

Section 5 - Statement of Action

■ 5.1 Background

The Statement of Action forms the main focus of the Rights of Way Improvement Plan and represents a long term management strategy for the local rights of way network. It sets out the list of actions that we propose to take for the management of local rights of way and for securing an improved network. It has been developed from the widespread public consultation that was carried out. The assessment and analysis from the public consultation exercise resulted in the formulation of a series of key themes and aims which were subsequently supported by the two Local Access Forums for the County.

■ 5.2 Key themes

The Rights of Way Improvement Plan is guided by three key themes which have emerged from the public consultation. They are written up in the previous chapter and underpin the Statement of Action:

- **Theme A: Encourage routes that support the local economy and boost tourism.**
- **Theme B: Give more consideration to matters relating to conservation and biodiversity.**
- **Theme C: Promote the sustainable use of the network, encouraging healthier and more sustainable travel choices.**

■ 5.3 Aims

The Aims are listed in order of priority with the statutory duties for the Authority covered in Aims 1 and 2, the actions that relate to the Local Transport Plan and other Strategic Plans in Aims 3 and 4, with the final aim covering the provision of information which is vital if the benefits from the actions within the other aims are to be realised.

- Aim 1: Ensure that the existing public rights of way network is open and available for use.**
- Aim 2: Provide an up to date and widely available Definitive Map and Statement.**
- Aim 3: Provide a more connected, safe and accessible network suitable for all users.**
- Aim 4: Encourage greater community involvement in managing local Rights of Way.**
- Aim 5: Improve the promotion, understanding and use of the network.**

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The Statement of Action will take each of the Aims in turn and gives:-

- Detailed information on the issues behind each aim which have been identified from the consultation and network analysis and how they relate to each type of user.
- Current projects which are contributing to the aim.
- A list of identified needs and actions required to deliver each of the aims and to secure improvements.
- Small scale improvements or “quick wins” capable of being implemented at an early stage.
- An indication of resources required.
- The level of partnership working required to deliver the actions.
- Strategic links to the themes and other relevant strategies.

The Statement of Action will be supported by detailed annual work programmes which will set out more detailed plans and targets on individual schemes. These programmes will be submitted to the Local Access Forums each year.

■ 5.4 Key to Statement of Action tables

Resources required to deliver action points:

- ★ Action point can be achieved within funding and staffing resources equivalent to those allocated for 2006/07.
- ★★ Action point could be achieved with a slight re-prioritisation of resources by Derbyshire County Council or where additional resources are required but are likely to be successfully sourced. Where funding could be achieved through LTP2 or other committed sums this is indicated.
- ★★★ Actions that would require additional resources to be allocated by Derbyshire County Council or require external funding to be sought before they can be progressed.

Estimated costs

It is difficult to give precise figures for all action points. Instead the following symbols have been used to cover potential revenue/capital costs. If delivery is primarily a staffing issue then no symbol is recorded.

- £ Where it is estimated that the action will cost less than £10,000 per year.
- ££ Where it is estimated that the action will cost between £10,000 and £50,000 per year.
- £££ Where it is estimated that the action will cost more than £50,000 per year.

If a potential or actual funding source is already known then this is stated.

Main partnership delivery mechanisms

- No shading** Action point will be delivered primarily by Derbyshire County Council
- Light shading** Action point will be delivered through partnership working with other organisation(s)
- Dark shading** Action point will be delivered mainly by other partner organisations with support/encouragement from Derbyshire County Council

Abbreviations for key partners/organisations

Access Stakeholders	Large landowners or other key organisations involved with access such as: National Trust; Forestry Commission; Severn Trent Water; United Utilities; UK Coal; large private estates such as Chatsworth, Sitwell or Welbeck; National Forest Company; English Nature.
BCP	Bolsover Countryside Partnership.
BTCV	formerly British Trust for Conservation Volunteers.
BWB	British Waterways Board.
CLA	Country Landowner and Business Association.
DCC	Derbyshire County Council.
Defra	Department for Environment, Food and Rural Affairs.
emda	East Midlands Development Agency.
LAFs	Local Access Forums (Peak District LAF and Derby and Derbyshire LAF - DADLAF).
Local Councils	Parish, Town and in some cases District Councils.
NFU	National Farmers Union.
PCTs	Primary Care Trusts.
PDNPA	Peak District National Park Authority.
RPA	Rural Payments Agency.
SDDC	South Derbyshire District Council (operating an agency agreement for PRow management).
TICs	Tourist Information Centres.
User Groups	National and local groups representing all the different groups of users, examples of which include : Ramblers Association (RA), Peak and Northern Footpaths Society (PNFS), British Horse Society (BHS), Cyclists Touring Club (CTC), Sustrans, Trail Riders Fellowship (TRF).

Other Abbreviations:

BVIP	Best Value Improvement Plan produced for the Countryside Service within the County Council.
BVPI 178	Best Value Performance Indicator 178 which monitors the 'ease of use' of public rights of way. National indicator monitored by Audit Commission
DDA	Disability Discrimination Act.
LTP2	Second Local Transport Plan (2006-11).
MMA	Minor Maintenance Agreement (for Local Councils to manage some elements of path maintenance works on paths in their own area).
PRow	Public Rights of Way.
SEA	Strategic Environmental Assessment within LTP2.

■ 5.5 Statement of Action tables



- Aim 1: Ensure that the existing public rights of way network is open and available for use.**

The actions in this section should ensure that the existing public rights of way network consisting of 5,121 km of footpaths, bridleways, restricted byways and byways open to all traffic are well signed, free from unlawful obstruction and well maintained, thereby encouraging greater public use and confidence in the network.

Conclusions arising from the Assessment

Focusing on making the existing network easier to use was one of the main priorities for all groups consulted. Consultees wanted to see paths correctly signposted, with well maintained surfaces and structures, including cutting back of intrusive vegetation and the efficient removal of obstructions.

Over the last three years there has been a steady improvement in the BVPI 178 (ease of use) results, increasing from 51.5% in 2003 to 67.7% in 2005. The survey is based on a 5% random sample of the total length of the public rights of way network, divided into two sets and surveyed during the months of May and November.

Path structures:-

- 93% of bridges in the sample passed the 2005 BVPI survey.
- 93% of stiles, gates or other types of barriers passed the 2005 BVPI survey.
- Despite this walkers, horse riders and disabled people said that the poor condition or design of stiles, gates and other structures put them off or meant that they were not able to use certain paths or trails.
- People did however want to retain traditional features in the Derbyshire landscape such as stone squeeze stiles.

Ploughing and cropping/ obstructions:-

- 30.5% of paths in the sample were obstructed by buildings or fences etc.
- In the Citizens Panel and user questionnaires, respondents said that they were put off by paths being obstructed or overgrown.
- 35.4% of paths in the sample failed the BVPI survey in 2005 because they were obstructed as a result of ploughing or cropping of paths across arable fields.
- The problems associated with ploughing and cropping and other obstructions on paths, now appear to be the main contributory factors to a lower performance level and efforts continue to deal with the backlog of complaints

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as speedily as possible. In the last year, performance in these areas has improved by 30% and 23% respectively.

Surfacing:-

- Only 6.5% of paths in the 2005 BVPI survey failed due to poor surfacing.
- The consultation exercise picked up that many people feel that surfacing is still a problem and that surface improvements above the statutory minimum need to be carried out to make it easier for people to use the network.
- When local councils were asked to suggest specific improvements to their path network, surface improvements were the most requested.
- The focus groups identified that improvements were particularly needed around gateways and at other 'pinch points'.

Signing and waymarking:-

- The Authority has made a conscious effort to improve signing, especially where rights of way leave a metalled road. The percentage pass rate for paths surveyed for the BVPI survey has risen from 66% in 2003 to 78.7% in 2005.
- Improvements to signing and waymarking were nevertheless highlighted as an important improvement that would help people to have more confidence in using the network.

Current relevant projects

The County Council has recently re-launched its **ploughing and cropping policy**, which has been strengthened in terms of taking enforcement action and carrying out prosecutions. This is being combined with the publication of advisory leaflets and targeted campaigns amongst the landowning community.

A new leaflet has been produced to make it easier to **report path problems**. The leaflet has been distributed widely around the county and it is also possible to report problems via the County Council's web site or through Call Derbyshire.

The County Council has been reviewing the amount of staff time that it allocates to rights of way and access work within the Countryside Service. Several initiatives have been progressed over the past 3 years to investigate how the area ranger and warden teams can work with staff within the public rights of way section to **deliver an improved service**.

The County Council has placed a high priority on installing roadside signposts over the past 5 years. Since 2000 nearly 5,000 **signposts** have been installed or replaced.

Considerable progress has been made to establish **close links between rights of way and the Local Transport Plan** process - as part of the integration of the Rights of Way Improvement Plan into the second Local Transport Plan (LTP2). Opportunities now exist to incorporate improvements of rights of way and other access projects into the bidding process to acquire extra funding.

The County Council **works with other groups/organisations** to deliver rights of way and access work, including Minor Maintenance Agreements (MMAs) with Local Councils, a Field Path Maintenance Scheme with farmers, a service level agreement with the Peak District National Park Authority and a full agency agreement with South Derbyshire District Council.

The Improvement and Scrutiny Committee's Environment and Highways Panel has undertaken a **Review examining the use of motorised vehicles in the Countryside** resulting in the formation of an approved action plan which includes the need to establish a sustainable approach to the maintenance of byways and other routes open to motorised vehicles. The final report was approved on 2 February 2005.

Aim 1: Ensure that the existing public rights of way network is open and available for use

Identified need: 1a) Improve the overall BVPI 178 pass rate (as a percentage of rights of way that are easy to use by the general public) to target 70% pass rate for 2006/07 and a minimum of 75% from 2007/08 onwards						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Reallocate staffing and volunteer resource to identify and deal with problems on the ground - Minimum of 450 person days per annum from each of the three Countryside Service Area teams i.e. a total of 1,350 person days per annum to augment the work of PRow staff.	★★	DCC	PDNPA SDDC Local Councils User Groups BTCV Volunteer Groups	(✓) 2007	BVIP Countryside Strategy LTP2 Local Area Agreement
ii	Produce plan on how to achieve a 100% survey of the network using the BVPI 178 methodology. Link to Aim 1e) Delivered by Aim 4 a) iii	★	DCC	DCC PDNPA SDDC	2007	
iii	Complete roadside signposting programme (including the surveying and replacement/ installation of missing signposts)	★★ LTP2 ££	DCC	DCC PDNPA SDDC Local Councils User Groups	2008	LTP2

Aim 1: Ensure that the existing public rights of way network is open and available for use

Identified need: 1b) Improve the surface condition and drainage of routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Produce annual prioritised list of those paths in most need of surface improvements or which benefit the most users (in line with LTP2 targets) to tackle backlog of identified urgent path repairs. This list will form the basis for bidding for funds through LTP2.	★★ LTP2 ££	DCC	PDNPA SDDC LAFs	2007/08	LTP2 - Accessibility Theme B
ii	Implement sustainability aspect of Improvement and Scrutiny Committee Action Plan with respect to use by motorised vehicles. Pilot initially in Peak District National Park area and raise awareness of process amongst land managers and user groups.	★★ ££ Pilot project to identify resources required	DCC PDNPA	LAFs User groups Local Councils	Complete pilot project by end 2007 Implementation dependant on resources ★★★	I & S Review Themes B & C

Aim 1: Ensure that the existing public rights of way network is open and available for use

Identified need: 1c) Strengthen enforcement procedures to deal with ploughing and cropping and the removal of unlawful obstructions						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Resolve all reported ploughing and cropping problems within 8 weeks by continuing to serve notices and target repeat offenders with prosecution in line with ploughing and cropping policy.	★	DCC	SDDC	2006-11	Agreed policy
ii	Target 75% of reported obstructions removed within 12 weeks by continuing to serve notices and target repeat offenders with prosecution.	★	DCC	SDDC	2006-11	
iii	Liaise with landowners/ managers (inc agricultural contractors) to raise awareness of PRow responsibilities and enforcement protocol, including promotion of ploughing and cropping leaflet.	★	DCC	Land managers CLA/NFU Stakeholders LAFs SDDC	2006-11	
iv	Investigate influence of cross compliance requirements for Single Payment scheme and report failures to the RPA.	★★	DCC	RPA CLA/NFU Natural England	2007	Defra Common Agricultural Policy

Aim 1: Ensure that the existing public rights of way network is open and available for use

Identified need: 1d) Review the annual surface vegetation clearance programme						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Review list of paths where annual vegetation clearance is carried out - including timing and frequency of cut (taking account of wildlife and nature conservation concerns).	★ ££	DCC	PDNPA SDDC Local Councils LAFs	(✓) 2007	Theme B
ii	Target annual maintenance on routes in and around urban areas, inter village links etc which benefit the most users.	★★ LTP2 ££	DCC	Local Councils User Groups SDDC	2006-11	LTP2 - Accessibility Theme C
iii	Promote the Field Path Maintenance Scheme more widely with farmers and land managers. Report number of new farmers joining the scheme.	★★ £	DCC	Land manager groups NFU/CLA LAFs SDDC PDNPA	2007/08	Theme A

Aim 1: Ensure that the existing public rights of way network is open and available for use

Identified need: 1e) Improve the investment in public rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Quantify the amount of investment required - through condition survey (see Aim 1a) and asset management plan.	★★ ££	DCC		2008/09	LTP2 Asset Management Plan
ii	Bid for funding through LTP2 to increase amount of investment over life of LTP2/RoWIP. Record amount of investment.	★ £££	DCC		2006-11	LTP2
iii	Bid for funding through other external bodies to increase amount of investment over life of RoWIP. Record amount of extra funding received.	★ £££	DCC	Funding bodies (private and public) PDNPA Access Stakeholders User Groups Local Councils	2006-11	Countryside Strategy

□ **Aim 2: Provide an up to date and widely available Definitive Map and Statement**

The actions in this section will address the need for an up to date and widely available Definitive Map and Statement for the whole of Derbyshire. They will also ensure that there is greater clarity over the legal status of routes, thereby reducing areas of conflict caused by the present uncertainty and helping to provide improved or increased access for users of the network.



Background

The Definitive Map and Statement is a legal record of public rights of way, showing where paths are and what rights exist on them. It is subject to an ongoing statutory review process by which routes may be added, removed or altered based on evidence (Definitive Map Modification Orders). There is a separate process whereby changes may be made for other reasons (Public Path Orders), for example to allow development or better land management to take place or to provide a more suitable route for the public, as well as powers to create new routes. As the “Surveying Authority”, Derbyshire County Council has the responsibility for keeping the Definitive Map and Statement up to date and under continuous review and to also make it available for public inspection.

There are many routes currently shown on the Definitive Map and Statement which may carry higher rights of access and others which are not recognised at all. Some may already be the subject of outstanding applications (or claims) made by members of the public and users groups to add these rights of way to the map or may have been identified by officers as mapping anomalies, such as cul de sac routes or those with a change of status at parish, district or county boundaries. Others could result from Natural England’s Discovering Lost Ways Project. This aims to identify the extent of unrecorded rights by coordinating historical research across the country and to encourage their recording on the Definitive Map before the “cut off date” of 2026 in order to give official recognition to many of these routes.

Conclusions arising from the Assessment

Stakeholders and other key organisations consulted as part of the RoWIP process thought that the availability of an up to date Definitive Map and Statement was one of the most important elements in providing a well managed network of paths. All the focus groups highlighted the need to tackle illegal or inappropriate use of paths. This can only be effectively delivered and managed against the background of a properly recorded public rights of way network.

In the review examining the Use of Motorised Vehicles in the Countryside conducted by the County Council’s Improvement and Scrutiny Committee, it was agreed that uncertainty over the status of routes was a key issue. One of the main findings from this review was the need to speed up the process for determining the legal status of routes.

Local Access Forum members also wanted the large number of outstanding claims to be addressed and stressed the need for adequate resources to be dedicated to this area of work. They also flagged up the need for the claims register to be produced as soon as possible.

The County Council currently deals with a backlog of claims, Public Path Order applications and mapping anomalies. The number of applications which are received is increasing and is likely to increase further as result of Discovering Lost Ways Project.

The Rights of Way team currently takes the lead on processing public path orders and mapping anomalies discovered during the statutory review process. Applications for Definitive Map Modification Orders (claims) are dealt with by the County Secretary's Division within the Corporate Resources Department, with support from the Rights of Way team.

Current relevant projects

Digitisation of the Definitive Map and Statement: Following the initial electronic capture of the public rights of way information for the County, a group of three digitisers was established within the rights of way team in 2004 as part of a four year project. With support from the definitive map officers, this group of digitisers is in the process of accurately digitising the Definitive Maps on a district by district basis to reflect the 3,000 legal changes which have been made to the public rights of way network since the maps were originally produced in the 1950s or were last revised in the 1980s/1990s. The Borough of Erewash is the first district to be updated and will be the basis for future work to digitise the remaining seven districts of the County. It is estimated that digitisation will be completed by 2008/09. Information in an electronic format can be supplied directly to those who need it and can be kept up to date more easily.

The County Council has begun to develop a web based solution to show the mapping online. The digitised public rights of way information for the Borough of Erewash has recently been published on the internet and allows users to zoom in to an equivalent scale of 1:10,000. By selecting the information tool it is also possible to retrieve information about each path as well as report a problem via email. Work is progressing towards providing the Definitive Statement for each path in the Borough and this will come on line progressively as a check of each parish is completed. This programme will be rolled out for the remaining districts as the information becomes available.

Backlog of legal orders: At the end of 2004 a new post was created within the County Secretary's Division to help deal with the backlog of applications for Definitive Map Modification Orders, specifically claims for Byway status.

Legal order strategy: Historically orders have been processed in chronological order of receipt. This does not necessarily enable officers to prioritise the most contentious applications or those which could bring most benefit to users of the public rights of way network. A draft strategy has recently been jointly produced by the Rights of Way team and the County Secretary's Division for establishing priorities to deal with legal orders affecting the Definitive Map and Statement of public rights of way. It sets out the way in which the County Council will deal with applications to modify the Definitive Map and Statement and applications to divert, extinguish or create paths. The draft strategy is subject to consultation with the Local Access Forums, after which time it will be submitted to Cabinet for approval.

Registers of Applications: Under the Countryside and Rights of Way Act 2000, surveying authorities are required to keep and make available for public inspection, in both electronic and paper form, a register of all the applications which they have received for Definitive Map Modification Orders. This register aims to help increase knowledge among landowners, users of rights of way, and the general public about applications which could result in changes to the Definitive Map and Statement. It will also help to avoid duplication of work where someone has already made an application in respect of a particular route.

Requirements to set up similar registers for Public Path Orders and statutory declarations which landowners have made in respect of the existence of public rights of way across their land are due to follow in due course.

Aim 2: Provide an up to date and widely available Definitive Map and Statement

Identified need: 2a) Produce and maintain an up to date digital Definitive Map and Statement						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Develop a district based programme of work for digitally updating the Definitive Map and Statement and accurately digitise 100% of the public rights of way network.	★	DCC		2006-09	
ii	Survey all paths affected by legal events and update Definitive Statement.	★	DCC		2006-09	
iii	Continue to maintain an up to date digital working copy of the Definitive Map and Statement. Incorporate further legal changes to the network within 3 working days.	★	DCC		From 2006/07	

Aim 2: Provide an up to date and widely available Definitive Map and Statement

Identified need: 2b) Improve the availability of information relating to the Definitive Map and Statement						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Deliver access to accurate and up to date digital mapping as it becomes available, in both paper and electronic versions.	★	DCC	PDNPA District Councils Local Councils User groups Search firms	2006-09	
ii	Improve availability and quality of information about the Definitive Map and legal orders in leaflet form and on the County Council's website.	★★ £	DCC		2006-11	
iii	Create registers of applications in electronic and paper form as required by CRow and associated regulations.	★	DCC		2007	

Aim 2: Provide an up to date and widely available Definitive Map and Statement

Identified need: 2c) Speed up the process for clarifying the legal status of routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Develop strategy/ priority system for dealing with legal orders.	★	DCC	LAFs	Seek Cabinet approval by March 2007	Countryside Strategy BVIP
ii	Adopt clear prioritised annual work programme, based on the agreed strategy, to deal with the current backlog of legal orders and new applications.	★★ Additional resources would allow better progress	DCC		2007/08	Countryside Strategy BVIP
iii	Continue to identify and build database of definitive map anomalies, including inconsistencies affecting cross boundary routes, as digitisation progresses. Prioritise and resolve mapping anomalies within annual work programme identified in (ii) above.	★★ Additional resources would allow better progress	DCC	Adjacent highway authorities LAFs	2006-11	RoWIPs from adjacent Authorities
iv	Review existing DCC procedures and responsibilities for dealing with DMMO applications.	★	DCC		2008/09	I & S Review

□ **Aim 3: Provide a more connected, safe and accessible network suitable for all users**

The actions in this section will ensure that the needs of individual user groups are



considered and that safety is given a high priority. The emphasis will be on providing a network that makes sense and connects to homes, facilities, public transport, places of interest as well as providing circular links for recreational use.

Conclusions arising from the Assessment

Everyone who was consulted expressed a high priority for having **well connected paths providing opportunities for circular routes**. Where the network was not well connected then it was requested that short links should be created to join up existing paths.

- Walkers completing the surveys mostly followed routes of between 1 and 5 miles and were willing to travel by car up to 20 miles in order to go for a walk. The most popular destinations were the Peak District National Park and Derbyshire Dales. The User Survey however found that one of the limitations to people using the network on foot was the lack of suitable paths near to where they lived.
- Horse riders covered distances of mainly 4 to 10 miles and wanted these routes to be accessible from home or where their horse was stabled as only 25% of those responding to the consultations had access to a horsebox or trailer and even then they would travel on average less than 5 miles in order to go for a ride. The Peak District National Park, Derbyshire Dales and Amber Valley were cited as being where the highest demand was.
- Cyclists covered more miles with most journeys being more than 15 miles in length, although journeys of between 6 and 15 miles were also common. Cyclists were evenly split as to whether they cycled from home or travelled by car in order to go out for a ride. In the Users Survey, the most popular places for people to ride a bike in the county were in the Peak District National Park, in the Derbyshire Dales and in North East Derbyshire. In the Citizens Panel questionnaire, the majority of those people who cycled lived in Erewash Borough, followed by people from Derbyshire Dales and Amber Valley. The most demand for new paths for cycling came from residents in Erewash.
- Motorised vehicle users were also looking for connected routes over 15 miles in length.

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The general conclusion was that overall the footpath network in Derbyshire is quite good but that the situation for higher categories (bridleways, restricted byways and byways) is not so good. There are fewer routes in total and in some parts of the county the network is very poor.

- Within the County only 7.6% of the length of the network is classified as bridleway, compared to a national average of 17%.
- Horse riders and cyclists both wanted to be able to have access to more routes, whether circular or not. The **bridleway network in particular was identified as being very poor and fragmented** and as a result horse riders and cyclists were forced onto metalled roads in order to link bridleways.
- Bridleways were particularly under represented on the Definitive Map in Amber Valley and Derbyshire Dales District Council areas but were also poor in Erewash District and Chesterfield. In the Citizens Panel questionnaire, most of the horse riders lived in the High Peak, Derbyshire Dales and Amber Valley district areas. The most demand for new routes for horse riding came from residents in Derbyshire Dales and NE Derbyshire.
- During the consultation it was suggested that resources should be concentrated on providing useful pockets of useable networks for each group of user, but particularly for horse riders. The highest percentage of the number of bridleways in the County are to be found in the High Peak (36%) but even here, bridleways still only account for c.14% of the district network.
- There is a large network of non classified highways across the county that are rural and unsurfaced that could have the potential to significantly augment the public rights of way network. These routes have been identified as being publicly maintainable but in the vast majority of cases the level of public rights on these routes has yet to be established. This is a major limiting factor in the Authority being able to promote these routes for public use.

Safer road crossing points for all groups of users were identified as being needed in both the Users Survey and in the Key Issues survey. Other safety concerns were expressed over the **illegal use of rights of way** by motorised vehicles or by inconsiderate use. These concerns were expressed mainly by walkers and horse riders and also by people attending the focus groups and by representatives from disabled people's groups.

The need to **provide easy access routes** for people with mobility impairments and other groups of users was identified as the top priority in the Key Issues consultation and for those disabled people who were consulted. The most demand for easy access routes from people responding to the Citizens Panel questions came from residents in Bolsover, NE Derbyshire and Chesterfield.

Other issues about the **connectivity** of the network related to:-

- Requests for routes providing **a direct link from built up areas into the countryside**, by walkers and disabled people and through the key issues questionnaire.

- Routes to **connect with public transport**, were particularly wanted by cyclists and expressed in the focus groups. On the Citizens Panel, the most demand for these routes was from people living in the High Peak and Erewash.
- Priority being given to **routes to be used for local journeys**, wanted by cyclists and disabled people. The most demand from the Citizens Panel for these routes was from residents in Derbyshire Dales and Erewash.

Current relevant projects

Greenways project:-

- Greenways are off-road routes designed for shared use by people of all abilities on foot, bike, or horseback. A network of Greenways linking rural and urban areas in the county has delivered many benefits, providing opportunities for leisure and tourism, improvements for health, stimulation of the rural economy, and increased safe access to employment, education, and other services through non-threatening environments.
- There are now over 250km of Greenways in Derbyshire; almost 100km of which were built during the life of the first Local Transport Plan 2001-2006.
- In a recent benchmarking scheme organised by the CTC, Derbyshire was awarded seven benchmarks in the outstanding; best practice; best value categories which particularly praised the use and promotion of greenways, links into urban areas that have “blurred the boundary between recreational and utility cycling”, effective development and use of greenways strategies, and successful funding procurement. Additionally, a further seven benchmarks were awarded for specific best practice in greenways infrastructure. Examples of Greenways in the county, many of which have been built on former railway lines, include: the Mickleover-Egginton trail (part of Great Northern Greenway) in South Derbyshire, the High Peak Trail, in West Derbyshire and the Chesterfield Canal Greenway (part of the Trans Pennine Trail) in the north east of the county.
- A Greenway Strategy for East Derbyshire was produced by consultants in 1998. This was followed by the production of a Greenway strategy for the District of South Derbyshire in 2006. The strategies aim to provide a basis for a strategic and co-ordinated approach for the development of a network of Greenways throughout the county.

Links to the Second Local Transport Plan (LTP2): The Rights of Way Improvement Plan forms part of the LTP2 process. A progress report has been included in the Derbyshire and Derby Joint LTP2 reports covering 2006-11 and monies allocated for delivery of projects within the Statement of Action that link to the delivery of transport objectives and shared priorities within the LTP2 process. A list of priority works will be produced each year to show how the LTP2 monies will be spent.

Proactive work through countryside area teams: area teams are actively involved in negotiating and in some cases delivering strategic routes in their areas. Examples include:-

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- S area: Long Horse Bridge and Hopwell - Dale on the Midshires Way, Nutbrook Trail, Trent Valley Way.
- W area: Links to High Peak Trail, Sett Valley Trail, Derwent Valley Heritage Way, Cromford Canal, Trans Pennine Trail.
- NE area: 3 Valleys Countryside Project, Bolsover Countryside Partnership working to deliver Bolsover Loop Greenway, Chesterfield Canal Partnership, Five Pits Trail, Rowthorne Trail.

Pennine Bridleway: The Pennine Bridleway is a designated National Trail designed specifically for horse riders, cyclists and walkers. At approximately 350 miles, the Trail will weave through the Pennine hills from Derbyshire to Northumberland using a mix of ancient packhorse tracks, drove roads and newly created bridleways. The majority of the Pennine Bridleway in Derbyshire opened in 2004. Work is now focusing on achieving a route through Glossop, the only remaining missing link that is in the county.

Peak District National Park: The County Council has a formal Service Level Agreement with the Peak District National Park Authority which includes mention of the delivery of joint access projects within the National Park such as easy access routes, strategic links, tourism projects, the joint management of access land and the processing of public path orders. The National Park rangers are also involved in promoting the code of conduct being introduced for users of routes available to motorised vehicles. The National Park Authority also has responsibility for the **Pennine Way**, another national trail which starts within the County.

Policies being developed through the Countryside Service include a gaps - gates - stiles priority statement for path furniture and the formulation of a DDA policy. The Peak District National Park Authority has a well established programme for replacing stiles with wicket gates throughout the Park.

A basic **condition survey** of the county's non classified highway network was carried out during 2006 and the routes digitised onto a GIS database.

Access Land: there are large tracts of newly designated Access Land within Derbyshire. The majority, approximately 500 sq km, are located within the Peak District National Park for which the National Park Authority is the access authority. The remainder of the access land (851ha) is within the remit of the County Council, as access authority. Considerable work has been carried out, particularly by the Peak District National Park Authority, but in some cases by the County Council, to sign and improve access to this land.

The Forestry Commission is actively dedicating all of its freehold land as open access land under provisions that exist within CRoW. The DADLAF has also written to the major landowners within its area to encourage them to consider opportunities to carry out voluntary dedications.

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3a) Improve the provision of routes for bridleway users						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Prioritise bridleway claims (upgrades or new routes) or creations and dedications that contribute to or connect up existing bridleway networks. Report number of orders processed per year.	★	DCC	User Groups		Policy for tackling legal orders in prep Theme A
ii	Identify and map the whole network to which horse riders and cyclists have access including permissive routes.	★★ £	DCC	User Groups Access Stakeholders	(✓)	LTP2 - Accessibility Theme A
iii	Look for opportunities to make use of existing verges (where practicable) or new routes inside field boundaries to minimise use of roads.	★★★ LTP2 ££	DCC	PDNPA User Groups LAFs		LTP2 - safety of vulnerable users, accessibility
iv	Develop the Pennine Bridleway route through Glossop.	★ Natural England £££	DCC	Natural England	2008/09	National Trails Theme A
v	Develop circular bridleway links off the Pennine Bridleway up to 10 - 15 miles long.	★ Natural England ££	DCC	PDNPA Natural England	(✓) 2007/08	National Trails Themes A & C
vi	Improve route of Midshires Way to make it accessible to horse riders. For example replacement of Long Horse Bridge and development of Hopwell to Dale section.	★★★ £££	DCC	User Groups	2007-11	LTP2 Theme A
vii	Seek dedication of all Greenways to which horse riders are permitted as public bridleways.	★	DCC		2008-11	Countryside Strategy

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3b) Improve the provision of circular or connected routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Integrate RoWIP into Local Development Frameworks. Provide for PRoW improvement and protection through the development control process including s106 legal agreements.	★★	DCC District Councils PDNPA		2006-11	Local Development Frameworks Themes A & C
ii	Through discussion and negotiation with land managers, user groups, local councils and public bodies, provide routes that will enhance the existing network and create local circular and other routes. Achieved through public path orders, creation agreements or permissive routes for which the authority would cover the costs and fast track the orders if there was sufficient public gain.	★★ £	DCC	Land Managers District and Local Councils Public Bodies National Forest Access Stakeholders Defra (Environmental Stewardship) Natural England PDNPA LAFs	2007-11	Themes A,B & C
iii	Offer reduced fees to landowners who are willing to create additional links or upgrade routes as part of a legal orders package.	★ £	DCC	NFU/CLA Land-owners District Councils PDNPA	(✓) 2007-11	Theme A

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3b) Improve the provision of circular or connected routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
iv	Seek to dedicate routes that are currently concessionary routes within the National Forest Tender Scheme.	★★	DCC National Forest	Land managers NFU/CLA	2007-11	Themes A & C
v	Identify opportunities to improve access to open access land and provide links between rights of way and other access land.	★★★ £	DCC PDNPA	Forestry Commission Access Stakeholders Natural England	2008	Theme A

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3c) Provide more easy access routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Work with Local Access Groups and other organisations to identify existing easy access routes and develop a longer term programme to identify and improve other suitable routes.	★★ LTP2	DCC Local Access Groups PDNPA Moors for the Future	LAFs Local Councils National Forest Chesterfield Canal Partnership Health Walks Groups BWB	(✓) 2007-11	DDA LTP2 Accessibility Themes A & C
ii	Develop an annual programme to improve the accessibility of routes through surface and drainage works and/ or better design of structures. Monitor length of path accessible.	★★ LTP2 ££	DCC PDNPA Moors for the Future	Ground-work National Forest Land-owners Local Councils	(✓) 2007-11	DDA LTP - Accessibility/ Integrated Transport Themes A & C
iii	Adopt least restrictive option of gaps rather than gates, with stiles as a last resort when authorising new structures. Report number of stiles replaced by gates per year.	★★ £	DCC	Land-owners User Groups PDNPA Local Councils SDDC	2007/08	DDA Theme C

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3c) Provide more easy access routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
iv	Put policy in place with incentives for land managers and landowners to replace stiles with gates or to secure removal of unnecessary structures no longer required for controlling livestock. Report number of structures removed per year.	★★	DCC	Land manager groups NFU/CLA LAFs PDNPA SDDC	2008/09	DDA Themes C
v	Develop a policy to detail how DCC will work to make the local PRow network and countryside sites more accessible to all users.	★	DCC	Local Access Groups LAFs	2007/08	DDA A & C
vi	Continue to seek improvements to infrastructure on existing routes promoted by the County Council, especially to make the routes more accessible.	★★ LTP2 £	DCC	Local Access Groups	2008-11	Countryside Strategy Themes A & C

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3d) Provide a safer network for all users						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Produce an annual programme to identify improvements to road crossing points. Using information provided by User Survey and Ramblers Association (Safe to Cross Campaign).	★★ LTP2 ££	DCC	User Groups LAFs	2008-11	LTP2- Access- ibility RA - Safe to Cross Campaign
ii	All road crossing points for managed trails signed to warn motorists of presence of vulnerable users.	★★ LTP2 £	DCC		2008/09	LTP2 - Access- ibility
iii	Safe routes to schools - work with safe routes to schools team to identify suitable paths/trails for walking/cycling to school.	★★ LTP2 Sustrans	DCC	Sustrans	2007-11	LTP2 - Access- ibility Theme C
iv	Tackle inappropriate/illegal use of network - carry out a review of DCC's Policy for the Management of motorised vehicles in the countryside.	★★	DCC	PDNPA	2007/08	I & S Review Themes B & C

Aim 3: Provide a more connected, safe and accessible network suitable for all users

Identified need: 3e) Continue with the development of the Greenway programme for the county						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Produce Greenway Strategy for West Derbyshire and High Peak to complete county coverage.	★	DCC	PDNPA District Councils Local Councils User Groups Stakeholders	(✓) 2006/07	LTP2, Local Development Frameworks Countryside Strategy Themes A & C
ii	Carry out a review of the East Derbyshire Greenway Strategy (10 year review) and bring it in line with other Greenway strategies.	★	DCC	District Councils Local Councils User Groups Stakeholders BCP	2008/09	LTP2, Local Development Frameworks Countryside Strategy Themes A & C
iii	Continue to develop a multi user Greenway network for everyday and recreational journeys. Target 30 km of new Greenway to be developed 2006-2011 from routes identified in the LTP2 Strategic Cycle Network.	★★ LTP2 Aggregates Levy, emda, Landfill tax, Planning gain Private Industry	DCC	District Councils Network Rail Sustrans Private land-owners	2006-11	LTP2, Physical Activity Plan for Derbyshire, Countryside Strategy Themes A & C
iv	Carry out monitoring of the use of newly developed and other strategic Greenways.	★★ LTP2 £	DCC	Sustrans	2007-11	LTP2 Theme C

□ **Aim 4: Encourage greater community involvement in managing local rights of way**

The actions in this section will ensure that there is appropriate support and ample opportunities for communities to be actively involved in monitoring, maintaining and improving their local rights of way network. This work should also seek to encourage increased participation by under represented groups such as young people, the elderly and ethnic minority groups.



Conclusions arising from the Assessment

Working with local councils: During the Countryside Service Best Value Review carried out in 2001, parish and town councils were consulted about the County Council's existing Minor Maintenance Scheme. At the time 53% of councils participated in the Scheme, accounting for 61% of the total length of public rights of way in the County. The results of the consultation showed that the main reasons for not participating included local councils seeing public rights of way maintenance as a DCC responsibility; a lack of awareness about the existence of the scheme or a lack of people to undertake the work. Parish Meetings were unable to raise the necessary precept. Parishes also criticised the amount of administration involved and the relatively small sums of money available.

If a new scheme was to be introduced to replace the minor maintenance scheme, Councils generally wished to see a broader range of works permitted. Amongst other things these would include the installation of roadside signs, access for all improvements, condition surveys, along with work to provide gates and dog latches. Other important improvements to the Scheme were increased levels of funding, better liaison with Rights of Way Officers, supply of materials and up to date maps of public rights of way in the parish. The majority of Councils who responded (65%) wished to see some sort of scheme retained with modifications, more in line with the Parish Paths Partnership (P3) scheme.

The Parish Paths Partnership (P3) scheme operated in Derbyshire with support from the Countryside Agency between 1994 and 2000, when the Agency withdrew its funding. The Scheme allowed a wide range of work to be carried out, including the installation of roadside signs, surveying the condition of the parish network, repair of stiles and gates, along with promotional work (leaflets, interpretative panels and guided walks programmes). It also enabled local user groups to enter the scheme and carry out works on rights of way.

The Best Value Improvement Plan for the Countryside Service identified the need to develop and introduce a new replacement scheme to facilitate working with Local Councils on public rights of way.

The approved LTP2 for Derbyshire also states “that through enhanced partnership arrangements with local councils and groups we will target rights of way improvements that best address accessibility requirements or have the potential to benefit the greatest number of users”.

Working with user groups and volunteers: The public consultation carried out under the Best Value Review flagged up a number of issues:-

- People wanted to see better support for volunteers involved in rights of way maintenance.
- More “hands on” ranger help for volunteer and community groups.
- More practical “hands on” work days.
- Increased involvement of local people.
- Improving rights of way condition monitoring, utilising volunteer surveyors.
- Develop closer partnership working with local people (“Friends of.....type groups) bridleway groups etc to better maintain routes.

Current relevant projects

Minor maintenance agreements with local councils: There are 145 (53%) parish/town councils currently participating in the minor maintenance scheme which has been administered by the County Council and its District Council agents since the 1960s. The scheme enables local councils to undertake routine maintenance and repairs on public rights of way within their area. The level of funding is determined by the total length of rights of way within the parish. Eligible works include surface vegetation clearance, waymarking and minor surfacing/drainage. Work is mainly carried out by contractors, Parish Council wardens, landowners and volunteers from the local community or user groups.

Condition surveys: Local Councils are being encouraged to help survey the public rights of way network using the BVPI 178 (ease of use) methodology. More than half (57%) have already offered to carry out surveys of their particular area. Volunteers from local user groups already contribute to twice yearly BVPI 178 surveys.

Work of Countryside Service area staff: Over the years, the Derbyshire Countryside Service has worked closely with volunteers, both from organised groups and as individuals. Much of this work has been focussed on public rights of way maintenance and improving access to the countryside. The Service also acts as an “enabler” for countryside access projects that are community led. Area staff have also been instrumental in setting up and supporting partnership working projects such as The Three Valleys Countryside Project in Chesterfield and NE Derbyshire and the Bolsover Countryside Partnership.

SLA agreement with BTCV and Groundwork Derbyshire: Targets are being set for the number of volunteer days per annum (need to work out what proportion of these will relate to access work) and for work programmes to be agreed with Groundwork Derbyshire. The new Groundwork Derbyshire is initially targeting work in High Peak and Derbyshire Dales.

Work with user groups and other stakeholders: The Countryside Service is involved in a number of liaison meetings throughout the County in relation to access work. It has been involved with setting up liaison groups at a district level with user groups and other stakeholders which operate within the districts of Chesterfield and NE Derbyshire, Bolsover, Erewash and Amber Valley. Other partnership working in relation to access projects involves work with Groundwork Trusts, PDNPA, Moors for the Future and the National Forest.

Aim 4: Encourage greater community involvement in managing local rights of way

Identified need: 4a) Increase involvement of local councils in managing local rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Develop enhanced partnership arrangements with Parish and Town Councils to replace Minor Maintenance Agreements(MMAs).	★★ LTP2	DCC	Local Councils SDDC User Groups Voluntary groups LAFs	(✓) 2006/07	Countryside Strategy BVIP LTP2 Themes A & C
ii	Implement new partnership scheme with increased grants budget and training provision. Report number of local councils actively participating.	★★★ LTP2 £££	DCC	Local Councils SDDC User Groups Voluntary groups	2007-11	Countryside Strategy BVIP Themes A & C
iii	Local Councils and Countryside Area staff to carry out proactive surveys of the network on a parish by parish basis. Report number of parishes per year.	★★ LTP2 £	DCC	PDNPA SDDC Local Councils User Groups	2006-11	
iv	Implement system of regular checks by Local Councils or volunteers once roadside signposts are in place.	★ £	DCC Local Councils Volunteers User Groups	SDDC PDNPA Volunteers	2007 onwards	

Aim 4: Encourage greater community involvement in managing local rights of way

Identified need: 4b) Increase involvement of user groups and other local community/volunteer groups in managing local rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Work with user groups and other local community/volunteer groups to identify ways in which they can contribute to the management of the local rights of way network (this can include practical works on the ground and/or developing promotional material. Report number of groups active, number of volunteer days provided and any outputs achieved.	★ £	DCC	User groups LAFs District and Local Councils PDNPA Ground-work Trusts Bolsover Country-side Partnership BTCV	2007-11	Local Area Agreement - Safer and Stronger Communities

□ **Aim 5: Improve the promotion, understanding and use of the network**



The County Council will continue to promote opportunities for the public to access Derbyshire's countryside and network of paths and trails. The actions in this section will address the need for better co-ordinated and targeted information to be made available to as many people as possible, to encourage a more diverse, responsible and sustainable use of the access network.

Conclusions arising from the Assessment

Respondents to the Citizens Panel said that one of the main things that stopped them or put them off using the paths as much as they would like was the **lack of information** about where they could go or how they could get there. This was also one of the specific limitations cited by cyclists in the User questionnaire.

The review examining the Use of Motorised Vehicles in the Countryside conducted by DCC's improvement and scrutiny committee identified the importance of providing information about the network of unsealed minor highways so that vehicle users knew where they could legally go.

Representatives from disabled people's groups cited that the main limitation to their use of the network was the **lack of targeted information** about both where they could go and what to expect on routes. This extended to needing information not just about the routes themselves but about associated facilities such as car parking and toilets.

One of the key themes coming back from all the Focus groups was the need for clear information and the role of education and interpretation in order to increase the use made of the network and for that use to be carried out in a responsible way with an **increased understanding of other people's needs** or wider issues (including not just other users but landowners needs and implications for nature conservation etc).

LAF members wanted improved information about what routes were available, who could use them and they also wanted information about the nature of the paths and what users could expect to find, possibly in the form of a grading system of paths similar to that used to designate ski runs: green or blue: easy, red: intermediate, black: advanced. Other information needs identified by the LAF members for individual paths included destination and distance information or estimated time to reach a particular place, together with information about which other types of user could be expected on that path. Several LAF members are very committed to encouraging a more sustainable approach to the use of the network particularly through encouraging closer links with public transport provision.

The need for **improved signage** cropped up throughout the consultation. In the Key Issues questionnaire, stakeholder groups felt that the most important element in providing a well managed network was good signing and way marking. Parish Councils also prioritised improvements to signing and waymarking on their networks.

Current relevant projects

Fledgling information on routes suitable for particular users is provided on **Countryside Service web pages** but much more needs to be done to develop this information.

Cycle map and promotional banner - These were produced at the end of 2003 and have proved their worth for promoting the opportunities for cycling that are mainly away from the main road network. 80,000 copies of the leaflet have been printed and distributed in 2 1/2 years to Tourist Information Centres, Libraries and other venues, including major tourism outdoor shows. The tourism benefit of the cycle map has proved significant.

Digitisation of linear routes - In addition to public rights of way being digitised, information has also been collected for the Strategic Cycle Network (largely off road cycle network identified for LTP2) and is starting to be collected for the non-classified highway network. This is a 3 year project for the County Council.

Agreement of a **Code of Conduct** for vehicular users.

Health walks - there are currently 20 Walking for Health groups registered in Derbyshire on the Walking for Health Initiative web site. The majority of these groups are located in the east of the County with 12 groups in Chesterfield, 5 in the Erewash District, one in Alfreton, Amber Valley and the remaining 2 based in the High Peak and Peak District National Park.

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5a) Ensure that path/route signage is consistent across the county						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	To set parameters on what signage is appropriate in different locations - urban, urban fringe, rural, open country.	★★★	DCC	PDNPA SDDC User Groups Access Stakeholders LAFs	2006/07	LTP - Accessibility Themes B & C
ii	To identify suitable locations where further information could be provided such as destination and distance.	★★ £££	DCC Local Councils PDNPA SDDC	User Groups	2007/08	LTP - Accessibility Theme C
iii	To target paths where signage could benefit local businesses, tourism destinations or other places of interest.	★★★ £	DCC PDNPA National Forest	Local Businesses and Tourism organisations Destination Management Partnership	2007/08	PDNPA National Forest Theme A
iv	To ensure that access land is well signed.	★★ £	DCC PDNPA	LAFs Natural England Land Managers	2007/08	2007/08 Local Area Agreement

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5b) Promote routes identified as 'easy access' paths						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	To provide targeted information about easy access paths to disabled people's groups - providing links to web pages and information in Local Access Guides.	★★ £	DCC	Local Access Groups LAFs Other disability organisations Fieldfare Trust PDNPA	(✓) 2007/08	Local Area Agreement
ii	To improve the information provided on the County Council web site in connection with easy access paths taking into account the needs of people who are blind or partially sighted.	★★★	DCC	Fieldfare Trust LAFs Local Access Groups PDNPA	2007/08	Local Area Agreement

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5c) Improve the level and quality of information about the access network						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Develop the County Council's website in order to provide map based information about the whole range of access opportunities.	★★★ £	DCC		2008/09	Local Area Agreement Themes A & C
ii	Promote the countryside and moorland codes to encourage more responsible use of the countryside.	★★★	Moors for the Future PDNPA DCC	TICs LAFs User Groups	2007/08	Theme B
iii	Launch Code of Conduct for vehicle users and raise awareness with land managers and user groups.	★★ £	PDNPA DCC	Adjacent authorities	2007/08	Themes B & C
iv	Provide information about the social and health benefits of walking, riding and cycling and to develop confidence among current non-users through provision of events and support programmes.	★★	DCC	Ground-work Trusts PCTs	2008/09	Physical Activity Plan for Derbyshire 2006-09 Local Area Agreement Theme C

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5c) Improve the level and quality of information about the access network						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
v	To promote the network as a resource that can be used by healthy walking schemes or by health professionals.	★★★		Ground-work Trusts District Councils PCTs Walking for Health schemes PDNPA	2008/09	Local Area Agreement Theme C
vi	To investigate the feasibility of introducing a path grading system for individual paths.	★★★	DCC	PDNPA LAFs User Groups	2008/09	Theme C
vii	To improve information to the public about access land in the County, including where they can go, what they can do and what restrictions might be in place.	★★★ Natural England £	DCC PDNPA	Natural England LAFs	2008/09	Local Area Agreement Theme B

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5d) Maximise existing promoted routes and trails						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Ensure that existing DCC promoted routes and trails are inspected regularly, are in good repair and review the promotion of these routes.	★	DCC	Volunteers Local Councils User Groups	2006-11	Countryside Strategy
ii	Identify key road links or where route alignments can be improved on existing DCC promoted routes and trails and seek to create alternative routes.	★★★ £££	DCC		2008-11	Theme C
iii	Review the Cycle Derbyshire leaflet and reprint at regular intervals.	★★ £	DCC	Sustrans User Groups Tourism interests	2007/08	Tourism Physical Activity Plan for Derbyshire Themes A & C
iv	Carry out a review of routes promoted by partner organisations and seek opportunities for joint promotion and provision of information.	★ £	All partners with promoted routes	Access Stakeholders Local and District Councils	2008/09	Themes A & C

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5e) Encourage the production of new promoted routes that complement the themes and identified needs						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
i	Encourage the promotion of routes to support the local economy and boost tourism targeted at specific users - up to 5 miles for walkers, 10-15 miles for equestrians, up to 15 miles for cyclists. Report number of new routes promoted per year. This will also provide benefits for health and social inclusion. If routes involve sections on roads, ensure suitable liaison with Highways areas to consider issue of vulnerable users.	★★★ £	Access Stakeholders PDNPA Tourism bodies	District Councils User groups National Forest Groundwork Trusts Access Stakeholders Tourist destinations	2008-11	Local Area Agreement Themes A & C
ii	Increase opportunities to promote a more sustainable use of the access network, through links to public/community transport or park and ride/walk opportunities or combined promotional information with transport providers. Target of producing 6 leaflets with the help of the DADLAF.	★★★ £	DCC PDNPA	DADLAF Public Transport providers	(✓) 2006-11	Local Area Agreement Themes A & C

Aim 5: Improve the promotion, understanding and use of the network

Identified need: 5e) Encourage the production of new promoted routes that complement the themes and identified needs						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes /other strategies
iii	Produce a new publication and display to complement the Cycle Derbyshire leaflet and banner, focusing on the County's Greenways network providing multi user opportunities.	★★ ££	DCC	Tourism	2007/08	Themes A & C
iv	Produce a new publication focusing on the opportunities for horse riding in the County, providing specific information targeted at horse riders.	★★★ £	DCC	British Horse Society User Groups	2008/09	Themes A & C

Section 6 - What next?

■ 6.1 Implementation

The Statement of Action has been structured in order to identify the level of resources required, provide an indication of the order of costs for a particular action and the level of partnership working that would be required to deliver the action.

The Statement of Action does identify “quick wins”. These are small scale improvements that we have identified as being capable of being implemented at an early stage.

With regard to other actions in the Plan, we will not be able to implement all of them immediately or on our own. This is why it will be necessary for the County Council to work in partnership with other organisations. We will also have to look to attract additional funding both internal and external as opportunities arise. Many of our larger projects are realised through funding packages consisting of more than one source. It is common practice to match fund several funding sources to secure a total project budget.

The consultation exercise being carried out on this Draft Plan will help to identify and set priorities within the Statement of Action, which in turn will affect the implementation of the Plan.

The Statement of Action will be supported by annual work programmes which will set out more detailed plans, targets and costings on individual schemes and action points. These programmes will be submitted to the Local Access Forums each year.

■ 6.2 Monitoring and review

We will produce annual reports to demonstrate the links to the three key themes and the progress made against the Statement of Action.

We will also be contributing to the reporting process required for the second Local Transport Plans. It is intended to undertake a review of the Improvement Plan during 2011/12 in line with the preparation for the third round of Local Transport Plans.

The Local Access Forums will have a role in the implementation and monitoring of the Rights of Way Improvement Plan.

Section 7 - Acknowledgements

We would like to acknowledge the contribution made by all those people who gave their time and expertise towards the development of the draft Rights of Way Improvement Plan.

Our thanks go to everyone who took the time and trouble to complete the survey questionnaires:-

- members of the public
- individual path users,
- user group organisations
- other key stakeholder groups with an interest in the access agenda
- parish and district councils
- Citizens Panel members

The following for their contributions at meetings and workshops:

- Peak District Local Access Forum
- Derby and Derbyshire Local Access Forum
- Members attending the Focus Groups
- Local Countryside Access Network members
- District Council officers
- The Countryside Agency (now Natural England)
- The Access Company
- Peak District National Park Authority officers
- Colleagues from Countryside Service, Highway Divisions, Transportation, Policy, Public Relations
- RoWIP officers from other Local Authorities, particularly from within the East Midlands Region