



Rights of Way Improvement Plan for Derbyshire 2007 – 2012

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Foreword

Our vision for Derbyshire

Derbyshire County Council is about people. It's about what we can do to make local life better. We look after more than 3,000 miles of public rights of way across the whole of Derbyshire – including the Peak District National Park – along with many more miles of other paths, trails and greenways. So we want to make sure that these routes meet the needs of local people and visitors now and in the future. That's why we have produced this document, our first Rights of Way Improvement Plan for Derbyshire.

Our vision for improving access to the countryside and built environment in Derbyshire is:

“To have an integrated, well managed and inclusive rights of way and access network which:

- Encourages responsible enjoyment by residents and visitors alike
- Is a sustainable and safe network in keeping with the county's heritage, landscape and wildlife interests
- Promotes healthier lifestyles
- Helps support tourism and the local economy”

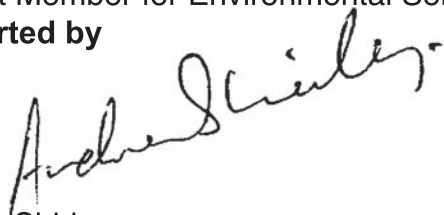
We want to make sure our network of paths and trails allow people to get out and about in Derbyshire's countryside to exercise and enjoy local attractions. It also means making sure they meet the needs of people using them to get to work, school and other local facilities as a healthier, more environmentally-friendly alternative to using the car. And it's about making sure no-one is excluded from using them by making the network accessible to everybody, including disabled people and those with young children.

We have already asked you how we could achieve all of this and listened to your comments. You told us what the most important issues are and how we should prioritise the Statement of Action within the Plan, during the extensive consultations that have accompanied the production of this document. We will now start the job of delivering the many actions that you have requested and that we have identified need to be done to achieve our vision for the county's access network.



Councillor Brian Lucas,
Derbyshire County Council's
Cabinet Member for Environmental Services

Supported by



Andrew Shirley,
Chair of the Derby and Derbyshire
Local Access Forum



Andrew McCloy,
Chair of the Peak District
Local Access Forum

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Executive summary

■ Vision Statement

Our vision for improving access to the countryside and built environment in Derbyshire is:

“To have an integrated, well managed and inclusive rights of way and access network which:

- Encourages responsible enjoyment by residents and visitors alike
- Is a sustainable and safe network in keeping with the county’s heritage, landscape and wildlife interests
- Promotes healthier lifestyles
- Helps support tourism and the local economy”

■ Background

Under Section 60 of the Countryside and Rights of Way Act (2000), the County Council has a new duty to produce a Rights of Way Improvement Plan for Derbyshire.

The Rights of Way Improvement Plan will consider:-

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority’s area together with the use of the network by local people as a means to access workplaces, schools and other local facilities.
- The accessibility of local rights of way to blind or partially sighted people and those with limited mobility or other impairments.

The Rights of Way Improvement Plan will build on the day to day work already being carried out by Derbyshire County Council as it discharges its statutory duties. Without losing sight of the statutory work, this new duty provides a unique opportunity for the County Council to move forward and plan strategically for how it will improve the management, provision and promotion of a wider rights of way and access network based on what the public have asked for. It will cover the whole of the county including the Peak District National Park.

■ Development of the Rights of Way Improvement Plan

Extensive public consultation took place between March 2004 and June 2005 in order to carry out the assessments required under the legislation. This comprised:-

- A series of questions submitted to the Citizens Panel.
- A user survey aimed at the wider public and visitors.
- A key issues questionnaire sent out to countywide access stakeholders and to local councils.

- A series of focus groups to look at issues relating to nature conservation, the local economy and tourism, along with issues affecting landowners and the needs of disabled people.
- A review examining the use of motorised vehicles in the countryside.

■ Content of the Rights of Way Improvement Plan

The subsequent analysis of the consultation and an assessment of the current access network resulted in the identification of a series of themes and aims which have formed the basis for the production of a Statement of Action. This forms the main focus of the Improvement Plan.

The three key themes are:-

- **Theme A - Seek to preserve Derbyshire's heritage, landscape and wildlife.**
- **Theme B - Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices.**
- **Theme C - Encourage and create routes that support the local economy and boost tourism.**

The Statement of Action is organised around five aims as follows:-

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

Within each of the aims are a series of proposed actions that have been identified to deliver the aims and secure improvements to the network. A summary of the aims and identified needs can be found in Figure 1. The Statement of Action also provides an indication of the level of resources required, whether the actions are achievable within existing budgets, key partners involved and an estimated timescale to deliver the actions.

■ Consultation on the Draft Rights of Way Improvement Plan

The Draft Rights of Way Improvement Plan was produced in December 2006 and was subject to an extensive consultation exercise over a 3 month period until March 2007. The main focus of the consultation was to help set priorities for actions identified in the Plan.

Figure 1 Summary of aims and identified needs in Derbyshire's Statement of Action

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

- 1a) Improve the overall BVPI 178 pass rate.
- 1b) Improve the surface condition and drainage of routes.
- 1c) Strengthen enforcement procedures to deal with ploughing and cropping and the removal of obstructions.
- 1d) Review the annual surface vegetation clearance programme.
- 1e) Improve the investment in public rights of way.

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

- 2a) Produce and maintain an up-to-date digital Definitive Map and Statement.
- 2b) Improve the availability of information relating to the Definitive Map and Statement.
- 2c) Speed up the process for clarifying the legal status of routes.

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

- 3a) Improve the provision of routes for bridleway users.
- 3b) Improve the provision of circular or connected routes.
- 3c) Provide more easy access routes.
- 3d) Provide a safer network for all users.
- 3e) Continue with the development of the greenway programme.
- 3f) Improve the management of recreational motorised vehicles in the countryside.

Aim 4: Improve the promotion, understanding and use of the network

- 4a) Ensure that path/route signage is consistent across the county.
- 4b) Promote routes identified as 'easy access' paths.
- 4c) Improve the level and quality of information about the access network.
- 4d) Maximise existing promoted routes and trails.
- 4e) Encourage the production of new promoted routes that complement the themes and identified needs.

Aim 5: Encourage greater community involvement in managing local rights of way

- 5a) Increase involvement of local councils in managing local rights of way.
- 5b) Increase involvement of user groups and other local community/volunteer groups in managing local rights of way.

Section 1 - Introduction

■ 1.1 What is a Rights of Way Improvement Plan?

Statutory criteria

The County Council has a statutory obligation to maintain the public rights of way network. Under the terms of the Countryside and Rights of Way Act (2000), the County Council has to produce a Rights of Way Improvement Plan by November 2007.

The Rights of Way Improvement Plan will look at:-

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the authority's area together with the use of the network by local people as a means to access workplaces, schools and other local facilities.
- The accessibility of local rights of way to blind or partially sighted people and those with limited mobility or other impairments.

The Rights of Way Improvement Plan will build on the day to day work already being carried out by Derbyshire County Council as it discharges its duty to assert and protect the public's right to use and enjoy the network of public rights of way in the county. Without losing sight of the statutory work, this new duty provides a unique opportunity for the County Council to move forward and plan strategically for how it will improve the management, provision and promotion of a wider rights of way and access network based on what the public have asked for.

An explanation of the phrases and abbreviations used in this document is set out in Appendix A.

■ 1.2 What paths and routes are covered by this Plan?

The Rights of Way Improvement Plan talks about 'local rights of way'. These include the following paths and access opportunities:

- Public Rights of Way: Footpaths, Bridleways, Restricted Byways and Byways Open To All Traffic.
- Off-road cycle tracks.
- Greenways: multi user, easy access off-road trails and routes.
- Permissive paths, including those provided through woodlands, parks, estates or along canal towpaths.
- Open access land.

They are complemented by the county's minor road network of non-classified highways (NCHs) which can provide a valuable asset for all user groups.

■ 1.3 Advantages of improved rights of way

The advantages of a well-maintained and improved rights of way network can be listed as follows:-

- Enables promotion of new and improved community access to schools, places of work, shops, town centre facilities & public transport interchanges.
- Reduces community severance through improved accessibility.
- Enhances and protects the natural environment, landscape and cultural heritage of the area.
- Reduces traffic congestion and associated pollution by encouraging car-free and sustainable travel options.
- Encourages healthier lifestyles through regular exercise, and interaction with nature and landscape.
- Promotes social inclusion through provision of alternative transport choices for low income families.
- Provides "Access for All" opportunities to promote independence and improved quality of life.
- Creates new leisure facilities and links to visitor attractions or local amenities, for recreational enjoyment of the countryside.
- Attracts tourism to encourage neighbourhood renewal and economic regeneration.

There can also be disadvantages, particularly for landowners and local residents or to the ecology of a site if areas become too popular or overused or if the extra use of the network is not carried out in a responsible manner. All of these factors have been taken on board in the production of the Rights of Way Improvement Plan with a strong emphasis being placed on encouraging sustainable and responsible use.

■ 1.4 What constitutes an improvement?

The guidance from the government does not contain any definition of an "improvement", but it is envisaged that it might include:-

- Improved information and promotion, made available in different formats, including web based, large print, Braille, audio etc.
- A correctly recorded network of routes.
- Improved maintenance, repair and waymarking.
- A reduced number of obstructions.
- New links to improve the network's accessibility and connectivity.
- Improved access and removal of barriers for particular groups of users, including those with limited mobility and other impairments.
- Identification of new links to sustainable transport, and the benefits of healthy living, tourism and the local economy.
- Filling identified gaps in the network.

■ 1.5 The process of creating the Plan

Preparation

A programme for producing the Rights of Way Improvement Plan together with a timetable was prepared in consultation with the two local access forums covering the county: the Derby and Derbyshire Local Access Forum and the Peak District Local Access Forum. The Plan deals with the whole of Derbyshire, including the Peak District National Park. We are also working closely with Derby City Council which is producing its own Rights of Way Improvement Plan for the City of Derby.

Assessing the condition of the local rights of way network

The assessment process comprised a full analysis of existing information about the extent and condition of the current network, together with a review of any relevant strategies and policies. We have contacted a wide range of organisations in the public, private and voluntary sectors to get their views on the key issues for Derbyshire and what improvements to local routes and trails would benefit either themselves or the people that they represent.

Formal consultation

Extensive consultation has already taken place in order to carry out the assessments required under the legislation and to find out what the public want from an improved path network. Copies of the questionnaires that were distributed can be found on the County Council's web page relating to the Rights of Way Improvement Plan at: www.derbyshire.gov.uk/leisure/countryside/Access_recreation/rights_of_way/improvements/

- A series of questions was submitted to the County Council's Citizens Panel in September 2004, which resulted in over 5000 returns. The Citizens Panel was set up by all the local authorities within the county as a representative cross section of Derbyshire's residents.
- A user survey aimed at the wider public, including both users and non-users alike, took place throughout December 2004 and January 2005, available to be filled in both online and as a paper copy. A total of 10,000 questionnaires were distributed across the county and in neighbouring areas. The response to the consultation was very encouraging with over 3,000 completed forms received.
- A key issues questionnaire was sent out to over 100 of the main countywide stakeholders and other local authorities within the county at the end of 2004.
- Over one third of the Parish Councils responded to a consultation which took place during April and May 2005.
- Focus groups held during May and June 2005 looked at particular topics relating to heritage and nature conservation, the local economy and issues affecting landowners or farmers. Contact was also made with the Forum of Derbyshire Access Groups. The aim of this forum is to increase wider public awareness when raising disability issues at county and city level. A full report of the findings from the focus groups can be found on the County Council's website (see reference above).

Introduction

- A detailed review was carried out between March 2004 and February 2005 by the County Council's Environment and Highways Improvement and Scrutiny Panel to examine the Use of Motorised Vehicles in the Countryside. The working group established by the Panel consulted widely with key stakeholders and took note of relevant government guidance. The report resulting from this review which set out recommendations agreed by the Panel can be found on the County Council's website.

Evaluation

We have carried out a full analysis of the consultations that were carried out. This information was assessed against the context of the current network and how it is managed. This process involved the Local Access Forums and was completed by June 2006. The resulting report on the "Assessment of Needs" is included in Appendix B.

Statement of Action

Following the evaluation a series of themes and aims were identified with the help of members of the Local Access Forums and a Statement of the Action that the County Council proposes to take for the management of local rights of way and for securing an improved network was produced to include the following considerations:-

- The adequacy of current route provision and management.
- The existing and likely future needs of different groups of users and the accessibility of local rights of way to blind or partially sighted people and those with limited mobility or other impairments.
- Identification of areas where provision for one or more groups of users is considered to be deficient in the future and indicates the scale of these deficiencies.
- A description of other shortcomings that have been shown to exist.

Production of Draft and Final Rights of Way Improvement Plan

The Draft Rights of Way Improvement Plan was produced in December 2006 and was subject to an extensive consultation exercise over a 3 month period until March 2007. 750 copies of the Draft Plan were sent out to organisations and groups with an interest in access and other Plans were deposited in local libraries, council offices and countryside visitor centres around the county. The Plan was also available to be downloaded from the County Council's website and was sent out on request by Call Derbyshire. 10,000 colour leaflets summarising the Plan were distributed extensively with a short questionnaire in order to make it as widely available to members of the public as possible. The main focus of the consultation was to help set priorities for actions identified in the Plan. A total of 1,040 responses to the consultation were received, 95 of which were quite detailed letters or emails from groups or individuals, the remainder were completed questionnaires. A full report of the responses received is available to be viewed on the County Council's website at www.derbyshire.gov.uk/leisure/countryside/Access_recreation/rights_of_way/improvements/

Section 2 - Setting the scene for Derbyshire

■ 2.1 Introduction to Derbyshire

The county of Derbyshire covers 2,551 sq km (985 square miles) or almost 2% of the land area of England. It is situated in the centre of the country and forms the north-west part of the East Midlands region. It is bordered by four other counties (Cheshire, Staffordshire, Leicestershire and Nottinghamshire) and by the seven metropolitan districts of Barnsley, Sheffield, Rotherham, Kirklees, Oldham, Stockport and Tameside (See Figure 2).

The county is divided into eight districts, those of Amber Valley, Bolsover, Chesterfield, Derbyshire Dales, Erewash, High Peak, North East Derbyshire and South Derbyshire. Parts of Derbyshire Dales, High Peak and North East Derbyshire lie within the Peak District National Park. Amber Valley, Erewash and South Derbyshire surround the City of Derby, which is a unitary authority and is producing its own Rights of Way Improvement Plan. Figure 3 shows the district boundaries and area of the county which falls within the Peak District National Park. The map also indicates the extent of the National Forest within Derbyshire. This is referred to in paragraph 2.2 below.

■ 2.2 Landscape character

Derbyshire has a varied and diverse landscape character, ranging from the open moors of the Peak District to the flat floodplains of the Trent Valley in South Derbyshire. There are strong differences between the rural west and the urban east and between the upland north west and lowland south and east.

The towns down the eastern side of the county form an almost continuous band of urban development. By way of contrast, the Peak District National Park, designated for its outstanding natural beauty, covers most of the upland north west and attracts large numbers of visitors each year. Parts of South Derbyshire are located within the National Forest which is a major strategic project to create a new forest landscape across 200 square miles of Derbyshire, Staffordshire and Leicestershire.



Horses on the Pennine Bridleway, photograph courtesy of Natural England

Figure 2 Derbyshire - location map

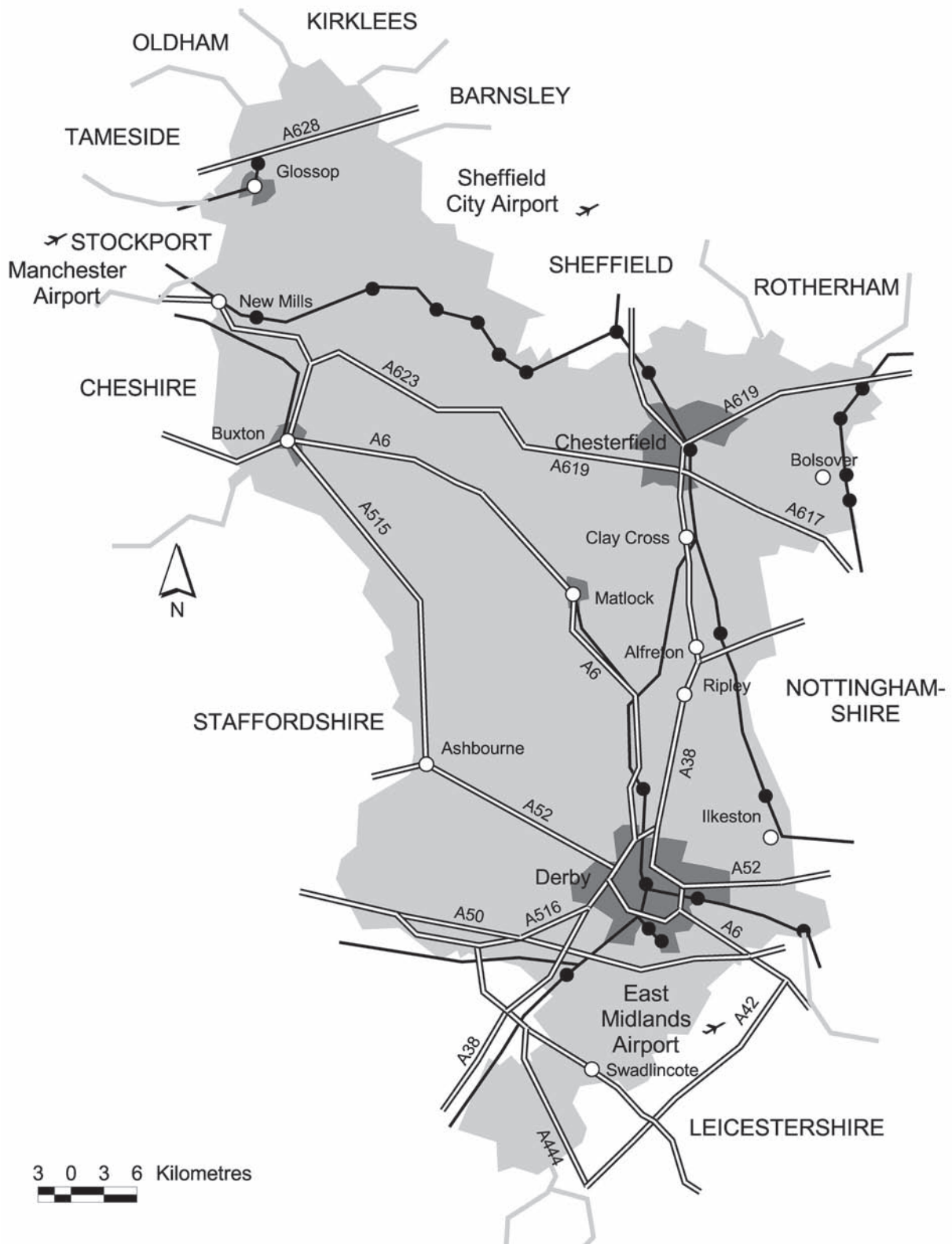


Figure 3 Map showing district boundaries, Peak District National Park and National Forest



■ 2.3 Peak District National Park

More than a third of the county was designated as part of Britain's first National Park in 1951. The Peak District National Park, renowned for its "wild gritstone edges, beautiful heather moorlands and gentle limestone dales", is managed by the Peak District National Park Authority. As an independent body funded by central government, the National Park Authority is responsible for:-

- Conserving and enhancing the natural beauty, wildlife and cultural heritage of the area;
- Promoting opportunities for the understanding and enjoyment of the special qualities of the National Park by the public; and
- Fostering the economic and social well-being of local communities.

With more than 22 million visitor days each year, the Peak District National Park is one of the most visited in Europe. It is estimated that around 16 million people live within an hour's drive, making the Peak District an easy place to reach. Most visits are made by day trippers rather than staying tourists. Almost 90% of visitors arrive by car, inevitably leading to traffic congestion and parking pressures.

Visitors are attracted by the area's outstanding scenery, its peace and quiet and the opportunities for taking part in outdoor recreational activities such as walking, cycling, horse riding, rock climbing and caving. The network of public rights of way and trails, along with 524 square kilometres of open access land provide a valuable resource for both visitors and the National Park's 38,000 local residents alike, enabling many people to enjoy its special qualities. Nearly 30% (1,462 km) of Derbyshire's public rights of way network lies within the National Park boundary.

The special qualities of the Peak District moorlands have been recognised through the Moors for the Future Project, which was launched in 2002 with the principal aim of reversing the damage caused to large parts of this internationally important area by erosion, pollution, fires and over grazing. The project is managed by the National Park Authority and run by a partnership of organisations from both the public and private sectors. As far as access provision is concerned, the project has contributed to the restoration and repair of badly eroded paths across the moors, as well as carrying out improvements to a number of routes which allow easier physical access to moorland areas. It has sought to promote a better understanding and experience of the moorland landscape by all sections of society and to encourage visits to the moors by public transport.

■ 2.4 The National Forest

Parts of lowland South Derbyshire lie within The National Forest, renowned as "a forest in the making" and which covers approximately 200 square miles of rolling farmland and former coalfield area linking the remnant ancient forests of Needwood and Charnwood.

The National Forest Company was established by the Government in 1995 to

spearhead the creation of this new forest, with the aim of realising the multiple benefits for tourism, wildlife, health and the economy. For one of the country's least wooded regions, the most ambitious goal was to increase woodland cover to about one third of the land within the Forest boundary.

More than a decade on, woodland cover has already increased to 17%, helping to green up derelict coalfield sites and mineral workings, whilst at the same time creating a long term timber resource. Large parts of the Forest are now available for local people and visitors to explore and enjoy through a range of activities, including mountain biking, orienteering, cross country horse riding and carriage driving. Around 500km of linear access has been provided and over 20 new tourist attractions have opened, such as the Conkers Discovery Centre. There has been a 14% growth in visitor numbers, spend has increased by 88% and tourism related jobs by 66%.

■ 2.5 Population trends

The population of Derbyshire is just over 747,500 (mid 2005), almost a fifth of the population of the East Midlands and the eleventh largest of the English shire counties. Added to this, the City of Derby has a population of around 221,710. Many of its residents regularly travel into the surrounding county area for recreation and leisure visits. The largest town within the county itself is Chesterfield with a population of over 100,000. The next largest towns of Belper, Buxton, Dronfield, Glossop, Ilkeston, Long Eaton and Swadlincote all have populations in excess of 20,000.

The remainder of the county is made up of smaller towns and villages, mostly concentrated down the eastern and north western edges of the county. Around 16% of Derbyshire's population lives in sparsely populated rural areas where the population density is less than one person per hectare, compared with more than fifteen people per hectare in urban Chesterfield. A sparsely populated central area, much of which lies at altitudes of 300m or more, includes a major part of the Peak District National Park with a resident population of around 38,000. This highly dispersed population creates fundamental difficulties in the provision and delivery of services.

The 2001 census revealed that in Derbyshire:-

- Over the 25 year period between 1991 and 2016, the population is expected to increase by 8.5%, with many people being attracted to the county from Derby and the surrounding conurbations of Sheffield, Manchester and Nottingham.
- Between 1991 and 1999, South Derbyshire saw an 11% increase in its population, almost four times the national average.
- The county has a rapidly ageing population, with an estimated rise in the number of retired people of over 27% predicted between 1991 and 2016.
- In particular the proportion of the population above retirement age is noticeably higher than the national average for Bolsover and the Derbyshire Dales areas.
- 19.4% of Derbyshire's population has a limiting long term illness. Levels are higher in the Bolsover, Chesterfield and North East Derbyshire areas.

- There is a sizeable ethnic population living within Derby City. Outside of the city, non white ethnic groups make up a total of 0.9% of the population, living mainly in Erewash, Chesterfield and South Derbyshire.

This information reinforces the need to give consideration to an ageing, less mobile population and to improve the accessibility of the local rights of way network for a diverse range of people.

■ 2.6 Transport trends

Derbyshire is well served by both road and rail. The M1 motorway runs up the eastern side of the county and provides easy access to the north and south of the country. The A50 corridor gives access to Wales, the M6 and the north west of England. There are regular and frequent rail services to London, Birmingham, Sheffield, Leeds and Manchester from Chesterfield and Derby. The East Midlands airport is situated just outside the county at Castle Donington. Manchester airport is also within easy travelling distance from the north of the county. (See Figure 2). In line with national trends, the growing level of car ownership in Derbyshire has led to increasing traffic and congestion on the roads across the county. In 2001, 77% of all households owned at least one car, with a third owning two or more cars. This higher than average level of ownership may be attributed, in part, to the lack of an alternative form of transport in some rural areas of the county. It should be noted that almost a quarter of households are without access to a car, particularly in the more deprived areas of Bolsover and North East Derbyshire.

As with elsewhere in the country, there is a heavy reliance on the private motor vehicle for many types of journey within Derbyshire - 70% in 2001 for travelling to work. Improving the local rights of way network and encouraging its use for utilitarian journeys will help with tackling congestion. Through initiatives, like the development of the multi user greenway network and "Safe Routes to School", there is the opportunity to encourage more walking and cycling countywide, as an alternative to the car for journeys to work, local services, schools and for leisure, particularly if this use is promoted in conjunction with public/community transport.

■ 2.7 Network assessment and access opportunities in Derbyshire

Extent of the public rights of way network

Derbyshire has 9,311 public rights of way recorded on the Definitive Map and accompanying Statement. Their total length of 5,176 km (more than 3,200 miles) is equivalent to the county's road network. They represent an important means of gaining access to the countryside where they are mainly used for recreational and leisure purposes. Within built-up areas the network of public rights of way not only provides links to the surrounding countryside, but is more likely to be used for everyday journeys to work, school, the shops and other local facilities.

There are four types of public rights of way:-

- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

Restricted Byways have replaced routes formerly recorded as Roads Used as Public Paths (RUPPs).

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

Following the initial electronic capture of the public rights of way information, the authority is in the process of accurately digitising the Definitive Maps on a district by district basis to reflect the changes which have taken place since the maps were originally produced. So far this work has been finalised for the districts of Erewash, North East and South Derbyshire and is partly complete for the districts of High Peak and Bolsover. The maps and statistics used here are based on the most up-to-date digital information available, but for the remaining districts of the county may not accurately reflect all the changes which have taken place. It should also be noted that no definitive map was produced for the central area of Chesterfield.

Section 2 - Setting the scene for Derbyshire

The public rights of way network is made up as follows:

Figure 4 Public rights of way in Derbyshire - September 2007

Type of Route	Available to	No. of Routes	Length (km)	% of Derbyshire's network (by length)	National (England)
Footpath (FP)	Walkers	8698	4589	88.6	78
Bridleway (BW)	Walkers, horse riders and cyclists	526	516	10	17
Restricted Byway (RB) -	Walkers, horse riders, cyclists and horse drawn vehicles	77	61	1.2	3
Byway Open to All Traffic (BOAT)	Walkers, horse riders, cyclists, horse drawn vehicles and motor vehicles	10	10	0.2	2
Total		9311	5176		

Figure 5 Length of public rights of way by district and within the Peak District National Park area

District	FP	BW	RB	BOAT	Total (km)	% of Derbyshire's network
Derbyshire Dales	1494	152	16	2	1664	32.1
High Peak	802	129	18	8	957	18.5
Amber Valley	692	29	12	0	733	14.2
North East	526	81	5	0	612	11.8
South Derbyshire	511	55	7	0	573	11.1
Bolsover	238	39	0	0	277	5.3
Erewash	226	18	3	0	247	4.8
Chesterfield	100	13	0	0	113	2.2
Total	4589	516	61	10	5176	
PDNP area of Derbyshire	1258	172	26	6	1462	28.2

The following figures show how the distribution of public rights of way varies across the county and give an indication of gaps and deficiencies in the network for different users.

Routes for walking (footpaths, bridleways, restricted byways and BOATs)

Figure 6 shows the distribution of the entire recorded public rights of way network.

- Footpaths represent a higher than average proportion of the network. The footpath network alone is almost eight times longer than the length of bridleways, restricted byways and BOATs combined.
- Walkers can use all these routes and are generally well catered for, although the distribution of public rights of way is not evenly spread across the county.
- There are gaps in the network. Centres of population, like Chesterfield, do not necessarily have good access to rights of way.
- There is localised fragmentation of the network for example associated with “cul de sac” paths and routes which are severed by railways or principal roads, like the A50 and A52.
- There is a noticeably sparse network of routes across several moorland areas in the north west of the county. However this apparent lack of provision for walkers is offset by the designation of these areas as open access land (See Figure 19).



Walking through Riddings

Routes for cycling and horse riding (bridleways, restricted byways and BOATs)

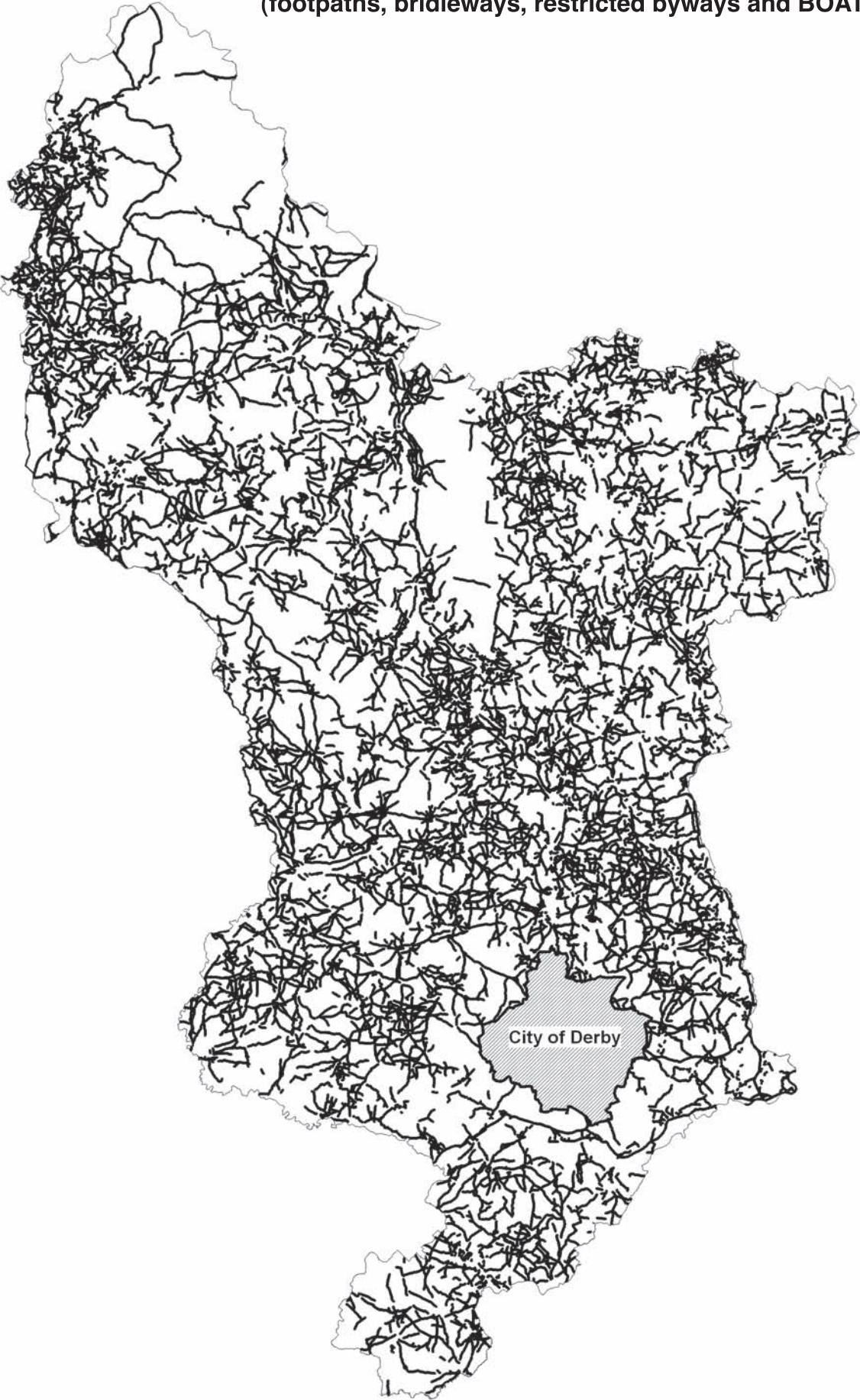
Figure 7 shows the distribution of routes available for cycling and horse riding.

- This reveals a much more fragmented network with generally little opportunity for circular routes without users being forced onto the roads.
- There are far fewer routes available to horse riders and cyclists compared with the network available to walkers. Horse riders and cyclists are restricted to using 11.4% of the network.
- The lowest levels of provision are in Chesterfield and Erewash.
- Although the network is generally better in the High Peak, Derbyshire Dales and North East Derbyshire, there are still many parishes in these areas which have no existing provision for horse riders and cyclists.
- There are some clusters of routes notably around Hayfield and the Derwent Dams.



Multi use of the Five Pits Trail

**Figure 6 Routes for walking
(footpaths, bridleways, restricted byways and BOATS)**



**Figure 7 Routes for cycling and horse riding
(bridleways, restricted byways and BOATS)**



Routes for drivers of horse drawn carriages (restricted byways and BOATs)

Figure 8 shows the distribution of routes available for drivers of horse drawn carriages.

- This reveals a highly fragmented network with few interlinking routes, although the recent blanket reclassification of any remaining roads used as public paths (RUPPs) as restricted byways has clarified the existence of rights for horse drawn vehicles along 61km of routes where previously the rights of the public to use them was unclear.
- Carriage drivers are able to use restricted byways and BOATs which represent 1.4% of the network.
- Most of the routes are found in the High Peak, Derbyshire Dales and Amber Valley.
- There is no existing provision within Chesterfield or the District of Bolsover.



Local carriage driver

Routes for motorised users (BOATs)

Figure 9 shows the distribution of routes available to users of recreational motor vehicles.

- Motorised users are only entitled to use BOATs which make up 0.2% of the network.
- There are currently only ten BOATs in the county, with a total length of 10km.
- These are limited to the districts of High Peak and Derbyshire Dales.



Trail riders in the Peak District

Routes for users with limited mobility and other impairments

People are legally entitled to use the entire public rights of way network with pushchairs, in wheelchairs or using powered mobility transport. However levels of accessibility vary according to local conditions such as steepness of slope, surface type or presence of stiles and other limiting factors. Efforts are being made to improve the accessibility of the network, particularly by replacing stiles with gates.

There is still a general lack of information about the extent of the public rights of way network available to people with limited mobility and other impairments. As more data is collected on path furniture, gradients and surface type, this situation will be rectified.



Mobility scooters on the Chesterfield Canal

Figure 8 Routes for drivers of horse drawn carriages (restricted byways and BOATS)



**Figure 9 Routes for motorised users
(byways open to all traffic)**



Density of the public rights of way network

Figure 10 shows the density of the population across Derbyshire. The darker shading relates to those areas with the greatest number of people per hectare. When this is compared with the maps showing the distribution of the rights of way network, it can be seen that the areas of the county with the worst levels of rights of way provision are also some of the least well populated areas.

Outside these areas the density of routes available to walkers is generally good. The average rights of way density for Derbyshire is 2km per sq km and almost 57% of the county has above average density. Overall Amber Valley, Erewash, North East Derbyshire and Derbyshire Dales are above average. However within these areas the density of routes varies and good levels of provision do not necessarily correspond to the places where most people live. Figure 11 shows how the density of rights of way varies between each of the parishes. The darker shading depicts those parishes with the greatest lengths of paths.

Condition of the public rights of way network

All highway authorities must survey a random sample of their public rights of way network during May and November each year in order to be able to report to government on its condition. The national Best Value Performance Indicator (BVPI 178) measures ease of use of the network and is used as a comparison of performance between different authorities.

This annual survey should cover at least 5% of the total length of the network and is carried out using a nationally agreed methodology to determine the percentage of paths which are easy to use by the general public, based on a range of elements including the presence of signs, condition of stiles, gates, bridges and path surfaces, along with any obstructions. Paths are required to meet strict criteria in order to pass the test and if a particular path fails the survey on any of the elements, it fails overall. The BVPI 178 figure of the percentage of rights of way (by length) defined as easy to use in Derbyshire for 2006 was 71.8%. The results for previous years are shown in Figure 12, along with the targets which have been set for the period between 2003 and 2007.

Figure 10 Population density in Derbyshire

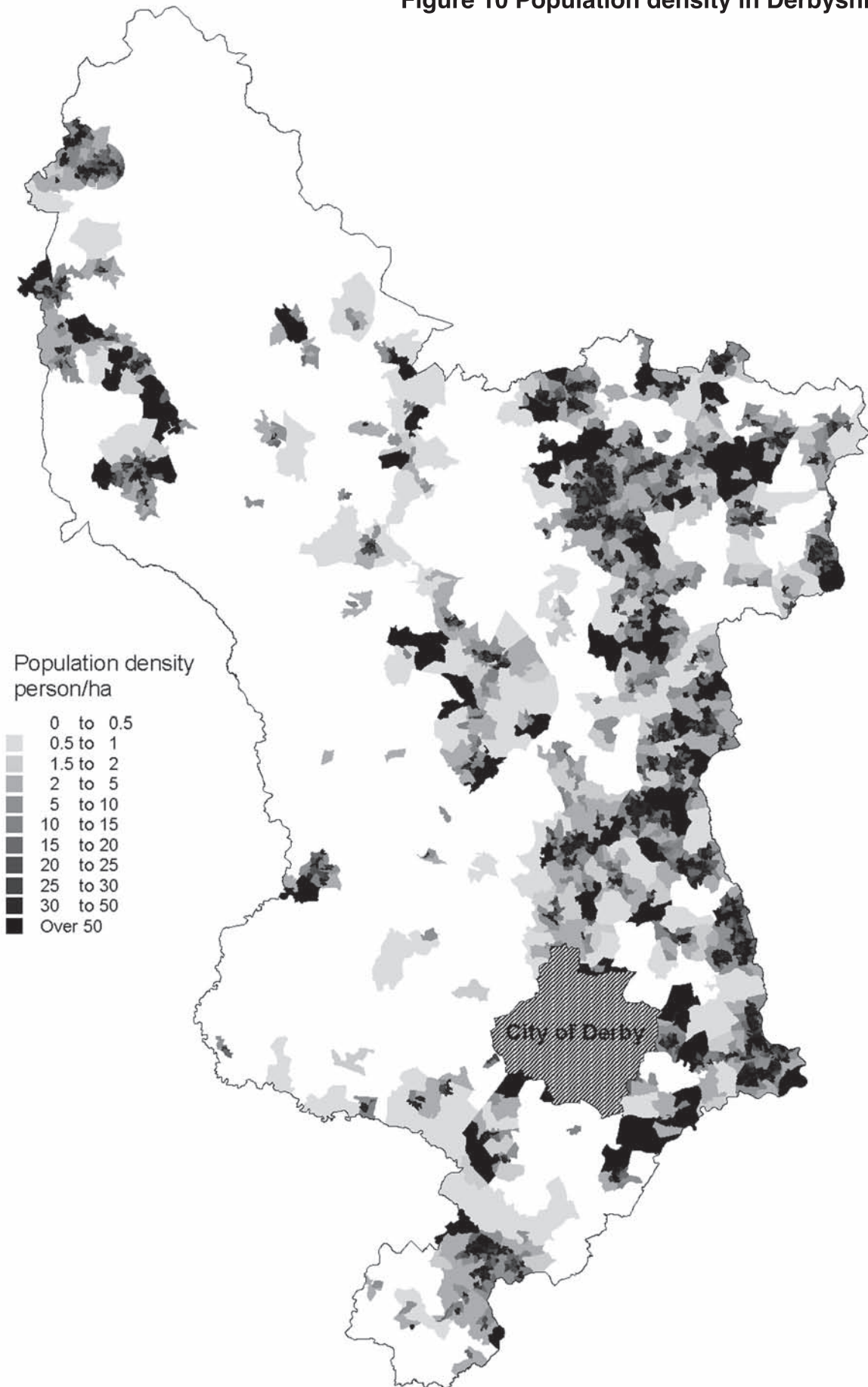
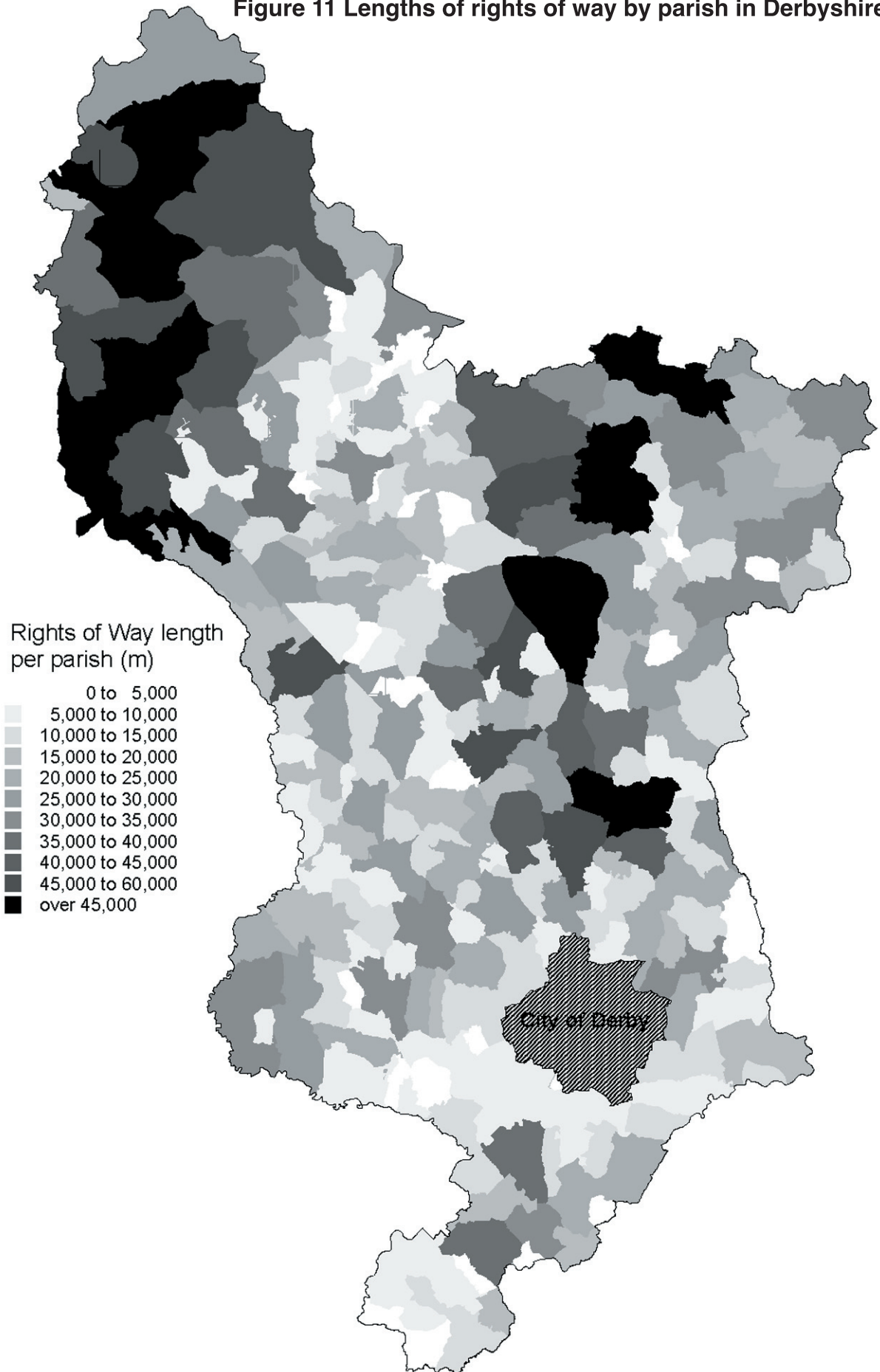


Figure 11 Lengths of rights of way by parish in Derbyshire



**Figure 12 Condition of the rights of way network in Derbyshire
Best Value Performance Indicator (BVPI) 178 Results**

% paths “easy to use” (by length)	Spring	Autumn	Overall Pass Rate	Target
2003	51	51.9	51.5	63
2004	55.3	59.5	57.3	65
2005	67.4	68.1	67.7	65
2006	65.6	77.9	71.8	70
2007	75.7			70

Over the last four years there has been a steady improvement in the overall percentage of rights of way that are easy to use by the general public, rising from 51.5% to 71.8%. The lack of roadside signposts has been a significant factor in reducing performance, but the authority’s continued investment in this aspect of the work has paid off to the extent that whilst the results from the May 2003 survey showed that 65% of the paths were correctly signposted, this had increased to 91% in November 2006. The problems associated with ploughing and cropping and other obstructions on paths, which are out of the Authority’s control to a certain extent, have also been the main contributory factors to a lower performance level and efforts continue to deal with the backlog of complaints as speedily as possible. This is being combined with the publication of advisory leaflets and targeted campaigns amongst the landowning community. Between 2003 and 2006, performance in these areas improved by 44% and 22% respectively.

Other access opportunities

The information relating to public rights of way recorded on the Definitive Map and Statement has to be set against the background of other access opportunities which are included in the wider definition of local rights of way and which may help to fill the gaps in the network, such as those afforded by:

- the expanding network of greenways
- the county’s non classified highways or green lanes
- additional routes which have been claimed or which may be generated by the Discovering Lost Ways Project
- open access land
- permissive paths
- country parks and countryside sites
- nature reserves
- canal towpaths and
- areas of woodland with dedicated access.

Whilst some of these are explored further in the paragraphs below, Figure 13 provides an indication of the wider outdoor access opportunities in Derbyshire which

will complement or contribute to the use of local rights of way.

During the consultation for the Rights of Way Improvement Plan we also received a number of specific suggestions for improvements to the network. These are being collated separately and will help inform delivery of the Plan.

Figure 13 Examples of wider outdoor access opportunities in Derbyshire

Peak District National Park:

- The first to be designated in the country and the most visited of all the National Parks for day visits.

Trails:

- National trails: Pennine Bridleway, Pennine Way
- Long distance trails and paths: Trans Pennine Trail, High Peak Trail, Tissington Trail, Derwent Valley Heritage Way, Midshires Way
- Local trail network: Monsal Trail, 5 Pits Trail, Rowthorne, Upper Derwent Dams, Limestone Way, Sett Valley Trail, Nutbrook Trail, Mickleover to Egginton Greenway, Ripley Greenway, Trent Valley Greenway

Country parks and other managed sites:

- Shipley, Elvaston and Poolsbrook Country Parks
- National Park Visitor Centres

Historic houses and grounds:

- Chatsworth Estate
- National Trust properties and estates: Calke Abbey, Kedleston Hall, Hardwick Hall, Sudbury Hall, Longshaw Estate, High Peak Estate
- Haddon Hall

Open access land:

- Kinder Scout and Bleaklow, East Peak District Moors, gritstone edges (with associated rock climbing interests), Goyt Valley
- Limestone dales
- Other small pockets of access/ common land

Water:

- Reservoirs with public access: Carsington Water, Upper Derwent Dams and Ladybower Reservoirs, Foremark, Staunton Harold, Ogston and Linacre Reservoirs
- Canal towpaths: Chesterfield Canal, Cromford Canal, Trent and Mersey Canal

Woodlands/ wildlife sites:

- National Forest - numerous woodlands with public access plus Rosliston Forestry Centre
- Woodlands owned or managed by the Forestry Commission - such as Cromford Moor, Goyt Valley
- Woodlands and other sites managed by Derbyshire Wildlife Trust or Woodland Trust

Tourist/visitor attractions that often link with countryside access:

- Matlock area: Heights of Abraham
- Castleton area: cave attractions
- Market towns: Ashbourne, Bakewell

Greenways

Greenways are largely off-road routes connecting people to facilities and open spaces in and around towns and cities and to the countryside. They are designed for shared use by people of all abilities on foot, bicycle or horseback for car free commuting, play or leisure. Most routes provide easy access for people with limited mobility or other impairments.

There are now over 270km of greenways in Derbyshire; the majority having been built since 2000. It is proposed that efforts will continue to develop a cohesive and interconnected network of routes across the county and beyond, providing opportunities for partnership and cross boundary working. (See Figure 14 for a district breakdown of the lengths of completed and proposed greenways across the county).

Figure 14 Lengths of completed and proposed greenways by district

District	Completed greenways (km) (since 2000)	Proposed greenways (km)
Amber Valley	8.50	37.00
Bolsover	10.45	44.75
Chesterfield	13.30	8.20
West Area (High Peak and Derbyshire Dales)	115.31	Information not available at present. Awaiting production of Greenway Strategy for the West Area.
Erewash	15.80	46.50
North East Derbyshire	15.00	29.50
South Derbyshire	35.15	120.27
Total	213.51	286.22

Examples of greenways in the county, many of which have been built on former railway lines, include: Mickleover to Egginton Trail (part of Great Northern Greenway) in South Derbyshire, the High Peak Trail in West Derbyshire and the Chesterfield Canal Greenway (part of the Trans Pennine Trail) in the north east of the county.

A county wide strategic cycle network, based on greenways, linking rural and urban areas in the county (see Figure 15) has delivered many benefits, providing opportunities for leisure and tourism, improvements for health, stimulation of the rural economy, and increased safe access to work places, schools and other services through non-threatening environments. Wherever possible, greenways will be dedicated as bridleways so they become a permanent addition to the public rights of way network.

Figure 15 Strategic cycle network and proposals for extension



Figure 16 Non classified highways (green lanes)



Non classified highways

There are 2,656 km of non classified highways (NCHs) in the county, of which 8.8% (234km) are unsealed i.e. do not generally have a tarmacadam surface and are commonly referred to as green lanes. These routes are included on the County Council's "list of streets" as highways which are publicly maintainable, but where the rights of the public to use them, other than on foot, is often unclear.

However they are particularly important to horse riders and cyclists who rely on them to help create circular routes which minimise the use of busy or dangerous stretches of road. Many are also subject to claims to record them on the Definitive Map and Statement as Byways Open to All Traffic and thereby have the potential to increase the network available to drivers of horse drawn carriages and recreational motor vehicles.

From Figures 16 and 17, it can be seen that these routes are concentrated predominantly in Derbyshire Dales and the High Peak, with 56% (130km) lying inside the Peak District National Park.

Figure 17 Length of non classified highways (green lanes) by district

District	Length (km)
Derbyshire Dales	130
High Peak	46
North East Derbyshire	17
Bolsover	14.1
South Derbyshire	14
Amber Valley	9.6
Erewash	2.7
Chesterfield	0.6
Total	234
PDNP area of Derbyshire	130

Unrecorded routes

There are many routes currently shown on the Definitive Map and Statement which may carry higher rights of access whilst there are others which are not included and are therefore not legally recognised at all. Some may already be the subject of outstanding Definitive Map Modification Order applications (or claims) made by members of the public and users groups to add these rights of way to the map on the basis of long usage or historical evidence. Others may have been identified by officers as mapping anomalies, such as "cul de sac" routes or those with a change of status at parish, district or county boundaries.

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The Countryside and Rights of Way (CRoW) Act 2000 has introduced a “cut off date” of 1 January 2026 for the recording of public rights based purely on historical evidence which existed before 1949. As a general rule any historic rights not recorded by this date will be extinguished. (There is an earlier “cut off date” of 20 January 2005 for claiming public motor vehicle rights, as outlined below). It should also be noted that Defra intends to publish regulations during 2007 to ensure that applications submitted up to the “cut off date” will remain “live” and be processed to their conclusion.

The aim of Natural England’s Discovering Lost Ways Project is to identify the extent of unrecorded rights by coordinating historical research across the country. This has the potential to substantially increase the number of claims in the system. Where there is sufficient documentary evidence, applications will be made to add these routes to the Definitive Map and Statement.

There are currently in the region of 229 outstanding claims to modify the Definitive Map and Statement for Derbyshire. These can be categorised as follows:

Figure 18 Number of outstanding claims by type and District

Claim type	District (No. of claims)									Total	
	AV	B	C	DD	E	HP	NE	SD			
Add FP	9	6	1	8	5	15	5	4	53		53 Footpath
Add BW	4	2	1	4	-	2	1	-	14		28 Bridleway
Upgrade FP to BW	2	4	-	1	5	-	2	-	14		
Add BOAT	2	1	-	59	-	4	16	1	83		148 Byway Open to All Traffic
Upgrade FP to BOAT	1	-	-	5	-	3	4	-	13		
Upgrade BW to BOAT	1	2	-	1	-	2	18	-	24		
Upgrade RB to BOAT	9	-	-	9	-	4	5	1	28		
Total	28	15	2	87	10	30	51	6	229		

Details of the individual claims can be viewed in the online register which is available on the County Council’s website at www.derbyshire.gov.uk. A further 78 incomplete BOAT applications have also been received where the duty to investigate these claims has not been triggered because some of the necessary information has not been submitted.

- The majority of claims (74%) relate to the Derbyshire Dales, North East Derbyshire and High Peak areas of the county, with the lowest number (0.9%) being found in Chesterfield.

As far as the claimed BOATs are concerned

- There is considerable overlap with the network of non classified highways or green lanes, where the existing rights of the public to use these routes are unclear.
- The high proportion (65%) of BOAT claims is attributed to government proposals issued at the end of 2003 to change the basis on which public rights of way can be claimed for use by mechanically propelled vehicles and introduce an earlier “cut off date” for such applications. This resulted in the Natural Environment and Rural Communities (NERC) Act 2006 which curtailed the ability to claim routes for motor vehicles purely on the basis of historic use by horse drawn vehicles, with effect from 20 January 2005.

The successful conclusion of the 229 outstanding claims would potentially give official recognition to 32km of footpaths, 18km of bridleways and 151km of byways. This may help to address some of the issues relating to shortfalls in provision and poor connectivity of the network. However applications can take many years to determine and not all of them will be successful.

Over the five year period between 1 April 2002 and 31 March 2007, 42 applications were successfully concluded. A further 19 claims were dismissed or rejected at various stages in the process.

The 42 successful applications resulted in the following changes to the Definitive Map and Statement:

- The addition of 7.4km of footpaths, 1.9km of bridleways and 1.96km of BOATs
- 2.3km of existing footpaths were upgraded to bridleway status and 3.9km of existing bridleways were upgraded to BOATs.

Open access land

The CRoW Act 2000 introduced a right of open access on foot for the purposes of open air recreation to areas of mountain, moor, heath, down and registered common land. Further information is available from Natural England’s website at www.countrysideaccess.gov.uk

Figure 19 shows the location of open access land in Derbyshire. The majority, approximately 370 sq km, occupies large tracts of moorland and limestone dales in the Peak District and is managed by the National Park Authority as the access authority. Although there has been a tradition of open access in the National Park

Figure 19 Open access land in Derbyshire



through longstanding agreements with landowners, the CRoW Act has had the effect of doubling the amount of land available.

Outside the National Park, a further 8.51 sq km fall within the remit of the County Council as access authority. Within the High Peak this includes the moorland fringes around Buxton and Glossop and limestone valleys, such as Cuning Dale near Buxton. There are small pockets of land within Derbyshire Dales and North East Derbyshire. Examples include Harboro Rocks next to the High Peak Trail near Brassington and The Fabrick to the east of Ashover.

The Forestry Commission is also dedicating all of its freehold woodland estate under provisions that exist within the CRoW Act for landowners to voluntarily dedicate land for public access.

Taken as a whole, this land provides a substantial access resource which allows people to walk freely without being confined to the line of a path. Open access land is also available for other recreational activities that are carried out on foot, such as bird-watching, climbing and running. It should be noted that there are restrictions in place in certain areas and at certain times for fire prevention, nature conservation and other land management reasons.

As mentioned previously, in some areas of the county the availability of open access land also helps to improve the situation for walkers where the existing public rights of way network is noticeably sparse (See Figure 6). There are examples of access land, like Coombs Moss and Cuning Dale near Buxton, which is very accessible for people living in the town and which can contribute to the creation of circular routes for walking. Smaller pockets of access land also benefit from being connected via existing public rights of way or through the negotiation of concessionary routes to link them together. The work of the Moors for the Future Project is helping to improve the accessibility of the Peak District moorlands for people with limited mobility or other impairments.

Although the open access provision introduced by the CRoW Act does not apply to other groups, such as horse riders and cyclists, the voluntary dedication mechanism referred to above can also be used to grant higher rights of access, such as for horse riding, over the land.

Funding for public rights of way and access improvements

Figure 20 below has been included in order to provide an indication of the current budgets levels and LTP allocations for public rights of way and access improvements within the authority.

Figure 20 Budgets for public rights of way and access improvements

	Summary of actual works carried out for 2006/07	Summary of works proposed for 2007/08
Total revenue	£275,125.28	£304,952.50
Total LTP capital	£250,912.90	£423,000.00
Total countryside capital	£137,837.90	£88,410.00
Total	£663,876.08	£816,362.50

Notes:

1. The amounts spent on the Pennine Bridleway National Trail have not been included in the totals as the money has been claimed back from Natural England.
2. With several of the projects, the amounts allocated through the LTP or Countryside Capital budgets have been used as match funding to lever in significant additional grants from external funding bodies.
3. For the larger capital schemes there are also costs associated with the design stage which have not been itemised or included.
4. No staff or on costs are included in these budgets, nor does the information take account of the value of volunteer days which make a significant contribution in these areas of work.
5. No costs or spend on larger bridge structures are included in these budgets as the information was not available at the time.
6. No costs are included for spend on the non classified highway network as this budget is held elsewhere in the department.

It is recognised that many of the proposed actions set out in Section 5 of the Plan will be reliant on obtaining additional funding from both internal and external sources so the opportunities provided by local rights of way are maximised and all users benefit from the delivery of a better access network.

■ 2.8 Delivering access through partnership working

For the Rights of Way Improvement Plan to be implemented successfully it will be necessary for the County Council to work in partnership with other organisations. At officer level there has been contact with adjoining local authorities, to negotiate cross border routes, particularly potential cycle ways and greenways and also to discuss the sharing of data collected during the consultation stages. The needs of rights of way users do not conform to administrative areas and this cross border working will be strengthened in all aspects of access work to ensure there is a consistent approach.

The delivery of improved rights of way maintenance and enhancement measures on the rights of way network, is also likely to be reliant on partnership working with local

groups, parish and town councils. We will be developing partnership working over the next five years with a range of organisations, particularly through Service Level Agreements with BTCV and Groundwork Trusts.

Within the National Park, we will also be working with the Moors for the Future Project to improve the accessibility of routes in the Peak District moorlands. While down in South Derbyshire the National Forest Company is one of the key agencies that will help to contribute towards the delivery of the Rights of Way Improvement Plan through its links with local communities, landowners, businesses, public, private and voluntary organisations.

Derbyshire Countryside Service

As a Highway, Surveying and Access Authority, Derbyshire County Council is responsible for protecting and maintaining the public rights of way network, keeping the Definitive Map and Statement up to date, setting up Local Access Forums for its area and has certain powers relating to land mapped as open country and registered common land under the CRoW Act 2000. Much of this work is delivered by the Countryside Service working in partnership with other organisations, local communities and voluntary groups.

The County Council was one of the first authorities to establish a countryside service in response to the white paper which led to the 1968 Countryside Act. Since then the service has developed and expanded, now actively managing public rights of way throughout the county, along with a portfolio of countryside sites outside the Peak District National Park. It also works in the wider countryside on access and environmentally based projects. The service consists of three area teams (north, west and south) working with a centrally based team of specialist staff, including the rights of way section and access team.

Peak District National Park Authority

Whilst the National Park Authority is directly responsible for managing areas of open access land, public rights of way in the National Park remain the responsibility of its seven constituent highway authorities, including Derbyshire County Council.

The County Council works in close partnership with the Peak District National Park Authority on many aspects of access and rights of way management. The park manages its responsibilities for access and rights of way through the Access and Recreation Service. The National Park Rangers are also part of this service and contribute to routine rights of way maintenance as part of their wider duties, as well as playing an important role in dealing with conflicts which may arise between different recreational users, land managers and conservation interests.

There is a formal 'accord' or service level agreement with Derbyshire County Council. This recognises the common goals of both authorities and sets out a formal procedure for the maximisation of resources, providing the basis for annual funding from the County Council for an agreed programme of access related work, ranging

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from installing signposting and waymarking to initiating and undertaking major public path projects which add considerable value to the network.

Local access forums

Two local access forums cover the county. The Derby and Derbyshire Local Access Forum and the Peak District Local Access Forum have a formal advisory role in strategic access and outdoor recreation issues, advising local highway authorities and the National Park Authority on the improvement of public access to land in their area for the purpose of open-air recreation and the enjoyment of the area.

The Peak District Local Access Forum has been established jointly between Derbyshire County Council and the Peak District National Park Authority. It includes land both outside and inside the National Park. Similarly the Derby and Derbyshire Local Access Forum, has been established between the County Council and Derby City Council.

Each forum maintains a reasonable balance between the number of members representing:

- different access and open air recreation interests
- landowners, occupiers and land managers
- other interests relevant to the area, such as tourism and local businesses, nature conservation and heritage, local community involvement, disability issues and sustainable transport

There is a close working relationship between officers from the County Council and those from both Derby City Council and Peak District National Park Authority over the working of the Local Access Forums and in the production of the Rights of Way Improvement Plan for Derbyshire.

The local access forums have been actively consulted throughout the production of the Rights of Way Improvement Plan for Derbyshire. They will continue to play a crucial role in providing advice and guidance to the County Council on the delivery of the Plan.

Local councils

District and Borough Councils across the county help to safeguard routes and deliver improvements to the network through the work of different departments such as planning, leisure and tourism. In addition, South Derbyshire District Council operates a full agency agreement for dealing with rights of way maintenance and the removal of unlawful obstructions on the County Council's behalf.

The County Council also has local agreements with 145 (57%) of the 255 town/parish councils and parish meetings under its minor maintenance scheme which has been in operation since the 1960s. Parishes in the scheme undertake surveying and practical work, including way marking, clearance of undergrowth, drainage and

surface repairs, to help improve the rights of way network in their area. The cost of carrying out this work is reclaimed from the County Council.

Land managers

Landowners and farmers may face many challenges in managing crops or livestock on land where there is public access, such as those associated with trespass, dogs or gates being left open. They also have an important role to play in looking after rights of way, being responsible for maintaining stiles and gates across paths on their land, reinstating paths after ploughing, keeping paths clear of growing crops and cutting back overhanging vegetation.

Members of staff work closely with the farming community to ensure that paths are reinstated and kept free from obstruction, whilst at the same time recognising the difficulties which farmers may face. The authority has produced several leaflets providing advice on ploughing and cropping issues and the availability of grants for stiles and gates. It also provides waymarks and advisory notices to help reduce trespass and encourage responsible use.

The Field Path Maintenance Scheme, introduced in 1996, encourages landowners and farmers to help manage the network of paths on their land in conjunction with the County Council. The scheme includes payments to farmers for the clearance of surface vegetation from field edge paths, work which would normally be carried out by the County Council.

User groups

Local user groups make a valuable contribution to many aspects of rights of way and access work. They are not only involved in carrying out condition surveys and undertaking practical works on the ground, but also contribute to the liaison meetings or Countryside Access Networks which have been established at a district level around the county.

The meetings include representatives from other stakeholders, such as district/ borough councils and currently operate within Chesterfield and North East Derbyshire, Bolsover, Erewash and Amber Valley. Members are consulted and kept informed on a range of developments and access related issues, such as the Scrutiny Review of motorised vehicles in the countryside and the production of the Rights of Way Improvement Plan. A number of groups are already actively involved in identifying and delivering improvements to the network using funding from the Local Transport Plan (LTP2).

Section 3 - Policy context

■ 3.1 Introduction

The Rights of Way Improvement Plan sits alongside and complements many other strategies, plans and documents. In fact the threads that underpin the aims and themes within the Improvement Plan are found within a host of other documents indicating the wide range of interests that overlap with rights of way and wider countryside access issues.

■ 3.2 Corporate strategies

The Derbyshire Community Strategy (2006-2009) provides a blueprint for joint action by almost all the public, private and voluntary organisations in the county. Progress on all the priorities outlined in the Community Strategy is determined through Derbyshire's Local Area Agreement (2005 - 2008) and via constituent organisations' own corporate plans and strategies. The Rights of Way Improvement Plan is set within the context of these countywide strategies, agreements and plans. Two of the twelve key indicators under the Sustainable Communities heading are fundamental to the Rights of Way Improvement Plan:-

- To increase the percentage of the total length of rights of way in the local authority area that are easy to use by the general public.
- To increase public access to the countryside.

In addition Derbyshire County Council's Council Plan for 2005-2009 and the Countryside Management and Development Strategy (2004 - 2009) both provide a commitment to develop and implement the Rights of Way Improvement Plan as part of the council's commitment "to create well connected sustainable communities".

■ 3.3 Local Transport Strategy

The Derbyshire Local Transport Strategy 2006 to 2021 sets out seven Transport Objectives for delivering the Strategic Transport Aim: To improve local accessibility and promote healthy and sustainable travel choices. Of the seven objectives set to achieve the Strategic Transport Aim in Derbyshire's Second Local Transport Plan, five are highly relevant to a well developed and managed local rights of way network. These are:

- Improve access to facilities by healthier and more sustainable travel modes;
- Implement prioritised public rights of way improvements, where relevant to the shared priorities;
- Encourage the use of healthier and more sustainable travel opportunities;
- Support the development and implementation of travel planning; and
- Ensure new facilities are located where they can be accessed by means other than the private car.

■ 3.4 Local Transport Plans

In recognition of the contribution that local rights of way can make towards transport, recreation and health issues, the government has stated that it will be making Rights of Way Improvement Plans a distinctive strand within the second phase of the Local Transport Plan (LTP) process from 2006.

The government guidance states that highway authorities should:-

- Clearly establish the shared aims and establish a definite link between Rights of Way Improvement Plans and LTPs.
- Ensure that, as public highways, rights of way are embraced by the LTP process and recognised in LTPs as a key ingredient in the development of an integrated transport network that provides choice in a variety of transport modes.
- Recognise the invaluable role rights of way can play in assisting LTPs to achieve the shared priority and quality of life objectives.

There are two Local Transport Plans that cover the county: the Derby Joint LTP and the Derbyshire LTP. They are fundamental to the setting of policy and guiding the implementation for walking and cycling initiatives. The documents set out the strategies and programme for transport over the five year period 2006 - 2011 to meet a series of objectives. These shared objectives include: accessibility, safety, tackling congestion, improving air quality and quality of life.

Accessibility

Accessibility includes the need to enable people to access employment, education, health care, food shopping and leisure needs, by foot or cycle. The Rights of Way Improvement Plan ties in most closely with the accessibility theme. It forms an important element of the Accessibility Strategies prepared during the production of the second Local Transport Plans for the county.

Congestion and the economy

The congestion shared priority also covers the economy. In this context it is worth bearing in mind the economic value of the leisure and tourism industry to this county. In determining priorities for investment in the public rights of way network, the economic value of visitors to the countryside must be factored in.

Strategic Environmental Assessment

An environmental report has been produced for each of the Local Transport Plans as a result of the Strategic Environmental Assessment (SEA) Directive¹ which requires environmental considerations to be built into plans more effectively and consider the medium and long term environmental consequences of the plans. Rights of way proposals set out in the LTP have been considered in the above report alongside other areas.

¹ <http://europa.eu.int/comm/environment/eia>

■ 3.5 Other plans and strategies

A list of other initiatives, plans and strategies that support or have a direct link to the preparation and development of the Rights of Way Improvement Plan can be found in Appendix C.

Section 4 - Key themes

■ 4.1 Key themes

Three key themes have emerged from the public consultation which will underpin the Rights of Way Improvement Plan. They are described in the order of priority that emerged from the consultation on the Draft Plan.

- **Theme A - Seek to preserve Derbyshire's heritage, landscape and wildlife.**
- **Theme B - Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices.**
- **Theme C - Encourage and create routes that support the local economy and boost tourism.**

A well managed local rights of way network will complement all of these themes, providing benefits to health promotion, for social inclusion (being available to those people who do not own a car), for biodiversity and heritage (providing wildlife corridors and forming part of the local heritage) and providing economic benefits, helping local tourism and the local economy.

■ 4.2 Theme A - Seek to preserve Derbyshire's heritage, landscape and wildlife



Walking for Health Group in Chesterfield

The principles relating to this theme will illustrate the commitment that the County Council has towards biodiversity issues and wider conservation matters including both heritage and nature conservation. It is also timely in that from 1st October 2006, all public sector bodies will have to consider biodiversity in the work they do. The new duty comes under Section 40

of the Natural Environment and Rural Communities (NERC) Act 2006, the aim being to raise the profile of biodiversity in England and Wales, eventually to a point where biodiversity issues become second nature to everyone making decisions in the public sector.

Other strategies that have been consulted in relation to this theme and that will provide guidance in how we work on access projects include: -

Section 4 - Key themes

- UK Biodiversity Action Plan (UK Biodiversity Partnership 2002).
- A Biodiversity Strategy for the East Midlands (East Midlands Biodiversity Forum).
- Peak District Biodiversity Action Plan - A Living Landscape.
- Lowland Derbyshire Action Plan.
- District Plans: Greenprints for Biodiversity.
- The Landscape Character of Derbyshire produced by Derbyshire County Council.

The Peak District National Park comprises a significant element of Derbyshire Dales and the High Peak districts of the county and was designated in order to “conserve and enhance the natural beauty, wildlife and cultural heritage of the area”. The county has several significant landscape areas that give it a strong identity. The importance of recognising the local distinctiveness of different parts of the county was stressed during the consultation and the part that individual areas of the county contribute to Derbyshire’s biological diversity.

The access network is inextricably linked to the landscape of Derbyshire. The majority of people use the access network in order to enjoy the scenery and wildlife, as well as the network of paths and trails helping to define that same landscape.

Derbyshire has a large number of sites with special designation for wildlife importance:

Figure 21 Sites of ecological importance for Derbyshire:

European importance:

- 1 x Special Protection Area
- 4 x Special Areas of Conservation

National importance:

- 4 x National Nature Reserves
- 87 x Sites of Special Scientific Interest

County level:

- 1100 Wildlife sites outside the National Park designated by Derbyshire Wildlife Trust

What people wanted

A focus group that was run to discuss the links with conservation concentrated on the following issues:-

- The need to provide a balanced approach which did not overstate the wildlife problems.
- The management needed to control illegal use of rights of way.
- The actual condition and maintenance of rights of way.
- The issue of surfacing: both visual and ecological impact.
- To improve the appreciation of the landscape and wildlife significance.
- The ecological impact of access on bird breeding populations, trampling of vegetation etc.
- The contribution that farmers and land managers can make.

Suggestions for improvements were made by the group and where these have resulted in specific action points identified in Section 5 these have been highlighted. Other suggestions have been of a more strategic nature and are dealt with at the end of this section in the box below :-

- Work in partnership with landowners using Natural England's Environmental Stewardship Scheme to realise the positive benefits of new access (see Action 3b).
- More resources are needed for enforcement and policing of illegal use and encouraging responsible use (see Actions 3f and 4c).
- More general funding for rights of way is needed (see Action 1e).
- Take care with surfacing and do it sympathetically for both visual and ecological impact.
- Carry out a review of signposting and sympathetic waymarking in areas used by casual visitors and better funding for appropriate interpretation (see Actions 4a and 4c)
- Carry out an early environmental impact assessment of all new access work.
- Establish an integrated approach for recreation, archaeology and wildlife, such as looking to see if additional works could be carried out such as scrub clearance, hedge planting or ground works.

A full report of the results from the focus group can be found on the County Council's web page relating to the Rights of Way Improvement Plan. Results from all the consultations showed that people rated this theme very highly. The Statement of Action identifies which action points relate to this theme.

What commitments we will make:

We will ensure that all maintenance methods and use of surfacing materials are in keeping with the ecological surroundings and the landscape character of the area.

We will ensure that we consider, from the outset, the environmental impact (both from an ecological and archaeological perspective) of all new access projects.

We will adopt an integrated approach to the development of access projects where possible in order to investigate whether wider environmental projects can be delivered to benefit wildlife and heritage.

■ 4.3 Theme B - Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices

The principles relating to this theme will seek to establish how rights of way can contribute towards a healthier environment for people, encouraging them to cut down on car use, increase opportunities for them to take part in physical activity and establish closer links between rights of way and public/community transport, all of which will work towards improving the quality of life for people.

Section 4 - Key themes

Well managed public rights of way and other off-road access routes will encourage people to make both healthier and more sustainable transport choices. The benefits of regular exercise are well documented and the issue of health is currently receiving a high profile. The government's Chief Medical Officer's report² highlighted the importance of taking regular exercise and stressed that increasing activity levels can improve physical and mental health, and that even small increases in



Cycling on the Trent Valley Greenway

physical activity can reduce the risk of disease and disability. Other research has shown the positive effect of nature and green space on people's sense of well-being and mood. There is therefore a positive benefit to be gained from being in a natural environment, whether engaging in a passive activity such as enjoying the view or having a picnic or by more active participation such as walking or cycling.

In the East Midlands, physical activity has already been identified as one of five public health priorities in the regional public health strategy "Investment for Health" and includes the objectives to increase the physical activity levels of East Midlands residents which the Rights of Way Improvement Plan can help to deliver.

Rights of way and the wider access network provide opportunities for a complete range of activities. As well as encouraging recreational visits to the wider countryside by as sustainable a means as possible, in built-up or other residential areas, using local rights of way can be a viable alternative to using the car for short journeys to shops and local services.

An increased use of off-road paths and trails by school children or local commuters, walking or cycling to school or work can have an important localised effect on traffic congestion and the resulting improvements in air quality. Encouraging the use of off-road routes is healthier and can also be safer particularly in terms of encouraging "Safe Routes to Schools" that avoid routes with traffic.

What people wanted

The initial results from all the consultations emphasised various issues that needed to be given a priority. The most important improvement that was identified was the need to concentrate on providing good quality circular routes within the network (see Actions 4c and 4e in Section 5).

Similarly, there are pointers towards the need to encourage more people to undertake non-car journeys whether it is for recreation and leisure or for utilitarian reasons (see Aim 4 in Section 5).

² Chief Medical Officer's report: "At least Five a Week: Evidence on the impact of physical activity and its relationship on health" 2004

Within the surveys:-

- 60% of people stated that they used a car to get to where they wanted to walk or ride.
- Less than 3% of people used public transport.

Improvements to the wider network of local rights of way and to the attitude of people using the network will therefore have a positive impact on achieving the wider transport priorities. We will concentrate on giving consideration on how to deliver these, as described below:

Although traditionally the use of local rights of way was for “utilitarian” purposes: access to work, shop, school, church etc, in more recent times usage of the rural network at least has largely been for recreational and leisure purposes. This was borne out in the results from the analysis of the consultation exercises:-

- Over 90% of people, in the case of walkers, referred to using rights of way in order to enjoy the scenery and views.
- However, 80% of path users referred to the benefits of exercise and keeping fit.
- 24% of walkers and 29% of cyclists stated that they use local rights of way and other off-road routes for utilitarian purposes in order to access shops, school, workplaces and other local amenities.
- In the Citizens Panel, 56% of respondents indicated that they used local rights of way at least once a week, 65% of them walking less than 5 miles, with 30% walking from home.

These factors all point to the contribution that an improved and well-maintained network of off-road routes can make to the wider accessibility planning objectives and provide the means for people to enjoy the county’s countryside and other open spaces (see Aims 3 and 4 in Section 5).

What commitments we will make:

We will carry out maintenance and surface improvements on the local rights of way network targeting paths in greatest need of repair or with the potential to benefit the greatest number of users.

We will target rights of way improvements on those routes that best address accessibility requirements and/ or have the potential to benefit the greatest number of users:

- routes in and around urban areas,
- routes that provide direct access between settlements,
- routes from settlements out into the countryside.

We will look for opportunities to promote the use of local rights of way, both circular and linear routes in conjunction with public transport.

The Statement of Action identifies which action points relate to this theme.

■ **4.4 Theme C - Encourage and create routes that support the local economy and boost tourism**

The principles behind this theme emphasise how the access network can benefit the local economy, supporting local businesses, tourism and leisure outlets.



Tapton Lock Visitor Centre on the Chesterfield Canal

The importance of the countryside and the public path network to tourism and the wider local economy is increasingly recognised and well documented. The economic value of rights of way became very evident during closures caused by the Foot and Mouth epidemic in 2001. During that time, many small businesses struggled as visitors and locals, unable to use rights of way which were closed, avoided the countryside altogether.

The East Midlands region attracts 1.125 billion leisure day visits to the countryside; with an average spend of £8.60 per person³. It is not known what proportion of these visits are to Derbyshire but it is likely to be a fairly high percentage as the county is important for both leisure day visits from home and as a tourism destination, having as it does the only National Park in the region. The top two reasons for visiting the countryside were a) to walk, hill-walk or ramble (35%) and b) to eat or drink (15%).

Actions in the Statement of Action in Section 5 relating to this theme provide good links to Derbyshire County Council's Community Strategy, the Peak District National Park Management Plan, to the District Local Plans (soon to become Local Development Frameworks) and the Regional Tourism Strategy.

The public path network and other outdoor access opportunities that exist must be seen in the context of the wider rural environment including working farmland, gardens, tourist attractions and the location of places to eat and drink. There is a need for the wider access network to provide the links between these places and local businesses, where people live or stay.

³ GB Leisure Day Visits 2004. Report of the 2002/03 GB Day Visits Survey

The County Council has started to identify such links by putting together its vision within the Local Transport Plan process for a largely off-road county-wide strategic cycle network, based on greenways and hence with wider multi-user benefits. This network is aimed at creating multi-user links between the main centres of population in the county, between existing transport interchanges and providing links from urban to rural areas (see Action 3e in Section 5). A cycle map for Derbyshire based on the strategic cycle network has already proved its worth in terms of its potential to attract visitors from outside the area as well as for local people to use. 80,000 copies of the leaflet have been printed and distributed in less than 3 years to Tourist Information Centres, libraries and other venues, including major tourism outdoor shows.

Other such themed leaflets or short break packages identifying opportunities for cycling and walking in the county will make a significant contribution to the local economy (see Action 4 in Section 5).

What people wanted

Respondents from all the consultations placed a high priority on the need to provide attractive routes that link cafes/pubs/places of interest that benefit the local economy and tourism ventures.

A focus group which met to discuss the needs of tourism and other local businesses, recognised that the access network and its use is currently key to most of the businesses present. Consequently they wanted “a quality product to attract visitors into the area”. The group represented a good cross section of the sector and were able to speak from both personal use of the rights of way network as horse riders, cyclists or walkers and also from their customers’ points of view. It was recognised that all user groups could make a valuable contribution to local businesses and tourism interests.

The main results from the focus group can be summarised as follows:-

- There have been many improvements over recent years to the footpath network, which is generally good; it was the bridleway network that needed improvements in their view, both in terms of its condition and missing links.
- Equally as important as the network itself, is the quality and availability of the supporting infrastructure: public/community transport, car parks, accommodation and information.
- The view was that the main focus should be on less confident users by helping them get out and about and making it easy for people to use the network. This came down mainly to information, publicity and signing.

A full report of the results from the focus group can be found on the County Council’s web page relating to the Rights of Way Improvement Plan.

What commitments we will make:

We will encourage the management of the network within the context of providing attractive routes that benefit the local economy and boost tourism.

We will seek opportunities to raise the profile of Derbyshire as a walking, horse riding and cycling destination.

We will continue to develop a multi-user greenway network for everyday and recreational journeys which contributes towards the development of the County's Strategic (largely off-road) Cycle Network.

The main aims in the Statement of Action that support this theme relate to Aims 3 and 4; namely to provide a more connected and accessible network and then to improve the publicity and use related to it. The Statement of Action identifies which action points relate to this theme.

Section 5 - Statement of Action

■ 5.1 Background

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

■ 5.2 Key themes

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

- **Theme A – Seek to preserve Derbyshire’s heritage, landscape and wildlife.**
- **Theme B - Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices.**
- **Theme C - Encourage and create routes that support the local economy and boost tourism.**

■ 5.3 Aims

The Aims are listed in the order of priority which has been determined taking into account the County Council’s own priorities and the responses received during the draft consultation. The statutory duties for the Authority are covered in Aims 1 and 2, and the main actions that relate to the Local Transport Plan and other Strategic Plans are covered in Aims 3 and 5. Aim 4 relates to the provision of information which is vital if the benefits from the actions within the other aims are to be realised.

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

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

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

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

■ 5.4 Key to Statement of Action tables

Resources required to deliver action points:

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

Estimated costs

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

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

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

Main partnership delivery mechanisms

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

Abbreviations for key partners/organisations

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

Other Abbreviations:

BVIP	Best Value Improvement Plan produced for the Countryside Service within the County Council.
BVPI 178	Best Value Performance Indicator 178 which monitors the 'ease of use' of public rights of way. National indicator monitored by Audit Commission.
DDA	Disability Discrimination Act (1995 and 2005).
LTP2	Second Local Transport Plan (2006-11).
MMA	Minor Maintenance Agreement (for local councils to manage some elements of path maintenance works on paths in their own area).
PRoW	Public Rights of Way.
RoWIP	Rights of Way Improvement Plan
SEA	Strategic Environmental Assessment within LTP2.

■ 5.5 Statement of Action tables



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

The actions in this section should ensure that the existing public rights of way network consisting of 5,176 km of footpaths, bridleways, restricted byways and byways open to all traffic are well signed, free from unlawful obstruction and well maintained, thereby encouraging greater public use and confidence in the network.

Conclusions arising from the assessment

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

Over the last four years there has been a steady improvement in the BVPI 178 (ease of use) results, increasing from 51.5% in 2003 to 71.8% in 2006. The survey is based on a 5% random sample of the total length of the public rights of way network, divided into two sets and surveyed during the months of May and November (see Action 1a).

Path structures:-

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

Ploughing and cropping/ obstructions:-

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

Section 5 - Statement of Action

as possible. Between 2003 and 2006, performance in these areas has improved by 44% and 22% respectively.

Surfacing:-

- Only 6.5% of paths in the 2005 BVPI survey failed due to poor surfacing.
- The consultation exercise picked up that many people feel that surfacing is still a problem and that surface improvements above the statutory minimum need to be carried out, provided they were done sensitively and with consideration for the needs of different users, to make it easier for people to use the network.
- When local councils were asked to suggest specific improvements to their path network, surface improvements were the most requested.
- The focus groups identified that improvements were particularly needed around gateways and at other 'pinch points'.
- Concern was expressed during the draft consultation about surface damage inflicted by motorised vehicular use of unsealed routes. Recreational vehicle users pointed out that this was not all down to them and that they felt they often took the blame for damage caused by agricultural or other vehicles exercising legitimate private rights of access.

Signing and waymarking:-

- The authority has made a conscious effort to improve signing, especially where rights of way leave a metalled road. The percentage pass rate for paths surveyed for the BVPI survey has risen from 65% in 2003 to 78.7% in 2005 to 91% in November 2006.
- Improvements to signing and waymarking were nevertheless highlighted as an important improvement that would help people to have more confidence in using the network.

Current relevant projects

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

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

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

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

Considerable progress has been made to establish **close links between rights of way and the Local Transport Plan** process - as part of the integration of the Rights of Way Improvement Plan into the second Local Transport Plan (LTP2). Opportunities now exist to incorporate improvements of rights of way and other access projects into the bidding process to acquire extra funding (see Action 1b).

The County Council **works with other groups/organisations** to deliver rights of way and access work, including Minor Maintenance Agreements (MMAs) with local councils, a Field Path Maintenance Scheme with farmers, a service level agreement with the Peak District National Park Authority and Groundwork Trusts and a full agency agreement with South Derbyshire District Council (see Action 5).

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

Identified need: 1a) Improve the overall BVPI 178 pass rate (as a percentage of rights of way that are easy to use by the general public) to target minimum 70% pass rate from 2007/08 onwards						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Reallocate staffing and volunteer resource to identify and deal with problems on the ground - minimum of 450 person days per annum from each of the three Countryside Service Area teams i.e. a total of 1,350 person days per annum to augment the work of PRow staff.	★★	DCC	PDNPA SDDC Local Councils User Groups BTCV Volunteers	(✓) 2007 - 2012	BVIP Countryside Strategy LTP2 Local Area Agreement
ii	Complete roadside signposting programme (including the surveying and replacement/ installation of missing signposts)	★★ LTP2 ££	DCC	DCC PDNPA SDDC Local Councils User Groups	End of 2009	LTP2

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

Identified need: 1b) Improve the surface condition and drainage of routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Produce a prioritised list of those paths in most need of surface improvements or which benefit the most users (in line with LTP2 targets) with the aim of carrying out a minimum of £100,000 surface improvements to those paths at the top of the list each year during the life of LTP2.	★★ LTP2 ££	DCC	PDNPA SDDC LAFs	From 2007 - 2011	LTP2 - Accessibility Theme A

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

Identified need: 1c) Strengthen enforcement procedures to deal with ploughing and cropping and the removal of unlawful obstructions						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Resolve all reported ploughing and cropping problems within 8 weeks by continuing to serve notices and target repeat offenders with prosecution in-line with ploughing and cropping policy.	★	DCC	SDDC	From 2007	DCC agreed policy
ii	Target 70% of reported obstructions removed within 12 weeks by continuing to serve notices and target repeat offenders with prosecution.	★	DCC	SDDC	From 2007	
iii	Liaise with landowners/ managers (inc. agricultural contractors) to raise awareness of PRow responsibilities and enforcement protocol, including promotion of ploughing and cropping leaflet.	★	DCC	Land managers CLA/NFU Access Stakeholders LAFs SDDC	From 2007	

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

Identified need: 1d) Review the annual surface vegetation clearance programme						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Produce and make publicly available the list of paths where annual vegetation clearance is carried out - including timing and frequency of cut (taking account of wildlife and nature conservation concerns).	★ ££	DCC	PDNPA SDDC Local Councils LAFs	(✓) 2007/08	Theme A
ii	Reduce annual maintenance problems on routes in and around urban areas, inter village links etc. by improving the overall surface of the route.	★★ LTP2 ££	DCC	Local Councils User Groups SDDC	2007 - 2012	LTP2 - Accessibility Theme B
iii	Re-launch the Field Path Maintenance Scheme with farmers and land managers. Report number of new farmers joining the scheme.	★★ £	DCC	Land managers NFU/CLA LAFs SDDC PDNPA	2008/09	Theme C

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

Identified need: 1e) Improve the investment in public rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Quantify PRoW infrastructure through survey work and ensure that PRoW are included in the Highway Asset Management Plan.	★★ ££	DCC		2008/09	LTP2 Asset Management Plan
ii	Bid for funding through LTP2 to increase amount of investment over life of LTP2/RoWIP. Record amount of investment.	★ £££	DCC		2007 - 2011	LTP2
iii	Bid for funding through other external bodies to increase amount of investment over life of RoWIP. Record amount of extra funding received.	★ £££	DCC	Funding bodies (private and public) PDNPA Access Stakeholders User Groups Local Councils	2007 - 2012	Countryside Strategy

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

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



An extract from the Definitive Map

Conclusions arising from the assessment

Stakeholders and other key organisations consulted as part of the RoWIP process thought that the availability of an up-to-date Definitive Map and Statement was one of the most important elements in providing a well managed network of paths (see Action 2a). All the focus groups highlighted the need to tackle illegal or inappropriate use of paths. This can only be effectively delivered and managed against the background of a properly recorded public rights of way network.

In the review examining the Use of Motorised Vehicles in the Countryside conducted by the County Council's Improvement and Scrutiny Committee, it was agreed that uncertainty over the status of routes was a key issue. One of the main findings from this review was the need to speed up the process for determining the legal status of routes. Local Access Forum members also wanted the large number of outstanding claims to be addressed and stressed the need for adequate resources to be dedicated to this area of work (see Action 2c). They also flagged up the need for the claims register to be produced as soon as possible.

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

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

Current relevant projects

Digitisation of the Definitive Map and Statement: Following the initial electronic capture of the public rights of way information for the county, a group of three digitisers was established within the rights of way team in 2004 as part of a four year project. With support from the definitive map officers, this group of digitisers is in the process of accurately digitising the Definitive Maps on a district by district basis to reflect the 3,000 legal changes which have been made to the public rights of way network since the maps were originally produced in the 1950s or were last revised in the 1980s/1990s. The Borough of Erewash was the first district to be updated and formed the basis for future work to digitise the remaining seven districts of the county. It is estimated that digitisation will be completed by 2008/09. Information in an electronic format can be supplied directly to those who need it and can be kept up-to-date more easily (see Action 2b).

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

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

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

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

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

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

Identified need: 2a) Produce and maintain an up-to-date digital Definitive Map and Statement						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Develop a district based programme of work for digitally updating the Definitive Map and Statement and accurately digitise 100% of the public rights of way network.	★	DCC		2007-09	
ii	Survey all paths affected by legal events and update Definitive Statement.	★	DCC		2007-09	
iii	Continue to maintain an up-to-date digital working copy of the Definitive Map and Statement. Incorporate further legal changes to the network within 3 working days.	★	DCC		From 2007/08	

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

Identified need: 2b) Improve the availability of information relating to the Definitive Map and Statement						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Deliver access to accurate and up-to-date digital mapping as it becomes available, in both paper and electronic versions.	★	DCC	PDNPA District Councils Local Councils User groups Search firms	2007-09	
ii	Improve availability and quality of information about the Definitive Map and legal orders in leaflet form and on the County Council's website.	★★ £	DCC		2007-12	
iii	Create registers of applications and declarations in electronic and paper form as required by CRoW and associated regulations as they come into force.	★	DCC		From 2007	

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

Identified need: 2c) Speed up the process for clarifying the legal status of routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Develop strategy/ priority system for dealing with legal orders and get member's approval.	★	DCC	LAFs	2008/09	Countryside Strategy BVIP, DCC Scrutiny Report
ii	Adopt clear prioritised annual work programme, based on the agreed strategy, to deal with the current backlog of legal orders and new applications.	★★ Additional resources would allow better progress	DCC		From 2008/09	Countryside Strategy BVIP
iii	Continue to identify and build database of definitive map anomalies, including inconsistencies affecting cross boundary routes, as digitisation progresses. Prioritise and resolve mapping anomalies within annual work programme identified in (ii) above.	★★ Additional resources would allow better progress	DCC	Adjacent highway authorities LAFs	2007-12	RoWIPs from adjacent authorities
iv	Review existing DCC procedures and responsibilities for dealing with DMMO applications.	★	DCC		2008/09	DCC Scrutiny Report
v	Identify NCHs that are likely to be rights of way. Investigate and assess evidence and make a DMMO if appropriate. Prioritise orders within annual programme identified in (ii) above.	★★ Additional resources would allow better progress	DCC	PRoWI PDNPA	From 2009	DCC Scrutiny Report

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



Horse riding on the Pennine Bridleway.
Photograph courtesy of Natural England.

The actions in this section will ensure that the needs of individual user groups are considered and that safety is given a high priority. The emphasis will be on providing a network that makes sense and connects to homes, facilities, public transport, places of interest as well as providing circular links for recreational use.

Conclusions arising from the assessment

Everyone who was consulted expressed a high priority for having **well connected paths providing opportunities for circular routes** (see Action 3b). Where the network was not well connected then it was requested that short links should be created to join up existing paths.

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

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

- Within the county only 10% of the length of the network is classified as bridleway, compared to a national average of 17%.
- Horse riders and cyclists both wanted to be able to have access to more routes, whether circular or not. The **bridleway network in particular was identified as being very poor and fragmented** and as a result horse riders and cyclists were forced onto metalled roads in order to link bridleways.
- Bridleways were particularly under represented on the Definitive Map in the Chesterfield and Erewash areas but were also poor in Amber Valley and Bolsover. In the Citizens Panel questionnaire, most of the horse riders lived in the High Peak, Derbyshire Dales and Amber Valley district areas. The most demand for new routes for horse riding came from residents in Derbyshire Dales and North East Derbyshire.
- During the consultation it was suggested that resources should be concentrated on providing useful pockets of useable networks for each group of user, but particularly for horse riders (see Action 3a). The highest percentage of bridleways in the county are to be found in the Derbyshire Dales (29%) but even here, bridleways still only account for c.9% of the district network.
- There is a large network of non classified highways across the county that are rural and unsealed that could have the potential to significantly augment the public rights of way network. These routes have been identified as being publicly maintainable but in the vast majority of cases the level of public rights on these routes has yet to be established. This is a major limiting factor in the authority being able to promote these routes for public use (see Action 2cv).

Safer road crossing points for all groups of users were identified as being needed in both the Users Survey and in the Key Issues survey (see Action 3d). Other safety concerns were expressed over the **illegal use of rights of way** by motorised vehicles or by inconsiderate use (see Action 3fv). These concerns were expressed mainly by walkers and horse riders and also by people attending the focus groups and by representatives from disabled people's groups.

The need to **provide easy access routes** for people with limited mobility or other impairments, as well as for other groups of users, was identified as the top priority in the Key Issues consultation and for those disabled people who were consulted (see Action 3c). The most demand for easy access routes from people responding to the Citizens Panel questions came from residents in Bolsover, North East Derbyshire and Chesterfield.

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

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

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- Routes to **connect with public transport**, were particularly wanted by cyclists and expressed in the focus groups. On the Citizens Panel, the most demand for these routes was from people living in the High Peak and Erewash.
- Priority being given to **routes to be used for local journeys**, wanted by cyclists and disabled people. The most demand from the Citizens Panel for these routes was from residents in Derbyshire Dales and Erewash.
- The opportunity to negotiate new or upgraded links within the planning process within larger housing, other developments or road schemes through planning gain (Section 106 agreements).

Current relevant projects

Greenways project:-

- In a recent benchmarking scheme organised by the CTC, Derbyshire was awarded seven benchmarks in the outstanding; best practice; best value categories which particularly praised the use and promotion of greenways, links into urban areas that have “blurred the boundary between recreational and utility cycling”, effective development and use of greenways strategies, and successful funding procurement. Additionally, a further seven benchmarks were awarded for specific best practice in greenways infrastructure.
- A Greenway Strategy for East Derbyshire was produced by consultants in 1998. This was followed by the production of a Greenway Strategy for the District of South Derbyshire in 2006. A final Greenway Strategy covering the West and High Peak area of the county is due to be published in 2008. The strategies aim to provide a basis for a strategic and co-ordinated approach for the development of a network of greenways throughout the county (see Action 3e).

Links to the Second Local Transport Plan (LTP2): The Rights of Way Improvement Plan forms part of the LTP2 process. A progress report has been included in the Derbyshire and Derby Joint LTP2 reports covering 2006-11 and monies allocated for delivery of projects within the Statement of Action that link to the delivery of transport objectives and shared priorities within the LTP2 process. A list of priority works will be produced each year to show how the LTP2 monies will be spent (see Action 1b).

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

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

Pennine Bridleway: The Pennine Bridleway is a designated National Trail designed specifically for horse riders, cyclists and walkers. At approximately 350 miles, the trail will weave through the Pennine hills from Derbyshire to Northumberland using a mix of ancient packhorse tracks, drove roads and newly created bridleways. The majority of the Pennine Bridleway in Derbyshire opened in 2004. Work is now focusing on achieving a route through Glossop, the only remaining missing link that is in the county (see Action 3a iii and iv).

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

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

The County Council produced a 'Policy for the Management of Motorised Vehicles in the Countryside' in April 2003 which was well received by the profession. In addition the County Council's Environment and Highways Improvement and Scrutiny Panel has undertaken a **review examining the use of motorised vehicles in the countryside**. This has resulted in the formation of an approved action plan (see Action 3f) which includes the need to review the vehicle policy in light of recent changes in legislation and guidance and also the need to establish a sustainable approach to the maintenance of byways and other routes open to motorised vehicles. The action plan was approved on 2 February 2005.

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

Access Land: there are large tracts of newly designated access land within Derbyshire. The majority, approximately 370 sq km, are located within the Peak District National Park for which the National Park Authority is the access authority. The remainder of the access land (851ha) is within the remit of the County Council, as access authority. Considerable work has been carried out, particularly by the Peak District National Park Authority, but in some cases by the County Council, to sign and improve access to this land.

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

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

Identified need: 3a) Improve the provision of routes for bridleway users						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Prioritise bridleway claims (upgrades or new routes) or creations and dedications that contribute to or connect up existing bridleway networks. Report number of orders processed per year.	★	DCC	User Groups	2007 - 2012	Policy for tackling legal orders in prep Theme C
ii	Identify and map the whole network to which horse riders and cyclists have access including permissive routes.	★★ £	DCC	User Groups Access Stakeholders	(✓) 2007/08	LTP2 - Accessibility Theme C
iii	Develop the Pennine Bridleway route through Glossop.	★ Natural England £££	DCC	Natural England	2008/09	National Trails Theme C
iv	Develop circular bridleway links off the Pennine Bridleway up to 10-15 miles long.	★ Natural England ££	DCC	PDNPA Natural England	(✓) 2008/10	National Trails Themes B & C
v	Improve route of Midshires Way to make it accessible to horse riders. For example replacement of Long Horse Bridge and development of Hopwell to Dale section.	★★★ £££	DCC	User Groups	2007-12	LTP2 Theme C
vi	Seek dedication of all greenways to which horse riders are permitted as public bridleways.	★	DCC		2008-12	Countryside Strategy

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

Identified need: 3b) Improve the provision of circular or connected routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Integrate RoWIP into Local Development Frameworks. Provide for PRoW improvement and protection through the development control process including s106 legal agreements.	★★	DCC District Councils PDNPA	Private developers	2007-12	Local Development Frameworks Themes B & C
ii	Through negotiation provide routes that will enhance the existing network and create local circular and other routes. Achieved through public path orders, creation agreements or permissive routes for which the authority would cover the costs and fast track the orders if there was sufficient public gain.	★★ £	DCC	Land Managers District and Local Councils Public Bodies National Forest Access Stakeholders Natural England (Environmental Stewardship) PDNPA LAFs	2007-12	Themes A,B & C
iii	Offer reduced fees to landowners who are willing to create additional links or upgrade routes as part of a legal orders package.	★ £	DCC	NFU/CLA Land-owners District Councils PDNPA	(✓) 2007-12	Theme C

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

Identified need: 3b) Improve the provision of circular or connected routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
iv	Seek to dedicate routes that are currently concessionary routes within the National Forest Tender Scheme with landowner agreement.	★★ £	DCC National Forest	Land managers NFU/CLA	2007-12	Themes B & C
v	Identify opportunities to improve access to open access land and provide links between rights of way and other access land.	★★★ £	DCC PDNPA	Forestry Commission Access Stakeholders Natural England	2008 - 2010	Theme C

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

Identified need: 3c) Provide more easy access routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Work with Local Access Groups and other organisations to identify existing easy access routes and develop a longer term programme to identify and improve other suitable routes.	★★	DCC Local Access Groups PDNPA Moors for the Future	LAFs Local Councils National Forest Chesterfield Canal Partnership Health Walks Groups BWB	(✓) 2007-12	DDA LTP2 Accessibility Themes B & C
ii	Develop an annual programme to improve the accessibility of routes through surface and drainage works and/ or better design of structures. Monitor length of path accessible.	★★ LTP2 ££	DCC PDNPA Moors for the Future	Ground-work Trusts National Forest Land-owners Local Councils	(✓) 2007-11	DDA LTP - Accessibility/ Integrated Transport Themes B & C
iii	Adopt least restrictive option of gaps rather than gates, with stiles as a last resort when authorising new structures. Report number of stiles replaced by gates per year.	★★ £	DCC	Land-owners User Groups PDNPA Local Councils SDDC	From 2007/08	DDA Theme B

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

Identified need: 3c) Provide more easy access routes						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
iv	Provide financial incentives for land managers and landowners to replace stiles with gates or to secure removal of unnecessary structures no longer required for controlling livestock. Report number of structures removed per year.	★★	DCC	Land managers NFU/CLA LAFs PDNPA SDDC	2008/09	DDA Theme B
v	Develop a policy to detail how DCC will work to make the local PRow network and countryside sites more accessible to all users.	★	DCC	Local Access Groups LAFs	2007/08	DDA (1995 & 2005) A & C
vi	Continue to seek improvements to infrastructure on existing routes promoted by the County Council, especially to make the routes more accessible.	★★ LTP2 £	DCC	Local Access Groups	2008-12	Countryside Strategy Themes B & C

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

Identified need: 3d) Provide a safer network for all users						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Identify improvements to road crossing points, using information provided by User Survey and Ramblers Association (Safe to Cross Campaign) and progress as funding permits.	★★ LTP2 ££	DCC	User Groups LAFs	2008-11	LTP2- Access- ibility RA - Safe to Cross Campaign
ii	All road crossing points for managed trails signed to warn motorists of presence of vulnerable users.	★★★ LTP2 £	DCC		2008/09	LTP2 - Access- ibility
iii	Safe routes to local amenities and schools - work with safe routes to schools team to identify suitable paths/trails for walking/cycling to school.	★★ LTP2 Sustrans	DCC	Sustrans	2007-11	LTP2 - Access- ibility Theme C
iv	Look for opportunities to make use of existing verges to minimise use of carriageways by vulnerable users such as horse riders, cyclists and walkers.	★★	DCC	PDNPA User Groups LAFs	2007 - 2012	LTP2 - safety of vulnerable users, accessibility Relevant to Aims 3a and 3b
v	Look for opportunities to negotiate new routes inside field boundaries parallel to roads, particularly where this will connect existing PRow with access points to minimise use of carriageways.	★★★ LTP2 ££	DCC	PDNPA User Groups LAFs	2007 - 2011	LTP2 - Safety of vulnerable users, accessibility Relevant to Aims 3a and 3b

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

Identified need: 3e) Continue with the development of the greenway programme for the county						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Produce a Greenway Strategy for West Derbyshire and High Peak to complete county coverage.	★	DCC	PDNPA District Councils Local Councils User Groups Access Stakeholders	(✓) 2007/08	LTP2, Local Development Frameworks Countryside Strategy Themes B & C
ii	Carry out a review of the East Derbyshire Greenway Strategy (10 year review) and bring it in line with other greenway strategies.	★	DCC	District Councils Local Councils User Groups Access Stakeholders BCP	2008/09	LTP2, Local Development Frameworks Countryside Strategy Themes B & C
iii	Continue to develop a multi-user greenway network for everyday and recreational journeys. Target 60 km of new greenway to be developed 2006-2012 from routes identified in the LTP2 Strategic Cycle Network.	★★ LTP2 Aggregates Levy, emda, Landfill tax, Planning gain Private Industry	DCC	District Councils Network Rail Sustrans Private land-owners	2007-11	LTP2, Physical Activity Plan for Derbyshire, Countryside Strategy Themes B & C
iv	Carry out monitoring of the use of newly developed and other strategic greenways.	★★ LTP2 £	DCC	Sustrans	2007-11	LTP2 Theme B

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

Identified need: 3f) Improve the management of recreational motorised vehicles in the countryside						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Review the existing policy for the management of motorised vehicles in the countryside in light of new government legislation and guidance.	★	DCC	PDNPA Vehicle Users LAFs Access Stakeholders	2008-10	DCC Scrutiny Report Theme A
ii	Implement a pilot scheme in the Peak District for identifying sustainable and unsustainable vehicular use of BOATs and other unsealed highways with proven rights for motorised users.	★	DCC PDNPA LAFs	Vehicle users Land managers Local communities Access stakeholders	2007 - 2009	DCC Scrutiny Report Themes A & B LTP/SEA
iii	Develop a management strategy for the network of BOATs and other unsealed minor highways in line with the results of the pilot in 3f ii.	★★★ £££	DCC	PDNPA LAFs Vehicle users	From 2009	DCC Scrutiny Report Themes A & B LTP/SEA
iv	Launch a Code of Conduct for vehicle users and raise awareness with land managers and user groups.	★★ £	PDNPA DCC Vehicle user groups	Adjacent authorities Land managers User groups	2007/08	DCC Scrutiny Report Themes A & B

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

Identified need: 3f) Improve the management of recreational motorised vehicles in the countryside						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
v	The illegal use of the network be enforced: Record information and send to the Police, develop a campaign with Police and other key stakeholders, consider need for physical barriers	★★	DCC PDNPA Police	Community safety partnerships PDNPA User Groups Access stakeholders Local communities LAFs Land managers	From 2007/08	DCC Scrutiny Report
vi	Powers be utilised to implement Traffic Regulation Orders having regard to current government guidance and in line with revised DCC Policy (Action 3f i)	★	DCC PDNPA Police	LAFs User Groups Access stakeholders Local communities Land managers	From 2007/08	DCC Scrutiny Report

□ Aim 4: Improve the promotion, understanding and use of the network



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

Conclusions arising from the assessment

Respondents to the Citizens Panel said that one of the main things that stopped them or put them off using the paths as much as they would like was the **lack of information** about where they could go or how they could get there. This was also one of the specific limitations cited by cyclists in the user questionnaire (see Action 4c).

The review examining the Use of Motorised Vehicles in the Countryside conducted by DCC's Improvement and Scrutiny Committee identified the importance of providing information about the network of unsealed minor highways so that vehicle users knew where they could legally go (see Action 4e v).

Representatives from disabled people's groups cited that the main limitation to their use of the network was the **lack of targeted information** (see Action 4b i) about both where they could go and what to expect on routes. This extended to needing information not just about the routes themselves but about associated facilities such as car parking and toilets.

One of the key themes coming back from all the focus groups was the need for clear information and the role of education and interpretation in order to increase the use made of the network and for that use to be carried out in a responsible way with an **increased understanding of other people's needs** or wider issues, including not just other users but landowners needs and implications for nature conservation etc. (see Action 4c).

LAF members wanted improved information about what routes were available, who could use them and they also wanted information about the nature of the paths and what users could expect to find, possibly in the form of a grading system of paths similar to that used to designate ski runs: green or blue: easy, red: intermediate, black: advanced. Other information needs identified by the LAF members for individual paths included destination and distance information or estimated time to reach a particular place, together with information about which other types of user could be expected on that path (see Action 4a). Several LAF members are very committed to encouraging a more sustainable approach to the use of the network particularly through encouraging closer links with public transport provision.

The need for **improved signage** cropped up throughout the consultation. In the Key Issues questionnaire, stakeholder groups felt that the most important element in providing a well managed network was good signing and waymarking. Parish councils also prioritised improvements to signing and waymarking on their networks (see Action 4a).

Current relevant projects

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

Cycle map and promotional banner – The original Cycle Derbyshire leaflet and display banner was produced at the end of 2003 and proved their worth for promoting the opportunities for cycling that are mainly away from the main road network. 80,000 copies of the leaflet were printed and distributed in 3 years to tourist information centres, libraries and other venues, including major tourism outdoor shows. The tourism benefit of the cycle map has proved significant. The Cycle Derbyshire leaflet was revamped and up-dated and published in May 2007.

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

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

Peak District and High Peak: Walks for Health run a programme of led walks throughout the district in association with High Peak Borough Council and the National Park Authority

Derbyshire Dales: The district council run a number of health walks around the district based from the council's leisure centres

Chesterfield: Chesterfield Walk this Way was a project initiated by the countryside service in the north east of the county which is now run by the volunteers

Erewash/Amber Valley: The Erewash Walking for Health Scheme is based at Shipley Country Park and organised by Groundwork Derby and Derbyshire

South Derbyshire: Get Active in the Forest, a scheme based at Rosliston Forest Centre in the National Forest, supported by the district council includes a weekly programme of led walks in South Derbyshire, often leaving from local doctor's surgeries and a monthly themed walk.

For a full list of Walking for Health groups in the county visit www.whi.org.uk

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4a) Ensure that path/route signage is consistent across the county						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Set parameters on what signage is appropriate in different locations - urban, urban fringe, rural, open country.	★★★	DCC	PDNPA SDDC User Groups Access Stakeholders LAFs	2007/08	LTP - Accessibility Themes A & B
ii	Install new signs providing further information such as destination and distance where requested as budgets permit.	★★ £	DCC Local Councils PDNPA SDDC	User Groups	2007 - 2012	LTP - Accessibility Theme B
iii	Respond to requests where signage could benefit local businesses, landowners, tourism destinations or other places of interest as budgets permit.	★★★ £	DCC PDNPA National Forest	Local Businesses and Tourism organisations Destination Management Partnership	2007 - 2012	PDNPA National Forest Theme C
iv	Ensure that access land is well signed.	★★ £	DCC PDNPA	LAFs Natural England Land Managers	2008/09	Local Area Agreement
v	Devise and install signs that provide users with information about who is entitled to use each category of route.	★ £	DCC PDNPA	User Groups LAFs	From 2007/08	

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4b) Promote routes identified as 'easy access' paths						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Provide targeted information about easy access paths to disabled people's groups - providing links to web pages and information in local access guides.	★★ £	DCC	Local Access Groups LAFs Other disability organisations Fieldfare Trust PDNPA	(✓) 2008/09	Local Area Agreement
ii	Improve the information provided on the County Council's website taking into account the needs of people who are blind or partially sighted.	★★★	DCC	Fieldfare Trust LAFs Local Access Groups PDNPA	2008/09	Local Area Agreement
iii	Provide information on easy access on the County Council's website as this will provide benefits to a wide range of users.	★★ £	DCC	LAFs User Groups PDNPA	2008/09	

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4c) Improve the level and quality of information about the access network						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Develop the County Council's website in order to provide map based information about the whole range of access opportunities.	★★★ £	DCC		2008/09	Local Area Agreement Themes B & C
ii	Promote the countryside and moorland codes to encourage more responsible use of the countryside.	★★★	Moors for the Future PDNPA DCC	TICs LAFs User Groups	2007-2012	Theme A
iii	Launch Codes of Conduct for all users and raise awareness with land managers and user groups.	★★ £	PDNPA DCC	Adjacent authorities User Groups LAFs	2009/10	Themes A & B
iv	Provide information about the social and health benefits of walking, riding and cycling and to develop confidence among current non-users through provision of events and support programmes.	★★	DCC	Ground-work Trusts PCTs	2008/09	Physical Activity Plan for Derbyshire 2006-09 Local Area Agreement Theme B

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4c) Improve the level and quality of information about the access network						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
v	Promote the network as a resource that can be used by healthy walking schemes or by health professionals.	★★★		Ground-work Trusts District Councils PCTs Walking for Health schemes PDNPA	2008/09	Local Area Agreement Theme B
vi	Investigate the feasibility of introducing a path grading system for individual paths.	★★★	DCC	PDNPA LAFs User Groups	2009/10	Theme B
vii	Improve information to the public about access land in the county, including where they can go, what they can do and what restrictions might be in place.	★★★ Natural England £	DCC PDNPA	Natural England LAFs	2009/10	Local Area Agreement Theme A

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4d) Maximise existing promoted routes and trails						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Ensure that existing DCC promoted routes and trails are inspected regularly, are in good repair and review the promotion of these routes.	★	DCC	Volunteers Local Councils User Groups	2007-12	Countryside Strategy
ii	Identify key road links or where route alignments can be improved on existing DCC promoted routes and trails and seek to create alternative routes.	★★★ £££	DCC		2008-11	Theme B
iii	Review the Cycle Derbyshire leaflet and produce updated information at regular intervals.	★★ £	DCC	Sustrans User Groups Tourism interests	2007/08	Tourism Physical Activity Plan for Derbyshire Themes B & C
iv	Carry out a review of routes promoted by partner organisations and seek opportunities for joint promotion and provision of information.	★★ £	All partners with promoted routes	Access Stakeholders Local and District Councils	2008/09	Themes B & C

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4e) Encourage the production of new promoted routes that complement the themes and identified needs						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Encourage the promotion of routes to support the local economy and boost tourism targeted at specific users - up to 5 miles for walkers, 10-15 miles for equestrians, up to 15 miles for cyclists. Report number of new routes promoted per year. This will also provide benefits for health and social inclusion.	★★★ £	Access Stakeholders PDNPA Tourism bodies	District Councils User groups National Forest Groundwork Trusts Access Stakeholders Tourist destinations	2008-2012	Local Area Agreement Themes B & C
ii	Increase opportunities to promote a more sustainable use of the access network, through links to public/ community transport or park and ride/walk opportunities or combined promotional information with transport providers.	★★★ £	DCC PDNPA	Public Transport providers	(✓) 2007-2011	Local Area Agreement Themes B & C

Aim 4: Improve the promotion, understanding and use of the network.

Identified need: 4e) Encourage the production of new promoted routes that complement the themes and identified needs						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
iii	Produce a new publication focusing on the opportunities for horse riding in the county, providing specific information targeted at horse riders.	★★★ £	DCC	British Horse Society User Groups	2008/09	Themes B & C
iv	Produce publicly available information, focusing on the county's greenways network providing multi-user opportunities.	★★ ££	DCC	Tourism interests User Groups	2009/10	Themes B & C
v	Produce publicly available information focusing on the opportunities for recreational driving of motor vehicles, providing specific information targeted at motorised vehicle users.	★★★ £	DCC PDNPA	PROWI LAFs User Groups PDLRC	2010/11	Theme C

■ **Aim 5: Encourage greater community involvement in managing local rights of way**

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

Conclusions arising from the assessment

Working with local councils: During the Countryside Service Best Value Review carried out in 2001, parish and town councils were consulted about the County Council's existing minor maintenance scheme. At the time 53% of councils participated in the Scheme,

accounting for 61% of the total length of public rights of way in the county. The results of the consultation showed that the main reasons for not participating included local councils seeing public rights of way maintenance as a DCC responsibility; a lack of awareness about the existence of the scheme or a lack of people to undertake the work. Parish meetings were unable to raise the necessary precept. Parishes also criticised the amount of administration involved and the relatively small sums of money available.

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

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

The Best Value Improvement Plan for the countryside service identified the need to develop and introduce a new replacement scheme to facilitate working with local councils on public rights of way.



Local group in the north east of the county

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

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

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

As part of the Scrutiny Review of the Use of Motorised Vehicles in the Countryside and through the consultation for the Draft ROWIP, vehicle users expressed a strong commitment to become more actively involved in managing and maintaining routes.

Current relevant projects

Minor maintenance agreements with local councils: There are 145 (57%) parish/town councils currently participating in the minor maintenance scheme which has been administered by the County Council and its district council agents since the 1960s. The scheme enables local councils to undertake routine maintenance and repairs on public rights of way within their area. The level of funding is determined by the total length of rights of way within the parish. Eligible works include surface vegetation clearance, waymarking and minor surfacing/drainage. Work is mainly carried out by contractors, parish council wardens, landowners and volunteers from the local community or user groups.

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

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

Service Level Agreements with BTCV and Groundwork Organisations: Targets are being set for the number of volunteer days per annum (the majority of which will relate to access work) and for work programmes to be agreed with Groundwork Derby and Derbyshire. The new Groundwork Derby and Derbyshire is initially targeting work in High Peak and Derbyshire Dales, working particularly with parish councils. Similar agreements are being explored with Groundwork Creswell and BTCV.

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

Aim 5: Encourage greater community involvement in managing local rights of way.

Identified need: 5a) Increase involvement of local councils in managing local rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Develop enhanced partnership arrangements with parish and town councils to compliment and eventually replace Minor Maintenance Agreements(MMAs).	★★ ££	DCC	Local Councils SDDC User Groups Voluntary groups LAFs	(✓) 2007/08	Countryside Strategy BVIP LTP2 Themes B & C
ii	Implement new partnership scheme with increased grants budget and training provision. Report number of local councils actively participating.	★★★ LTP2 £££	DCC	Local Councils SDDC User Groups Voluntary groups	2007-11	Countryside Strategy BVIP Themes B & C
iii	Local councils and countryside area staff to carry out proactive surveys of the network on a parish by parish basis. Report number of parishes per year.	★★ LTP2 £	DCC	PDNPA SDDC Local Councils User Groups	2007-11	
iv	Implement system of regular checks by local councils or volunteers once roadside signposts are in place.	★ £	DCC Local Councils Volunteers User Groups	SDDC PDNPA Volunteers	From 2007	

Aim 5: Encourage greater community involvement in managing local rights of way.

Identified need: 5b) Increase involvement of user groups and other local community/volunteer groups in managing local rights of way						
	Proposed actions	Resources	Delivered by	Key Partners	Time scales Quick wins (✓)	Link to themes/ other strategies
i	Work with user groups and other local community/volunteer groups to identify ways in which they can contribute to the management of the local rights of way network. Report number of groups active, number of volunteer days provided and any outputs achieved.	★ £	DCC	User groups LAFs District and Local Councils PDNPA Ground-work Trusts BCP BTCV	2007-12	Local Area Agreement - Safer and Stronger Communities

Section 6 - What next?

■ 6.1 Implementation

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

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

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

The consultation exercise carried out with the Draft Plan helped to identify and set priorities within the Statement of Action, which in turn will affect the delivery of the plan.

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

■ 6.2 Monitoring and review

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

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

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

Section 7 - Acknowledgements

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

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

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

The following for their contributions at meetings and workshops:

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

Appendices

■ Appendix A - Glossary of terms used

Key to abbreviations and definitions:

Access Land - A specific area of land where a new right of access on foot applies (often referred to as right to roam). These areas were designated under the Countryside and Rights of Way Act 2000.

Biodiversity - A way of looking at the whole picture relating to wildlife which includes both habitats and species and the relationship between them.

BVIP - Best Value Improvement Plan produced for the countryside service within the County Council.

BVPI178 (Best Value Performance Indicator) - a national indicator which is used to monitor the 'ease of use' of public rights of way.

Citizens Panel - set up by local authorities, comprising a panel of a representative cross section of the local population, who are prepared to answer a series of questions relating to services provided by each local authority.

CLA - Country Landowner and Business Association, representing interests of those responsible for land, property and business throughout England and Wales.

Countryside and Rights of Way (CROW) Act 2000

Definitive Map and Statement - The legal record of public rights of way, showing their position and status.

Disability Discrimination Act (DDA) 2005

Defra - Department for Environment, Food and Rural Affairs.

Discovering Lost Ways - A Natural England project to research rights of way not currently shown on the Definitive Map. The aim of the project is to get research into rights of way missing from the Definitive Map translated into routes on the ground.

Environmental Stewardship - part of the government's programme of financial incentives to farmers and land managers for the protection and enhancement of the natural environment, administered by Natural England on behalf of Defra.

Geographical Information System (GIS) - computerised mapping system used by the County Council.

Greenways - largely car-free off-road routes connecting people to facilities and open spaces in and around towns, cities and the countryside; for shared use by people of all abilities on foot, bike or horseback, for car-free commuting, play or leisure.

Local Access Forum (LAF) - This is a statutory body established under the CROW Act to provide strategic advice on matters connected to outdoor recreation and access. There are two within Derbyshire: the Peak District LAF and the Derby and Derbyshire LAF (DADLAF).

Local Councils - Town councils, parish councils and parish meetings.

Local Transport Plan (LTP) - These are strategic documents setting out proposals for managing transport planning. The second round of Plans (LTP2) covers the period 2006-11. There are two LTPs covering the county: the Derbyshire Plan and the Derby Joint Plan covering the city of Derby and its immediate environs.

Minor Maintenance Agreement (MMA) - an agreement between the County Council and selected local councils for them to manage some elements of path maintenance works on public rights of way in their own area.

National Forest - The National Forest was established by the government in April 1995 and is sponsored by Defra. It covers a 200 square mile area that straddles the borders of Derbyshire, Staffordshire and Leicestershire and is being created through working partnerships and with community participation with a view to transforming the area into a range of land uses framed by woodland.

National Farmers Union (NFU) - representing farmers and growers in England and Wales.

Non Classified Highway (NCH) - a minor public highway. Some are unsurfaced and commonly referred to as "green lanes".

Permissive Path - a path which a landowner has given permission for the public to use. These paths are also sometimes referred to as concessionary paths.

Parish Paths Partnership (P3) - a national partnership scheme between local councils and the County Council whereby parishes agreed to look after paths in their area.

Promoted Route - a route which has been endorsed by the County Council, which has accompanying information (usually a leaflet or guided walks book) or is promoted in some other way.

PRoW - Public Rights of Way:

(i) Public Footpath - a route used on foot only.

(ii) Public Bridleway - a route used on foot, by horse riders and cyclists.

(iii) Byway Open to All Traffic (BOAT) - A route that is mainly used for the purposes for which footpaths and bridleways are used, i.e. by walkers, horse riders and cyclists, but which motor vehicles are allowed to use.

(iv) Restricted Byway - A new classification of public right of way, replacing RUPPs. They can be used by walkers, horse riders, cyclists and drivers of horse drawn carriages. Motor vehicles are not entitled to use these routes.

(v) Road Used as a Public Path (RUPP) - a previously descriptive term for a route that was mainly used for the same purposes as footpaths and bridleways but without it being made clear about whether the route was available to motor vehicles. All remaining RUPPs have been re-designated as restricted byways under the CROW Act.

Quiet Lanes - minor rural roads, carrying light levels of vehicular traffic that can be made more attractive to those people who wish to walk, cycle or ride a horse along them whilst linking other off-road routes.

Strategic Environmental Assessment (SEA) - an environmental report which shows the impact of proposals within the LTP2 process.

Sustrans - a charity which works on practical projects to help reduce motor traffic, including provision of the National Cycle Network and Safe Routes to Schools.

User Groups - National and local groups representing all the different types of users, examples of which include : British Horse Society (BHS), Cycle Touring Club (CTC), Peak and Northern Footpaths Society (PNFS), Peak District Land Rover Club (PDLRC), Ramblers Association (RA), Sustrans, Trail Riders Fellowship (TRF).

Appendix B - Consultation and assessment of needs report

A significant part of the Improvement Plan process has involved finding out what people want. The following report provides a summary of the consultation exercise that was carried out between March 2004 and June 2005.

■ 1.1 Local Access Forums

The two Local Access Forums for the county have been actively involved throughout the consultation process from commenting on the content of the questionnaires, helping to circulate the questionnaires and find people to attend the focus groups, to advising on the interpretation of the feedback and survey results.

A sub group comprising members from both Local Access Forums has been set up to comment on the data, help identify themes and priorities and to advise on how best to “weight” the feedback and results.

■ 1.2 Public and stakeholder consultation

The main thrust of the public consultation exercise has involved the following:

- A series of questions submitted to the County Council’s **Citizens Panel** in September 2004, which resulted in 5,000 returns. The Citizens Panel was set up by all the local authorities within the county to provide a representative cross section of 8,000 of Derbyshire’s residents who were prepared to answer questions and provide comments on issues affecting local services.
- A **user survey** aimed at the wider public, including users and non-users alike, which took place throughout December 2004 and January 2005. The survey comprised a series of questions available as a paper copy or to be filled in on-line via the County Council’s website. 10,000 copies were distributed across the county and in neighbouring areas and over 3,000 completed copies were received back (of which just over 1,000 were completed on-line).
- A **key issues questionnaire**, which was sent out to the main countywide stakeholders, comprising user groups, landowner groups, the district local access networks, district councils and other key organisations at the end of 2004. 210 responses were received.
- A specific consultation to the **parish and other local councils**, which took place during April and May 2005. Over a third of all of these organisations responded.

- The setting up of a series of **focus groups** during the summer of 2005 looking at particular topics relating to heritage and nature conservation, the local economy and issues affecting landowners and farmers. A further discussion group was held in May 2006 with the Forum of Derbyshire Access Groups to specifically consider the needs of disabled people.

The results from these consultations are summarised both by the type of consultation carried out and then analysed based on the needs of particular users.

■ 1.3 By type of consultation

Approximately half of the respondents from both the Citizens Panel and the User Survey use paths at least once a week and up to a further 24% use the paths at least once a month, indicating a high level of usage. This helps to give the results a degree of credibility and assurance that we are listening to people who both use and value the network of paths and trails.

1.3.1 Citizens Panel

The main practical priorities for improving access to paths and trails were identified as follows:-

- Providing links which create circular routes.
- Creation of new paths to walk along.

The main strategic underlying issues were as follows:-

- Encouraging routes that support the local economy and tourism.
- Providing information about the use of paths in conjunction with public transport.
- Ensuring that more consideration is given to issues affecting nature conservation and biodiversity.

In terms of 'offputting' factors, the main reasons cited, beyond the responses stating 'not enough time' or 'other' interests, were:-

- Health reasons.
- Paths obstructed or overgrown.
- Limited mobility.
- Litter/dog fouling.
- Lack of information about where to go/ how to get there.

1.3.2 User survey

The main priorities for improving access to paths and trails were identified as follows:

- Providing short links which create circular routes.
- Focus on making the existing network easier to use.
- Carry out surface improvements to the existing network.
- Provide safer road crossing points.
- Provide routes from built-up areas that provide direct access to the countryside.

The main strategic issues were as follows:-

- Ensuring that more consideration is given to issues affecting nature conservation and biodiversity.
- Encouraging routes that support the local economy and tourism.

Respondents were asked what stopped or put them off using paths and trails. The main reasons cited that the authority could do something about were:-

- Surface in poor condition or unsuitable.
- Illegal use by motorised vehicles.
- Lack of well connected paths to create circular routes.
- Paths overgrown with nettles or brambles.
- Lack of suitable paths near home.

1.3.3 Key issues questionnaire

The main priorities for improving access to paths and trails were identified as follows:-

- Provide routes that are accessible for people with limited mobility or who are visually impaired.
- Provide short links which create circular routes.
- Provide safer road crossing points.
- Provide routes from built up areas that provide direct access to the countryside.

The main strategic issues were as follows:-

- Prioritise routes used for local journeys such as safe routes to schools, shops etc.
- Promote routes that support the local economy and tourism.
- Ensure that more consideration is given to issues affecting nature conservation and biodiversity.
- Promote routes that can be used in conjunction with public transport.

Organisations were asked what the most important elements were in providing a well-managed network of rights of way and other paths and trails. These were:-

- Good signing and waymarking.
- The availability of an up-to-date Definitive Map.
- Focus on making the existing network easy to use.
- Good design and maintenance standards for path furniture such as stiles, gates and bridges.
- Legally defining, mapping and recording the network.

The elements of the network that were felt to cause the most problems were identified as follows:-

- The presence of dog fouling, litter or vandalism.
- Existing paths failing the 'ease of use' survey criteria.
- Illegal use by motorised vehicles.
- Poor signing and waymarking of paths.
- Poor design and maintenance standards for stiles, gates and bridges.
- Lack of availability of an up-to-date Definitive Map.

1.3.4 Parish and local council questionnaire

As well as contributing to the Key Issues Questionnaire, local councils were asked to put forward specific suggestions for identifying where there were opportunities to improve the path network (this will help identify where the authority may be able to identify “quick wins” when producing a Statement of Action for the actual Rights of Way Improvement Plan).

The two most requested improvements related to opportunities for carrying out surface improvements and for improving signing and waymarking along existing paths. Other suggestions identified where additional vegetation clearance could be carried out to prevent paths from becoming overgrown and where stiles or gates could be removed to make paths more accessible for people with limited mobility.

1.3.5 Focus groups

Four focus groups were held to cover the following topics:-

- Local tourism and business interests.
- Conservation, heritage and woodland management interests.
- Landowner’s and land manager’s issues.
- The needs of disabled people.

The purpose was to provide an in depth exploration of issues and solutions relating to public rights of way and other access provision throughout Derbyshire. This yielded both new insights into attitudes and opinions as well as complementing data from the other survey work.

Not surprisingly each group reflected the interests and concerns of the group they were representing. So, for instance, the conservation group was concerned about disturbance to wildlife of new open access arrangements and the landowners were wary of bringing more visitors onto their land with the attendant problems as they saw them. However, they were also able to see a wider perspective of public access and didn’t necessarily take a wholly negative stance on the Rights of Way Improvement Plan process. They were able to offer practical and realistic suggestions for improvements to the access network.

The main concerns can be summarised as follows:-

- The landowners and managers were mainly concerned about illegal or inappropriate use of paths and the need for ‘give and take’ in the rights of way negotiation process.
- The tourism people didn’t want restrictions on their businesses and wanted a quality product to attract visitors into the area.
- The conservation group wanted to minimise the environmental impact of public access and the effect particularly on wildlife.
- The group representing disabled people had issues relating to the lack of information available to disabled people about where they could go, coupled with the limitations on the ground, particularly relating to the

nature of the path surface and the presence of poorly maintained or badly designed structures.

There was agreement between all the groups that the network itself, particularly in the Peak District National Park, is good and has seen many improvements in recent years. The main gaps are seen as being in the bridleway network and waymarking/signposting or information provision.

The key themes and messages from all the groups were:-

- A need to work more with landowners/managers and negotiate reasonable access arrangements.
- Work to fill in the missing links in the network (especially bridleways) to create circular routes.
- More use of public transport by visitors and encouraging them to do so whilst out walking/cycling.
- More help for less confident users especially around signage.
- The importance of clear information and the role of education and interpretation.
- Tackle illegal and inappropriate use of rights of way.
- Consider the mis-match between the costs incurred by landowners and income derived from public access.
- Ensure even coverage of rights of way efforts across the county.
- Don't forget that supporting facilities are often more important to the accessibility of a route than the condition of the actual path itself.

■ 1.4 Assessment of needs of particular users

1.4.1 Walkers' needs

70% of respondents from the Citizens Panel said that they enjoyed walking and rambling which as the panel is a cross representation of the entire population is a very high percentage; this rose to 88% from the Users Survey. In total nearly 6,300 people gave us their views from a walker's perspective.

Some recent Countryside Agency national use and demand studies showed that in 48% of households, at least one member had walked in the countryside during the previous year. 47% of these households said they would walk more if there was better provision. Walkers in Derbyshire are in general very active with 55% of walkers completing the User Survey stating that they walked at least once a week. The main reasons quoted for walking were to enjoy the views, to get some fresh air, for relaxation and for the exercise, to keep fit. Most people walked in a family group, including children and walked between 1 and 5 miles.

The most popular places for people to walk in the county were the Peak District National Park (87%) and Derbyshire Dales (75%). This also coincided with the districts in the Citizens Panel questionnaire where residents were the most active i.e. High Peak and Derbyshire Dales. In these districts over half the respondents walked more than once a week.

Over two thirds of walkers travelled by car to where they wanted to walk due to the greater convenience that this afforded them, driving between 6 to 20 miles to reach their destination. A third of people stated that they mainly walk from home and only 3.6% used public transport to get to where they wanted to walk. Up to 20 miles is quite feasible by public transport so this information represents a challenge to increase the use of public transport.

From the Users Survey, the most important things that walkers wanted when making use of paths and trails, in order of priority were:-

- Well connected paths providing circular routes.
- More consideration for conservation issues.
- The existing network to be open, easy to use, free from obstructions and well signed.
- Attractive routes that link cafes/pubs/places of interest that benefit the local economy and tourism ventures.
- Better surfaced paths which are less overgrown.
- Routes from built-up areas providing direct access to the surrounding countryside.
- Safer road crossing points.

Beyond the reasons of not having enough time or having other interests, the main issues that limited walkers or put them off were:-

- Path surfaces in poor condition or unsuitable.
- Paths overgrown with nettles or brambles.
- The presence of motorised vehicles on a route.
- Paths obstructed by barbed wire, fences or buildings.
- Poor signposting - both at the roadside and along the route.
- Poor condition or design of stiles, gates or other structures.
- Litter and/or dog fouling along a path.

56% of walkers did not use the paths as much as they would like, indicating a latent demand for use. The districts with the most latent demand were Chesterfield, Erewash and South Derbyshire, where in the Citizens Panel survey up to 77% of respondents did not use paths as much as they would like.

1.4.2 Horse riders' needs

3.2% of respondents from the Citizens Panel said that they were horse riders, compared to 11% from the Users Survey. The British Horse Society estimates that around 4.5% of the UK population are regular horse riders indicating that a higher percentage of riders than average in the county had made the effort to complete the Users Survey.

The most important reason for riders using the network was to exercise their horse, which explains why horse riders used the paths more frequently than other users with half the respondents using the network at least 2-3 times per week. Other reasons quoted were for general relaxation, to get some fresh air, to enjoy the scenery and for the exercise. Most people rode either alone or part of a small group and covered on average between 4 and 10 miles, riding from where the horse was stabled.

In the Citizens Panel questionnaire, most of the horse riders lived in the High Peak, Derbyshire Dales and Amber Valley district areas. This correlated well with the results from the Users Survey where the Peak District National Park, Derbyshire Dales and Amber Valley were the areas where there was most demand for horse riding. Only a quarter of those responding to the User Survey had access to a horsebox or trailer and if used they would travel less than 5 miles to reach their destination, indicating that people mainly rode close to where they lived or had their horse stabled. The most demand for new routes for horse riding came from residents in Derbyshire Dales and North East Derbyshire.

Horse riders wanted:-

- The creation of new bridleways or other paths where they can ride.
- The provision of circular routes.
- Safer road crossing points.
- The existing network to be open, easy to use, free from obstructions and well signed.
- Surface improvements to the existing network.
- The creation of new multi-user routes/greenways.
- Health initiatives such as Riding for Health schemes.
- Attractive routes that link cafes/pubs/places of interest that benefit the local economy and tourism ventures.

Beyond the reasons of not having enough time or having other interests, the main issues that limited horse riders or put them off were:-

- The lack of suitable paths near to where their horse was stabled/near home.
- Lack of well connected paths to create circular routes.
- Path surfaces in poor condition or unsuitable.
- The presence of motorised vehicles on a route.
- Too many sections of road to link paths.
- Poor condition or design of stiles, gates or other structures.

Over 83% of riders did not use paths and trails as much as they would like indicating a considerable demand for an improved network.

19 people indicated in the Users Survey that they were carriage drivers. Their main concerns were the lack of circular routes and issues relating to the surface condition.

1.4.3 Cyclists' needs

24% of respondents from the Citizens Panel said that they cycled, compared to 30% from the Users Survey. The national average is 30%.

By far and away the most important reason cyclists gave for using rights of way was to keep fit. Other main reasons quoted were to enjoy the scenery and views, to get some fresh air and for general relaxation. People did say that they used their bicycles as a means to visit attractions and other places and they also said that cycling was an important family activity. 40% of cyclists said that they mainly cycled with children in a family group. Others were equally spread between those who rode on their own or as part of a small group.

Cyclists covered more miles on average than horse riders and walkers, with most journeys being more than 15 miles in length. Journeys of between 6 to 15 miles were also common with relatively few journeys being less than 3 miles. Cyclists who responded to the survey did not go out as frequently as walkers and horse riders with the majority saying that they only went out several times a year.

Cyclists were split evenly as to whether they cycled from home or whether they went by car to where they wanted to ride. If they went by car they did so because it was more convenient and because of the problem of taking a bicycle on public transport. Typical car journeys were between 11 and 20 miles.

In the Users Survey, the most popular places for people to ride a bike in the county were in the Peak District National Park, in the Derbyshire Dales and in North East Derbyshire. In the Citizens Panel questionnaire, the majority of those people who cycled lived in Erewash Borough, followed by people from Derbyshire Dales and Amber Valley. Consequently the most demand for new paths for cycling came from residents from Erewash.

Cyclists wanted:-

- A well surfaced network.
- The creation of new bridleways or multi-user paths such as Greenways where they can cycle.
- Attractive routes that linked cafes/pubs/places of interest that support the local economy and tourism.
- The provision of circular routes.
- Safe road crossing points.
- Routes from built up areas providing direct access to the countryside.
- Routes that they could use in conjunction with public transport.
- Routes that would allow them to access local amenities/schools etc.

Beyond the reasons of not having enough time or having other interests, the main issues that limited cyclists or put them off were:-

- Path surfaces in poor condition or unsuitable.
- The lack of suitable paths near to home.
- Lack of well connected paths to create circular routes.
- The presence of motorised vehicles on a route.
- Not enough information about where to go or how to get there.
- Too many sections of road to link paths.

73% of cyclists did not use paths and trails as much as they would like.

1.4.4 Motorised users' needs

2.5% of respondents from the Citizens Panel said that they took part in driving and/or riding a motorised vehicle off the metalled highway compared to 18% from the Users Survey. This is a large increase in percentage terms. The impression received was that motorised users in the county feel very strongly about this matter and more people than usual had taken the trouble to complete the forms in order to be able to get their views across.

As with cyclists the majority of motorised vehicle users, almost 50% use paths and trails several times a year. The main reasons quoted for driving were to enjoy the views and for general relaxation. The third reason quoted for using paths and trails was for the challenge of the routes. Nearly two thirds of motorised vehicle users used the paths and trails as part of a small group, although over a fifth of drivers took part within organised groups. Motorised users drove the furthest to reach paths and trails travelling more than 20 miles and wanted to use routes of over 15 miles in length.

When asked about what vehicles they drove, over two thirds of the respondents to the User Survey said that they drove a motorbike, whilst just over a quarter said that they drove a four wheel drive vehicle.

Vehicle users wanted:-

- The creation or identification of new routes available to motorised vehicles.
- The existing network to be open, easy to use and well signed.
- Attractive routes that link cafes/pubs/places of interest that benefit the local economy and tourism ventures.
- Well connected paths providing circular routes.
- More consideration for nature conservation and biodiversity issues.

In addition to the results emerging from the public consultation for the Rights of Way Improvement Plan, Derbyshire County Council carried out a Review Examining the Use of Motorised Vehicles in the Countryside as part of the scrutiny process that it undertakes. This review was wide ranging and identified the need to:-

- Improve information about, and the mapping of, the network of unsealed minor highways.
- Speed up the process for clarifying the legal status of routes.
- Improve the management, maintenance and enforcement of the network of unsealed minor highways.
- Work closely with partners to achieve the objectives identified above.

1.4.5 Needs of people with limited mobility and other impairments

The new legislation specifically requires authorities to assess the needs of blind or partially sighted people and those with limited mobility. Local authorities also have duties under the Disability Discrimination Acts. People with limited mobility can include older adults and disabled people or those with young children and pushchairs. Family, friends and carers who accompany disabled people are also affected by the accessibility of the network. Consideration should also be given to the diverse needs of people with other physical, mental or sensory impairments.

15% of the respondents to the User Survey regarded themselves as having some form of restriction to their mobility levels. The vast majority of these people classed themselves as walkers rather than any other category of user. In addition, 10% of the people responding to the Citizens Panel questions stated that limited mobility stopped them using the countryside. A further 12% of respondents cited health reasons for why they did not use the countryside as much as they would like.

We analysed the responses separately for those people who had ticked any of the boxes to the mobility/disability question of the Users Survey except “fully mobile”. Unsurprisingly, these people identified many of the same high priorities for improvements as all the other users, indicating that they are seeking inclusive access to the same services, in the same way and on the same terms as the rest of the community if it is possible.

At the strategic level people with limited mobility or other impairments wanted:-

- The existing network to be open, easy to use and well signed.
- Well connected paths providing circular routes.
- More consideration for nature conservation and biodiversity issues.
- Attractive routes that link cafes/pubs/places of interest that benefit the local economy and tourism ventures.
- Safer road crossing points.
- Routes from built-up areas providing direct access to the countryside.
- Routes that can be used for local journeys such as safe routes to schools, shops etc.
- Routes that can be used in conjunction with public transport.

The difference in emphasis was that these people placed a higher priority on improvements that benefited their immediate locality.

The most demand for easy access routes from people responding to the Citizens Panel questions came from residents in Bolsover, North East Derbyshire and Chesterfield.

The main limitations faced by disabled people were:-

- Lack of information about where they could go or what to expect on certain routes (they required information about the nature of the surface, the gradient, associated facilities such as car parking, toilets or seating distances).
- Poor surfacing, wheelchair users and other people with limited mobility need a well compacted even surface with no loose gravel or stones.
- Poorly designed structures such as gates and other barriers.
- Lack of associated facilities including seating/rest areas, car parking, toilets etc.
- Lack of awareness by other users of the needs of disabled people.

In the key issues consultation with the main stakeholders and local councils, the need to provide routes accessible for people with limited mobility or who are visually impaired was identified as the most important priority for improving paths and trails in Derbyshire.

Appendix C - Summary of relevant plans and strategies

The Rights of Way Improvement Plan guidance suggests that a wide range of plans and strategies may be of relevance in the preparation of the Improvement Plan. The following, while not an exhaustive list, is representative of the wide range of interests that overlap with rights of way and wider countryside access issues:-

National Government Policies and Guidance

- Planning Policy Guidance (PPGs).
- Future of Transport White Paper - A Network for 2030 - Department for Transport (DfT).
- Walking & Cycling, an Action Plan - (DfT 2004).
- Waterways for Tomorrow 2000 - British Waterways/ Defra.
- Environmental Stewardship Scheme - Defra/Natural England.
- Living Places - Cleaner, Safer, Greener (ODPM 2002).
- Sustainable Communities, building for the future (ODPM 2003).
- Choosing Health - White Paper (Department for Health 2004).
- Strategy for the Horse Industry - Defra consultation.

Other National Strategies and Plans

- UK Biodiversity Action Plan - UK Biodiversity Partnership.
- The Diversity Review - Natural England.
- Sustrans - various initiatives: Active Travel, Liveable Neighbourhoods, Safe Routes to Schools.
- The Economic and Social Value of Walking in England - (Ramblers Association 2003).

Regional Policy and Strategies

- The East Midlands Regional Plan - A Regional Spatial Strategy for the East Midlands (East Midlands Regional Assembly).
- The East Midlands Regional Economic Strategy (East Midlands Development Agency).
- Tourism Strategy for the East Midlands to 2010.
- Regional Planning Guidance for the East Midlands 2000-2021.
- The East Midlands Regional Transport Strategy 2001.
- On Trent Initiative 2005-2024.
- The National Forest Strategy 2004-2014.
- The National Forest Cycling Strategy 2002.
- A Biodiversity Strategy for the East Midlands - East Midlands Biodiversity Forum.
- Regional Public Health Strategy 'Investment for Health'.

County Policies, Plans and Strategies

- Derbyshire's Community Strategy 2006-2009.
- Derbyshire's Local Area Agreement 2005/06 - 2007/08.
- County Council Plan 2005-2009.
- County Council Environmental Services Departmental Service Plan 2006-2007.
- Derby and Derbyshire Joint Structure Plan.
- Derby and Derbyshire Minerals Local Plan 2004.
- Derbyshire Local Transport Plan 2006-2011.
- Derby Joint Area Local Transport Plan 2006-2011.
- County Council Cycling Strategy 1995.
- County Council - Countryside Management and Development Strategy 2004-2009.
- A Physical Activity Plan for Derbyshire 2006 -2009.
- Biodiversity Action Plans for Derbyshire (Lowland and Peak District).
- County Council -The Landscape Character of Derbyshire.

Local Plans and Strategies

- 8 District/Borough Council Local Plans and Derby City (Local Development Frameworks).
- Peak District National Park Authority Local Plan and Management Plan.
- District/Borough Tourism/Sport and Recreation Strategies.
- District/Borough Community Strategies.
- Get Active in the Forest - Rosliston Forestry Centre 2005.
- Chesterfield Canal Access Strategy - 2006-2011.

