

NORTH YORKSHIRE COUNTY COUNCIL

TRANSPORT, ECONOMY & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

7 NOVEMBER 2012

PUBLIC RIGHTS OF WAY OVERVIEW

Report of the Corporate Director – Business and Environmental Services

1.0 PURPOSE OF REPORT

1.1 Purpose of Report

1.2 The purpose of this report is to give members an overview of the Public Rights of Way maintenance service.

2.0 BACKGROUND

2.1 Following the Chairman's mid-cycle briefing in March 2012, members requested an overview of the service, outlining its day to day work and future challenges it faces.

3.0 DUTIES AND RESPONSIBILITIES

3.1 Public Rights of Way is the collective term used for the network of public footpaths, bridleways, restricted byways and byways open to all traffic which are recorded on a document known as the Definitive Map & Statement. This is the legal record of all such ways and was created following the National Parks and Access to the Countryside Act (1949).

3.2 Public Rights of Way are a class of Public Highway and share many of the same pieces of legislation which apply to the vehicular highway network. The Council is the Highway Authority for all classes of highway within its area and this function is discharged by the Highways & Transportation service area for the vehicular network (those routes recorded on the List of Streets) and by Waste & Countryside Services for those routes recorded on the Definitive Map and Statement.

3.3 As Highway Authority for the public rights of way network within its area the Council is responsible for the management and maintenance of the network as well as having a duty to keep the Definitive Map & Statement up to date.

3.4 Following the Countryside and Rights of Way Act (2000), the Council is also an Access Authority in respect of 'Open Access' land created by the Act.

Open Access land constitutes parcels of land designated by Natural England as mountain, moor or heath and available for access by the public.

- 3.5 As an Access Authority the Council is consulted by Natural England on changes in respect of this land and has powers to maintain signage and access points, including the provision of gates.

4.0 NORTH YORKSHIRE'S PUBLIC RIGHTS OF WAY NETWORK

- 4.1 North Yorkshire has the largest public rights of way network in England, stretching to over 10,000km (6000 miles).
- 4.2 The network provides one of the key means by which residents and visitors can access and enjoy the County's unique landscape. A well maintained network is vital in supporting both the visitor economy of the county and is a key tool in addressing the health and well-being of its residents. In addition parts of the network form important commuter links in our local communities.
- 4.2 The Council currently delegates its duties as Highway Authority to the Yorkshire Dales National Park Authority and the North York Moors National Park Authority within their respective boundaries and discharges the duties itself in the remainder of the county.
- 4.3 This means that the Council directly manage approximately 6000km of network whilst the National Parks are responsible for approximately 2000km of network each.

5.0 NETWORK CONDITION AND RESOURCE

- 5.1 Following methodology established by government in support of Best Value Performance Indicator 178 (now discontinued by central government), survey data is collected to give an indication of network condition. The most recent survey indicated that 72% of routes in the directly managed area were 'easy to use' (generally signed from the roadside, easy to follow and free from obstruction). The figure for the whole of the county was 74%. This was a half year result, the figure for the directly managed area for the last two full financial years was 64% (for the whole county the figure was 70% in 2011/12 and 71.5% in 2010/11).
- 5.2 Whilst there is insufficient resource to operate a system of regular inspection on the directly managed network, problems are identified through public complaints, volunteer reports and targeted officer inspections. There are currently in the region of 9000 outstanding maintenance issues on the network.
- 5.3 There are a range of types of issue affecting the network ranging from routine seasonal problems such as undergrowth to serious obstruction of the network by buildings. Every issue is unique and the resource required to resolve even

similar issues varies depending on a number of factors ranging from the position taken by the landowner to the accessibility of the site.

- 5.4 In the last financial year 3393 new issues were reported and 3508 resolved, the target for the current financial year is to resolve 3500 issues.
- 5.5 Including the Team Leader, there are 13 full time members of staff engaged in maintaining the network and the budget for direct maintenance spend in 2012/13 is £268,460 which equates to £44 per km.
- 5.6 Because of the scale of the network, the number of outstanding issues and size of the available resource it is necessary to prioritise issues for resolution. Prioritisation is carried out on a risk assessment basis which also factors in the priority of a route and the effect of a particular problem on that route (e.g has the route become impassable or is the issue an inconvenience). A copy of the current system for prioritisation is attached at Annexe 1.

6.0 THE PUBLIC RIGHTS OF WAY MAINTENANCE TEAM

- 6.1 Whilst the Definitive Map Team ensure that the Definitive Map and Statement is kept up to date through public path orders and Definitive Map Modification Orders, the maintenance team have responsibility for delivering day to day network management and maintenance.
- 6.2 Following restructure in September 2012 the team delivers this function through seven area rangers led by a senior ranger and three countryside access officers.
- 6.3 Area rangers oversee routine maintenance and enquiries about the network whilst the countryside access officers deal with complex legal issues and take a lead on project work delivering wider community benefits and seeking external funding streams. A structure and contact list is attached at Annexe 2 for information.
- 6.4 Service delivery is assisted by a network of Countryside volunteers who undertake a range of tasks from surveying to practical work such as gate and stile installation. Whilst there is a limit on the amount of volunteer help which can be harnessed owing to the officer support time required, we are currently exploring new ways of working with volunteers, particularly those not directly signed up to our own service to expand the potential.

7.0 OPPORTUNITIES AND FUTURE ISSUES

- 7.1 Whilst the likely overall future budget position of the Council will impact all services, there are a number of specific challenges and opportunities relevant to the rights of way maintenance team.

- 7.2 Following the government's last Comprehensive Spending Review, both National Parks have expressed the intent to withdraw from existing delegation agreements and seek to renegotiate these in light of their own difficult financial circumstances. This process is now formerly underway in the case of the Yorkshire Dales National Park Authority and is expected to commence shortly with the North York Moors National Park Authority.
- 7.3 A requirement of the Countryside & Rights of Way Act (2000) was that all Highway authorities prepare a rights of way improvement plan setting out how the management and improvement of the network could be changed to meet government aims of better provision for walkers, cyclists, equestrians and people with mobility problems.
- 7.4 The North Yorkshire Rights of Way Improvement Plan (RoWIP) was prepared in partnership with both National Parks and is now due for review. Given the funding position in which we find ourselves there is a requirement to carefully update the document so that it realistically reflects our aspirations and ability to manage and develop the network over the next ten years.
- 7.5 A copy of the draft RoWIP 2 is attached at Annexe 3 for information. In the interests of simplicity the Annexe does not contain the proposed appendices to RoWIP 2, these are available on request.
- 7.6 With the clear potential for static or diminishing resource, the team will be focussing on delivering an efficient service which maximises the contribution of the network to the economy and health of our local communities.

8.0 RECOMMENDATION

- 8.1 It is recommended that members receive this report for information.

DAVID BOWE
Corporate Director – Business and Environmental Services

Author of Report: Aidan Rayner

Background Documents: None

Public Rights of Way Priority Model

In thinking through an approach to prioritisation it was felt prudent to take a risk management based approach, which resulted in two conclusions:

1. A key consideration when dealing with Issues on the network must be the safety of the user
2. Additionally consideration must be given to the importance of the route to users and the effect of that issue on the route

1. The priority calculation

In order to produce a priority score for every issue it is necessary to record the key aspects which can then be used in a calculation. It is logical to use the CAMS database, the existing record of all network issues.

Using the available functionality of the CAMS database it has been possible to produce a calculation based on the following factors:

Factor No.	Factor Description	Factor Relates To	Priority Score Range
1	Likelihood of an accident	Issue	1-5
2	Potential Severity of the accident	Issue	1-5
3	Route Priority	Route	1-5
4	Effect on route	Route	1-6

The calculation has its base in the standard risk assessment calculation (Risk = Likelihood x Severity) which is then added to the Route based factors:

Priority = Likelihood x Severity + Route Priority + Effect on Route

This calculation returns a range of possible scores between 3 and 36, allowing all issues to be ranked in priority score order

Certain score ranges are linked to 'High, Medium and Low' priorities as an indication for the public. These are as follows:

Score Range	Priority given to the public
1 – 14	Low
15 – 24	Medium
25 and over	High

In the first instance the scored priority list will determine the work of the Ranger teams. However it is acknowledged that in the large area of operation which exists, it is efficient to deal with issues within the same geographical area at the same time, irrespective of priority. Thus a ranger will visit an area to deal with a high priority issue and whilst there will seek to resolve any nearby issues, ensuring that the whole route which was initially visited is as far as possible in a good condition before the ranger moves on.

2. Route Priority

Route priority score is awarded on the basis of Low = 1point, Medium = 3points, High = 5 points. In order to provide clarity and consistency in the priority awarded to individual routes as part of the prioritisation model, the following criteria are proposed:

Priority	Path Characteristics
High	<ul style="list-style-type: none"> • National Trails • Routes on the approved Promoted Route schedule • Routes providing access to employment & amenities • Routes linking communities • Routes within 1km of a community • Routes giving access to Open Access Land • Multi user paths with a clear public benefit
Medium	<ul style="list-style-type: none"> • Routes not falling into the High or Low categories
Low	<ul style="list-style-type: none"> • Cul-de-sac routes with no terminal point of interest • Routes which are duplicated by another route of greater convenience

3. Work Programmes

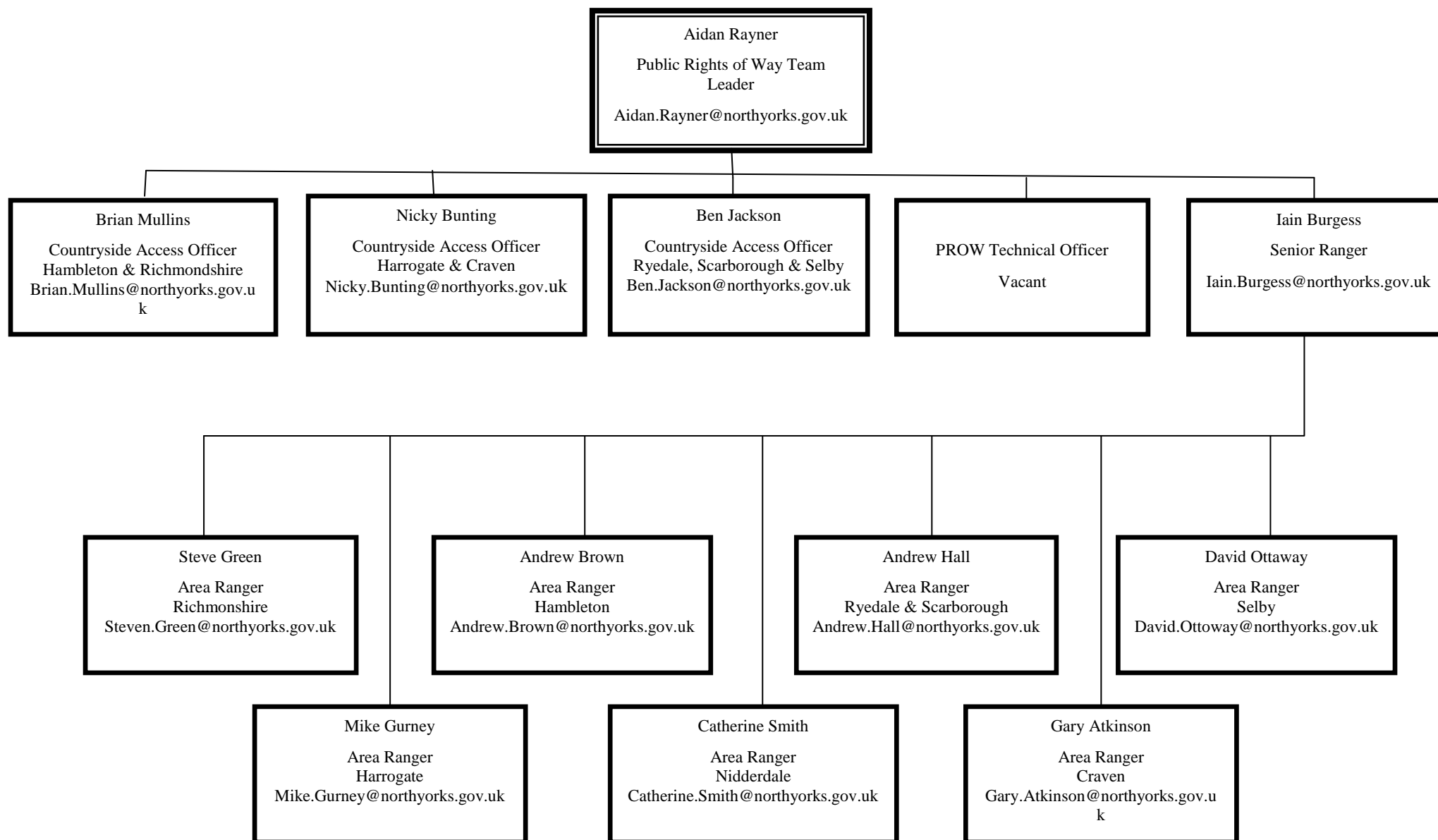
Whilst all issues can be scored using the model there are groups of issues which can be effectively dealt with as part of work programmes, which seek to maximise efficiency of resource. The following table summarises the proposed work programmes to be dealt with outside of the priority model:

Issue Type	Reason for Work Programme	Suggested approach
Seasonal Undergrowth	Undergrowth affects the network at specific times during the year and can be efficiently managed through a proactive cutting regime which reduces the number of reported issues	A proactive cutting programme with all reported undergrowth issues dealt with between April and October as part of the programme delivered by contractors and volunteers
Ploughing & Cropping	Ploughing and cropping	Two annual ploughing

	affects the network during specific time windows through the year and a consistent blanket approach to inspection and resolution is possible using the countryside volunteers	and cropping inspections (at sowing and peak growth periods) undertaken through the year using Countryside Volunteers supported by information and enforcement letters to landowners
Bridge replacement	Responsibility for the replacement of bridge structures lies with the Highways Asset management team who also provide funding. Priority decisions need to be taken in conjunction with that team	A bridge replacement programme prioritised separately in conjunction with Highways Asset management, backed up by an inspection regime supported by the Countryside Volunteers.
Major Projects	Works which require significant funding and specialist design and procurement input may be best dealt with as part of an annual programme allowing proactive scheduling.	An annual major projects work programme prioritised separately and with works scheduled in advance to maximise design and procurement efficiency.
Signposting	The most efficient use of funding in addressing missing roadside signposts is to bulk together signpost and signpost installation requirements, allowing economies of scale to be realised.	Two signposting programmes undertaken within the year, any new missing signpost reports will be bulked together and dealt with at the next signposting programme, meaning no more than 6 months for signposting issues to be resolved

Opportunities for further work programmes will be continuously reviewed.

APPENDIX 2



Consultation
Draft
North Yorkshire
ROWIP 2

Contents

	Page
1 Foreword	3
2 Introduction	3
3 Review of ROWIP 1	3 - 22
4 ROWIP2 Background	23
5 Objectives	24 - 27
6 Summary of Objectives and Principles	27 - 29
7 Equalities & Diversity	29
8 Strategic Environmental Assessment	29
9 Appendices	30 - 73

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.	*	Development of a series of promoted walks & rides publicised through the NY times and County Council website. Production of a booklet of walks utilising Open Access land in partnership with landowners and the Ramblers.	Website information developed including promoting to specific groups. <ul style="list-style-type: none"> • www.yorkshiredales.org.uk/gettingactive • www.mtbthedales.org.uk 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	Access Audit by Whitby DAG and re-launch of “Easy going Moors routes”. 2 navigation courses run to get people to find and use RoWs Mountain bike routes from Redcar & Cleveland into the Park improved; one now Sustrans route 168 Broughton Banks strategic bridleway signed and bed symbol used on footpath links to Gt Broughton. Foot and Cycle crossing of A169 at Lockton created for access to Dalby Forest for Moor to Sea Cycle

				<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 Snaisholme, 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

	<p>other disabilities.</p>		<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	<p>Increase the number of higher status routes available to a wider range of non-motorised users.</p>	*	<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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				<p>recreational motor vehicles on 10 of them, and carrying out major repair projects which have made them easier for people to enjoy:</p> <ul style="list-style-type: none"> • Mastiles Lane. 600m of surfacing. • Cam High Road. 6.3km drainage and surfacing • Arden 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 	
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AC6	Progressively roll out signage 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	Pennine Way <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	P Phased	Working Copy Definitive Map is now	Working Copy Definitive Map is	Working Copy Definitive Map is now available on

	Yorkshire available on the internet in a way which helps people to plan a trip in advance and which can link with other electronic information systems.	roll out by 2013	available on the website and regularly updated	now available on the website and regularly updated	the website and regularly 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</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.

				www.yorkshire.com/outdoors . 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	<p>Work with Defra to produce an information leaflet for landowners outlining responsibilities, where enforcement action will be taken and how to assist in improving the network.</p>	PP	<p>Landowners duties & Responsibilities leaflet produced – included in warning letters and circulated to NFU & CLA</p>	<p>Newsletter for 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.</p>	<p>NPA's landowner responsibility leaflet available and on website. Sent to arable farmers in spring and PCs autumn.</p>
AC13	<p>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>	*	<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 way improvements including investment in infrastructure, joint route promotion and advertising opportunities which are appropriate.	PP		Development of the Three Peaks Project to 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</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</p>

			access on foot year round.		Gormire Lake
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		

<p>AC19</p>	<p>Increase the availability of circular routes, routes which link communities together and routes which link to attractive areas for non-motorised users, especially aiming to join key missing links.</p>	<p>*</p>	<p>Applications for Definitive Map modifications and Diversion Orders to give priority to those applications which will help to create links and circular walks.</p>	<p>See AC5</p>	<p>Completed strategic bridleway route over 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>
<p>AC20</p>	<p>Develop the creation of strategic multi user non-</p>	<p>*</p>	<p>Engaged with Trans Penine Trail project</p>	<p>See AC5</p>	

	motorised rights of way linking service centres together, service centres with recreational centres and service centres to peripheral settlements.		giving multi user links between communities 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</p>

					<p>events guide. These and the Moorland Code and 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

<p>AC28</p>	<p>Create safe routes to school, 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>	<p>*</p>	<p>See AC4</p>	<p>At Stainforth a new 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>Creation of 686 metres field 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>
<p>AC29</p>	<p>Raise awareness of how different classes of user can enjoy sharing routes with other users in a responsible way.</p>	<p>*</p>		<p>See AC13 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</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</p>

				responsibly when using them.	Moors Message in Out and About guide; in interactive 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	£450 000 obtained in external funding from Yorkshire Forward and other funding partners for Settle/Giggleswick market town improvements £20 000 obtained from developers for route improvements	See AC14 National Trust Buckden Pike HF Holidays support for work on Plover Hill £17 000 NY Aggregates Levy funding for Grimwith project of £13 500.	Circular walk provided and promoted: Duncombe Park/ Rievaulx Abbey/ Rievaulx Terrace and Temples in conjunction with English Heritage, National Trust and Duncombe Park Estate. Heritage Connections project engaged B&ME communities.

			£90 000 funding secured through Natural England for Improvement of National trails over the plan period	Natural England funding for Pennine Way project officer and for works. Natural England funding for Pennine Bridleway Officer and associated works.	Private legacy used to fund 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).	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

				Dales Volunteer 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.	are Welcome Towns of Pickering and Guisborough
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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.