

Leicestershire Rights of Way Improvement Plan

Action Plan 2011-16



Contents

1	Summary	5
1.1	Introduction	5
1.2	The Background	5
2	Policy Framework Update.....	9
2.1	The Bigger Picture - Leicestershire Together	9
2.2	Transport Planning - Local Transport Plan 3	11
2.3	The Environment - Green Infrastructure	13
3	Looking after the Network.....	15
3.1	Background	15
3.2	How We Performed.....	16
3.3	Responsive Management.....	17
3.4	A Programmed Approach.....	19
3.5	Our Assets	23
3.6	Improvements, Connect2 & Green Infrastructure.....	24
4	Recording the Network	27
4.1	The Background - The Definitive Map & Statement.....	27
4.2	Progress	27
4.3	Modification Orders	31
4.4	The Task.....	34
4.5	Priorities	34
4.6	Registers	35
4.7	Moving Paths & Planning	35
5	Open Access	39
5.1	Background	39
5.2	Progress	39
6	Encouraging Use	41
6.1	Background	41
6.2	Raising the Profile.....	41
6.3	Broader Promotion	43
6.4	Longer Distance Walking & Riding.....	43
6.5	Parish Walks, Strolls & Cycling	45
6.6	Partnerships	46
7	List Of Actions.....	49
7.1	Managing The Network	49
7.2	The Definitive Map	50
7.3	Legal Orders	52
7.4	Open Access	52
7.5	Promoting & Encouraging Use	52
8	Glossary	55

1 Summary

1.1 Introduction

- 1.1.1 Leicestershire has a wonderful network of public rights of way. More than 40% of the highways in the county are made up of footpaths, bridleways and byways.
- 1.1.2 This unique resource of more than 3000 kilometres (1876 miles) of paths is the best recreational asset the County possesses. The network is often the only way for people to explore their local area and enjoy the countryside and act as a major local day visit and tourism resource. The routes also provide local paths that link communities and give access to schools, shops, work places and other facilities for many people.
- 1.1.3 In conjunction with the second Local Transport Plan (LTP), the County Council produced a comprehensive Rights Of Way Improvement Plan (ROWIP) in 2006¹. The plan took a long-term vision to develop and manage the network of paths to meet the current and future needs of the community. The authority is required to publish a new plan every 10 years. The main focus of the document, the research carried out and the conclusions reached remain valid. The plan was also required to set out a statement of action that we propose to take to manage the local rights of way network. This included proposals for securing an improved network to reflect the needs identified in the plan². A five year Action Plan for the period 2006 – 2011 was published alongside the plan. This was linked to the lifecycle of the last Local Transport Plan³.
- 1.1.4 The Council has now produced the third Local Transport Plan (LTP3)⁴ which was published on 1st April 2011. This provides a long-term strategy for transport within the county, including the rights of way network. This sets out how the County Council will manage and improve transport planning provision in Leicestershire. It also seeks to ensure that transport continues to play its important role in helping Leicestershire to continue to be a prosperous, safe and attractive county. The LTP3 is supported by a suite of documents including the ROWIP.
- 1.1.5 This revision of the Rights Of Way Action Plan covers the period 2011 – 2016. It sets out a programme for the continuing delivery of the rights of way service, within the context of the broader proposals for the management of the network set out in the ROWIP. The document is intended to be updated at appropriate periods and will include reporting on progress and supporting the LTP3 Implementation Plan for the period 2011-2014.

1.2 The Background

- 1.2.1 Although the rights of way network has developed over hundreds of years, the ROWIP recognises that it must meet the current and future needs of the public. National and local research has underlined the importance of walking and cycling in people's everyday lives. Responses from the public repeatedly underline the quality of life contribution that walking and riding provides both

¹ www.leics.gov.uk/rowip

² S60 Countryside & Rights of way Act 2000 (www.legislation.gov.uk/ukpga/2000/37/section/60)

³ www.leics.gov.uk/ltp_full_version-2.pdf

⁴ www.leics.gov.uk/ltp3v1.1.pdf

within the local community and accessing the environment around them. It is also sustainable in the short and long term, providing opportunities for people now and in the future. The Chief Medical Officer has repeatedly reported on the link between physical activity and health. He has described walking as probably the best way to increasing physical activity levels and the health of the nation. It is also socially inclusive and supported by many voluntary groups as well as contributing to mental well being.

1.2.2 Some of the key findings in the ROWIP included:

- 90% of the Leicestershire public see access to the countryside as important
- Most people in the county go walking, cycling or riding in the countryside at least once a month
- More than 90% of the Leicestershire public live in or close to predominantly urban areas and 46% of the network is within and around these areas, amounting to 1400 kilometres (870 miles) of routes
- Most walking journeys begin from the doorstep
- The main motivation for walkers and riders is because it is fun and healthy.
- Over the last 25 years, the amount of miles travelled on foot and bicycle fell by more than 25%
- Physical activity, walking in particular, could make the single most effective contribution to the health of the county.

1.2.3 Society is increasingly dependent on the car and we live ever more sedentary lifestyles. Often those groups in society that would benefit most from more active lifestyles, are those least likely to undertake exercise. The ROWIP recognised that much needed to be done to arrest the decline in walking and riding. The proposals set in the first Action Plan were focused on providing improved infrastructure for people to walk and ride, especially close to where they live.

1.2.4 The challenge is now to involve and encourage a wider section of society and make walking and cycling or part of our everyday lives. The LTP3 recognises this and also takes a broad approach, recognising the link between a range of services that contribute to encouraging people to live more active lives.

1.2.5 Access should be for all, and to be so it needs to compete with the car for utilitarian journeys and a host of other activities for recreational time. It needs to be available near to everyone's home, be fun, attractive and free from physical and mental barriers.

1.2.6 This Action Plan includes proposals to maximise use of the network through more effective promotion and marketing, together with working with partners to encourage more people to walk and ride on a regular basis. It also sets out how the network will be maintained and developed.

1.2.7 The ROWIP and associated Action Plan are developed in consultation with the Leicestershire Local Access Forum⁵ (LLAF). The forum is a statutory group that provides advice to the County Council and other bodies, on the

⁵ www.leics.gov.uk/laf

improvement of public access for the purposes of open-air recreation and enjoyment in Leicestershire.

1.2.8 The County Council has a statutory role as:

- A local highway authority to maintain and sign routes on the ground and to keep them open for people to use⁶.
- A local surveying authority to map all of the paths on the Definitive Map and let people know where they are⁷.
- An access authority to look after open access sites and rights⁸.

1.2.9 This plan sets out a series of actions to meet these areas of work to maximise the use of the network in the most cost efficient way. In summary, the LTP3 and the ROWIP have set the framework for this to happen.

1.2.10 The Council, working with other agencies, including the voluntary sector and other authorities aims to:

- Develop and manage a rights of way network that meets the current and future needs of the local community
- Provide a good quality and value for money rights of way service
- Enable as many people as possible to walk and ride, with particular focus on those currently excluded including the young and those with mobility problems
- Contribute towards improving the health of residents of Leicestershire and reduce their carbon footprint
- Promote Leicestershire as an attractive place to walk, cycle & ride for all including those living in or visiting the county
- Monitor and report on how we are achieving these goals at regular intervals

⁶ Main areas, Highways Act 1980 & Countryside Act 1968

⁷ Wildlife & Countryside Act 1981

⁸ Countryside and Rights of way Act 2000

2 Policy Framework Update

2.1 *The Bigger Picture - Leicestershire Together*

- 2.1.1 Since the ROWIP was produced, the policy framework and the way in which services are delivered have developed. Leicestershire Together is the Local Strategic Partnership (LSP) for the county. It is made up of the principal service providers within the county. This includes County and District authorities, the voluntary sector the health sectors as well as other bodies.
- 2.1.2 The overarching strategy for the organisations is set out in Leicestershire's Sustainable Community Strategy (SCS)⁹. This is being refreshed with a new set of priorities for the period 2011-13. These focus on new delivery outcomes and include:
- 2.1.3 **Supporting individuals and families**
- Improved health outcomes for people, including encouraging walking as part of daily life to make more people physically active, involving the whole family.
- 2.1.4 The partnership and authority are seeking to improve health outcomes for Leicestershire. In 2010 Leicestershire Together produced a Staying Healthy Strategy to make Leicestershire the healthiest place to live in the UK. It aims to encourage, empower and provide an environment in Leicestershire which helps all people to live healthier, happier and longer lives. The document was based on the findings of the Leicestershire Joint Strategic Needs Assessment which identified the health and wellbeing needs of the local population. It informed the refresh to the Sustainable Community Strategy targets which form the basis of agreed commissioning priorities.
- 2.1.5 A lack of regular exercise causes more illness than smoking in EU countries. This has been described as a wake-up call that needs to lead to changes in lifestyle in all households. Being inactive is described as no longer an option. The Chief Medical Officer has described walking as the perfect exercise, especially if made part of everyday activities.
- 2.1.6 The recent changes to health provision include transferring health improvement functions to the County Council which will contribute to more co-ordination of programmes. This includes a focus on Healthy Lives and Healthy People throughout life. Walking, cycling and riding are well placed to contribute to activity levels and contributing to mental wellbeing through access to green spaces and the wider environment.
- 2.1.7 The Coalition Government has stated that the nation should not just focus on wealth measures but should be able to measure wellbeing. A National Wellbeing Project¹⁰ is being developed by the Office of National Statistics (ONS).
- 2.1.8 **Improving our communities**
- Supporting voluntary organisations, opportunities and enhancing accessibility to the natural environment, including access elements of improved green infrastructure.

⁹ <http://www.leicestershiretogether.org/>

¹⁰ <http://www.ons.gov.uk/well-being>

- 2.1.9 The partnership is also developing themes and outcomes based around Stronger Communities and reflecting Government development of the 'Big Society'¹¹.
- 2.1.10 This includes supporting volunteering opportunities to ensure that all sections of the community, including vulnerable people, are engaged in volunteering activities that contribute to society and maintain active lifestyles.
- 2.1.11 The authority contributes to community engagement initiatives based around the local path network. As a valued local resource, rights of way are used principally by local communities. The network supports the activities of a number of organised local and national voluntary groups. This also includes work with partner organisations through Active Together, Walking for Life, user groups and the wider community through a range of initiatives including the Walking Festival, the Strolls programme and local Parish Walks & Rides. The Local Access Forum is itself, largely made up of members from the voluntary sector.
- 2.1.12 Protecting the environment**
- Reducing the negative impact of the transport network through more sustainable travel including walking and cycling
- 2.1.13 The partnership is seeking to provide a natural and physical environment that can be accessed efficiently and, where possible, by walking and cycling. The rights of way network, other green spaces and the development of a multifunctional "Green Infrastructure" (GI) network are the only practical resource to achieve this.
- 2.1.14 Regular travelling using rights of way reduces carbon emissions but needs to be an attractive choice to compete with the car. People also have a host of competing options for leisure time. Access opportunities need to be available near to everyone's home, be easy to use, and free from physical and mental barriers. Encouraging people to 'Choose How They Move' gives people a real choice for regular trips to work, going to school or for leisure walking.
- 2.1.15 Developing our economy**
- Supporting businesses, including the recreation and tourism sectors by providing excellent infrastructure, especially in rural areas.
 - Ensuring that the transport system, including rights of way, are effectively and efficiently managed and maintained .
- 2.1.16 The leisure and tourism industries are significant players in the Leicestershire economy. Tourism is estimated to contribute £1.3 billion locally per year¹². Visitors spend £90 million on recreation, including supporting the equivalent of 2000 jobs. Total tourist days including day visits, are 38 million a year.
- 2.1.17 Delivering effective services**
- Access to information, facilities and services is enhanced.
 - Public services, including the rights of way network, are provided in the most efficient and effective way.

¹¹ www.cabinetoffice.gov.uk/big-society

¹² Leicestershire Value Of Tourism – East Midlands Development Agency 2008

- 2.1.18 The effective management and maintenance of the transport network is set out in the Local Transport Plan (see below) and in respect to the rights of way network the ROWIP and this Action Plan refresh.

2.2 Transport Planning - Local Transport Plan 3

- 2.2.1 The LTP3 sets out a long term transport strategy for the county through to 2026. It is a strategic document setting out how the County's transport system will be managed and developed in the future, including the rights of way network. The long term vision for our transport system set out in LTP3 is for:

“Leicestershire to be recognised as a place that has, with the help of its residents and businesses, a first class transport system that enables economic and social travel in ways that improve people’s health, safety and prosperity, as well as their environment and their quality of life.”

- 2.2.2 The LTP3 provides a strategic framework to develop and deliver transport policy over a 15 year period. The framework includes a set of goals and outcomes which will be measured to judge success. LTP3 is supported by a suite of documents including the ROWIP and Action Plan.
- 2.2.3 The Council has also published an Implementation Plan for the period 2011-2014 setting out how the strategy will be implemented. This document includes specific actions intended to support the Implementation Plan.
- 2.2.4 All of the strategic goals in the LTP3 are contributed to by the rights of way network.
- 2.2.5 **Goal 1**
A transport system that supports a prosperous economy and provides successfully for population growth.
- We will support the provision of new sustainable growth by ensuring that new developments encourage walking and cycling. We want to ensure that new development encourages people to consider transport choices.
 - We will contribute to the access component of the developing Green Infrastructure network. This includes providing green access corridors which provide links to high quality greenspace near to where people live and access links between new development areas and the wider environment.
- 2.2.6 **Goal 2**
An efficient, resilient and sustainable transport system that is well managed and maintained.
- We will provide a well managed and efficiently delivered rights of way network that provides value for money and meets the current and future needs of the local community by providing a high quality rights of way service, including working effectively with other agencies and authorities
 - We will actively maintain the network, with particular focus on those routes that offer greatest current and potential use.

2.2.7 Goal 3

A transport system that helps to reduce the carbon footprint of Leicestershire.

- We want to ensure that the public have and exercise a real choice to leave the car at home including opportunities to walk and ride for everyday journeys. This should include, where possible, links to surrounding facilities and communities and to the wider recreational network.

2.2.8 Goal 4

An accessible and integrated transport system that helps promote equality of opportunity for all our residents.

- We want to enable as many people as possible to walk and ride, with particular focus on those currently excluded including the young and those with mobility problems.
- We wish to develop more active engagement with the voluntary sector and local communities. This includes encouraging local walking and promoting cycling and riding as well as seeking the views of communities on the management of their local network.

2.2.9 Goal 5

A transport system that improves the safety, health and security of our residents

- We want to contribute towards improving the health of residents of Leicestershire by increasing walking, cycling and riding levels to enable more people to be physically active and contribute to reducing obesity levels. This includes working with our partners across agencies to engage with people and provide information to inform and encourage anyone wanting to walk or ride.

2.2.10 Goal 6

A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit

- We will promote Leicestershire as an attractive place to walk, cycle & ride for the local community and visitors to the county.
- We will build on the works programmes in the last LTP by more active marketing of these networks. This includes developing and delivering a programme of walking, cycling and riding opportunities that offer long distance walking, site specific tourism walks, local parish walks¹³ and rides and urban and near-urban strolls¹⁴. This will also be tied with active partnership working with other providers, authorities and tourism agencies.

2.2.11 One LTP3 activity is to encourage active and sustainable travel. This builds on work undertaken during the LTP2 where efforts to increase walking and cycling were at the heart of proposals to improve the network. This included improving the rights of way network, especially in and around the County's main population centres.

2.2.12 LTP3 will continue to encourage more active and sustainable travel, including improvements to the quality of walking and cycling facilities. The challenge is to provide a high quality environment in which people feel safe to walk and

¹³ www.leics.gov.uk/parishwalks

¹⁴ www.leics.gov.uk/strolls

cycle, whether they are going to school, to work or a walk in the countryside. The authority does intend to bid into the Government's £560 million Local Sustainable Transport Fund to support this area of work and develop connections with all areas of sustainable transport.

- 2.2.13 The importance attached to this area of work is reflected in this Action Plan, as well as other LTP3 supporting documents, such as the Transport Asset Management Plan (TAMP).

2.3 The Environment - Green Infrastructure

- 2.3.1 In 2010 a Green Infrastructure (GI) Strategy was published¹⁵ for the 6C's area. This is a partnership between the respective City and County authorities around the three cities of Leicester, Derby & Nottingham.

- 2.3.2 The expected housing and other growth in the area presents real challenges to manage the process in a sustainable way. Green Infrastructure, as defined in the GI strategy comprises of:

"Networks of multi-functional greenspace which sit within, and contribute to, the type of high quality natural and built environment required to deliver sustainable communities. Delivering, protecting and enhancing these networks require the creation of new assets to link with river corridors, waterways, woodlands, nature reserves, urban greenspace, historic sites and other existing assets"

- 2.3.3 The vision of the document is to maintain, develop, enhance and extend a multi-functional GI network. The rights of way network is a key asset in the access element of this work, including links between existing and new development and the wider environment.
- 2.3.4 Several local planning authorities in the county have also developed local GI proposals through the Local Development Framework process. The strategy identified a series of GI sub-regional and city-scale GI corridors, including within the county. The development of proposed access corridors meets the vision set out in the draft GI Strategy for the 6C's growth points and contributes to wider outcomes set out below. These include:
- Supporting and providing links to new housing and regeneration projects
 - Helping meet government and local planning targets for new developments to be accessible on foot and by bicycle, including links to the surrounding path network
 - Encouraging the use of non motorised transport corridors contributing to congestion targets and indicators
 - Stimulate further local usage of the path network as a green gym and meeting National Indicators for physical activity levels
 - Providing access to green corridors for urban based communities and contributing to a sense of place for local communities
 - Enhancing and linking places of interest and tourism destinations for local people and visitors to the area

¹⁵ www.emgin.co.uk/6Cs

- 2.3.5 The development of GI corridors is supported by the broader maintenance and development programme of the ROW network, including several schemes being funded by a variety of partners. This is further discussed in the next chapter.

3 Looking after the Network

3.1 Background

3.1.1 Public rights of way make up 43% of the highways network within the County. In total this amounts to 3051 kilometres of paths. The paths are spread throughout the county and link into the carriageway network. The network has four categories of routes, dependent on the type of traffic entitled to use them. They are:

	% of Network	Walkers	Horse Riders	Cyclists	Other Users
Public Footpaths	80%	2442			
Public Bridleways	17%	538	538	538	
Byways Open To All Traffic	2%	59	59	59	59
Restricted Byways	1%	12	12	12	13
Sub Total (kilometres)		3051	609	609	71
Total	100.00%	100.00%	20%	20%	3%

3.1.2 The main duties placed on the local highways authority (LHA) are to manage and maintain this network and ensure the public can use it. In length, the network is the equivalent of looking after a linear route that extends from the county to well beyond Moscow.

3.1.3 The County Council manages the network both pro actively and in response to reports from the public. In order to assess how well the authority has been performing the authority has been measuring performance for a number of years. At the time of the publication of the ROWIP, Government had set a series of Best Value Performance Indicators (BVPI) to measure how Local Authorities were performing in specific areas.

3.1.4 During LTP2, BVPI 178 was the benchmark for measuring how well the network was performing. This was based on how well signed and easy the paths were to use for the public. The indicator broke down performance into six main categories that cover the main areas of work in managing the network. All are subject to statutory provisions set out in the primary legislation contained mainly in the Highways Act 1980¹⁶ and the Countryside Act 1968¹⁷. The 'ease of use' measure has a direct link to one of the key responses from the research for the ROWIP. The public stated that walking and cycling needs to be an easy and enjoyable experience to encourage people to use the network on a regular basis and attract new users.

3.1.5 The ease of use categories are:

- Routes have fingerposts at the start of each path.
 - There are just over 7000 locations where the HA is required to erect and maintain a fingerpost showing the status of the route and if appropriate where it leads to.
- There is adequate way-marking along routes

¹⁶ www.legislation.gov.uk/ukpga/1980/66/contents

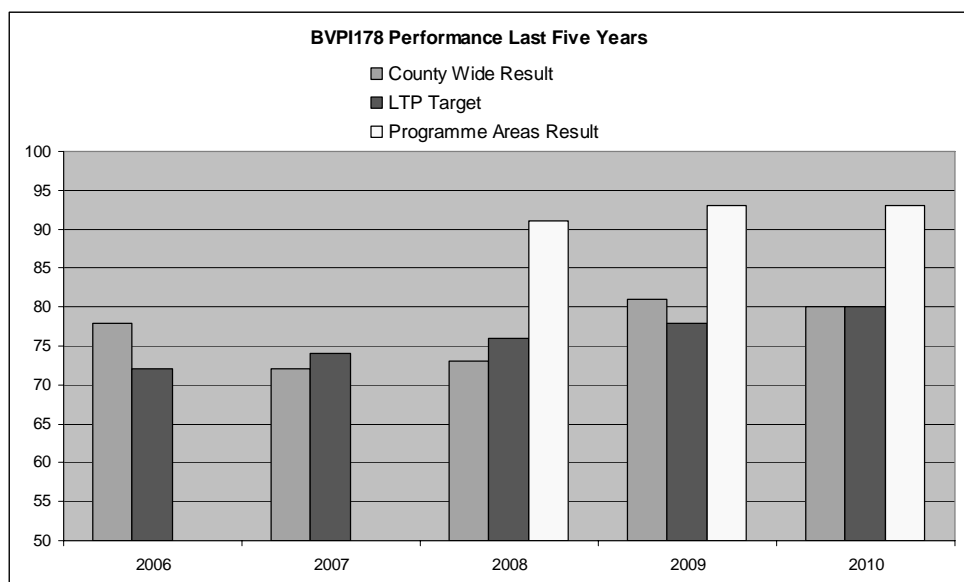
¹⁷ www.legislation.gov.uk/ukpga/1968/41/contents



- The current network has more than 13,000 yellow way-marker posts pointing the way ahead and a little over 40,000 locations where the coloured way-markers show the status of the route and the direction to take.
- Any bridges on the route are maintained appropriately
 - The authority maintains bridges on the network in conjunction with a number of occupiers who also have responsibilities for certain structures. A complete inventory of bridges is not currently available.
- Boundary crossing points are adequate
 - Unlike most of the carriageway network, rights of way are subject to a large number of barriers across them. In most instances these are facilitated by the provision of stiles or gates.
- Routes are free of obstructions
 - The authority is required to ensure that the public can use all paths and are not prevented by obstructions or other problems.
- Paths are not illegally ploughed or obstructed by crops
 - The Countryside & Rights Of Way Act 2000 enacted new provisions to limit the ploughing of paths and requiring routes to be defined and kept clear of crops.
- Surfacing of routes is adequate
 - Much of the rural network is not surfaced and crosses farmland. However, a proportion, especially in urban areas is surfaced.

3.2 How We Performed

3.2.1 Both the LTP2 and the ROWIP set targets to bring the network up to an agreed standard. Over the last five years this target was to ensure that 80% of the path network was well signed and easy to use by 2011. This was starting from a base target of 72% in 2006. Set out below are the results from the 5 year period.



3.2.2 During the last five years, most of the programmed maintenance and all programmed improvements have been focused in specific areas as set out in the last Action Plan. This focused on the 40% of the network within and near to built up areas in the county where more than 90% of the population live. This resulted in ease of use figures of over 90% in those areas. The network

as a whole met the target set of 80%, although there are a number of more rural areas that are in need of maintenance within the next two years. The figures put the County Council within the top quartile of comparable local authorities.

- 3.2.3 The LTP3 and this Action Plan support broader policies of encouraging public access to the natural environment. The rights of way network is a key resource to allow people to explore and enjoy their local area and the wider countryside.

3.2.4 *Action NM1*

The authority will continue to measure the percentage of rights of way that are signposted and easy to use to monitor how we are performing.

- 3.2.5 The authority is also seeking to understand how people access not just the rights of way network but wider green spaces in the county. The ease of use measure is an output that measures whether people can use the network. There remains a lack of robust data on the actual use of the network.

3.2.6 *Action NM2*

The authority will develop further proportionate monitoring of usage of the network that may be developed into future performance measures

- 3.2.7 The management of the network, and delivery of the programme over the next five years, will continue to include responsive and programmed management approach, albeit with greater emphasis on the programmed approach to provide a network at a suitable standard in the most efficient way.

3.3 Responsive Management

- 3.3.1 Each year, the Council receives reports from the public, occupiers and user groups regarding defects. Over the last 5 years the authority received on average, 1500 reports per year, or 6 per working day, which covered issues across the whole network. Every section of path within the county has had a defect report at some time showing that the whole network is used, although some areas trigger reports on a more regular basis due to heavier use of the network especially near to the major population areas.

- 3.3.2 The authority is committed to helping people report issues which they find while using the network. It continues to improve systems and utilise new technology to enable this to happen in an efficient and cost effective way.

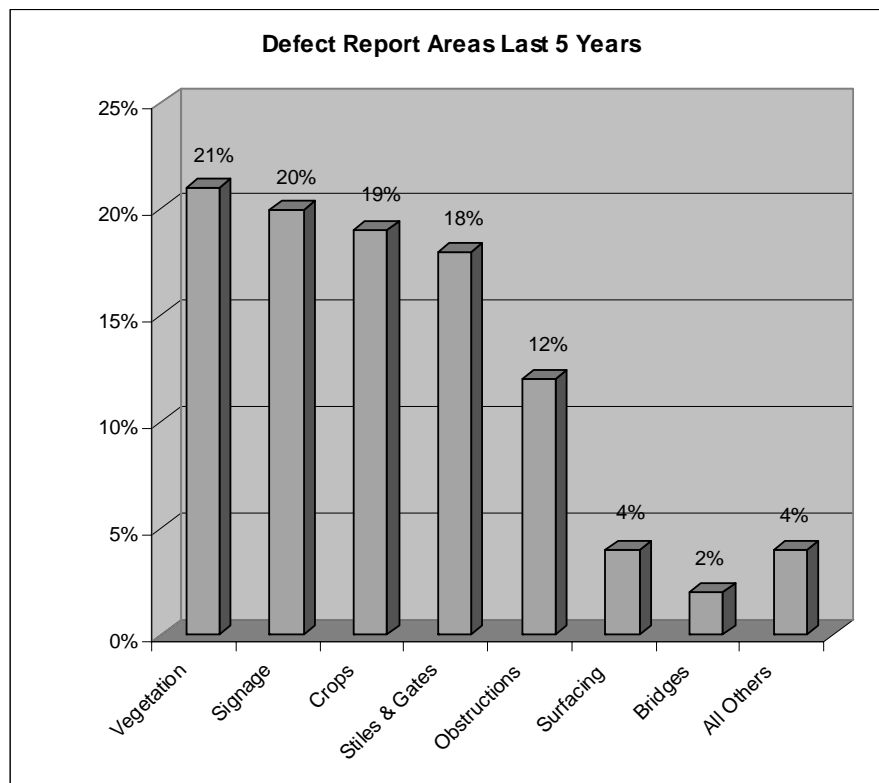
3.3.3 *Action NM3*

The authority will continue to provide and develop reporting and management systems for customers to report any defects. These currently include:

- *The Customer Service Centre 0116 3050001*
- *Online form via the authority website (www.leics.gov.uk/reportaproblem)*
- *Report via email (footpaths@leics.gov.uk)*
- *Customers can still report issues in writing if they prefer.*

- 3.3.4 Although there are a large number of report types, they can be summarised into six categories which give an overview of the primary concerns of our customers using the network. The key areas of reports during that period are

shown below.



3.3.5 The main focus of reports is related to specific core areas. Vegetation and crops amount to 40% of all reports. These are cyclical in nature. Nearly 40% of the remaining reports are related to signage and boundary crossing points. The remaining issues are obstructions on the network (12%) and all other matters (10%)

3.3.6 The authority has a series of duties placed upon it to respond to these reports, including provisions to allow customers to serve notice on the County Council if it fails to respond in an appropriate manner¹⁸. All reports are dealt with through management systems that record the defect, customer details and then track the inspection and how the matter is resolved. This also allows for the better allocation of resources, performance management and being able to track progress for the customer.

3.3.7 Action NM4

The authority will continue to investigate all rights of way reports, prioritise responses and take appropriate action. All reporters will have the ability to request to be updated of progress.

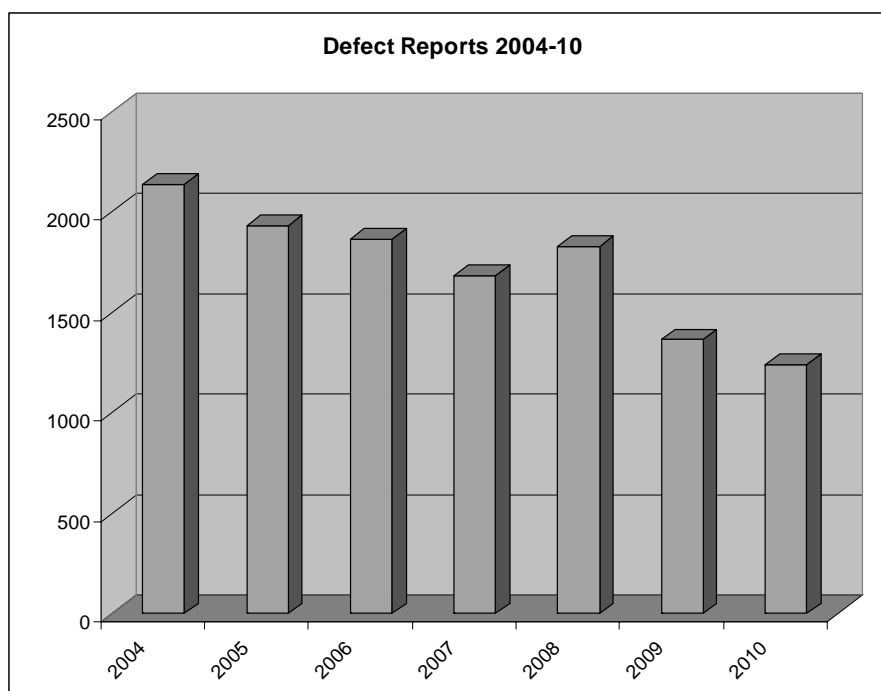
3.3.8 Defects occur throughout the network and often have to be dealt with on an individual basis, which is time consuming, especially on the rural network. Reports vary from minor matters to more substantive issues that require considerable time and resources to resolve. Responding to reported defects is reactive by definition. In some circumstances preventative measures and

¹⁸ www.legislation.gov.uk/ukpga/1980/66/section/130A

programmed approaches provide a more cost efficient and effective method of management. These need to be based upon thorough knowledge of the network and its assets.

3.3.9 Action NM5

Where appropriate, defects will be dealt with as part of the maintenance programmes.



3.3.10 The number of reports has been declining over the last six years. This followed a period of growth before that. With more programmed management being undertaken, a large number of defects are being resolved and the network is in a better condition, leading to less failures.

3.3.11 The LHA is under a duty to ensure that the public can use rights of way. During the last action plan the authority developed and published an enforcement protocol for dealing with defects. The document provides a step by step guide to the enforcement procedure to be followed by council officers when dealing with problems associated with rights of way and ensures that a clear and consistent approach is taken.

3.3.12 Action NM6

Defects will be dealt with in line with the Enforcement Protocol. This will be published online.

3.4 A Programmed Approach

3.4.1 The LHA has developed a series of programmes to both proactively develop and maintain elements of the network.

3.4.2 The last Rights Of Way Action plan set out several programme areas that sought to improve user's experience of the network, increase usage, meet statutory requirements and manage elements of the network in the most cost effective way.

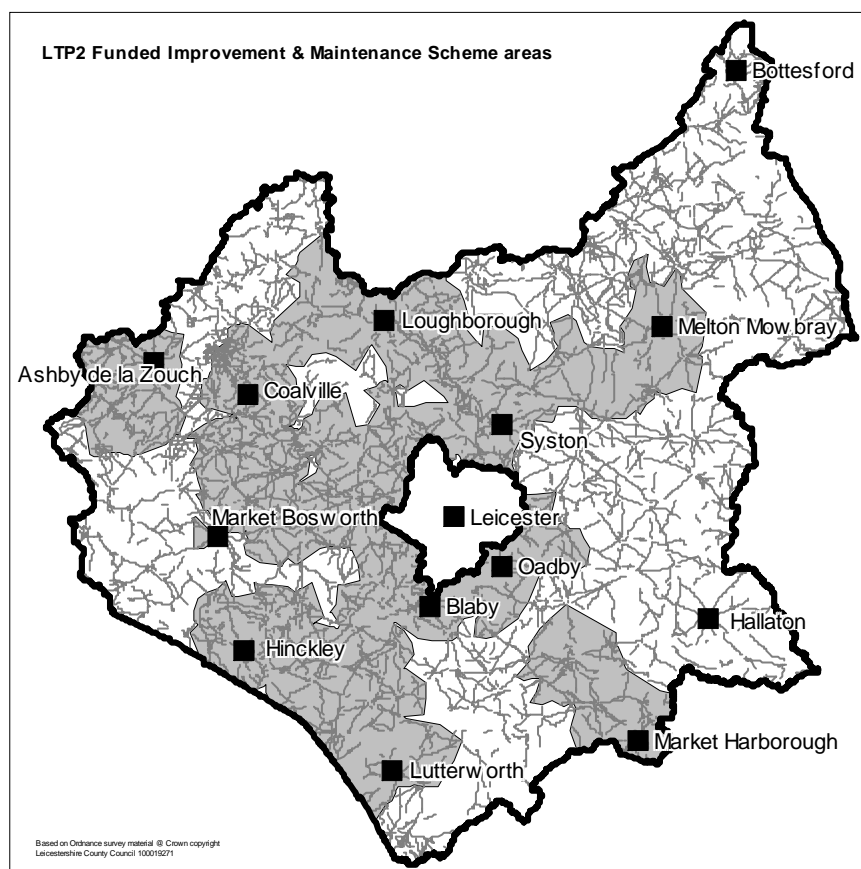
3.4.3 These included:

- Near urban area access schemes
- Waymarking programme
- Programmed vegetation cuts
- Crop monitoring programme

3.4.4 The ROWIP included an analysis and assessment of current provision. The main finding was that 75% of residents live within 250 metres of a path. Research has shown that the most frequent walks are over shorter distances, typically 1 - 4 kilometres and most from the doorstep. Resources were focused on paths in and around the major population centres.

3.4.5 At the start of the last LTP (2006), an average walk on the network would have a 70% chance of meeting a defect on the route. Users now only face a 20% chance of encountering a defect in the programmed areas carried out in the last LTP.

3.4.6 The ROWIP set a series of targets for the programmes aimed at maximising the ease of use and encouraging use of the network in the most efficient way. A five year rolling programme of surveys and works, focusing on the urban and edge-of-urban areas of the county was carried out. The schemes included comprehensive surveys of the network and a range of works focused on encouraging walking and riding, including resolving defects on the network.



3.4.7 The works were intended to open the network to more people and to a wider proportion of the community. In addition, broader way-marking schemes of path signing and enforcement were carried out on the network as a whole as

well as responding to reports from the public and user groups. These ensured that signage was renewed and maintained on a five year rolling programme for the network as a whole and over three years for formally promoted routes. All of the area schemes proposed over the five years were completed.

3.4.8 The key elements of the programme and future maintenance are linked to the active signage of the network, broadening access and promoting local walking opportunities.

3.4.9 Over the past five years 1400 kilometres of routes have been way-marked, with more than 14,500 way-marker posts put up or repaired and 25,000 way-markers helping people follow paths. In addition more than 2,500 fingerposts have been put up from the roadside, including many with local destination information.

3.4.10 The most popular element of the works was the implementation of the 'Gap, gate, stile policy'. The network is subject to a large number of fences or barriers. These are commonly crossed with stiles. These effectively exclude a proportion of the public, including the less able. They also make using the paths less attractive. During the five year programme more than 1900 barriers were removed, equivalent to more than one a day. Where possible, a gap was left, in most cases they were replaced with a kissing or hand gate. All of this work was completed in consultation with occupiers.

3.4.11 The response from the public has been very positive. Carlton PC
"These works are greatly appreciated by all, some of whom have been excluded from their local Countryside for many years due to disability or loss of mobility...they have made a real difference to the lives of many"

3.4.12 *Action NM7*

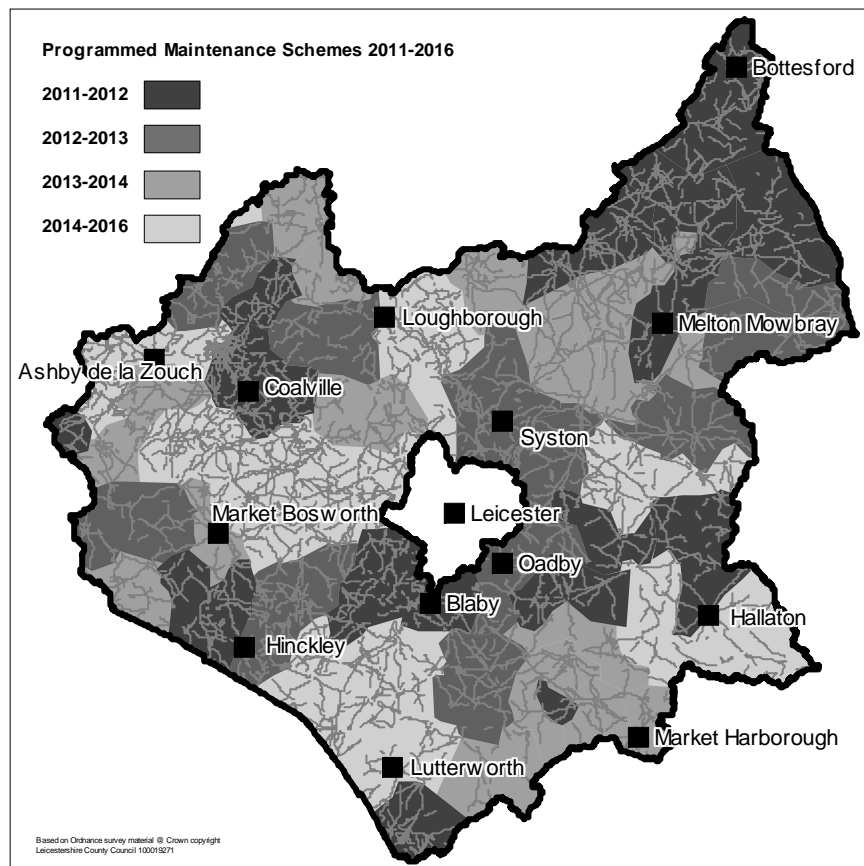
The authority will continue to seek to have any unnecessary barriers removed from the network in line with the gap, gate, stile policy in the ROWIP

3.4.13 During the last LTP the programme of path improvements and maintenance was linked to promotional actions to encourage those less confident to try walking in areas where the new works were put in place. Details are set out in the encouraging use chapter.

3.4.14 The rolling programme of area schemes has been broadly allocated for the next 5 years, with specific schemes identified for the first 3 years. The maintenance programme is also aligned to lifecycle repairs and replacement of a number of infrastructure types.

3.4.15 *Action NM8*

The authority will carry out rolling network surveys for maintenance of the network over the next five years. The first 3 years of the programme are set out in the Action Plan.



- 3.4.16 Some 40% of reports from the public relate to paths being ploughed, or obstructed by crops or vegetation. This has a disproportionate effect on the use of the network, especially between spring and autumn when the paths are most used.
- 3.4.17 The Rights Of Way Act 1990 sought to clarify the legal position with ploughing paths and keeping them open during the summer season. It also gave powers to the highway authority¹⁹ to ensure paths are kept clear without recourse to the courts.
- 3.4.18 In line with Enforcement Protocol, the Council has carried out an annual Crop Monitoring Programme. This includes providing leaflet information to the farming community on an annual basis and carrying out a targeted programme of inspections during the early part of the growing season. On average about 500 paths are surveyed based on routes that have received crop or ploughing defects during the previous three seasons. By the end of the process, all but a handful of paths have been cleared by the farming community during the five year period.
- 3.4.19 The programme and the results are fed back to the Local Access Forum which includes user and farming representatives.
- 3.4.20 *Action NM9*
The authority will continue to carry out a Crop Monitoring programme and ensure that the farming community continues to receive information on good practice.

¹⁹ <http://www.legislation.gov.uk/ukpga/1990/24/section/4>

3.4.21 Clearance of natural vegetation growing from the surface of paths is the responsibility of the highway authority. The majority of reports from the public relate to urban and near urban paths, many of which are enclosed. Key routes are now being included in the broader cyclical vegetation cuts that also maintain the adopted highway network.

3.4.22 Action NM10

The Council will continue to review the route schedules included on the programme to ensure that cyclical cuts are targeted appropriately.

3.4.23 Where paths follow headlands, there is no right to plough. In these circumstances natural vegetation growing from the surface of the path is the responsibility of the Highway authority. Many of these are in remote locations. A Headland Grant scheme has been running for a number of years. This offers monies to the farming community to carry out vegetation cuts on behalf of the LHA.

3.4.24 Action NM11

A review of the current Headland Management Scheme will be carried out at the end of the 2011 growing season.

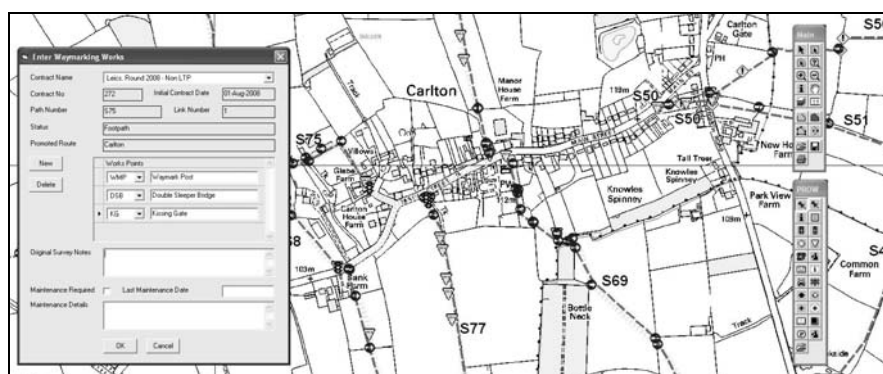
3.5 Our Assets

3.5.1 As well as developing management systems that record reports and responses more efficiently, the authority is also developing asset management planning for the network as a whole. The second Transport Asset Management Plan²⁰ (TAMP2) has now been produced as a supplementary document to the LTP3. This is a further development of the previous document.

3.5.2 Action NM12

Over this Action Plan period, the rights of way network, assets and structures will be integrated with the second Transport Asset Management Plan (TAMP2).

3.5.3 This will allow better planning and programmes to reduce whole life costs within the resources available. A component of this is a register of the assets on the rights of way network and their condition, including renewal and inspection schedules where appropriate.



²⁰ www.leics.gov.uk/tamp_2.pdf

- 3.5.4 The current asset inventory includes more than 40,000 items on the network. This is held in databases that also include spatial information and can be utilised in geographical information systems (GIS). The data also includes renewal or replacement dates. It is currently not a comprehensive inventory of all structures on the network but includes signage, boundary crossings, defects, enforcement and ditch crossings.
- 3.5.5 The surfaced element of the network needs to be further integrated, where appropriate, into the safety inspection regimes of the broader highway network. Parts of the adopted and urban surfaced sections of the network are recorded and some subject to programmed inspections.
- 3.5.6 The last Transport Asset Management Plan explicitly excluded the bridges on the rights of way network. Bridges are a significant asset. Currently the management of bridges on the rights of way network is done largely on a reactive basis for the larger structures. Some smaller structures and sleeper crossings are renewed as part of the maintenance programme. The second TAMP will now include this asset. Over the initial period of the LTP3, it is intended to incorporate the ROW bridge stock into the asset planning process. To initiate this work a pilot will be rolled out and recording protocols developed. This will then be rolled out to the programmed surveys to complete the inventory over this Action Plan period.
- 3.5.7 *Action NM13*
The authority will develop a programme to capture bridging details in conjunction with the maintenance programme.

3.6 Improvements, Connect2 & Green Infrastructure

- 3.6.1 As well as the maintenance programme the authority has also allocated through the LTP3 programme some monies for carrying out focused improvements to the network.
- 3.6.2 *Action NM14*
Improvement works will be allocated on specific schemes where it can be shown that such works would contribute to LTP3 goals by increasing usage of key sections of the network and also broaden access to a wider proportion of the public.
- 3.6.3 These can be on small scale works including minor matters such as the replacement of stiles with gates, better destination wording on fingerposts or larger projects such as surfacing. Priorities will be focused on those schemes that can demonstrate local demand and lead to greater use. This includes broadening access to a wider section of the community.
- 3.6.4 The Connect2 project is a £1.4m project to improve the cycle and walking network to the north of Leicester. The main funding is via a Big Lottery grant. The work is being carried out on a number of paths in the area and includes new surfaced links and the renewal of a series of bridges. The scheme has been running for three years with two more years to completion. With the development of the routes a green transport corridor now links Leicester with the surrounding settlements of Thurmaston, Syston and Birstall.

- 3.6.5 Usage of the Connect2 scheme has been closely monitored. Completed sections now facilitate over 400000 walking and cycling journeys per annum.
- 3.6.6 *Action NM15*
The Connect2 project will be completed over the next two years. This will include resolving current anomalies on the Definitive Map for the area.
- 3.6.7 Following the publication of the Green Infrastructure Strategy for the 6 C's area, government invited bids for monies to develop local projects. The authority was successful with two bids.
- 3.6.8 The first is a signage programme along the Soar Valley, linking Leicester with Loughborough. It also includes minor access improvements along the northern walking section. The southern section is enhancing signage and promotion of the routes developed under the Connect2 scheme. The County and City Councils have already identified the route as a key player in the development of the wider Leicester Cycle Network
- 3.6.9 The second is a series of routes in and around Hinckley. These link the town with surrounding settlements, future potential development areas, the canal and Burbage common.
- 3.6.10 *Action NM16*
The two Green Infrastructure schemes will be complete by summer 2012.



Connect2 - Opening of Birstall Lock Bridge

ROW Capital Programme 2012 - 14

Individual Schemes

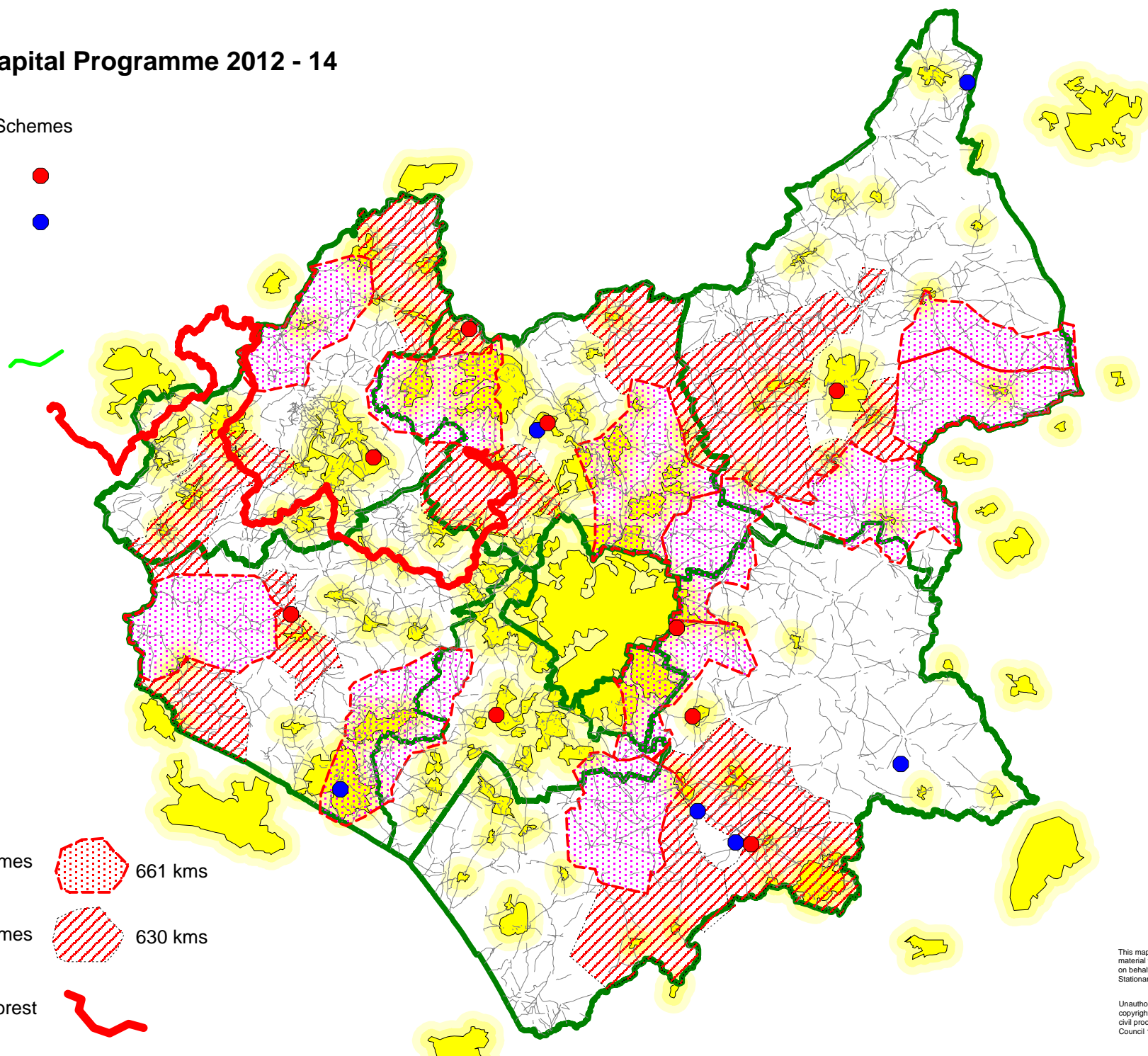
2012-13 ●

2013-14 ●

Area Schemes
2012-13 661 kms

Area Schemes
2013-14 630 kms

National Forest
Trail




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4 Recording the Network

4.1 The Background - The Definitive Map & Statement

- 4.1.1 As a local surveying authority, the County Council is required to provide and maintain a Definitive Map and Statement of public rights of way for the county²¹.
- 4.1.2 The documents are a legal record of known footpaths, bridleways, byways and restricted byways within Leicestershire. They provide access information to users, occupiers, other authorities, statutory undertakers and developers. The documents are conclusive evidence of the position and status of any path in the county.
- 4.1.3 In 1952 the first Definitive Map was published in the County under the same legislation that created the National Parks²². In 1957 the County Council carried out the last full review of all paths in the county. This forms the basis of the map we have today. Following the introduction of the 1981 Wildlife and Countryside Act (WCA), the map and statement is constantly updated with any changes that occur, such as diversions.
- 4.1.4 The map represents the current known legal position and status of any recorded path in the county. However, it is subject to change and routes can be added, deleted or changed in status depending on historical evidence or usage and statutory orders.



Definitive Map & Statement Extract

Based on Ordnance Survey mapping (© Crown copyright)

Ref No	Relevant Date	Map	Status	Location	Width	Limitations and Conditions
N39	29/09/1992	SK41NW	BOTAT	From public right of way N40 at Deepdale, Swannington, to the mineral railway line Parish(es) Swannington, Coalville	Not defined	None
N40	23/09/1994	SK41NW	Bridleway	From Swannington north of Deepdale to the railway. Parish(es) Swannington	Not defined	None

4.2 Progress

- 4.2.1 The authority is required to maintain a map and statement that is available for public inspection. Both the map and the statement are required to be available for inspection at County Hall, as well as copies in each district and as far as is practicable in each parish²³. Historically the map has been published in a paper format but new technologies have greatly increased the opportunities to make the data available to all, including through the use of the internet.
- 4.2.2 Whilst the use of the web and digital recording of information allows for greater distribution of the map it is subject to limitations due to legislative requirements and the need to have a single version that can be defined as definitive. This is 'consolidated' to produce a single dated map. Formerly the

²¹ Wildlife and Countryside Act S53

²² National Parks & Access To The Countryside Act 1949

²³ Section 57 (5) WCA 1981

map and statement was printed in a paper format that was costly to distribute.

4.2.3 *Action DM1*

The County Council will produce future copies of the Definitive Map and Statement in Portable Document Format (pdf) and distribute on disc. These will be distributed to all District authorities and major libraries.

4.2.4 The map will still be capable of being printed on paper, when needs arise, from the pdf version. It will also allow the document to be digitally sealed and recorded including watermarking, copyright and protection. This will also allow for easier distribution to partner organisations, including the voluntary sector.

4.2.5 The County Council can also provide local copies of mapping for parishes and local communities. These show, at a local level, where people can walk and ride. They also assist parishes and groups reporting issues when monitoring their local network. It is also possible to obtain encapsulated copies for display in public places, such as libraries or parish council offices.

4.2.6 *Action DM2*

Copies of the Definitive Map will be provided to parish councils and local community groups (including LLA members), on request. Mapping will also be provided to the major user and occupier representative groups to assist with encouraging walking cycling and riding events and for land management purposes.

4.2.7 The Council also provides the information from the Definitive Map to the Ordnance Survey. This is then incorporated into a series of mapping products that are available to the public. The products are available through a variety of outlets and traditionally have been the primary way for the public to know where paths are. They are displayed with other forms of public access. This includes both Landranger and Explorer mapping products.

4.2.8 *Action DM3*

The authority will continue to supply regular updates to the Ordnance Survey for inclusion in mapping products.

4.2.9 The Ordnance Survey is currently carrying out a consultation on the establishment of an OS National data set to allow for easier transfer of local data to their own products.

4.2.10 Rights of way data needs to be displayed on an appropriate mapping base for the information to be meaningful. The only source of such mapping was the Ordnance Survey. The Ordnance Survey is constantly updating the mapping base and this requires how paths are displayed to be monitored. Over the first period of the ROWIP the Ordnance Survey carried out large scale changes called the Positional Accuracy Programme. All mapping within the county was re-surveyed and as a result of newer recording techniques, more accurately mapped. This shift of data required other data sets displayed on it to be moved also. All of the paths within the county have undergone checks and been corrected where appropriate.

4.2.11 This process was completed in 2009. Although rather time consuming this work was vital to keep the mapping up to date and capable of being displayed alongside other mapping and data utilising an Ordnance Survey base. Base

mapping continues to be re surveyed and always will be.

4.2.12 Action DM4

The authority will continue to monitor mapping changes to the Mastermap data and 1:10000 raster maps to maintain the Definitive Map layers appropriately.

4.2.13 The County Council is often required to provide detailed information on the position of paths. Many other internal and external agencies use large scale mapping. A positive outcome of the Positional Accuracy programme was to improve the scale that the data can be used with. It allows for more effective supply of data to partner organisations and within the authority. This also has a direct benefit to the public and the private sector including conveyancing, planning, and dealing with statutory undertakers. This process also allows for the data to be seamlessly integrated with more modern mapping including mastermap from the Ordnance Survey.

4.2.14 Action DM5

Rights of way digital layers will continue to be maintained and made available for use in mapping systems supported to a scale of 1:1250 in urban areas and 1:2500 elsewhere. The Definitive Map itself, will still be based on the 1:10000 raster mapping layer.

4.2.15 Leicestershire County Council was an early adopter of new technologies to record public rights of way. This data is used to produce all mapping showing Definitive Rights of Way, including any type of prints. Information in this format can be supplied to all users and kept up to date more easily. It is also possible to provide more accurate data directly to those that need it.

4.2.16 With the creation of a digital version, new technologies have provided opportunities to provide the information to all with the ability to display digital mapping.

4.2.17 Action DM6

The authority will continue to maintain a Digital Definitive Map that meets the legislative requirements and can be shared with other systems.

4.2.18 Recording and maintaining the data in a digital format that can be easily utilised in other systems and application allows its use both within the organisation and other parties and the public.

4.2.19 During the period of the first ROWIP the authority has further developed and enhanced the dataset. This now includes its use with a far wider range of other data. Rights of way are only one part of the highways network. The mapping has been improved to allow its use with systems to run alongside other highways data.

4.2.20 Within the organisation, the mapping is now available to all groups that require rights of way mapping. This includes those dealing with searches, planning applications and highways maintenance.

4.2.21 The accurate recording of highways data in geographical information systems (GIS) and other systems allows for the spatial recording of a variety of linked data to improve service provision. These include customer reports, assets along the network and legal changes. All of these processes can be managed

and more efficiently delivered in this manner.

4.2.22 British Standard 7666 originally set the framework for a national dataset to record a National Land & Property Gazetteer, including addresses, streets and public rights of way²⁴. Current and future maintenance of Rights of way data is following the standard initially set out in Part 4 of the standard. A single Street Gazetteer is maintained that includes all public highways. The data source provides a framework for both the authority and partner organisations to carry out a series of functions more efficiently. Although the dataset contains rights of way information, this is not seamlessly linked to the Definitive Map.

4.2.23 *Action DM7*

Data from the Definitive Map will be uploaded into the Street Gazetteer and updated as any changes occur thereafter.

4.2.24 Other working agencies also use and in some cases display rights of way information. Digital layers can be provided to third parties where appropriate. This includes developers and user organisations and surrounding authorities. The highways network does not end at the county boundary. Routes cross boundaries and authorities work together maintaining the network. This includes Leicester City.

4.2.25 It can be frustrating for the organisation, the public and private sectors to have to approach multiple organisations for data. Exchanging and aligning data with surrounding authorities will improve service provision.

4.2.26 *Action DM8*

The authority will co-ordinate with other agencies to provide access data, including the exchange of information.

4.2.27 *Action DM9*

The authority will support the development of integrated access information at an appropriate level. This will include future working arrangements between authorities.

4.2.28 The internet has transformed the ability to provide data to the wider population. The County Council has provided web based mapping of Rights of way data for some time²⁵. Users can view mapping and inspect the statement. The current portal was developed some time ago. More work is required to develop broader functionality, including promoted routes and local walking, cycling and riding opportunities. Underpinning this approach is making the information available to as many people as possible, and providing better mapping information. The Council is committed to meeting electronic delivery targets and recognises future growth of this area.

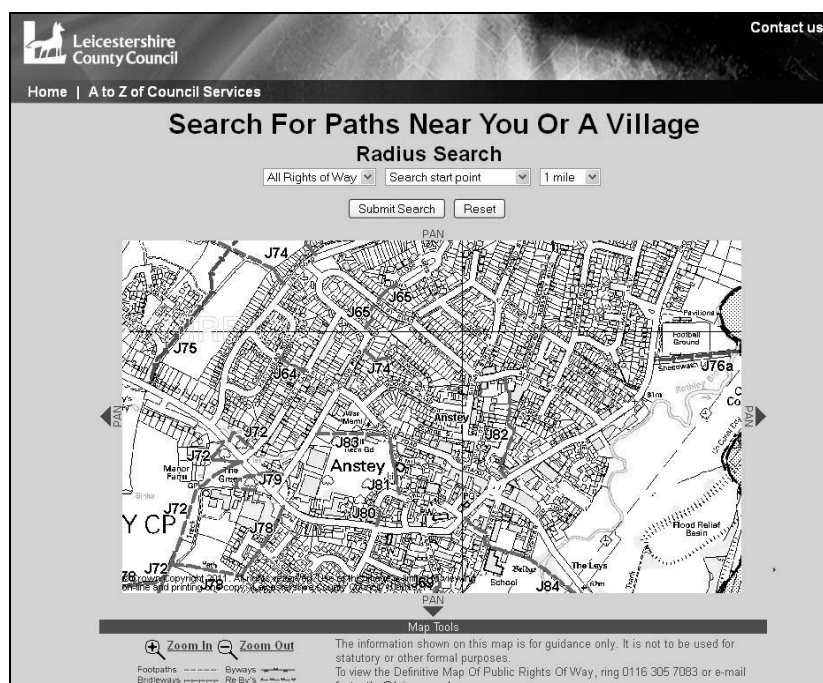
4.2.29 *Action DM10*

The current web provision for rights of way mapping will be maintained and if opportunities arise developed further, including links to other walking, cycling and travel information.

²⁴ <http://www.nlpg.org.uk>

²⁵ www.leics.gov.uk/maps

- 4.2.30 With the boom in internet and mobile devices, the ability to provide and share information has radically changed. This now allows data to be delivered directly not just to people's homes but to users on the move. Applications such as Google Maps and a range of other mapping products now allow for information to be provided directly to people wherever they are, including in the field with Global Positioning System (GPS) support.



processes to divert, create or delete paths. The principle means are under the Highways Act and the Town & Country Planning Act (see below; Moving paths). Following these types of orders being confirmed a secondary process is required to update the map, known as a past event modification order. It is important to carry out this process as soon as possible to avoid confusion.

- 4.3.3 Although new legislation has introduced 'joint' orders that allow certain orders to be combined this does not cover all circumstances and the use of such orders is not necessarily more efficient due to certain requirements and the potential to attract further objections.

4.3.4 *Action DM12*

Where appropriate, the authority will use joint orders and in other circumstances seek to have the past event order completed within six weeks of the confirmation of the legal event.

- 4.3.5 In certain circumstances, such as larger long term mineral extractions paths are 'temporarily' diverted for defined periods, often for a number of years. Traditionally the Council has not reflected these on the Definitive Map.

4.3.6 *Action DM13*

Temporary diversions and extinguishments will be subject to past event orders where time periods allow.

- 4.3.7 The legislation also provides for evidential Modification Orders. Where evidence is available to show that a route is reasonably alleged to have come into being through use, or that it has been historically created, the authority is required to investigate the matter and where appropriate make a Modification Order. Any member of the public may make an application to the authority to make such an order. In a typical year about 10 applications are received.

- 4.3.8 This process is subject to a raft of legislation, case law and statutory guidance. To adequately research any historical evidence or establish witness evidence can take some time. Even when the authority decides to make an order based on the information accrued the process is subject to a consultation period which invariably results in objections. This is then referred through to the Secretary Of State for determination, usually resulting in a public inquiry. In cases where the authority chooses not to make an order the applicant can appeal to the Secretary of State who can then direct the authority to make an order. The authority is subject to provisions (Schedule 14) that require any application to be dealt within an appropriate time period. Currently the authority has 60 applications at various stages.

4.3.9 *Action DM14*

The authority will carry out a review of current cases and process management.

- 4.3.10 With the introduction of continuous review of the Definitive Map in 1981, changes to the map were mainly dealt with in accordance with the date applications were received and progress linked to the complexity of the case. The adage 'once a highway always a highway' still holds true at common law. Routes created even centuries ago can be added to the map if the evidence is sufficient.

- 4.3.11 In order to remove this potential uncertainty, the Countryside and Rights of way Act 2000 (CROW) introduced a proposed 'cut-off date'. Historic paths created before 1949 and not recorded on the Definitive Map will be effectively extinguished if not claimed by 2026.
- 4.3.12 Government recognised that this would generate a great deal of work for surveying authorities and could trigger a rash of claims prior to the cut off date. At the time of the publication of the ROWIP, government had agreed to set up the Discovering Lost Ways Project co-ordinated and funded through the then Countryside Agency to support the change to legislation. The project was established to capture evidence about unrecorded rights of way before the cut off date. This had a troubled history.
- 4.3.13 At an early stage this included an Archive support unit (ARU) to research historic ways not shown on the Definitive Map. The intention was to complete this work for all counties between 2007 and 2012. The first ROWIP Action Plan set targets for Leicestershire to provide data for, and work with, the ARU at the earliest opportunity. The ARU work did not progress well and the task of the undertaking proved to be much larger than envisaged. Not a single case was progressed nationally. Natural England effectively abandoned the project and accordingly the work has cascaded back to the County Council as the Surveying authority.
- 4.3.14 Natural England and a number of other parties concluded that the length of time necessary under current law and procedures to process cases meant that the deadline of 2026 was not a realistic proposition. In March 2008, Defra endorsed Natural England's recommendation that it should close the 'Discovering Lost Ways' project and instead challenge the key national interests to develop a consensus about the best way to remedy the well-publicised challenges of the definitive map processes. A Stakeholder Working Group was established. The group, with support from Natural England, produced "Stepping Forward" containing 32 recommendations to Government.
- 4.3.15 Government has recently published an environmental white paper 'The Natural Choice'²⁷ this includes the commitment to "consult on simplifying and streamlining the processes for recording and making changes to public rights of way, based on proposals made by Natural England's working group on unrecorded rights of way". It should be noted that the stake holder recommendations would only make limited changes.
- 4.3.16 The County Council continues to support streamlining the process and amendment of the legislation to speed up and reduce the costs of making Definitive Map Modification Orders. Both the authority and the Leicestershire Local Access Forum have made submissions to government.
- 4.3.17 *Action DM15*
The authority will provide input to and support for any proposals to review order making processes in a more efficient manner.

²⁷ www.defra.gov.uk/environment/natural/whitepaper/

4.4 The Task

- 4.4.1 Following proposals in the first action plan and proposals to work with the ARU the County Council has carried out a review of the Definitive Map, alongside the work to improve the dataset and meet the positional accuracy programme. This included not just likely lost ways but also other anomalies on the Definitive map. The number of outstanding issues are set out below:

Missing Links	155
Lost Ways	383
Building Obstructions	236
Unofficial Diversions	511
Garden Obstructions	113
Status unclear	124
Dead Ends	108
Other Obstructions	195
Other legal problems	163
Total	1994

- 4.4.2 A large number of these will be picked up by and linked into the maintenance programme set out above. However, a significant number would need some sort of legal order to be initiated in order to be resolved. These include a large number of Definitive Map Modification orders. The average time to take such an order from beginning to end is about 2 years. Within the current statutory framework, and with current local resources, only higher priority cases can be considered.

4.4.3 Action DM16

The authority will continue to maintain and monitor the anomalies database to review the extent of the issue and provide data to other programmes to achieve easy resolutions. Progress will be reported to the Leicestershire Local Access Forum

- 4.4.4 There will always be a large number of issues on the network at any one time. In dealing with these, good working practices need to be implemented. Having established the scale of the task and trying to produce a 'best possible' solution within the resources available some form of prioritisation system is required.

4.5 Priorities

- 4.5.1 For the reasons set out above the Council cannot process the likely case load within current resources and the legislative framework. A priority system needs to be formally established to deal with both ongoing claims and the research back log. This needs to take account of the resources the authority has available.
- 4.5.2 The ROWIP was required to consider: "the extent to which local rights of way meet the present and likely future needs of the public and the opportunities they provide for exercise and other forms of open air recreation and the enjoyment of the authority's area".
- 4.5.3 The County already has more than 3000 kilometres of public rights of way. The needs of users vary, as do both the overall and local provision of paths. Both user needs and highways management have been considered in the last

ROWIP. It is proposed that future priorities be based on a series of criteria, including the benefits that would accrue from making an order.

4.5.4 Action DM17

The authority will both develop and formally approve a priority system for dealing with DMMO's. The views of the Leicestershire Local Access Forum will be sought on any proposals.

4.6 Registers

4.6.1 The ROWIP highlighted the requirements of the CROW legislation and subsequent statutory instruments placing a duty on the surveying authority to produce three registers including all modification orders made under the Wildlife & Countryside Act²⁸. This requires an appropriate register to be created and be available to the public, including online via the web. The three registers include:

- Applications made to change the Definitive Map, including proposals to add, delete or change the status of paths
- Declarations made to the authority from landowners under Section 31A of the Highways Act.
- A register of Section 121B Highways Act applications for the special extinguishment or diversion of paths away from schools and certain agricultural holdings.

4.6.2 As well as a duty placed on the authority these can provide information to the public and applicants of orders being processed by the authority, including progress. Aside from the register of modification orders the other registers have not progressed since the last Action Plan. It is an oddity that a number of other standard orders are not included in requirements. The web provides a cost effective mechanism to update parties.

4.6.3 Action DM18

The County Council will seek to update, via the web, applicants, the public and agencies on the progress of all types of orders undertaken.

4.6.4 Action DM19

The County Council will continue to develop a register of S31 declarations.

4.6.5 Action DM20

The County Council will develop and publish a register of S121B highways act applications in conjunction with other ROW Highways Act applications.

4.6.6 This work is subject to the review of a number of legislative requirements by government.

4.7 Moving Paths & Planning

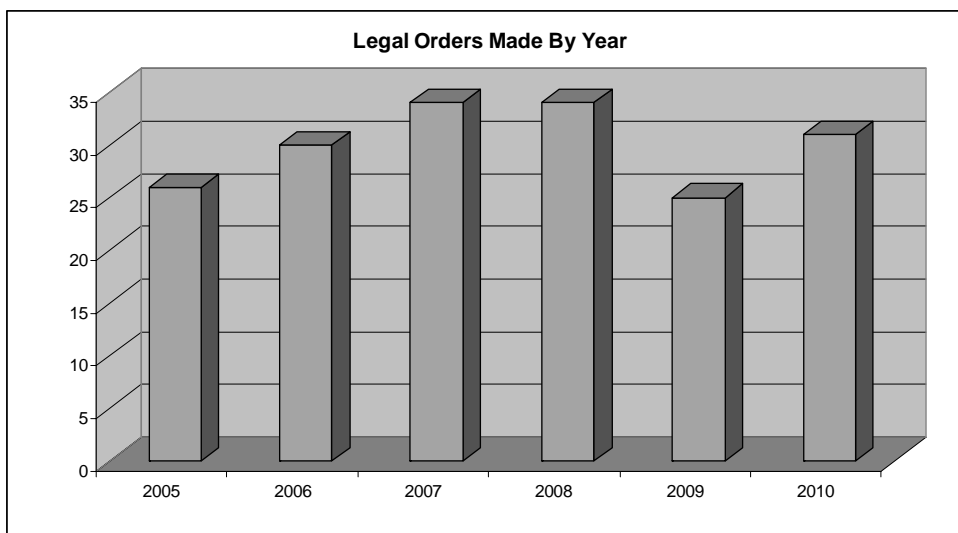
4.7.1 Paths can be diverted, created or extinguished for a number of reasons under statutory law. The main areas of legislation are under the Highways Act (HA) or the Town & Country Planning Act.

4.7.2 Orders under the Highways Act are more common and form the main area of work. Most are requests to divert paths by occupiers. Any application needs

²⁸ S53(3)(c) Wildlife & Countryside Act 1981

to be in the interest of the landowner or the public and the proposal should not be substantially less convenient for the public. The process is time consuming and is subject to a number of legal requirements that can only be considered within set criteria. Any order will need to be investigated; an order made, then advertised. If there are any objections these are referred to the Secretary of State. In the main these will result in a public enquiry. Attention is drawn to policies D1-D7 in the ROWIP.

4.7.3 In a typical year the authority processes about 30 orders.



4.7.4 A number of orders can remain on the books for a considerable period. This may be due to lodged objections, stipulations placed on the applicant or the time taken for the inspectorate to allocate hearings. In addition a number will be subject to legal issues that require long term negotiations and resolutions. In total, existing case files include 140 applications that remain to be closed or determined. A significant proportion of these are unlikely to be confirmed.

4.7.5 *Action LO1*

The authority will carry out a review of current orders to close case files where there is no realistic chance of proceeding further.

4.7.6 Whilst the process of making orders is prescribed by guidance from government, the process should be as efficient as possible to both speed up the process for applicants and reduce costs.

4.7.7 *Action LO2*

The authority will review current order making processes.

4.7.8 Charges are levied on any applicant making an application. These are to cover all reasonable administrative and other costs. The amount has not been reviewed for a number of years.

4.7.9 *Action LO3*

The authority will review current charging levels.

4.7.10 Applicants and interested parties in the proposals should be able to track progress on any order. In addition the current process is limited to paper copies of orders and site notices, including consultations sent by post.

4.7.11 Action LO4

The authority will investigate the provision of web information for applicants, including tracking of orders. In addition the possibility of electronic consultations and details of orders online will form part of the study.

4.7.12 Where paths are affected by new development proposals, orders are made under the Town & Country Planning act²⁹. The effect on the path is considered as a material consideration at the time of granting planning permission. After the granting of permission the path may be diverted or extinguished to enable the development to take place. This is a separate process that needs to be built into the planning cycle. It can cause confusion to developers.

4.7.13 In the case of minerals application the County Council is the Local Planning Authority (LPA). In other planning matters district authorities are responsible for carrying out the necessary orders. In these cases planners should satisfy themselves of the correct line of the path and consult with the Highway authority as early as possible. A number of authorities are carrying out reviews of work programmes. Authorities within the county are also looking at ways to work more efficiently together. The County Council Rights of Way Team has always worked closely with and provided support to LPA's in carrying out these types of orders.

4.7.14 Action LO5

The authority will offer services to any LPA to assist with the carrying out of rights of way order functions under the Town & Country Planning Act.

4.7.15 This work can include advice on orders, plan functions and the drafting of documents, as well as carrying out and responding to consultation processes. The LPA will still remain the order making authority in each case.

4.7.16 The authority has been updating a "Guide to Development and Rights of Way". This outlines the processes and procedures with broader advice on acceptable layouts for alternative paths. This includes encouraging access to and from new development by walking and cycling. The County operates a presumption that all routes should be free from barriers limiting use.

4.7.17 To achieve this, good design needs to consider all users, including the less able and provide attractive and good infrastructure to encourage use. This includes routing paths through public open space rather than estate roads and, wherever possible, ensuring they are well overlooked and pleasant to use. The Highway authority also has a direct interest in new routes which it may need to maintain in future.

4.7.18 Action LO6

A Guide to Development & Rights of Way will be available online and distributed to LPA's and local developers. In addition appropriate parts will be linked to the 6Cs design guide.

4.7.19 The authority welcomes approaches from both developers and local planning authorities when considering development that has an impact on rights of

²⁹ Town and Country Planning Act 1990 S247 & S257

way. The Council is consulted on all planning applications including a number of larger long term development proposals.

- 4.7.20 In line with proposals in the LTP3, the Council wants to ensure that new development encourages people to consider sustainable transport choices, including walking and cycling. In line with the policies set out in the ROWIP developers will be expected to maximise potential access to and within new developments. This will include requirements for infrastructure. Larger schemes on the urban fringe also link into the wider recreational network that should be linked to, and developed in, conjunction with, new development.

4.7.21 *Action LO7*

The authority will continue to respond to planning applications and proposals to ensure that new development provides real transport choice including walking and cycling

5 Open Access

5.1 Background

- 5.1.1 One of the flagship elements of the Countryside and Rights of Way Act of 2000 was the introduction of new provisions to establish and record new areas of Open Access. These are designated sites of mountain, moor, heath or down that allow access for the public to explore and enjoy. The new provisions came into force in late 2005. In addition, Registered Common Land is also subject to the new provisions and recorded.
- 5.1.2 Under the act, Leicestershire County Council is an “Access Authority”³⁰ tasked with ensuring that the sites are appropriately managed, signed and available for people to enjoy. Within the county, there are more than 100 open access sites. Although most of these are small, they include several larger areas. New powers include the making of byelaws and the appointing of wardens if required.

5.2 Progress

- 5.2.1 During the last Action Plan all of the sites were assessed and core signage put in place. This has included specific site access management plans, developed in conjunction with occupiers. Several of the sites are also Sites of Special Scientific interest (SSSI), including some with no previous history of public access. A balance between public access and the ecological value and management needs to be struck. The County Council has worked with occupiers to create or negotiate new routes to make sites accessible or link fragmented ones as part of access management proposals. All sites now have public access to them.
- 5.2.2 The County Council is required to continue to monitor sites and give advice to occupiers, in conjunction with Natural England. The Leicestershire Local Access forum also has a formal advisory role in both commenting on reviews of Open Access sites and ongoing management.
- 5.2.3 *Action OA1*
The authority will continue to ensure that all sites are accessible to the public, are appropriately signed and continue to report progress to the Leicestershire Local Access forum.
- 5.2.4 *Action OA2*
Where appropriate, the authority and partners will revise, monitor or develop Access Management Plans for relevant sites.
- 5.2.5 A first statutory review of all sites was due to begin shortly. This work would have been led by Natural England. In the light of the current economic situation, this work is due to be initially deferred for two years with a decision in 2012 on any future timetable. Amending legislation is proposed to be published to extend the maximum period between reviews. Information on areas of Open Access is available via the Natural England website³¹ and is included on Ordnance Survey Explorer mapping.

³⁰ <http://www.legislation.gov.uk/ukpga/2000/37/section/1>

³¹ <http://www.openaccess.naturalengland.org.uk/wps/portal/oasys/maps/MapSearch>

- 5.2.6 The legislation also allows landowners to dedicate land as open access. In a county with only small amounts of access land the dedication of areas can have a significant impact on the amount and scale of sites available. This can include the restoration of sites following minerals extraction. Landowners can also allow wider uses of access land, such as horse riding and other recreational users. Since the rights conferred are statutory, this reduces occupier liability for the landowner and can prove attractive in certain situations.
- 5.2.7 With the recent removal of grants under Higher Level Stewardship, area access opportunities will become more limited and the Open Access provisions provide more transparent and longer term agreements. Guidance will be provided online.
- 5.2.8 *Action OA3*
The authority will offer advice and assistance to landowners who wish to dedicate land for open access or grant broader access rights to existing designated areas. This will include information online.



Access land

6 Encouraging Use

6.1 Background

- 6.1.1 The network of more than 3000 kilometres of paths offers great recreational and local travel opportunities. The authority wants to encourage as many people as possible to use and enjoy the network.
- 6.1.2 Near urban paths facilitate everyday journeys by walking and cycling, reducing private car use, particularly for the most polluting, short, local journeys. Encouraging use of rights of way boosts good health and well-being, helping to tackle obesity and prevent heart disease and diabetes. In many areas local paths are often the nearest green spaces available for everyone to enjoy, encouraging social interaction in many situations, from parents taking children to school, to walking for health groups, or the everyday neighbourly conversations that build community cohesion.
- 6.1.3 Public paths are also key ways for people to enjoy the countryside and explore wildlife and local heritage; history walks are notably popular. Overall walking is by far the most popular form of outdoor recreation and rights of way are also valued by horse-riders, mountain-bikers, off-roaders and for other pursuits. Encouraging use of rights of way also facilitates sustainable tourism and contributes to the rural economy, through spending by walkers, cyclists and riders on day visits or the growing short trip market.
- 6.1.4 We live ever more sedentary lives and the amount of walking carried out nationally has dropped by more than 20% over the last 30 years. This is in part due to more car ownership. Travel choice, including local regular journeys to schools, workplaces and shops operates in a competitive environment. Leisure walking, which makes up a significant percentage of the use of rights of way, has to compete with busier lifestyles and a host of other leisure activities including many in the home. If we want to increase usage of the network we need to provide and market a service that is attractive to users, easy to use and results in people buying the product.

6.2 Raising the Profile

- 6.2.1 In practical terms Leicestershire County Council seeks to encourage use of the rights of way network by enhancing the quality of user experience, through physical maintenance and improvements to paths; by raising awareness through information provision, branding of certain routes, by organising events and promotions, and by working in collaboration with local communities and user groups.
- 6.2.2 *Action P1*
The authority will develop more targeted marketing, promotional and awareness-raising campaigns to encourage healthier and more sustainable travel.
- 6.2.3 The ROWIP included an assessment of user needs and carried out a series of surveys and questionnaires to inform its development. To engage with more customers there must be an understanding of their needs. A broader understanding of the use of the network is also needed, including ongoing monitoring of usage levels. This work needs to be reviewed, renewed and refreshed.

6.2.4 Action P2

The authority will establish a research project to identify baseline usage, establish ongoing monitoring systems and carry out appropriate engagement with the public.

6.2.5 The ongoing maintenance and improvement programmes already set out in this document includes emphasis on broadening access and making it easier for people to use the network. This includes the signing of paths with destination information, removing unnecessary barriers and providing the yellow-topped waymark posts, which are now such a characteristic feature of the Leicestershire countryside and popular with local and visiting path users.

6.2.6 Action P3

Improvements and maintenance will focus on schemes to make the network more attractive to use for customers.

6.2.7 To broaden access these improvements need to be brought to the attention of potential users.

6.2.8 Action P4

The authority will consult with local communities on maintenance and improvement programmes and promote the availability of the network after completion. Where appropriate, this includes local events and links to access groups.

6.2.9 Included in the improvement programme are schemes that encourage use of rights of way and other high accessibility routes both for recreation and for everyday journeys. The Connect 2 project between Birstall, Thurmaston and Syston, has developed multi-user trails with a high standard of surfacing, new bridges, and clear signage. These have resulted in dramatic increase in usage levels.

6.2.10 LTP3 includes proposals to improve the quality of information that the authority provides about existing and new walking and cycling routes. This includes the active promotion of the rights of way network. Promoting sustainable travel options, including walking and cycling, is the aim of the 'Choose How You Move' campaign. This includes incentive schemes, training activities, and a website bringing guidance on greener car use, travel planners for car-free journeys, together with information on cycling and walking routes.

6.2.11 Action P5

Future promotion of the network will be co-ordinated with the 'Choose How You Move' programme.



6.2.12 The authority wants to enable sustainable travel choice and raise the awareness of residents and businesses about the impacts of their travel behaviour on the environment, their health and quality of life. Leicestershire's

Choose How You Move campaign helps people to get fit, save money, have fun and help the environment by leaving their cars at home, contributing to local and national goals.

6.3 Broader Promotion

- 6.3.1 Packaging walks and rides by both 'branding' routes and publishing leaflets and books continues to be popular with users. Providing pre-planned routes as 'self-guided walks' raises the profile of the selected paths and encourages potential users, giving them confidence about routes being attractive and easy to use.
- 6.3.2 The authority currently maintains and promotes a series of walking, riding and cycling opportunities, supported through literature and online. These can be categorised into five themes:
- Longer Distance Paths
 - Publications based around popular tourism areas
 - Local rural Parish Walks & Rides
 - Urban based Strolls
 - Area Cycle Maps
- 6.3.3 The County Council's website brings together this information with downloadable versions of a number of the leaflets, as well as online only resources, plus further guidance on Rights of way issues and changes to the paths network. Most of the literature is free either via libraries, museums or information centres, or direct from the County Council.
- 6.3.4 A Countryside Guide outlines all the publications on these 'promoted routes' and also showcases Leicestershire's country parks, accessible woodland and waterside routes, all of which complement and act as gateways to the network of paths and the surrounding countryside.
- 6.3.5 *Action P6*
The authority will seek to better target and review information that we provide about existing and new walking and cycling opportunities. This will include support for information via the web.

6.4 Longer Distance Walking & Riding

- 6.4.1 The Long Distance Path network extends to more than 340 kilometres of routes in the county. The premier route in the county is the 161 kilometre (100 miles) Leicestershire Round³². Much valued by local people it provides everything from charity marathons to Sunday saunters. The route is marked on Ordnance Survey maps, is shown on the ground using themed signposts, distinctive waymark symbols and described in the popular guide book. This has recently been reprinted and is supported by web pages providing updated information on the route.
- 6.4.2 The County Council has continued to invest in the route, improving sections by installing signs and improving accessibility. The route was devised over 30 years ago and, in some places, has been affected by subsequent road and housing developments. To address these issues and provide opportunities for

³² www.leics.gov.uk/round

enhancements it is planned to review the route, in consultation with user groups and the public.

6.4.3 Action P7

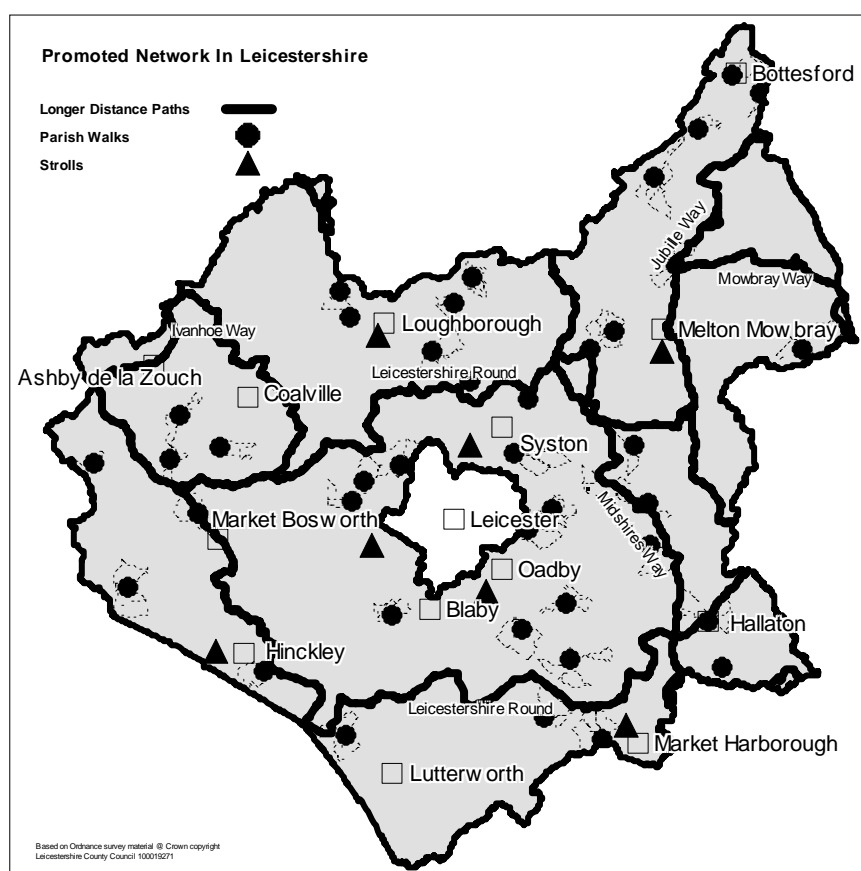
The authority will continue to support and promote the Leicestershire Round including a review of the current route and literature and information provision at key points.

- 6.4.4 A 73 mile National Forest Trail is being developed by the National Forest Company. Half of the proposed route is within Leicestershire. Complementing this is the long-established Ivanhoe Way which provides a 35 mile circuit round the north west of the county. Attracting renewed attention in recent years the route is now the focus of an annual charity challenge, timed in late June to coincide with the longest daylight.

6.4.5 Action P8

The authority will support the creation of a National Forest Trail by the National Forest Company.

- 6.4.6 The Midshires Way is a 362 kilometre (225 miles) long route from Buckinghamshire to Stockport, designed particularly for horse riders but also suits mountain bike riders. The main 30 mile Leicestershire section runs through the rural east of the county; there is a further section in the north-west corner where the route passes from Nottinghamshire towards Derbyshire. The route is subject to a major bridge and link project being constructed across the Trent at Long Horse Bridge.



6.4.7 Action P9

The development of the Long Horse Bridge crossing will be integrated into the network through the creation of a suitable cycle and bridleway link.

6.4.8 The Jubilee Way, is the oldest of the county's promoted routes, and was opened in 1977 to mark the Queen's Silver Jubilee. The route links the Leicestershire Round at Burrough Hill with the Viking Way near Belvoir Castle. The Viking Way is promoted by Lincolnshire County Council and runs along the east edge of the county. Other long distance routes which briefly run through the south east corner of Leicestershire are the Macmillan Way and the Jurassic Way. All need to be maintained and promoted to be of effective use to the public.

6.4.9 The County Council previously produced and themed a series of 'Walk Around' leaflets centred on tourism locations such as Ashby de la Zouch, Foxton and the Bosworth Battlefield. These are being reviewed as history themed leaflets under the banner of 'Walking Through Time'. The first of these leaflets will be centred on Staunton Harold. Also in this category of specialised shorter routes are the Ambion Way, Mowbray Way and Mining Heritage Trail. These are marketed in conjunction with local tourism attractions with visitors being encouraged to explore into the wider countryside from honey pot locations.

6.4.10 Action P10

The current development of a Walk Through Time publication for Bosworth and the Battlefield will form a template for future editions.

6.5 Parish Walks, Strolls & Cycling

6.5.1 The Parish Walks series of leaflets now numbers 40 titles, including over 100 distinct walks, many of them short circuits of between 2 and 6 miles, providing walking opportunities for both visitors and local residents. The leaflets cover locations spread all around the county. Local groups or parish councils devised a number of these walks and in other areas they were developed to support areas of the network that had been improved and signed. The series has proved very popular. All the titles are available for download from the website³³. However the size of the range has made it unwieldy to keep all of the titles in print.

6.5.2 Action P11

The provision of local leaflets needs to be revised in line with actual demand and the ability to properly support routes, including adequate maintenance on the ground. The Parish Walks will meet a new standard more suited to downloading and printing at home.

6.5.3 First launched in 2009 the 'Strolls on your doorstep' series focus on the main urban areas of the county with titles currently covering Hinckley, Loughborough, Market Harborough, Melton Mowbray, North of Leicester, Oadby and Wigston, and West of Leicester.

6.5.4 Each contains 10 walks, most less than 1 hour and suited to a lunchtime break, ranging from building up from a short stroll in a local park to an easy or moderate country ramble. The leaflets, devised in collaboration with the

³³ www.leics.gov.uk/parishwalks

Active Together teams in the district councils, aim to encourage people to walk more regularly, but will also help people become more familiar with their local paths. Distribution of the leaflets includes local led walks to highlight some of the routes.

6.5.5 Action P12

Further Strolls titles covering Coalville and South of Leicester will be delivered over 2011 and 2012. Delivery of the publications will be linked to local promotion of walking through Active Together and other agencies.

- 6.5.6 In early 2011 the County Council and Leicester City Council launched a series of 6 area-wide Cycling Maps³⁴, covering the whole county, and the city and suburbs. The maps show on and off road cycle paths, as well as recommended urban and rural leisure routes. The 5 county maps are each centred on one of the county towns, with a map of the rural area, plus an urban town map that is also a useful guide to everyday walking routes in the built-up area. They have proved extremely popular and reflect the high demand for cycling information.

6.6 Partnerships

- 6.6.1 The authority continues to work with Leicestershire Together partners and other agencies through the Active Together programme and others who deliver Walking for Health programmes to make them aware of the opportunities provided by the Rights of Way network.
- 6.6.2 Promotional events and organised walks encourage a wider range of people to use the rights of way network. Leaflets are more likely to be used by existing walkers, whereas many people interested in walking more, but not confident using maps or a leaflets, are likely to be engaged by organised walks. Other people value the social dimension of group walks, the security of walking in company, or the added interest provided by occasional commentary by a knowledgeable walk leader.
- 6.6.3 In recent years, the County Council has worked with the city and district councils, the local NHS, the county sports partnership, and voluntary groups to deliver Leicestershire Walking Week³⁵. This seeks to highlight both the health benefits of walking, and the organised opportunities to do so throughout the year, through a series of media promotions and a programme of organised walks offering 'taster sessions'. The appropriate format of focus of Walking Week continues to be an area for development with the new 'National Walking Month' in May, co-ordinated by the charity 'Living Streets' providing an alternative national initiative, which may provide an opportunity for greater co-ordination.
- 6.6.4 Action P13
The authority will continue to review the focus and format of Walking Week and consider working with other national events.
- 6.6.5 Walking week promotes walking but also signposts people to other groups and organisations that offer supported guided walks around the county throughout the year. User organisations, voluntary and local groups are a mainstay of providing walking, riding and cycling events that get people out

³⁴ www.leics.gov.uk/cycling

³⁵ www.leics.gov.uk/walkingweek



on the network and enjoying the countryside. The provision of services to provide information on where the paths are, and ensuring that routes are clear and enjoyable, supports this activity. Ultimately, the delivery of the rights of way network is to provide a resource for people to walk, ride and cycle.

7 List Of Actions

7.1 *Managing The Network*

Action NM1

The authority will continue to measure the percentage of rights of way that are signposted and easy to use to monitor how we are performing.

Action NM2

The authority will develop further proportionate monitoring of usage of the network that may be developed into future performance measures

Action NM3

The authority will continue to provide and develop reporting and management systems for customers to report any defects.

Action NM4

The authority will continue to investigate all rights of way reports, prioritise responses and take appropriate action. All reporters will have the ability to request to be updated of progress.

Action NM5

Where appropriate, defects will be dealt with as part of the maintenance programmes.

Action NM6

Defects will be dealt with in line with the Enforcement Protocol. This will be published online.

Action NM7

The authority will continue to seek to have any unnecessary barriers removed from the network in line with the gap, gate, stile policy in the ROWIP

Action NM8

The authority will carry out rolling network surveys for maintenance of the network over the next five years. The first 3 years of the programme are set out in the Action Plan.

Action NM9

The authority will continue to carry out a Crop Monitoring programme and ensure that the farming community continues to receive information on good practice.

Action NM10

The Council will continue to review the route schedules included on the programme to ensure that cyclical cuts are targeted appropriately.

Action NM11

A review of the current Headland Management Scheme will be carried out at the end of the 2011 growing season.

Action NM12

Over this Action Plan period, the rights of way network, assets and structures will be integrated with the second Transport Asset Management Plan (TAMP2)

Action NM13

The authority will develop a programme to capture bridging details in conjunction with the maintenance programme.

Action NM14

Improvement works will be allocated on specific schemes where it can be shown that such works would contribute to LTP3 goals by increasing usage of key sections of the network and also broaden access to a wider proportion of the public.

Action NM15

The Connect2 project will be completed over the next two years. This will include resolving current anomalies on the Definitive Map for the area.

Action NM16

The two Green Infrastructure schemes will be complete by summer 2012.

7.2 The Definitive Map & Statement

Action DM1

The County Council will produce future copies of the Definitive Map and Statement in Portable Document Format (pdf) and distribute on disc. These will be distributed to all District authorities and major libraries.

Action DM2

Copies of the Definitive Map will be provided to parish councils and local community groups (including LLAF members), on request. Mapping will also be provided to the major user and occupier representative groups to assist with encouraging walking, cycling and riding events and for land management purposes.

Action DM3

The authority will continue to supply regular updates to the Ordnance Survey for inclusion in mapping products.

Action DM4

The Authority will continue to monitor mapping changes to the Mastermap data and 1:10000 raster maps to maintain the Definitive Map layers appropriately.

Action DM5

Rights of way digital layers will continue to be maintained and made available for use in mapping systems supported to a scale of 1:1250 in urban areas and 1:2500 elsewhere. The Definitive Map itself, will still be based on the 1:10000 raster mapping layer.

Action DM6

The authority will continue to maintain a Digital Definitive Map that meets the legislative requirements and can be shared with other systems.

Action DM7

Data from the Definitive Map will be uploaded into the Street Gazetteer and updated as any changes occur thereafter.

Action DM8

The authority will co-ordinate with other agencies to provide access data, including the exchange of information.

Action DM9

The authority will support the development of integrated access information at an appropriate level. This will include future working arrangements between authorities.

Action DM10

The current web provision for rights of way mapping will be maintained and if opportunities arise developed further, including links to other walking, cycling and travel information.

Action DM11

The authority will investigate the provision of walking and riding information to other suppliers, including the option to charge, where appropriate.

Action DM12

Where appropriate, the authority will use joint orders and in other circumstances seek to have the past event order completed within six weeks of the confirmation of the legal event.

Action DM13

Temporary diversions and extinguishments will be subject to past event orders where time periods allow.

Action DM14

The authority will carry out a review of current cases and process management.

Action DM15

The authority will provide input to and support for any proposals to review order making processes in a more efficient manner.

Action DM16

The authority will continue to maintain and monitor the anomalies database to review the extent of the issue and provide data to other programmes to achieve easy resolutions. Progress will be reported to the Leicestershire Local Access Forum

Action DM17

The authority will both develop and formally approve a priority system for dealing with DMMO's. The views of the Leicestershire Local Access Forum will be sought on any proposals.

Action DM18

The County Council will seek to update, via the web, applicants, the public and agencies on the progress of all types of orders undertaken.

Action DM19

The County Council will continue to develop a register of S31 declarations.

Action DM20

The County Council will develop and publish a register of S121B highways act applications in conjunction with other ROW Highways Act applications.

7.3 Legal Orders

Action LO1

The authority will carry out a review of current orders to close case files where there is no realistic chance of proceeding further.

Action LO2

The authority will review current order making processes.

Action LO3

The authority will review current charging levels.

Action LO4

The authority will investigate the provision of web information for applicants, including tracking of orders. In addition the possibility of electronic consultations and details of orders online will form part of the study.

Action LO5

The authority will offer services to any LPA to assist with the carrying out of rights of way order functions under the Town & Country Planning Act.

Action LO6

A Guide to Development & Rights of Way will be available online and distributed to LPA's and local developers. In addition appropriate parts will be linked to the 6Cs design guide

Action LO7

The authority will continue to respond to planning applications and proposals to ensure that new development provides real transport choice including walking and cycling

7.4 Open Access

Action OA1

The authority will continue to ensure that all sites are accessible to the public, are appropriately signed and continue to report progress to the Leicestershire Local Access forum.

Action OA2

Where appropriate, the authority and partners will revise, monitor or develop Access Management Plans for relevant sites.

Action OA3

The authority will offer advice and assistance to landowners who wish to dedicate land for open access or grant broader access rights to existing designated areas. This will include information online.

7.5 Promoting & Encouraging Use

Action P1

The authority will develop more targeted marketing, promotional and awareness-raising campaigns to encourage healthier and more sustainable travel.

**Action P2**

The authority will establish a research project to identify baseline usage, establish ongoing monitoring systems and carry out appropriate engagement with the public.

Action P3

Improvements and maintenance will focus on schemes to make the network more attractive to use for customers.

Action P4

The authority will consult with local communities on maintenance and improvement programmes and promote the availability of the network after completion. Where appropriate, this includes local events and links to access groups.

Action P5

Future promotion of the network will be co-ordinated with the 'Choose How You Move' programme.

Action P6

The authority will seek to better target and review information that we provide about existing and new walking, cycling opportunities. This will include support for information via the web.

Action P7

The authority will continue to support and promote the Leicestershire Round including a review of the current route and literature and information provision at key points.

Action P8

The authority will support the creation of a National Forest Trail by the National Forest Company.

Action P9

The development of the Long Horse Bridge crossing will be integrated into the network through the creation of a suitable cycle and bridleway link.

Action P10

The current development of a Walk Through Time publication for Bosworth and the Battlefield will form a template for future editions.

Action P11

The provision of local leaflets needs to be revised in line with actual demand and the ability to properly support routes, including adequate maintenance on the ground. The Parish Walks will meet a new standard more suited to downloading and printing at home.

Action P12

Further Strolls titles covering Coalville and South of Leicester will be delivered over 2011 and 2012. Delivery of the publications will be linked to local promotion of walking through Active Together and other agencies.

Action P13

The authority will continue to review the focus and format of Walking Week and consider working with other national events.

8 Glossary

6Cs Growth Point	6C's is the Three Cities and Three Counties partnership of Derby, Leicester and Nottingham City and County Councils, that secured government designation of the area as a New Growth Point for large-scale environmentally sustainable strategic housing development. www.emgin.co.uk/6Cs/
Access	Access, in this context, is the provision and use of linear routes and open spaces for everyday travel and public enjoyment, focusing particularly on permanent statutory access via Public Rights of Way and Open Access land, within the framework of the wider network of accessible paths and places.
Access Authority	The public body responsible for implementing and managing the right to enter and explore open country mapped as Access Land under the Countryside and Rights of Way Act 2000.
Access Land	Access land is either an area to which the public normally have a right of access on foot under the Countryside and Rights of Way (CROW) Act 2000, or other areas where there is Permissive Access. 'CROW Access Land' covers open country (that is mountain, moorland, heath and down) and registered Common Land.
Active Together	Active Together is a programme funded by Leicestershire Together and the NHS Leicestershire County and Rutland to support and encourage more adults to take part in regular physical activity. It is managed by Leicester-Shire and Rutland Sport (LRS) and the 7 District Local Authorities, via their Local Sports Alliances (LSAs).
Adopted Highway	An Adopted Highway is any road, footpath, bridleway or byway that is maintainable at public expense usually by the Highway Authority.
Anomalies	Anomalies are mismatches between the Definitive Map and the actual path routes on the ground. Routes on the Definitive Map may be affected by unofficial diversions, or permanent obstructions such as buildings or gardens. There may be apparent inconsistencies on the Definitive Map, such as legal gaps where rights of way meet public roads; or at parish boundaries where suddenly paths end or bridleways turn into footpaths. In addition Anomalies includes 'Lost Ways' where historic routes are not recorded on Definitive Maps.
Best Value Performance Indicators	Best Value Performance Indicators (BVPIs) were developed by government departments to measure and compare the activities of local authorities. Until 2007 the data was collected annually by the Audit Commission. BVPI 178 specifically assessed the 'ease of use' of the rights of way network, and many highway authorities still use this standard to assess and benchmark their performance.
Boundary crossing point	The gap, gate, stile or steps by which a path crosses through a physical boundary such as a hedge, fence or wall.
Bridleway	A right of way recorded on the Definitive Map over which the public have rights to walk, use mobility vehicles, ride or lead horses, or ride a bicycle as long as they give way to walkers and horse-riders. Bridleways can be along tracks where specific individuals have private rights to drive other vehicles, such as a farm access drive.
Byway	See Byways Open to All Traffic or Restricted Byways
Byways Open to All Traffic (BOAT or BOTAT)	A right of way recorded on the Definitive Map over which the public have rights to walk, cycle, ride or lead animals, or drive a vehicle whether motorised or non-motorised.
Carriageway Network	The Carriageway Network is the whole network of public roads, most of which are open for vehicular and all other kinds of traffic, except where limited by a Traffic Regulation Order.
Choose How You Move	Leicestershire County Council's campaign encouraging people to get fit, save money, have fun and help the environment - by leaving their cars at home, and opting to walk, cycle, use public transport or car share for everyday journeys. www.leics.gov.uk/choosehowyoumove

Common Law	Common law is the body of English law not enshrined in legislation, but based on common custom and usage and on judicial (court) decisions. Administration of the law must have regard to established principles, or the decisions laid down in earlier reported cases on the same, or similar points. It is under Common Law that a right of way may be established based on an adequate period of uninterrupted use.
Comparable Local Authorities	Local authorities grouped for the purposes of comparative analysis, based on similarities between social and physical characteristics. In the Nearest Neighbours Model devised by CIPFA (the Chartered Institute of Public Finance and Accountancy), the five authorities overall most similar to Leicestershire in order are Warwickshire, Staffordshire, Worcestershire, Gloucestershire, and Nottinghamshire.
Connect2 Project	A £1.4 million programme of footpath and cycle path improvements linking Birstall, Syston, Thurmaston and Leicester City via Watermead Country Park. Connect2 schemes across the country, are co-ordinated by sustainable travel charity Sustrans and part funded by a Big Lottery Fund grant awarded in December 2007 after a national public vote. www.leics.gov.uk/connect2
Countryside & Rights of Way Act 2000	The Countryside & Rights of Way Act introduced a new right of access on foot to open country and common land, as well as creating Local Access Forums, and amended other aspects of law relating to public rights of way, wildlife sites and protected landscapes.
County Sports Partnership	Leicester-Shire & Rutland Sport's (LRS) is the local County Sports Partnership. These are local agencies tasked with increasing participation in sport and physical activity, and include as partners local authorities, primary care trusts, national sports bodies and their clubs, and other sport and non-sporting organisations.
Creation	Creation covers the various processes by which Public Rights of Way can come into existence, either by a Statutory Order or by agreement with the landowner, or dedication by the landowner, either deliberately or by being presumed from long-established public use without challenge.
Crop Monitoring Programme	To ensure growing crops do not obstruct users of cross-field paths, there is a programme of liaison with farmers and landowners, and periodic inspections each spring and early summer of public footpaths and bridleways that go over arable land.
Cycle Paths	Cycle Paths cover a range of routes intentionally created or judged particularly suitable for use by cyclists. These will include dedicated cycle lanes on public roads, surfaced tracks alongside carriageways, off-road surfaced routes covered by cycle track orders, or bridleways with suitable surfaces, or specifically surfaced public footpaths over which there is permissive access for cyclists, or wholly permissive routes through public parks.
Cyclical Network Programme	Area-based pro-active condition surveys and maintenance schemes, progressively covering the Rights of Way Network around the county.
De facto access	De facto access is where there is an absence of any legal right to be present on the land, but there is long-standing tolerance or implied consent of the owner to the recreational user's presence.
Defects	Defects are temporary problems that affect how easy and safe it is to use a public right of way. Defects may include missing or misleading signs; damaged stiles or bridges; locked gates; electric fences or barbed wire; or difficulties using paths due to surface problems, ploughing, growing crops or overgrown vegetation; Defects are usually taken to also include other deterrents to path use such as litter, dog-fouling or intimidation.
Definitive Map and Statement	The Definitive Map and Statement is a legal document comprising maps and written information which defines the status and existence of public rights of way. It is conclusive evidence in law for the information which it includes. However, not all paths on which rights of access have historically existed are recorded on the Definitive Map, or there may be unrecorded higher rights.
Definitive Map Modification Orders	A Definitive Map Modification Order is a legal order which changes the Definitive Map and Statement, modifying or reclassifying Public Rights of Way already



	recorded on the Definitive Map or legally records previously unrecorded public rights.
Defra	Defra is the UK Government's Department for Environment, Food and Rural Affairs, responsible for legislation, policy, and delivering on policies on the natural environment, pollution control, farming, forestry, issues relating to rural communities, and recreational access to the countryside.
Discovering Lost Ways Project	The 'Discovering Lost Ways' project was established following the Countryside & Rights of Way Act 2000 which introduced a 'cut-off date' of 2026 after which any pre-1949 public rights of way not recorded on the Definitive Map would be extinguished. Natural England set up the project in 2001 to research and facilitate recording pre-1949 routes that would otherwise be lost. However, the project had a troubled history and was wound up in 2008, after it was concluded that the task was unachievable, given the existing legal framework and other constraints.
Ditch Crossings	Ditch crossings are small structures, such as small footbridges or the simplest twin sleeper arrangement, that take paths over ditches, streams and brooks, or manmade watercourses.
Diversion	The temporary or permanent moving of the legal route of a public path.
Enforcement Procedure/Protocol	A systematic step by step approach to the resolution of infringements in respect of public rights of way. A protocol guides the highway authority in carrying out its duties upholding the provisions of current legislation, assisting officers in taking a clear and consistent approach and ensuring all parties are treated equally and fairly.
Evidential Modification Order	Evidential Modification Order see Definitive Map Modification Orders
Extinguishment	Extinguishment is the official process by which a legally recorded Public Right of Way ceases to exist and is officially removed from the Definitive Map. The test for extinguishment is that the path is not <i>needed</i> for use by the public.
Fingerpost	A fingerpost or finger post is a direction sign with a sign panel, pointed at one end to indicate the direction of travel and, at the other end, mounted on an upright post. It is a legal requirement that rights of way are sign posted whenever they leave from a surfaced road. Some fingerposts display a destination and distance information.
Footpath	A right of way recorded on the Definitive Map over which the public have rights only to walk. Walkers may also be accompanied by pushchairs, prams or dogs under close control. Footpaths can be along routes where specific individuals have private rights to ride horses, or to drive vehicles such as on a farm access drive.
Gap, Gate, Stile Policy	The Gap, Gate, Stile Policy is to minimise barriers on the rights of way network as far as possible. New fences or hedges crossing rights of way are only authorised where gates rather than stiles are provided. Where possible rights of way improvement projects aim for unnecessary stiles to be replaced by gaps, and for hand gates or kissing gates to replace stiles on key selected paths. This implements the principle of 'least restrictive access' established by the Countryside & Rights of Way Act 2000, and other legislation, requiring highway authorities to have regard to the needs of persons with mobility problems when authorising new structures on rights of way.
Geographical Information Systems	Geographical Information System, are map-based software systems that deals with geographic coordinates or spatial data. Unlike paper maps, digital maps can be combined with layers of other information and displayed, manipulated or analysed.
GPS (Global Positioning System)	GPS or Global Positioning System is an accurate worldwide navigational and surveying facility based on the reception of signals from an array of orbiting satellites.
Green Infrastructure (GI)	Green Infrastructure comprises the networks of multi-functional green space which sit within and contribute to the type of high quality natural and built environment required to deliver sustainable communities. Delivering, protecting and enhancing these networks requires the creation of new assets to link with river corridors, woodlands, nature reserves, urban green spaces, historic sites



	and other existing assets.
Green Spaces	Green spaces are any vegetated land or water within or adjoining an urban area. It includes: nature reserves, local parks, sports grounds, cemeteries, school grounds, allotments, commons, woodlands, greenway corridors in urban areas (such as roadside verges, canals, railway sidings) and countryside immediately adjoining a town which people can access from their homes.
Growth Points	Growth Points are areas that are earmarked for large-scale, sustainable housing growth through a partnership between local organisations and central government.
Hand Gate	A hand gate is a plain pedestrian gate, without the additional hoop or 'V' of a kissing gate. Modern metal hand gates are usually self-closing.
Headlands	Headlands are the uncultivated areas at the edges of arable fields, particularly where these form the route of a right of way. Headland paths should not be ploughed or have their surfaces disturbed.
High Accessibility Route	A High Accessibility Route is a pathway on which there are no barriers, such as stiles, that need to be climbed over, enshrining the principle of 'least restrictive access' restricting access to a minimum number of people.
Higher Level Stewardship	Higher Level Stewardship is one of several Environmental Stewardship grant-aid packages administered by Natural England where land managers receive subsidy for managing land in a way that is more environmentally friendly and / or provides enhanced public access.
Highway Authority	The authority that has the responsibility for managing and maintaining public rights of way. Highway authorities are also usually the surveying authority for their area and have responsibility for maintaining the definitive map and statement. These are: London borough councils, county councils (where there is both a county and district), unitary authorities (which may be variously called either a county, district, borough or city council).
Highways Network	The term Highways Network is often used to describe carriageways to which the public has rights of access to pass and repass. However the Highways Network also includes all routes recorded on the Definitive Map.
Kissing Gate	A kissing gate is a type of gate which allows people to pass through, but not livestock. Normally the 'free' end of a hinged gate is trapped inside a half-round, rectangular, or V-shaped enclosure. The gate is pushed to gain access to the small enclosure, then moved in the other direction to close the initial opening and allow exit from the enclosure on the other side.
Legal Event	A Legal Event is any legal decision or outcome which requires altering the line of a path recorded on the Definitive Map and Statement. A legal event could be a confirmed order for the diversion, extinguishment or creation of a path, or a magistrate's court order. Altering the map is generally effected by the administrative process of a 'Legal Event Modification Order'.
Leicestershire Joint Strategic Needs Assessment	The Joint Strategic Needs Assessment is a process that identifies the current and projected health and wellbeing needs of the local population, to allow public bodies to understand the needs of local people, informing other strategies such as the Sustainable Community Strategy and the Local Area Agreement, and underpinning the commissioning priorities and strategic plans of the Local Authority and local NHS .
Leicestershire Local Access Forum	Local Access Forums are independent statutory advisory bodies established under the Countryside and Rights of Way Act. Their membership comes from a broad representation of interests, such as land managers, user groups and nature conservation. They champion the improvement of public access, while having due regard to the needs of land management and nature conservation. www.leics.gov.uk/laf
Leicestershire Together	Leicestershire Together is the Local Strategic Partnership (LSP) for the County of Leicestershire comprising a variety of sectors - public, private, community and voluntary - that aims to improve the quality of life for Leicestershire people and to improve the quality and co-ordination of public services in the County. www.leicestershiretogether.org



Living Streets	Living Streets, formerly the Pedestrian's Association is a national charity that promotes the interests of people travelling on foot, campaigning for safe, attractive and enjoyable streets; and encouraging people to walk to help reduce congestion and improve public health.
Local Development Framework (LDF)	Local Development Frameworks, are clusters of documents prepared by Local Planning Authorities that outline the planning strategy for the local area. They show in detail where new homes and jobs will be located and contain specific policies and proposals relevant to the local area.
Local Planning Authority	The local planning authority is the local government body responsible for deciding on development planning applications within that area. Normally this is the relevant district or borough council, except for mineral working and waste disposal, which are the responsibility of the County Council.
Local Sustainable Transport Fund	The Local Sustainable Transport Fund is a 4 year government programme, launched in 2011, to which English Local Authorities may bid for funds to support and promote developing more sustainable transport including cycling and walking.
Local Transport Plan (LTP)	A Local Transport Plan (LTP) is a policy document, required by government, in which transport authorities set out their objectives and plans for developing transport in their area over a stipulated period.
Longer Distance Path	Longer or Long Distance Paths are defined recreational routes for walking, horse riding or cycling, mostly off-road using rights of way. Such routes usually provide for journeys of more than one day and are named and supported by a published guide or website. Also some routes, particularly those sponsored by public bodies, may be shown on signposts and marked on Ordnance Survey maps. Routes may be promoted as attractions to visitors as well as being used by local people as a part of shorter walks.
Lost Way	A Lost Way is an historic right of way which has not been recorded on the Definitive Map.
Mastermap Data	MasterMap is the Ordnance Survey's framework on which mapping products are based, consisting of layers of data such as land forms, buildings, roads, paths; and non-topographic features such as administrative and electoral boundaries. All features are represented as vector data and can therefore be printed at a range of scales.
Material Consideration	A material consideration is a matter relevant to a planning application. The range of matters that can be 'material' is very wide, and includes responses from the public, and statutory and non-statutory agencies, commenting on draft plans, design issues and development impacts, for example.
Modification Order	Modification Orders are legal instruments and processes by which public rights of way are added or changed on the Definitive Map. There are two types, first evidential or Definitive Modification Orders for adding unrecorded Rights of Way, and secondly Past Event or Legal Event Modification Orders which implement, on the map, changes already determined on the ground as a result of Public Path Orders or other processes.
Multi-user Route or Trail	Surfaced routes suitable for walkers, cyclists, pushchairs, wheelchairs and mobility scooters and, in some cases, horse riders; with modest slopes, accessible gates and bridges, and minimal obstacles.
National Forest	The National Forest covers 200 square miles of Derbyshire, Staffordshire and Leicestershire. Its aim is to create new woodland for leisure, wildlife and forestry whilst helping combat climate change and restoring landscapes affected by mining and quarrying. Woodland cover has increased from 6% in 1991 to 18% in 2009, also boosting countryside access as 82% of the new and existing woodlands are open to the public. www.nationalforest.org
National Indicators	National Indicators were the framework used by UK government for measuring the performance of local authorities. There were around 200 basic national indicators. The present coalition plans to replace these with a shorter single, comprehensive list of all the data local government is expected to provide to central government.
National Wellbeing	The National Wellbeing Project is being undertaken by the Office for National



Project	Statistics (ONS) to address the limitations of GDP as a measure of the country's progress by developing a wider suite of indicators of economic development, the state of the environment and the quality of people's lives. www.ons.gov.uk/well-being
Natural England	Natural England is the UK Government agency responsible for protecting and improving England's natural environment, including landscapes, wildlife and marine environments. It also has a responsibility for promoting access to the natural environment. It was formed in 2006 from the merger of English Nature, and parts of the Countryside Agency and Rural Development Service. www.naturalengland.org.uk
Non motorised transport corridors	The network of routes for non-motorised travel, which spans urban and rural areas and comprises pedestrian and cycle routes used for both practical and recreational journeys.
Obstructions	Obstructions are any structures or encroachments which may block or hinder use of a Right of Way. Resolution of these will normally follow the Enforcement Procedure/Protocol.
Office for National Statistics (ONS)	The Office for National Statistics is a non-ministerial department which reports directly to the UK Parliament and is the country's main survey-taking organisation. www.statistics.gov.uk/default.asp
Open Access	Open Access, in the context of outdoor recreation, refers to the status and use of Access Land which is open country (mountain, moorland, heath and down) or registered Common Land to which the public normally have a right of access on foot under the Countryside and Rights of Way (CROW) Act 2000.
Order Making Authority	The Order-Making Authority is the local government body with powers to make legal orders that add, divert or extinguish rights of way; this is usually the County Council as the Highway Authority, though District Councils also have powers under the Town and Country Planning Act 1990 to make orders to divert or extinguish rights of way so as to enable the carrying out of development for which Planning Permission has been granted.
Parish Walks and Rides	The Parish Walks series of leaflets contain short circuits of mostly between 2 and 6 miles, providing walking opportunities for both visitors and local residents. The leaflets cover locations spread all around the county. Local groups or parish councils devised some of the walks; in other areas, where there were well-waymarked paths and few or no local promoted routes, the walks were devised by the County Council. www.leics.gov.uk/parishwalks
Past Event Modification Order	An alternative description for a Legal Event Modification Order. See under Legal Event.
Performance Indicators	Performance indicators are items of usually quantitative data, used to measure and monitor outcomes over a period of time.
Permissive access	Permissive access is where access is granted by permission of the landowner, particularly as part of an agreement, for example where access is purchased via agri-environment arrangements such as the Higher Level Stewardship scheme, or the National Forest Tender Scheme.
Planning Permission	Planning permission is required for any 'development' of land. In this case development means carrying out building, engineering, mining or other operations in, on, over or under the relevant area, or making any material change in the use of any buildings or other land.
Positional Accuracy Programme	The Positional Accuracy Improvement programme is being undertaken by the Ordnance Survey to inspect and improve the absolute accuracy of all maps covering rural areas of Britain. The purpose of this is to make OS maps more compatible with positions obtained from GPS equipment.
Programmed Maintenance	Programmed Maintenance is an agreed planned rolling schedule of repair and restoration work, aimed to ensure defined physical standards on the Rights of Way Network.
Promoted Routes	Promoted Routes are all the defined recreational routes for walking, horse riding or cycling, mostly off-road using Rights of Way, including Longer Distance Paths



	and short distance, community focused routes such as the Parish Walks and Rides. Most routes are supported by a published or online leaflet and may be shown on signposts and marked on Ordnance Survey maps. Routes may be promoted as attractions to visitors as well as being used by local people as a part of shorter walks.
Public Bridleway	A right of way recorded on the Definitive Map over which the public have rights to walk, use mobility vehicles, ride or lead horses, or ride a bicycle as long as they give way to walkers and horse-riders. Bridleways can be along tracks where specific individuals have private rights to drive other vehicles, such as a farm access drive.
Public Footpath	A right of way recorded on the Definitive Map over which the public have rights only to walk. Walkers may also be accompanied by pushchairs, prams or dogs under close control. Footpaths can be along routes where specific individuals have private rights to ride horses, or to drive vehicles such as on a farm access drive.
Public Rights of Way	Rights of Way normally refers to all routes legally recorded on the Definitive Map. These are legally public highways differing only in the classes of traffic that can use them.
Raster Mapping	Ordnance Survey Raster Mapping is the simplest form of digital mapping representing an electronic image replicating the relevant paper mapping.
Register	Registers, in a Rights of Way context, are listings or databases, available for public inspection, that record the status and progress of applications for Definitive Map Modification Orders; declarations and maps confirming specific landowners have no intention to dedicate further rights of way across their land; or applications for public path extinguishment and diversion orders.
Registered Common Land	Registered Common Land is ground that has been recorded on maps held by the Commons Registration Authority. Traditionally Common Land was areas over which people other than the owner have (or had) rights, such as rights to graze animals. Registered Common is one of the categories of Access Land under the Countryside & Rights of Way Act 2000.
See Byways Open to All Traffic or Restricted Byways	See Byways Open to All Traffic or Restricted Byways
Restricted Byway	A right of way recorded on the Definitive Map over which the public have rights to walk, cycle, ride or lead animals, or drive a non-motorised vehicle such as a horse-drawn carriage. Restricted Byways first came into being in 2006 as a result of the Countryside & Rights of Way Act which re-classified routes formerly known as Roads Used as Public Paths (RUPPs).
Rights of Way Improvement Plan (ROWIP)	A Rights of Way Improvement Plan (ROWIP) in which a Highway Authority sets out its plans for the management and improvement of the whole network for non-motorised users in their area and is a requirement of the Countryside & Rights of Way Act 2000.
Rights of Way Network	Normally, the term Rights of Way Network refers to all the routes legally recorded on the Definitive Map, though more generally all public highways are rights of way, just as routes on the Definitive Map are public highways.
Sleeper Crossings	Sleeper Crossings on footpaths are simple small bridges, or raised walkways over areas of boggy ground, created traditionally using pairs of redundant timber railway sleepers or equivalent timber beams.
Stakeholder Working Group	The Stakeholder Working Group on Unrecorded Rights of Way was tasked with proposing ways to simplify and shorten the official processes for adding to Definitive Maps historic routes which are currently not legally recorded. Representatives of rights of way users, land managers and local authorities, brought together by Natural England under an independent chair, produced final proposals in March 2010. http://www.naturalengland.org.uk/ourwork/enjoying/places/rightsofway/swgrows/
Statutory Orders	Statutory Orders are the collective term for all the legal documents and processes through which the relevant local authorities change the alignment, and use of rights of way and other public highways. These include Public Path Orders for path creations, diversion or extinguishments; Definitive Map and Legal Event



	Modification Orders; as well as highways related instruments such as Traffic Regulation Orders, Side Roads Orders and Cycle Track Conversion Orders.
Statutory Undertakers	Statutory Undertakers are businesses which provide public utility services such as gas, electricity, telephones, transport and water. Their business operations are regulated by Acts of Parliament and by different Government Departments.
Staying Healthy Strategy	The Staying Healthy Strategy is the Leicestershire Together partnerships' programme for delivering on the health commitments made in the Sustainable Community Strategy. The priorities for which are: reducing smoking, reducing the harm associated with alcohol, and tackling obesity, physical activity and healthy eating. www.leicestershiretogether.org/may10_staying_healthy_strategy.pdf
Street Gazetteer	A Street Gazetteer is a database of public highways, listing all named public and private streets and roads in a highway authority's area. Technically all highways, including public rights of way, maintained by an authority may be included within a gazetteer.
Strolls on Your Doorstep	Strolls on your doorstep are a series of leaflets published by Leicestershire County Council featuring more accessible walking routes in the main built-up areas of Leicestershire. Each guide features a graduated selection of walks ranging from a short local walk, suiting people with pushchairs or wheelchairs, to a longer countryside ramble. www.leics.gov.uk/strolls
Surveying Authority	A Surveying Authority is the local authority responsible for keeping up to date the Definitive Map and Statement of public rights of way.
Sustainable Community Strategy	Leicestershire's Sustainable Community Strategy 2008 – 2013 is a plan focussing on the needs and issues of the local community aiming to improve the economic, social and environmental wellbeing of the area and improve the quality of life for everyone. www.leicestershiretogether.org
Transport Asset Management Plan (TAMP)	The Transport Asset Management Plan is a plan which sets out the process for managing and maintaining transport assets in an area. In Leicestershire this is the key mechanism to drive forward delivery of asset management objectives and targets. Supporting strategies include the Network Management Plan and Rights of Way Improvement Plan. The second edition of our TAMP was published in April 2011. www.leics.gov.uk/tamp_2.pdf
Unrecorded Rights of Way	Unrecorded rights of way are paths on which rights of access have historically existed but which have not been recorded on the Definitive Map, or where there are unrecorded higher rights such as a route recorded as a public footpath, though it may historically have had the access rights of a public bridleway.
User groups	User groups are any voluntary organisations focused on activities that make extensive use of the rights of way network, such as walking or horse-riding. Some of these bodies take an active and informed interest in how the rights of way network is managed and developed, and make a contribution as critical friends of the service, reporting path defects, responding to consultations, and nominating potential members for the Local Access Forum.
Walk4Life	Walk4Life is part of the Change4Life healthy living promotion campaign, sponsored by the UK government's Department for Health. It aims to reduce the numbers of overweight and obese children by targeting families using social marketing based on a comprehensive research into the attitudes and behaviours of families in relation to diet and physical activity and what might help families to change. www.walk4life.info
Walking for Health	Walking for Health is a network of local schemes encouraging people to take regular short health walks in their local communities, particularly focusing on sedentary people and those in relatively poor health. The programme has been funded by the Department for Health and run by Natural England, though a third sector organisation is now being sought to take over co-ordinating the initiative on a long term basis. www.wfh.naturalengland.org.uk



Walking Week	Walking Week is a collaboration of the City, borough, district and local councils; walking, heritage and community groups; the NHS and Leicester-Shire and Rutland Sport; co-ordinated by Leicestershire County Council. It has comprised a widely promoted programme of organised walks and a series of media events to encourage people to choose to walk for everyday travel and regular recreation. www.leics.gov.uk/walkingweek
Waymarking	Waymarking is undertaken to help people find their way along routes once they have left the road. It helps ensure users feel more confident that they are on the correct path and that farmers and landowners know people are not trespassing. To make paths easier to follow, in addition to the metal waymark arrow discs, Leicestershire has standardised on the yellow topped wooden posts, on which waymark arrows are mounted.
Wider Recreational Network	The full framework of routes available for walkers, horse riders and cyclists including particularly rights of way, and also quiet public roads, cycle tracks and multi-user trails, statutory access land, public open spaces and parks, permissive paths and access areas, canal towpaths and other waterside routes. Also the extent to which different routes connect to allow safe and attractive circuits or linear journeys by users.

Information from this publication can be made available in large print, Braille, or in tape format. Call 0116 305 7443 for further details.

If you would like any of this information in another language please ask an English-speaking person to telephone 0116 305 6242 for more details.



Leicestershire County Council
Environment and Transport
County Hall, Glenfield, Leicester, LE3 8RJ

Further details are available on the web, including information on Rights of Way go to:
www.leicestershire.gov.uk/paths or email footpaths@leics.gov.uk