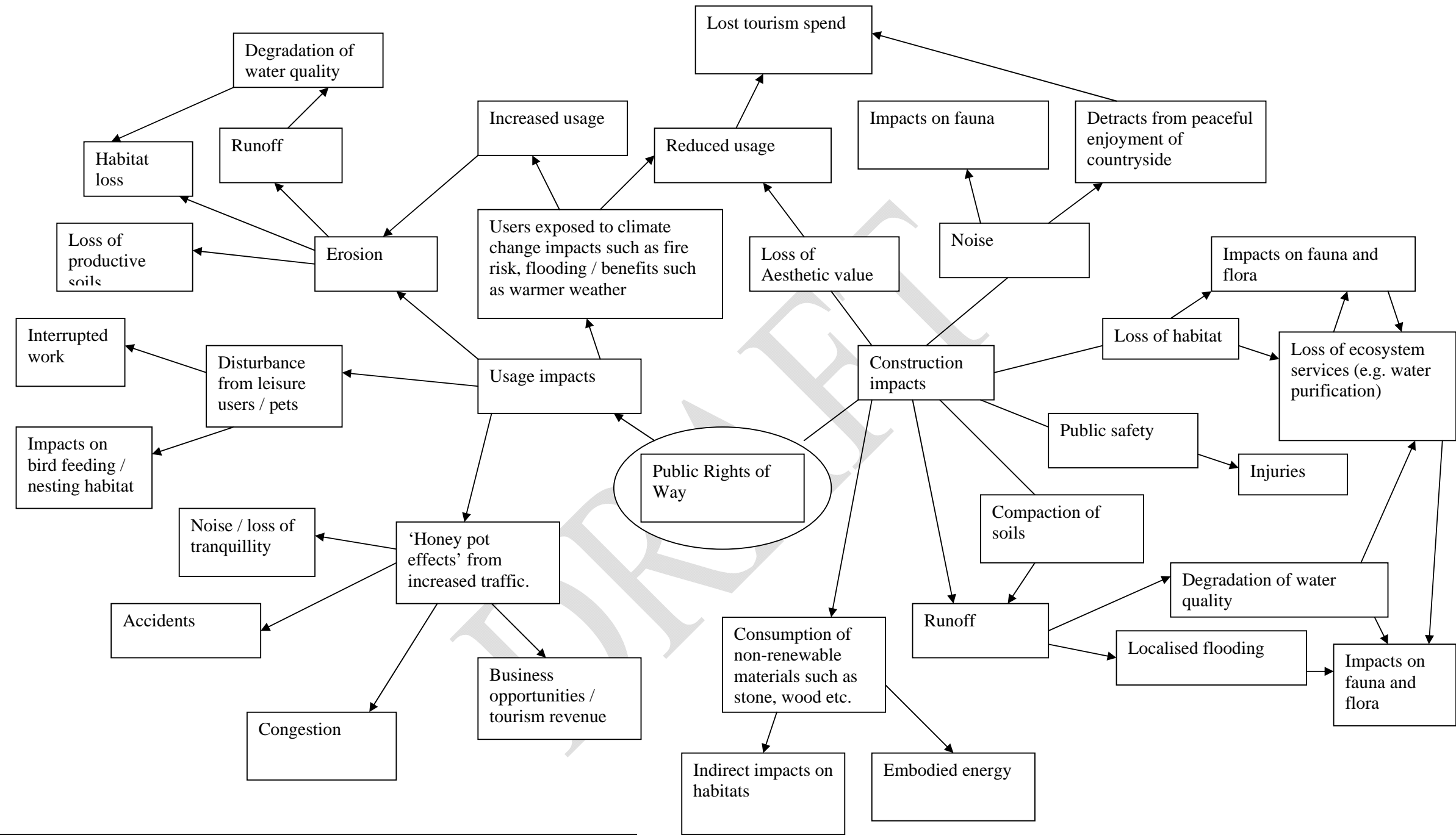
Sustainable Development has been defined by the United Nations World Commission on Environment and Development's as '*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*'¹. As people have economic needs (such as an ability to access job opportunities), social needs (such as the need to meet friends or have access to healthcare) and environmental needs (such as the need for a functioning flood plain to protect communities from flood risk), it is important to consider sustainable development as having economic, social and environmental components.

A good rights of way network can be seen as a form of sustainable development, in that it improves the capacity of people to move from one point to another, usually without use of motorised vehicles. This can help avert many of the environmental, social and economic impacts that arise from car and motorised vehicle use. However, there may still be opportunities to improve the sustainability performance of a rights of way improvement plan (ROWIP); for instance by considering the materials that are used in the construction of rights of way, or where key access points to the rights of way network may be.

Figure 1 shows a selection of possible impacts that might arise from the construction and use of public rights of way. Of course the impacts may differ in different geographical locations – for instance a footpath crossing an important wildlife site may have a different set of impacts from a byway adjacent to arable land – however figure 1 shows that the potential exists for both direct impacts to occur as well as for indirect impacts to happen. Indirect or secondary impacts occur as part of a chain of knock-on impacts. For instance, a popular footpath may become prone to erosion / loss of soils as numbers of users increase. This in turn may contribute to increased turbidity in a nearby watercourse after rainfall events on the eroded pathway and this may affect the wildlife that lives there. Of course not all effects will be significant, and this is considered further in the method section below.

¹ World Commission on Environment and Development. 1987. Our Common Future. United Nations [URL: <http://www.un-documents.net/wced-ocf.htm>] (accessed on 18/04/11)

Figure 1: Possible linkages between public rights of way and possible sustainability effects



Consultation Question 1: Can you think of other key ways in which the management of rights of way may affect the environment, society or the economy?

Shouldn't the Rights of Way Improvement Plan be Subject to Strategic Environmental Assessment?

As a plan with a potential environmental impact an exercise was undertaken to determine whether a Strategic Environmental Assessment (SEA) would be necessary for the Rights of Way Improvement Plan 2 (ROWIP2).

Strategic Environmental Assessment is a systematic way of appraising plans or programmes for their environmental effects. A screening report was produced to determine whether it is necessary to undertake a Strategic Environmental Assessment in accordance with European Directive 2001/42/EC on 'The assessment of the effects of certain plans and programmes on the environment' ('The SEA Directive') and 'The Environmental Assessment of Plans and Programmes Regulations', 2004 (Statutory Instrument 2004 No. 1633), which implements the Directive in England and for relevant non-devolved plans and programmes in the UK as a whole.

The conclusion of this screening report, as agreed with the three statutory bodies with responsibilities for scrutinising SEA², was that an SEA would not be necessary for the Rights of Way Improvement Plan 2, subject to further work to ascertain whether the plan would be subject to assessment under the Habitats Regulations. The SEA screening statement is available at [\[link\]](#).

Comment [C1]: Is this on the website yet?

Although no formal assessment is required of ROWIP2, it is felt that there exists an opportunity to integrate sustainability into the plan. Therefore a sustainability checklist is proposed.

Method for Creating a Sustainability Checklist for North Yorkshire's Rights of Way Plan 2

A bespoke approach to creating a sustainability checklist is proposed. This should meet the following criteria:

- that the checklist allows simple, rapid appraisal of the sustainability effects of the plan;
- that primary and secondary effects are considered, but only where these are considered significant;
- that the checklist should consider a locally relevant perspective on sustainable development.
- that 'project level' assessment checklists should be developed from the findings of the appraisal.

To achieve these criteria a starting part has been to consider how recent sustainability appraisal / strategic environmental assessment work has considered sustainability. The most relevant SEA to the ROWIP is the one that was conducted on the most recent Local Transport Plan (LTP3). That SEA assessed sustainability by comparing plan policies to a set of 16 SEA objectives. Although an SEA rather than a sustainability appraisal, this assessment also included social and economic objectives, and not just environmental objectives. The first step in creating a

² English Heritage, Natural England and the Environment Agency

sustainability checklist has, therefore been to consider the relevance of the LTP3 SEA objectives to an assessment of the ROWIP2. This has allowed a refined set of objectives to be established, from which a checklist can be built around. Table1 shows the results of this exercise.

Table 1: From LTP SEA Objectives to ROWIP Sustainability Checklist Objectives

LTP SEA Objective	Applicability to ROWIP	Final objective
1. Minimise the noise, vibration and light pollution impact from transport related activities in sensitive areas	Improve – of limited relevance to the ROWIP except during construction phase and if any routes are to be lit	Minimise noise, vibration and light pollution impacts in sensitive areas
2 Minimise the impacts of the transportation network on air quality	Improve – Make objective less focussed on 'transport network'	Minimise impacts on air quality
3 Minimise greenhouse gas emissions from transportation and through the maintenance of the network	Replace - Make objective less focussed on 'transport network'. In addition, the objective does not allow for the sequestration of greenhouse gases, which is relevant to any plan affecting land management.	Minimise contributions to climate change
4. Incorporate measures that improve the resilience of local transport to the impact of climate change	Improve	Improve the resilience of public rights of way to the impact of climate change
5. Preserve and enhance the county's landscape	Improve – SEA objective is broadly fine but fails to emphasise the link between access and appreciation of landscape and that this can deliver 'cultural service' benefits such as creating a perception of sense of place.	Preserve and enhance and allow appreciation of the county's landscape
6. Protect and minimise the use of natural resources and minimise waste	Retain	Protect and minimise the use of natural resources and minimise waste
7. Protect and enhance townscape character	Retain	Protect and enhance townscape character
8. Protect, enhance and improve access to historic and environment assets of the county whilst preserving their setting and minimising the adverse impacts of transport	Retain / improve – more emphasis on access rather than transport needed.	Protect, enhance and improve access to historic and environment assets of the county whilst preserving their setting.
9. Conserve and enhance biodiversity and	Retain / improve - more emphasis on access	Conserve and enhance biodiversity and

geological diversity and minimise the adverse impacts of transport on biodiversity and geological diversity across the county	rather than transport needed.	geological diversity and minimise the adverse impacts of public access
10. Minimise the impact of transport on water resources	Improve – Rights of way are unlikely to affect water in any way other than where they may increase or decrease water quality (e.g. as a result of increasing or decreasing erosion)	Minimise the impact of rights of way on water quality.
11. Encourage healthier lifestyles through transport choice	Improve	Encourage healthier lifestyles
12. Improve safety and security	Retain	Improve safety and security
13. Minimise community severance	Remove – not relevant to rights of way / access land as these are highly unlikely to create severance	N/a
14. Encourage and promote cycle, pedestrian and public transport passenger movement	Improve – the term passenger movement is not necessary. Improving pedestrian and cycle transport is intrinsic to ROWIP.	Encourage and promote access to rights of way by public transport
15. Improve access to public amenities and green infrastructure	Retain	Improve access to public amenities and green infrastructure
16. Support the development of the local economy by ensuring good transport links whilst protecting the environment	Improve	Support the development of the local economy whilst protecting the environment

The exercise of reviewing the LTP objectives has resulted in 15 refined checklist objectives for the ROWIP 2 sustainability checklist. These objectives are then rephrased as questions in a checklist framework (see table 2). Alongside each question are columns for each of the ROWIP Objectives (including underlying principles). Within each box the person undertaking the assessment should note whether any direct or indirect positive or negative effects may occur where they may be considered significant^{3 4}.

³ While positive and negative effects are noted, a key question will be ‘positive’ in relation to what? While this ‘rapid’ assessment has not established its own baseline, where a reference point for judging the nature of effects is required, that reference point will be drawn from the sustainability appraisal baseline that accompanies the sustainability appraisals of the Minerals and Waste Development Framework (see: <http://www.northyorks.gov.uk/index.aspx?articleid=12411>)

⁴ See Box 1 for information on what can be considered significant.

The ROWIPs objectives are often cross cutting, and this means that very often when a project is delivered it is likely to deliver a number of objectives. In order to recognise this in the assessment if uncertainties or negative effects are offset by other objectives this will be noted in the framework. A judgement will be made as to whether the objective combined with other objectives will have an overall positive, negative, neutral or uncertain effect.

Comment [C2]: I'm assuming this is correct?

Consultation Question 2: Do you agree with the methodology for undertaking this sustainability checklist assessment? Are there ways in which we could refine and improve the method?

Box 1: What do we mean by significance?

The SEA Directive makes reference to criteria for determining what significant effects might be in relation to deciding whether plans or programmes require SEA. However, these provide a useful indication of the issues to consider when establishing significance in relation to the checklist. The criteria listed in the SEA Directive are:

- *"The probability, duration, frequency and reversibility of the effects*
- *The cumulative nature of the effects*
- *The trans-boundary nature of the effects*
- *The risks to human health or the environment (e.g. due to accidents)*
- *The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)*
- *The value and vulnerability of the area likely to be affected due to:*
 - *Special natural characteristics or cultural heritage*
 - *Exceeded environmental quality standards or limit values*
 - *Intensive land use*
 - *The effects on areas or landscapes which have a recognised national, Community or international protection status".*

In this checklist assessment the above factors will be considered 'in the round' and a judgement made as to whether impacts are significant.

Table 2 The Draft Sustainability Checklist

Sustainability Checklist	Objective 1 / Principles	Objective 2 / Principles	Objective 3 /	etc
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Question			Principles	
1. Will it minimise noise, vibration and light pollution impacts in sensitive areas?				
2. Will it minimise impacts on air quality?				
3. Will it minimise contributions to climate change?				
4. Will it improve the resilience of public rights of way to the impact of climate change?				
5. Will it preserve and enhance and allow appreciation of the county's landscape?				
6. Will it protect and minimise the use of natural resources and minimise waste?				
7. Will it protect and enhance townscape character?				
8. Will it protect, enhance and improve access to historic and environment assets of the county whilst preserving their setting and minimising the adverse impacts of transport?				
9. Will it conserve and enhance biodiversity and geological diversity and minimise the adverse impacts of public access?				
10. Will it minimise the impact of rights of way on water				

quality?				
11. Will it encourage healthier lifestyles?				
12. Will it improve safety and security?				
13. Will it encourage and promote access to rights of way by public transport?				
14. Will it improve access to public amenities and green infrastructure				
15. Will it support the development of the local economy whilst protecting the environment				

The table will be completed for objectives / principles in the draft ROWIP2. The first consultation draft completed checklist table is shown at Appendix 2.

Once the tables have been completed and all negative and uncertain assessments noted suggestions for mitigation will be put forward. The conclusions of the assessment will then be passed on to the ROWIP authors for their consideration. Where changes to the ROWIP are made as a result of the conclusions of the checklist. Following consultation on the results the assessment will be refined and the final assessment will then be published on the Council's website alongside the draft of ROWIP2.

Consultation Question 3: Do you think the 15 sustainability questions are appropriate? Are there any more questions we should ask when assessing this plan for sustainability?

Developing Project Level Checklists

While the purpose of the sustainability checklist is to assess the strategic sustainability implications of the plan, there are potentially a number of project specific sustainability impacts that need addressing on a day to day basis: for instance, will footpath improvement work disturb protected wildlife or will noise levels be too great? A key outcome of this exercise to undertake a sustainability checklist will be to translate the key impacts that arise from the plan into a project checklist that can be completed before key rights of way improvement tasks are undertaken.

Due to the number of day to day project tasks undertaken by the rights of way team a rolling programme of examining these tasks for their environmental, social and economic impact is necessary. However, the checklists will be informed by potential impacts identified at a strategic level as well as through thinking about any more local scale impacts as necessary.

Undertaking the Assessment and Recommendations

An initial Draft Assessment is included at Appendix 2. The results and recommendations of that assessment exercise are as follows:

In broad terms the checklist assessment has shown that the ROWIP2 is broadly sustainable, or has no discernable impact on sustainability, but that there are a number of uncertain areas. While no strongly negative responses to the sustainability checklists were observed, having reviewed the objectives and principles it is possible to recommend a number of potential improvements to those objectives and principles to enable them to perform more favourably against the 15 sustainability checklist questions. These are listed below for the further consideration of the ROWIP authors, and for those with an interest in the recommendations of this checklist appraisal:

- A number of possible impacts are related to construction of rights of way. There is some protection given to these impacts by principle P11 and P19. However, as construction may be carried out by third parties, the drafting of a 'construction sustainability checklist should be considered to ensure some of the key impacts of construction are adequately dealt with;
- Some objectives may drive a demand for the illumination of routes. This may have small-scale negative effects on light pollution, though may be essential for safety. A project level checklist that deals with aspects of design of rights of way, including their lighting, may be one way of mitigating for this;
- Many objectives, when considered on their own, may have negative effects. However, when the objectives 'as a whole' are considered those effects are at least partly mitigated for. The ROWIP2 should be clear on the extent to which objectives are to be used in conjunction with one another;
- Several objectives / principles depend on objective 6 'Environmental Sustainability and Climate Change' to allow them to be applied in a 'sustainable' way. However, this may not help when dealing with the waste generated through work on rights of way. Objective 6, P17 should be amended to: *'Ensure the use of sustainable methods and materials, and seek to minimise waste, in network maintenance and improvement'*;

Comment [C3]: I'm assuming this is possible in edge of town locations

- Because principle P8 prioritises a number of categories of rights of way (e.g. those in high demand) the checklist points out that uncertainties remain about the future of ROW outside of priority categories. The ROWIP should be clear on what standard of maintenance will be delivered at those rights of ways outside of priority categories. This could possibly be achieved by drafting a principle that relates to non priority Rights of Way;
- Objective 3 (P11) and 6 (P17) refer to 'sustainability' or 'sustainable'. There are several definitions of sustainable and the ROWIP would benefit from a clear definition of how it relates to PROW. This could then work through to the development of the project level checklists which would more fully explore sustainability in specific contexts;
- There are some uncertain effects (from objectives 3 and 4) on water courses. This could be dealt with either by rewording P8 to *'Prioritise general maintenance activity giving priority to those routes which facilitate access to goods and services, experience high demand and where there are health and safety or significant environmental issues'* or creating an additional principal under Objective 6 akin to *'seek to identify where the PROW network may be contributing to significant environmental problems and work with partners to make improvements'*;
- There was some uncertainty as to whether objective 7 would be compatible with air quality and climate change, mainly because people may drive to distant routes to take exercise. To counter this there should be adequate maintenance of PROWs close to where people live. P18 could, therefore, be reworded to *'consider the potential for contributing to accessible health and wellbeing when planning maintenance activity'*;
- Principle P15 could be strengthened so that it allows consideration of the potential impacts of climate change (such as flood risk) by adjusting its wording to 'provide advice to land interests and planning authorities to ensure that the long term coherence of the network is protected and enhanced during the development process';
- Although it was felt that the objectives mainly have a positive effect on climate change it is felt that the ROWIP could go further to think about the impacts of climate change not just in relation to network assets which are due to be replaced but also in relation to more immediate / short term 'risk' impacts such as the risk of flooding. An additional principle under objective 8, for example, could state *'ensure ROW users have access to information that prepares them for the safe and enjoyable use of the network'*;
- Objective 6, P18, could be strengthened by adding 'townscape' to the list of things that should be taken into account;
- Principle P18 *'consider the potential for contributing to health and well being when planning maintenance activity'* is difficult to interpret in a practical sense and should be supported by further clarification: perhaps through the development of a project level sustainability checklist.
- Principle P19 currently emphasises consideration of secondary effects. This could be strengthened by also ensuring direct effects are considered. Thus the principle could use words akin to 'Evaluate likely direct and indirect effects of maintenance and improvement activity on the environment and ensure where necessary these effects are mitigated'.

Consultation Question 4: Do you agree with the assessment at Appendix 2 and the recommendations above? Can you suggest any further recommendations along with the reasons for your additional recommendations?

DRAFT

Appendix 1: Summary of Draft ROWIP 2 Objectives and Principles

Objective	Principle
1. Accessibility	P1. Prioritise maintenance activity which facilitates accessibility to goods, services and recreational opportunities according to demand and available funding.
	P2. Maximise opportunities for the public rights of way network to contribute to safer and greener travel for the purposes of access to employment and services.
	P3. Have regard for the accessibility of countryside recreational opportunities by sustainable transport, particularly in the planning and publicising of promoted walks and rides.
2. Usability	P4. Use the 'least restrictive option' to inform all aspects of work undertaken on the public rights of way network, having regard to current best practice, relevant British Standards, government guidance and legislation and the views of the community and relevant interest groups.
	P5. Prioritise maintenance activity which benefits the widest possible audience.
	P6. Sign the network in a consistent way and encourage other parties wishing to brand routes to consult with the Highway Authority in advance.
	P7. Consider the highest possible status when making changes to individual routes.
3. Maintenance	P8. Prioritise general maintenance activity giving priority to those routes which facilitate access to goods and services, experience high demand and where there are health and safety issues.
	P9. Maximise the efficiency of maintenance effort through asset management planning and effective procurement.
	P10. Maximise the efficient use of volunteers in delivering appropriate improvements to the network.
	P11. Consider sustainability when planning and executing works and sourcing labour and materials
	P12. Take a holistic view of maintenance activity and work with partners to ensure continuity and integration of transport networks.
4. Economy	P13. Prioritise maintenance activity which allows the network to contribute to the local and regional economy.
	P14. Consider wider promotional opportunities with relevant partners involved in tourism and business.
5. Improvement	P15. Provide advice to land interests and planning authorities to ensure that the network is protected

	and enhanced during the development process.
	P16. Prioritise those proposed changes to the network which directly benefit the network and its users.
6. Environmental sustainability & Climate Change	P17. Ensure the use of sustainable methods and materials in network maintenance and improvement.
	P18. Ensure that all works take account of legislation and statutory site designation and are generally compatible with the landscape and natural and historic environment of North Yorkshire
	P.19. Evaluate likely secondary effects of maintenance and improvement activity on the environment and ensure where necessary these effects are mitigated
	P20. Seek opportunities for use of sustainable forms of transport in the promotion of the network.
	P21. Ensure that new and replacement network assets account for likely changes in climate.
7. Health	P22. Engage with partners delivering health care to maximise opportunities for the use of the network to contribute to health and wellbeing.
	P23. Consider the potential for contributing to health and wellbeing when planning maintenance activity.
8. Safety	P24. In promoting rights of way, consider if there is potential conflict between different user classes and seek to minimise this.
	P25. Engage with partners across all transport networks to promote the safety of all user classes.
9. Partnerships	P26. Engage with local communities when considering management and maintenance and changes to the network.
	P27. Seek the views of Statutory and non-statutory consultees, including Local Access Forums.
	P28. Support and encourage individuals and groups who wish to contribute to improving local rights of way

Appendix 2: Results of Sustainability Checklist as Applied to the Draft Rights of Way Improvement Plan objectives

Sustainability Checklist Question	Objective 1 / Principles - 'Accessibility'	Objective 2 / Principles - 'Usability'	Objective 3 / Principles - 'Maintenance'	Objective 4 / Principles - 'Economy'
1. Will it minimise noise, vibration and light pollution impacts from construction in sensitive areas?	0/? There may be some local and short term impacts from construction work as a result of this objective, and as such impacts are temporary they will be of low significance. However this will largely be dealt with by the existing principle P11/P19. Linking rights of ways to access to goods and services may increase demand for lighting.	0/? Upgrading rights of way to the least restrictive option may generate some short term construction impacts such as noise pollution. However, this is likely to be mitigated by P11/ P19. There may also be further demand to light some footpaths which need to be accessed in the dark.	0/? There may be some local and short term impacts from construction work as a result of this objective, and as such impacts are temporary they will be of low significance. Addressing health and safety impacts may increase demand for lighting in some areas.	0/? There may be some local and short term impacts from construction work as a result of this objective, and as such impacts are temporary they will be of low significance, and will also be considered by P11/P19. The objective may also drive demand for lit footpaths and bridleways which may contribute to light pollution.
2. Will it minimise impacts on air quality?	+ Yes – P2 and P3 achieve this	N/a.	+ Yes – prioritising maintenance to routes that give access to goods and services and experience high demand will reduce car use.	+ Yes – it may encourage more commutes to be made by foot and bicycle.
3. Will it minimise contributions to climate change?	0/+ – carbon consumption is likely to be reduced in the medium term as principle P2 maximises opportunities for PROW to contribute to safer and greener travel and P3 emphasises access by sustainable transport. However, choice of materials during construction will have an impact on the overall carbon footprint of any improvements made, though other objectives promote sustainable materials.	0 / + Improved signage may encourage people to walk and cycle rather than using the car. However, choice of materials during upgrading of footpaths / implementing signage will have an impact on the overall carbon budget and objective 6 deals with sustainable materials.	+ Yes – prioritising maintenance to routes that give access to goods and services and experience high demand will reduce car use. Consideration of sustainability will also help reduce greenhouse gas emissions.	+ / ? Carbon may be saved as a result of people choosing to commute by bicycle, or on foot as a result of P13. However, it is unclear to what extent promoting the rights of way network as a tourist resource will have on carbon as much will depend on how people access the network and where from. As long as P13 is considered alongside P3 this will go some way to mitigating climate change effects.
4. Will it improve the resilience of public rights of way to the impact of climate change?	n/a. This is dealt with elsewhere in the objectives.	n/a. This is dealt with elsewhere in the objectives.	? : There is no reference in the principles to addressing the impacts of climate change, though P8 does state that addressing health and safety issues will be a priority. Problems may occur where climate change exacerbates problems such as erosion in non-priority areas, where the eroded condition of a right of way may be causing important habitat loss or slope failure, though such impacts may be relatively small scale in the non priority areas as they are likely to be less widely used.	+ A potential impact of climate change is that warmer drier summers may increase the potential of the rights of way network as a tourist resource ⁵ . Principle P14's consideration of wider promotional opportunities may help capture some of this opportunity.
5. Will it preserve and enhance and allow appreciation of the county's landscape?	0: This is very situation dependent. In most circumstance rights of way linked with access to goods and services will have an insignificant visual impact, though if such a route is in an area of high landscape quality (such as an AONB), inappropriate choice of materials may	0: The objective and principles considered on their own may have some small-scale insignificant negative impacts on landscape, for instance if signage is out of character with landscape. However, objective 6:	+ / ? : Generally yes, as a well maintained network will help preserve landscape character (assuming the existing network is already a positive component of the landscape). However, a strategy to prioritise certain routes	+/- Generally promoting the network will allow people to experience North Yorkshire's landscape and they may become more engaged in its protection. However, there may be some negative impacts on landscape character areas,

⁵ Natural England's Climate Change Risk Assessment and Adaptation Action Plan reports that 'warmer drier summers, and changes to habitats and landscapes will result in an increased appeal of certain areas of the country at certain times of year. This will encourage more people to visit and use the outdoors and more people to holiday in England as opposed to abroad....'. Natural England, 2012. Natural England's climate change risk assessment and adaptation plan. Natural England General Publication, Number 318.

Sustainability Checklist Question	Objective 1 / Principles - 'Accessibility'.	Objective 2 / Principles - 'Usability'	Objective 3 / Principles - 'Maintenance'	Objective 4 / Principles - 'Economy'
	increase the significance of such impacts. However, this is dealt with to a large extent through objective 6.	P18 should moderate any effects.	that does not include maintaining routes in more remote areas of high landscape quality might suggest these routes may receive less attention. In most cases this will have an insignificant effect on landscape, however where erosion problems occur in areas of high landscape quality this may result in the creation of local scale visual impacts. However, it should be noted that erosion is most likely in well used areas so in practice the strategy may address the most significant cases and the overall effect may be of relatively low significance (though much depends on the thresholds for investment). A further issue may be a strategy to prioritise certain rights of way may mean that some of the most 'inspirational' landscapes may be missed off the list of priorities and thus may become less accessible. Conversely, inappropriate maintenance may also have negative impacts. Recognising the need to prioritise those routes identified in P8, to some extent this impact will be addressed by P10 'considering the role of volunteers' (who may have overlapping conservation / access interests) and partners (objective 9).	particularly those that include as part of their landscape characteristics references to wildness or remoteness as levels of recreational disturbance increase.
6. Will it protect and minimise the use of natural resources and minimise waste?	?: While the objective is used alongside the principles that underpin objective 6, because improving accessibility will drive resource use it is only as resource efficient objective 6 makes it. Issues may occur, for instance, where waste must be dealt with.	? On its own the objective would drive natural resource use. However, the objective will minimise the use of natural resources when considered alongside objective 6. Issues may occur, for instance, where waste must be dealt with.	+/? P11 focuses on considering sustainability when planning or executing works and sourcing materials. However, it is unclear how waste will be considered – for instance where a footpath is resurfaced, or a sign replaced to what extent will that material be re-used?	0/+. The objective and principles on their own have a neutral impact on resource use. Other objectives (e.g. 6) are likely to make any project work arising under the objective to be positive in relation to resource use.
7. Will it protect and enhance townscape character?	? This is very situation dependent. In most circumstance rights of way linked with access to goods and services will have an insignificant visual impact, though if such a route passes a conservation area, for example, choice of materials may increase the significance of impacts.	0 Generally the usability of the network will have a minimal / negligible effect on townscape character.	0: The objective and principles are unlikely to exhibit significant positive or negative effects in relation to the sustainability checklist question.	+ . The objective and principles could potentially encourage more access to historic townscapes potentially helping to preserve their character if it reduces the levels of traffic to those townscapes, though positive effects are likely to be small in scale.
8. Will it protect, enhance and improve access to historic and	? Objective P3 should encourage greater use of sustainable transport, including potentially to	+ Generally a usable network will increase access. Effects on 'setting'	? In high demand areas the objective and principles will improve access, and	+/? The objective and principles may improve access to historic assets with

Sustainability Checklist Question	Objective 1 / Principles - 'Accessibility'.	Objective 2 / Principles - 'Usability'	Objective 3 / Principles - 'Maintenance'	Objective 4 / Principles - 'Economy'
environment assets of the county whilst preserving their setting?	historic sites. Furthermore, the objective works in combination with objective 6, which will allow safeguards for many potentially negative effects to be implemented. However, general increases in access may exert additional pressure on some more sensitive historic or environmental assets, particularly those not protected by designation. Alternatively, greater access to the historic and natural environment would have positive effects such as increased public empathy for the resource.	will generally be countered by objective 6: P18	help maintain the historic resource by ensuring people stick to footpaths. Outside of the prioritised areas it is unclear how maintenance will be delivered.	tourism potential, though increased levels of access may have deleterious effects on some historic sites (and positive effects on others as they benefit from visitor spending).
9. Will it conserve and enhance biodiversity and geological diversity and minimise the adverse impacts of public access?	+ / ? Emphasis on sustainable transport is likely to reduce climate change (which affects biodiversity) and reduces road kill. Creating more routes will also have beneficial effects where they discourage people from making their own desire lines. However, there may be construction impacts on wildlife in the short term – for instance if maintenance activity requires disruption of habitat. Objective 6 will go some of the way to offsetting these impacts, though it is uncertain how fully third party contactors or other agents will fully implement the principles that underpin it.	+ Yes. A more usable network, with signage and high status routes will in general have a net positive effect on biodiversity and geo-diversity as it will encourage users to stick to the network rather than creating their own desire lines or routes.	+ / ? Sustainability will be considered when planning and executing works and sourcing labour and materials. However a clear definition of what sustainability means in this context will maximise the benefits for biodiversity and geodiversity. A question remains as to whether non prioritised routes would be more prone to impacts such as erosion as a result of a possible lower level of maintenance. This could lead to local scale habitat loss if relatively well used routes fall below the priority threshold.	? / +/- The objective may increase access to biodiversity and geodiversity and increase recreational pressure on them. However, visitors may also become more likely to be advocates for the protection of the sites they visit.
10. Will it minimise the impact of rights of way on water quality?	0. There may be some local level impact where erosion or construction activity interfaces with a watercourse but there is nothing inherent in the wording of these objectives that is likely to increase such impacts.	0: No impacts predicted.	? On maintained footpaths impacts on water quality are likely to range from neutral to occasionally positive. If some rights of way receive a lesser standard of protection water quality impacts are likely to range between neutral and negative ⁶ .	0/-: No direct impact predicted, though increased visitor numbers on some paths may increase erosion with some knock on effects on water quality.
11. Will it encourage healthier lifestyles?	+ Yes, more accessible footpaths will encourage more active travel, which is beneficial to health.	+ Yes, more usable footpaths will encourage more active travel, which is beneficial to health.	+ Broadly 'Yes', more usable footpaths will encourage more active travel, which is beneficial to health. If some more remote footpaths receive less maintenance there may be a small loss in potential for fitness use, though it will be the routes that lie close to settlements that are most widely used and have the most potential for health	+ Yes. If people commute by walking or cycling they will be healthier.

⁶ The role of tracks and footpaths in contributing to sediment loading in watercourse is complex. A Defra report explored the impact of different land uses on sediment and pollutant loading in watercourses. In upland areas of grassland the authors identified sources of sediment loading in watercourses from recreation (with increased visitor pressure), tracks and boundaries (except where they prevent access to streams). However, even when not in an eroded state tracks may act as a means of transporting sediments to watercourses, and with erosion they may also contribute metals to watercourses. (Stevens, C. Et al. Undated. Understanding the Contribution of Grass Uplands to Water Quality: Defra Project WQ0121: Draft Report. [<http://eprints.lancs.ac.uk/31189/1/2.pdf>]). The effects of sediment loading from eroded trails 'has the potential to degrade adjacent water bodies. When these fine sediments settle out in nearby streams, wetlands, vernal ponds, ponds, they can smother plants and invertebrates with the potential to cause major disruptions in aquatic food webs and nutrient cycling. This influx of fine sediments can also fill in and cover gravel beds and stream beds, which provide critical habitat for a number of fish, amphibians, invertebrates and plants' (Clean Water Future, undated. Controlling Erosion on Recreation Trails' [<https://www.cleanwaterfuture.org/projects/trail-erosion/>]).

Sustainability Checklist Question	Objective 1 / Principles - 'Accessibility'.	Objective 2 / Principles - 'Usability'	Objective 3 / Principles - 'Maintenance'	Objective 4 / Principles - 'Economy'
12. Will it improve safety and security?	+ Generally Yes, more walking / cycling in the place of road journeys will improve health.	+Yes, a well signed network will reduce the risk to users.	gains. +Yes, well maintained spaces may attract less antisocial behaviour than those that have fallen into disrepair ⁷ .	0: No impact predicted.
13. Will it encourage and promote access to rights of way by public transport?	+Yes, P2 and P3 help achieve this.	0: No effect on encouraging people to access the network by public transport, though this is dealt with by objective 1.	0: No effect on encouraging people to access the network by public transport, though this is dealt with by objective 1.	0: No effect on encouraging people to access the network by public transport, though this is dealt with by objective 1.
14. Will it improve access to public amenities and green infrastructure	+ Yes, P1 and P3 help achieve this.	+Yes; a more usable network will make green infrastructure and other amenities more accessible.	+ Yes, well maintained access will encourage some people to access green infrastructure.	+Some small benefits may accrue as this objective may encourage access to accessible green spaces that may be seen as tourism assets (e.g. large parks).
15. Will it support the development of the local economy whilst protecting the environment	+Yes, P1 helps achieves this	+Yes: a more usable network will add to the transport choices that individuals have when accessing employment or services.	? / + Broadly yes, a well maintained network will add to the transport choices that individuals have when accessing employment or services , though if some lower priority tracks receive less maintenance usage levels may drop off, though the net effect is likely to be broadly positive. However a further issue may be a strategy to prioritise certain rights of way may mean that some 'inspirational', and thus marketable, landscapes may be missed off the list of priorities for access and thus may become less accessible.	+The objective directly links the rights of way network with economic benefits.

Sustainability Checklist Question	Objective 5 / Principles – 'Improvement'	Objective 6 / Principles – 'Environmental Sustainability and Climate Change'	Objective 7 / Principles – 'Health'	Objective 8 / Principles – 'Safety'	Objective 9 / Principles 'Partnerships'
1. Will it minimise noise, vibration and light pollution impacts from construction in sensitive areas?	0: No impact predicted	? Much depends on how sustainable is defined by the ROWIP, though P19 will help ensure the effects of maintenance and improvement activity are mitigated. Project level guidance on mitigating for noise and light pollution through the construction and operation stages may be beneficial.	0. No impact predicted.	0. No impact predicted.	0. No impact predicted.
2. Will it minimise impacts on air quality?	0: No impact predicted.	+ Principle 20 is to 'seek opportunities for use of	? The objective and principles promote the use of rights of way	0. No impact predicted.	0. No impact predicted.

⁷ See, for example CIWEM, undated. Parks and Urban Green Space [<http://www.ciwem.org/policy-and-international/policy-position-statements/parks-and-urban-green-space.aspx>].

Sustainability Checklist Question	Objective 5 / Principles – ‘Improvement’	Objective 6 / Principles – ‘Environmental Sustainability and Climate Change’	Objective 7 / Principles – ‘Health’	Objective 8 / Principles – ‘Safety’	Objective 9 / Principles ‘Partnerships’
		sustainable forms of transport in the promotion of the network’, which will, where implemented, reduce air pollution.	for exercise. It is unclear, however, whether people will seek to use their local rights of way or whether they will drive, for instance, to more exerting terrain elsewhere in the County. To enhance the use of local paths P22 could be amended to include a reference to accessible health and wellbeing.		
3. Will it minimise contributions to climate change?	+Yes – seeking to protect and enhance the network will help in the wider drive to minimise contributions to climate change.	+ Yes, the emphasis on ‘sustainable methods and materials’ and sustainable transport are likely to reduce generation of greenhouse gases.	? Much depends on how the principles are implemented. For instance, whether people are encouraged to access local resources for health and wellbeing or whether they feel they must travel by car to more distant resources.	0. No impact predicted.	0. No impact predicted.
4. Will it improve the resilience of public rights of way to the impact of climate change?	0: The objective does nothing specific to benefit or disadvantage climate change resilience. However, the opportunity to pro-actively think about climate change prior to providing advice may exist in relation to the ‘improvement’ objective, for instance by adjusting P15 to ‘provide advice to land interests and planning authorities to ensure that the long term coherence of the network is protected and enhanced during the development process’. This would give the opportunity to think about, for instance, the flood risk to public path diversions for example.	+ Yes. By ensuring that ‘new and replacement network assets account for likely changes in climate’ will help improve resilience. However, the effects of climate change will not be confined to new network assets. For instance, increased flood risk to walkers may be seen as a health and safety risk in the short to long term ⁸ , and consideration of preparing for such risks may need to proceed ahead of plans for replacing assets (for instance by educating users about risks at an early opportunity).	0 No impact predicted.	+ Yes. Climate change presents a number of risks to different user classes, so the objective and principle P25 in particular allow scope to tackle some of these risks and this improve users’ resilience.	+ Yes. Engaging with the local community is an essential prerequisite of identifying local changes that may be a result of climate change (such as areas that are becoming more prone to flooding) and thus being able to plan for resilience.
5. Will it preserve and enhance and allow appreciation of the county’s landscape?	0: No impact predicted.	+ Yes. Objective P18 includes reference to works being ‘generally compatible with the	? It is unclear what is meant by ‘consider the potential for contributing to health and	0: No impacts predicted, though there could be some very minor / insignificant impacts on vistas if	+ Yes. A cornerstone of the European Landscape Convention is that landscape is

⁸ The UK Climate Change Risk Assessment Assesses risk factors across 3 time bands: 2020s onwards, 2050s onwards and 2080s onwards. Flood risk to health is seen as being of ‘medium consequences (negative)’ in the near term (2020s onwards) and the evidence of numerous studies, including North Yorkshires Strategic Flood Risk Assessment (SFRA) are that flood risk is significant in a number of areas around the County now – see Defra et al (2012), Summary of the Key Findings from the UK Climate Change Risk Assessment 2012 [http://randd.defra.gov.uk/Document.aspx?Document=Summary_of_Key_Findings.pdf] and North Yorkshire County Council, undated, Strategic Flood Risk Assessment Technical Report (Unpublished Draft – available from the author / expected publication Summer 2012)

Sustainability Checklist Question	Objective 5 / Principles – 'Improvement'	Objective 6 / Principles – 'Environmental Sustainability and Climate Change'	Objective 7 / Principles – 'Health'	Objective 8 / Principles – 'Safety'	Objective 9 / Principles 'Partnerships'
		landscape and natural and historic environment of North Yorkshire'.	wellbeing when planning maintenance activity'. If this means changes to signage / infrastructure sensitivity to local landscape should be observed.	inappropriately placed signage / infrastructure results. However, other objectives (e.g. 6) should deal with this.	the function of people's perceptions ⁹ . To get communities' perspectives on the effects of improving rights of way would therefore be beneficial.
6. Will it protect and minimise the use of natural resources and minimise waste?	0: No impact predicted.	+ /? Yes. P17, to 'ensure the use of sustainable methods and materials in network maintenance and improvement' should minimise the use of natural resources. However, much will depend on how 'sustainable' is defined, and it is not clear whether minimising waste is included in this definition.	0. No impact predicted.	0. No / insignificant predicted if this objective is used in conjunction with objective 6.	0. No impact predicted.
7. Will it protect and enhance townscape character?	0 / +: potentially any advice given under P15 could also include advice on consistency with townscape character, though any effects will be very small scale.	? There is no reference to townscape within the principles, though parts of the townscape may be considered to be part of the historic environment. It would, therefore, be prudent to include a reference to townscape in Objective 6, P18.	? It is unclear what is meant by 'consider the potential for contributing to health and wellbeing when planning maintenance activity'. If this means changes to signage / infrastructure sensitivity to local townscape should be observed	0 No impacts predicted, though there could be some minor / insignificant impacts on townscapes if inappropriately placed / designed signage / infrastructure results	+Yes. The community perspective on how rights of way relate to townscape would be beneficial.
8. Will it protect, enhance and improve access to historic and environment assets of the county whilst preserving their setting?	0: No impact predicted. However, where advice to land interests incorporates the principles laid out elsewhere in the ROWIP there may be some benefit.	+ Yes. Principle P18 includes the historic environment in the list of things rights of way should be generally compatible with.	0 No impact predicted.	0 No impacts predicted if this objective is considered alongside objective 6.	+ Yes. Seeking the views of statutory and non statutory consultees is likely to benefit the historic environment.
9. Will it conserve and enhance biodiversity and geological diversity and minimise the adverse impacts of public access?	0: No impact predicted. However, where advice to land interests incorporates the principles laid out elsewhere in the ROWIP there may be some benefit.	+ Yes. Principle P18 includes the natural environment in the list of things rights of way should be generally compatible with. Coupled with the use of sustainable materials cited in P17 this should conserve and may to a limited extent enhance biodiversity while reducing the impacts of public access to biodiversity / geodiversity sites. P19 will also allow impacts on biodiversity to be minimised, however it would be beneficial to reword P19 do that direct and indirect effects, rather than just	0 No impact predicted.	0 No impacts predicted if this objective is considered alongside objective 6.	+ Yes. Seeking the views of statutory and non statutory consultees and local communities is likely to benefit the natural environment.

⁹ The Council of Europe. 2000. European Landscape Convention [<http://conventions.coe.int/Treaty/en/Treaties/Html/176.htm>]

Sustainability Checklist Question	Objective 5 / Principles – ‘Improvement’	Objective 6 / Principles – ‘Environmental Sustainability and Climate Change’	Objective 7 / Principles – ‘Health’	Objective 8 / Principles – ‘Safety’	Objective 9 / Principles ‘Partnerships’
		secondary effects are considered.			
10. Will it minimise the impact of rights of way on water quality?	0: No impact predicted. However, where advice to land interests incorporates the principles laid out elsewhere in the ROWIP there may be some benefit.	+ Yes, P18’s taking ‘account of legislation’ and general compatibility with the natural environment’ as well as P19’s emphasis on mitigating effects should allow impacts on water to be minimised. However it would be beneficial to reword P19 do that direct and indirect effects, rather than just secondary effects are considered.	0 No impact predicted.	0 No impacts predicted.	+ Yes. Seeking the views of statutory and non statutory consultees and local communities is likely to benefit water quality if areas of right of way that contribute to turbidity of watercourse are identified.
11. Will it encourage healthier lifestyles?	0: No impact predicted. However, where advice to land interests incorporates the principles laid out elsewhere in the ROWIP there may be some benefit.	+ Yes. P20 seeks ‘opportunities for use of sustainable forms of transport’ – walking and cycling benefit health.	+ Yes. The objective and principles are all about encouraging health and wellbeing.	0 No impacts predicted	+ Yes. Supporting and encouraging individuals who wish to contribute to improving rights of way will have health benefits.
12. Will it improve safety and security?	0: No impact predicted.	+ Yes. P17’s taking ‘account of legislation...’ may help improve safety during construction works. Other safety considerations are dealt with under objective 8.	0. No impact predicted.	+ Yes. Given the focus of this objective on safety it is highly likely to improve safety and security.	+ Yes. Supporting and encouraging individuals who wish to contribute to improving rights of way and engaging communities and consultees can help identify safety and security risks.
13. Will it encourage and promote access to rights of way by public transport?	0: No impact predicted though it may be possible for advice in relation to diversions to make better links to the transport network.	+ Yes. P19 ‘seek[s] opportunities for use of sustainable forms of transport in the promotion of the network.	0. No impact predicted. Other objectives achieve this.	0 No impacts predicted.	0. No impacts predicted.
14. Will it improve access to public amenities and green infrastructure	+ Ensuring that the network is protected and enhanced in relation to new development is likely to encourage better access to public amenities / green infrastructure / the countryside.	+ Yes. P20’s emphasis on sustainable transport will help increase access to public amenities. Principle P1 is, however, more directly relevant.	+ Yes. One would expect that by engaging with partners delivering health care the potential for rights of ways improving access to green infrastructure (which is linked to physical and mental health benefits) would be explored, where appropriate.	+ Yes. The objective and principles will reduce conflict between user groups making public amenities and green infrastructure seem more accessible by non motorised travel.	?/+ it is uncertain whether engagement with stakeholders would improve this as much depends on the local context. However, in some areas local people may identify improved access to these amenities as important.
15. Will it support the development of the local economy whilst protecting the environment	?: In many cases diversions will have no net benefit or dis-benefit for the economy, but there may be some residual benefits in terms of linking people with sustainable routes to work or leisure. Conversely diversions that are close to development in some	+ Yes. P20 appears to apply to all forms of sustainable transport so it seems likely that outcomes under this principle may include better linkages between walking and, for example, the bus. This will help support the local economy in a sustainable way by giving people greater access	0. No impact predicted.	+ Yes. The objective and principles will reduce conflict between user groups making employment sites seem more accessible by non motorised travel.	?/+ The extent to which stakeholders will support this objective is unclear, though where communities are close to employment sites there may be some interest in promoting linking routes between housing and employment sites.

Sustainability Checklist Question	Objective 5 / Principles – ‘Improvement’	Objective 6 / Principles – ‘Environmental Sustainability and Climate Change’	Objective 7 / Principles – ‘Health’	Objective 8 / Principles – ‘Safety’	Objective 9 / Principles ‘Partnerships’
	circumstances may have a net dis-benefit as existing users’ positive perception of particular routes changes to something more negative.	to jobs and also opening up the countryside to people who don’t wish / have the means to arrive by car.			

Key

+	Positive impact
-	Negative impact
0	No identifiable impact
?	Uncertain impacts

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