

Rights of Way Improvement Plan

Appendices

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Appendix 1

Duties and powers of the highway authority in relation to Rights of Way (IPROW)

A comprehensive list of duties includes:

- To erect and maintain signposts where any Footpath (FP), Bridleway (BR), Restricted Byway (RB) or Byway Open to All Traffic (BOAT) leaves a metalled road unless agreed with the Parish Council that it is not necessary (Countryside Act 1968 (CA68) s27).
- To erect signposts if in the opinion of the Highway Authority this is required to assist persons unfamiliar with the locality to follow a FP/BR/RB/BOAT (CA68 s27)
- To survey new paths agreed by a planning authority (Highways Act 1980 (HA80) s27)
- To keep a list of highways maintainable at public expense (HA80 s36)
- To maintain highways maintainable at public expense (HA80 s41)
- To provide footways by carriageways where necessary or desirable for the safety or accommodation of pedestrians (HA80 s66)
- To provide adequate grass or other margins by a carriageway where necessary or desirable for the safety or accommodation of ridden horses (HA80 s71)
- To assert and protect the rights of public to the use and enjoyment of any highway including a duty to prevent, as far as possible, the stopping up or obstruction of highways (HA80 s130; amended by CROW2000 s63)
- To prosecute re: disturbance of surface where desirable in the public interest (HA80 s131A; Inserted by Rights of Way Act 1990 (RWA90) s1)
- To enforce provision re: ploughing of footpaths or bridleways (HA80 s134; amended RWA90 s1)
- To make orders authorising agricultural works not exceeding 3 months (HA80 s135; amended RWA90 s1)
- To remove snow or soil (HA80 s150)
- To have regard to the needs of disabled and blind persons in executing street works (HA80 s175A)
- To keep the Definitive Map and Statement (DM&S) under continuous review (Wildlife and Countryside Act 1981 (WCA81) s53; modified by Countryside and Rights of Way Act 2000 (CROW2000) s53)
- To prepare and publish a Rights of Way Improvement Plan (CROW2000 s60)
- To have regard to the needs of people with mobility problems when authorising stiles etc (CROW2000 s69)
- To establish a Local Access Forum (CROW2000 s94)

The highway authority's discretionary powers allow it to:

- Create new paths by agreement with the landowner;
- Make orders to create, divert and extinguish rights of way;
- Improve rights of way, including the provision of seats and street lighting;

A more detailed list of powers includes:

- To erect/maintain signposts along any footpath, bridleway or byway (CA68 s27)
- To prosecute if expedient for the promotion and protection of the interests of the inhabitants of the area (Local Government Act 1972 s222)
- To create footpaths, bridleways and restricted byways by agreement with or without compensation or by order (with or without compensation) (HA80 s25/26)
- To adopt i.e. become responsible for maintenance of highways by agreement (HA80 s38)
- Default powers in respect of non-repair of a privately repairable highway (HA80 s57)
- To improve highways (HA80 s62)

- To provide on a footpath or bridleway safety barriers, posts, rails or fences for safeguarding persons using the highway (HA80 s66 as amended by CROW2000 s70)
- To widen highways (HA80 s72)
- To construct a bridge to carry a public path (HA80 s91)
- To reconstruct a bridge forming part of a public path (HA80 s92)
- To drain highways (HA80 s100)
- To make an order stopping up footpath(s), bridleway(s) or restricted byway(s) (HA80 s118)
- To make an order stopping up footpath(s), bridleway(s) or restricted byway(s) crossing a railway (HA80 s118A)
- To make an order diverting footpath(s), bridleway(s) or restricted byway(s) (HA80 s119)
- To make an order diverting footpath(s), bridleway(s) or restricted byway(s) crossing a railway (HA80 s119A)
- To remove unauthorised marks (HA80 s132)
- To remove structures (HA80 s143)
- To require removal or widening of gates (HA80 s145 and s149)
- To repair stiles, etc. (HA80 s146)
- To authorise the erection of stiles, etc. (having regard for the needs of persons with mobility problems) (HA80 s147 as amended by CROW2000 s69)
- To enter into agreements with owners, lessees or occupiers to improve structures (gates, stiles etc.) that are limitations or authorised under s147 HA80, for the benefit of persons with mobility problems (HA80 s147Z inserted by CROW 2000 s69)
- To require cutting or felling of trees or hedges that are overhanging highways or a danger to highway users (HA80 s154; as amended CROW2000 s65)
- To require removal of barbed wire (HA80 s164)
- To require information as to ownership of land (HA80 s297)
- To consolidate the Definitive Map (DM) (WCA81 s57)
- To appoint wardens (WCA81 s62)
- To designate a footpath as a cycle track (Cycle Tracks Act 1984 (CTA84) s3)
- To provide safety barriers on a cycle track (CTA84 s4)
- To make Traffic Regulation Orders (Road Traffic Regulation Act 1984 (RTRA84) s1)
- To make a temporary Traffic Regulation Order during works (RTRA84 s14)
- To require removal of signs (RTRA84 s69)
- To enter land in connection with traffic signs (RTRA84 s71)
- To stop up or divert footpaths, bridleways or restricted byways if satisfied it is necessary to enable development to be carried out (Town and Country Planning Act 1990 (TCPA90) s257 as amended by CROW 2000)
- To stop up or divert footpaths, bridleways or restricted byways temporarily if satisfied it is necessary to enable minerals to be worked and can be restored (TCPA90 s261 as amended by CROW 2000)

The Definitive Map and Statement

The concept of the definitive map and statement was introduced by the National Parks and Access to the Countryside Act 1949. The legislation governing the compilation of these records and their review and amendment has altered since the coming into effect of that Act, principally by the Countryside Act 1968 and the Wildlife and Countryside Act 1981. The Countryside and Rights of Way Act 2000 brought in the "cut off" date of 2025 by which time all rights of way over footpaths and bridleways outside Inner London which have not been not recorded on definitive maps will be extinguished (see Discovering Lost Ways).

Information on the definitive map and making changes to the map can be found in Definitive Maps.

Definitive Maps

The definitive map and accompanying statement form the legal record of the position and status of public rights of way in England and Wales. They have been described as being to rights of way what property deeds are to land.

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In response to this the Countryside Agency established the Discovering Lost Ways project to help ensure routes are recorded before the cut-off date.

Definitive map work takes up much of the resources of rights of way sections. Managing the definitive map below covers the main tasks associated with this work which require understanding of Duties and Powers. Many authorities employ dedicated definitive maps officers to do the work required to modify, update or correct the definitive map.

The relationship between the definitive map and the list of streets is discussed in List of Streets

The Countryside Agency (now Natural England) produced a short guide to definitive maps. It is aimed at all interested parties available free from Natural England or as a download.

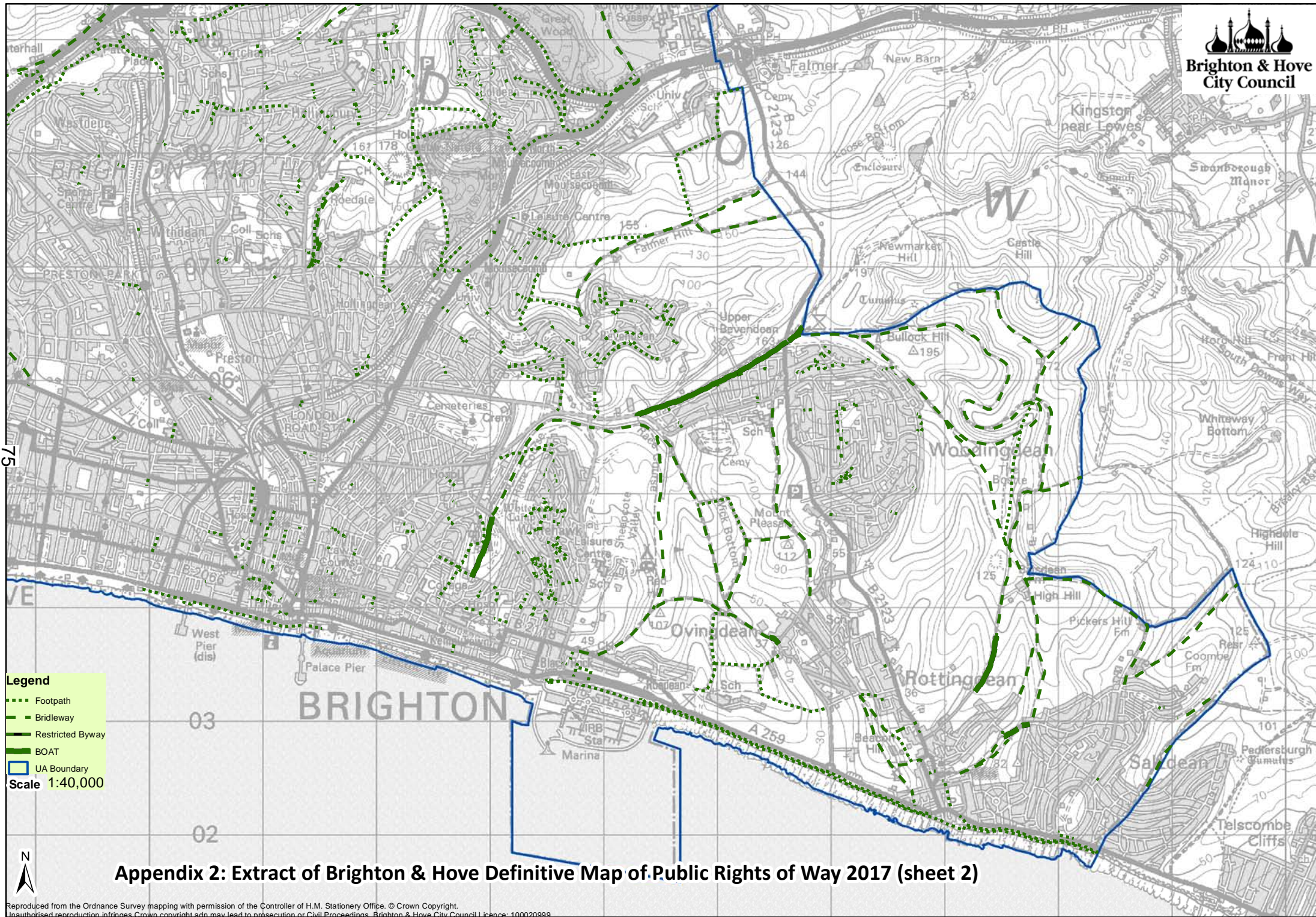
- Legend**
- Footpath
 - Bridleway
 - Restricted Byway
 - BOAT
 - UA Boundary
- Scale 1:40,000

Appendix 2: Extract of Brighton & Hove Definitive Map of Public Rights of Way 2017 (sheet 1)



74





Legend

- Footpath
- - - - - Bridleway
- Restricted Byway
- BOAT
- UA Boundary

Scale 1:40,000



Appendix 2: Extract of Brighton & Hove Definitive Map of Public Rights of Way 2017 (sheet 2)

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Appendix 3

Public Rights of Way & Asset Survey 2016

Headline Figures:

Path Survey:

Of the 78 footpaths surveyed*, 11 are reported to be significantly obstructed, making them difficult to use. Of the 56 bridleways, 10 are in need of attention. This is either from encroachment of vegetation or significant surfacing issues / drainage issues. Deviation has also been recorded here – if the path has been unofficially diverted by the landowner / tenant, rather than the original line moving slightly to user's desire line.

- Number of public rights of way needing significant clearance work: 7
- Number of public rights of way in need of significant surfacing / drainage works: 7
- Number of public rights of way obstructed: 1 (*this is seasonal due to cropping*)
- Number of public rights of way unofficially diverted: 6
- Total number of public rights of way significantly obstructed: 21 (priority 1 = 3% of the total network)

Waymarking:

The largest single issue with Brighton & Hove's rights of way network is its signage. This is significant as it will impede the public's ability to enjoy the benefits of access to the surrounding countryside and urban pathways if they are difficult to navigate / impossible to find. The highest priority is sorting out the way-finding of public rights of way from the Highway. This is both a statutory duty and the basic standard for sign posting public paths.

- Number of public rights of way not waymarked from the Highway: 31 (Priority 1)
- Number of public rights of way which are inadequately waymarked at junction points: 65 (priority 2)
- Number of public rights of way where waymark replacement is advisory: 5 (priority 3)
- Total number of public rights of way inadequately waymarked: 101 (16% of the total network)

Gates:

Of the 90 gate issues that were reported through inspection:

- 13 are priority one (either pose a health & safety issue, cause a total obstruction or are not stock proof, priority 1))
- 23 are priority two (difficult to use, priority 2)
- 54 are priority three (inconvenient to use, priority 3))
- The number of rights of way blocked / significantly impeded by inadequate gates (priority 1-2) is: 13 (2% of the total network)

The remainder of the gate issues are on Open Access land or our grazing access areas; or require minor adjustments (priority 3: are an inconvenience but do not hinder use of the path).

Stiles:

Of the 41 Stiles, 3 are in need of minor repairs and 6 are in need of total replacement or significant repair (e.g. replacing step boards).

- 4 rights of way are blocked / significantly impeded by inadequate stiles. That is less than 1% of the total network.

Our Key Performance Indicator for the management of public rights of way is:

Percentage of public rights of way that are open and in good condition = 83%

Figure derived from comparing and compiling unique rights of way numbers for the defect reporting on the path survey and inspections of waymarks, gates & stiles. 105 public rights of way have significant issues reported with either the line of the path, the signage or the furniture = 17% of the network.

**The assumption is made that the new 496 urban footpaths are sealed, and therefore do not need waymarking and will not have associated furniture as they are part of the urban fabric. This will be tested when they are surveyed.*

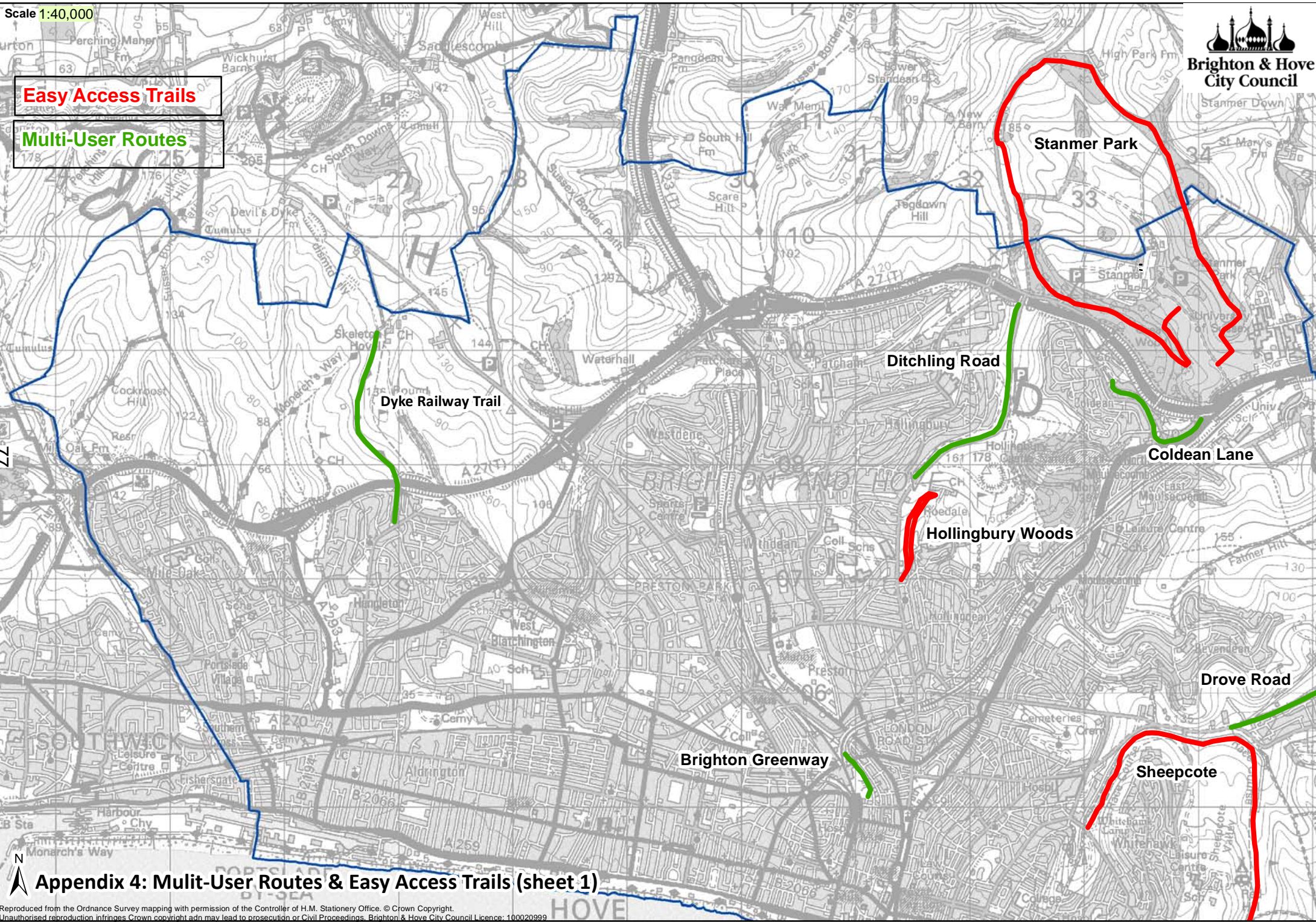
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Easy Access Trails

Multi-User Routes



Appendix 4: Multi-User Routes & Easy Access Trails (sheet 1)

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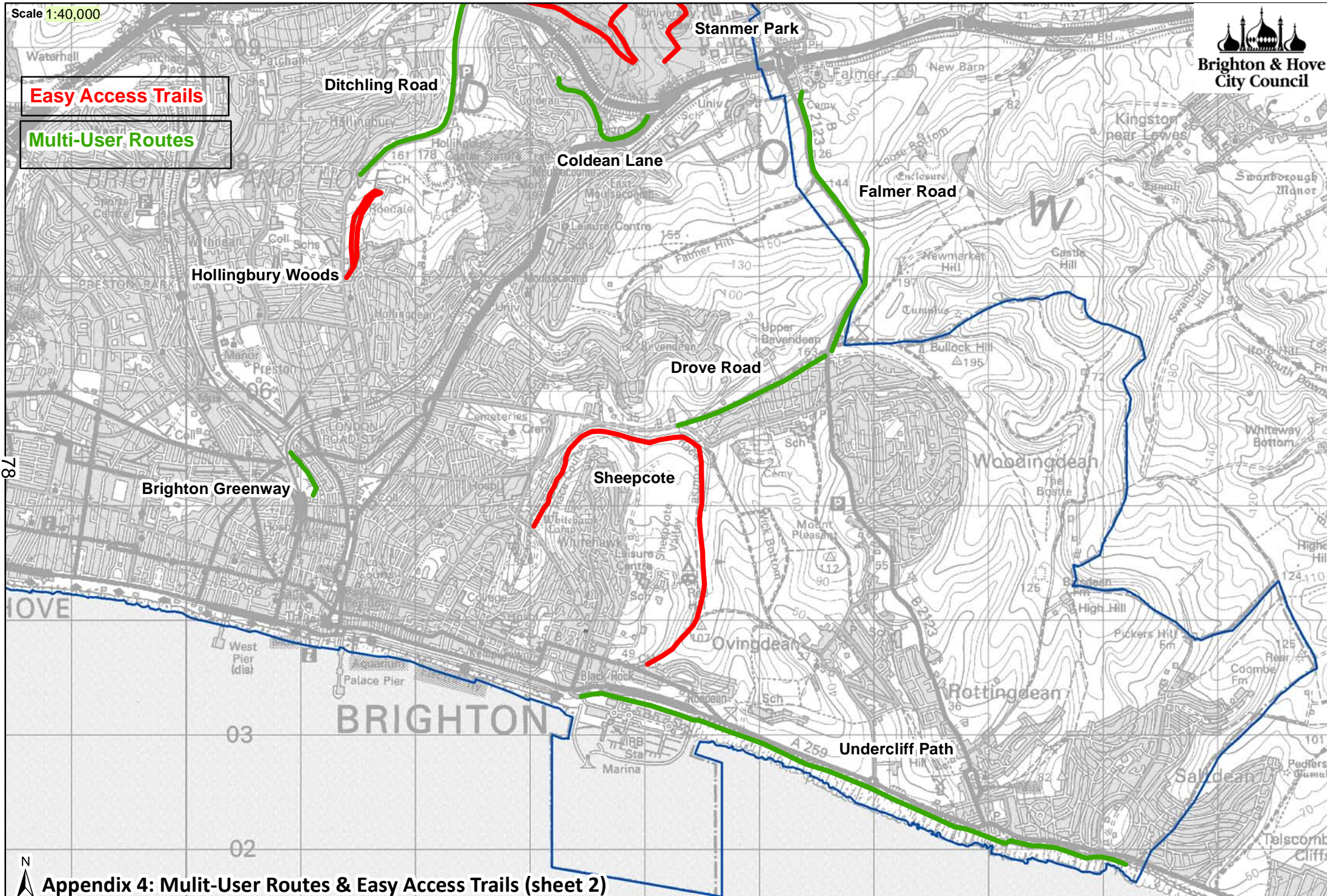
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Easy Access Trails

Multi-User Routes



78

HOVE

03

02

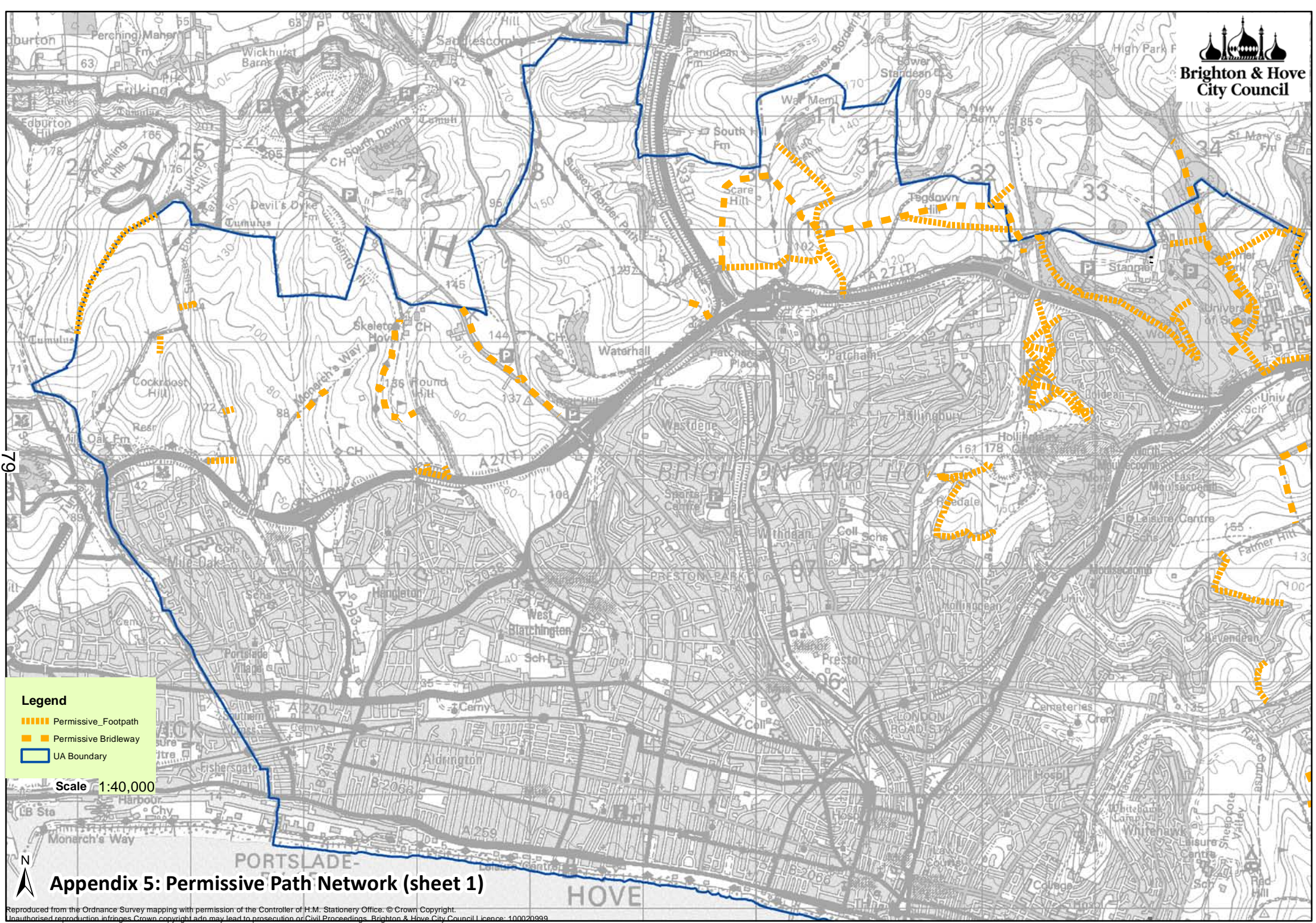
BRIGHTON

Undercliff Path






Appendix 4: Multi-User Routes & Easy Access Trails (sheet 2)

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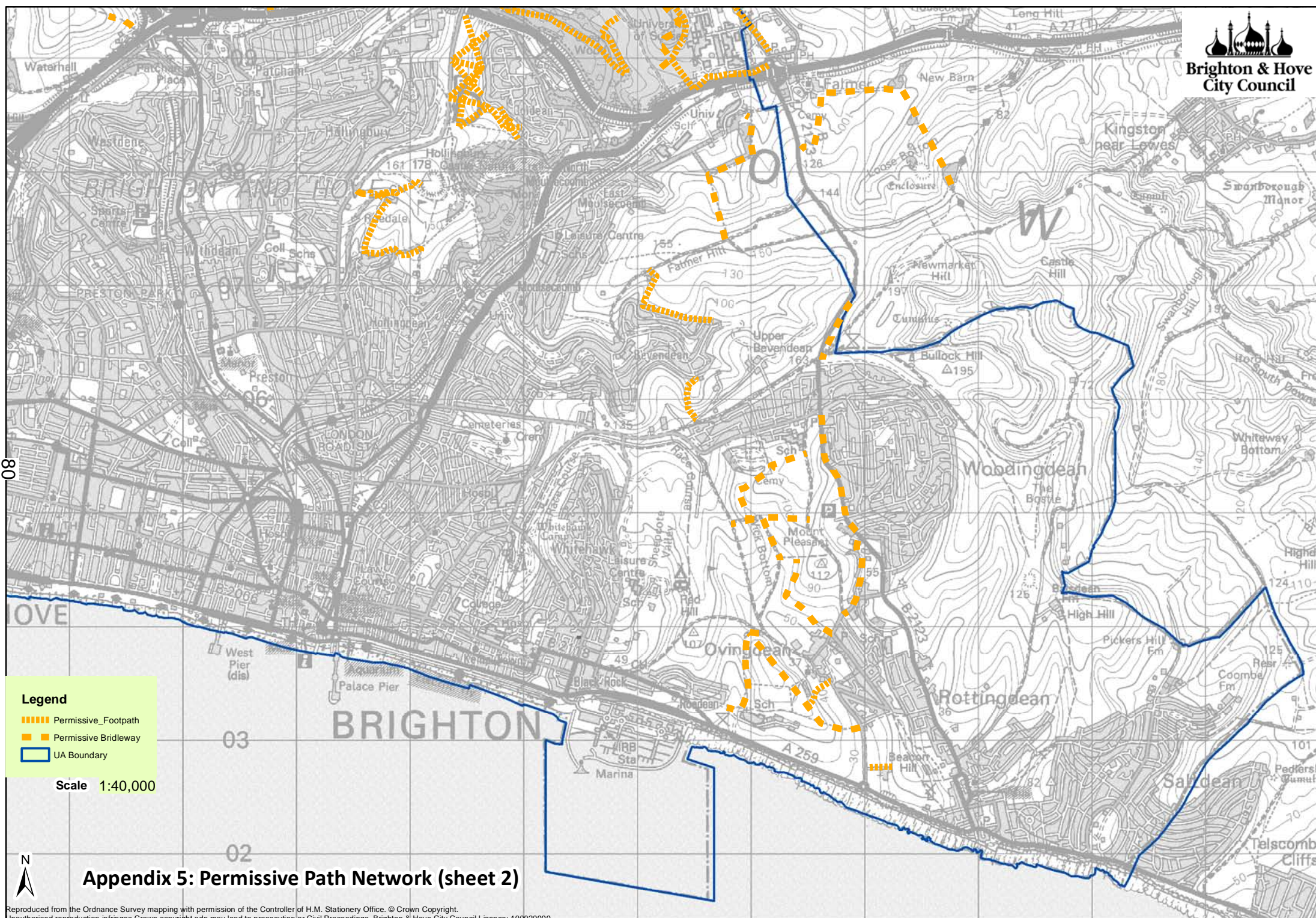
Legend

-  Permissive Footpath
-  Permissive Bridleway
-  UA Boundary

Scale 1:40,000



Appendix 5: Permissive Path Network (sheet 1)



Legend

- Permissive Footpath
- Permissive Bridleway
- UA Boundary

Scale 1:40,000



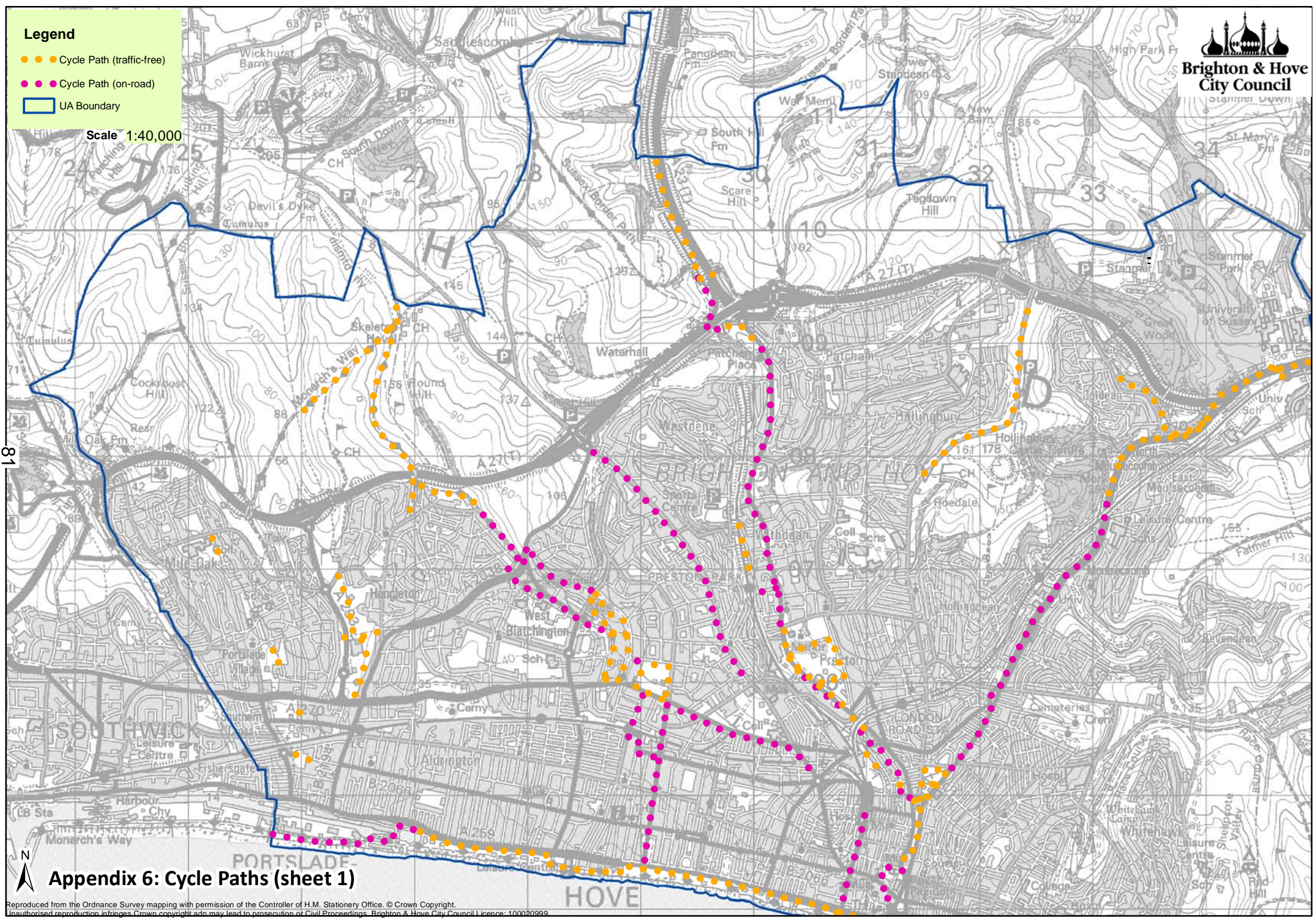
Appendix 5: Permissive Path Network (sheet 2)



Legend

- Cycle Path (traffic-free)
- Cycle Path (on-road)
- UA Boundary

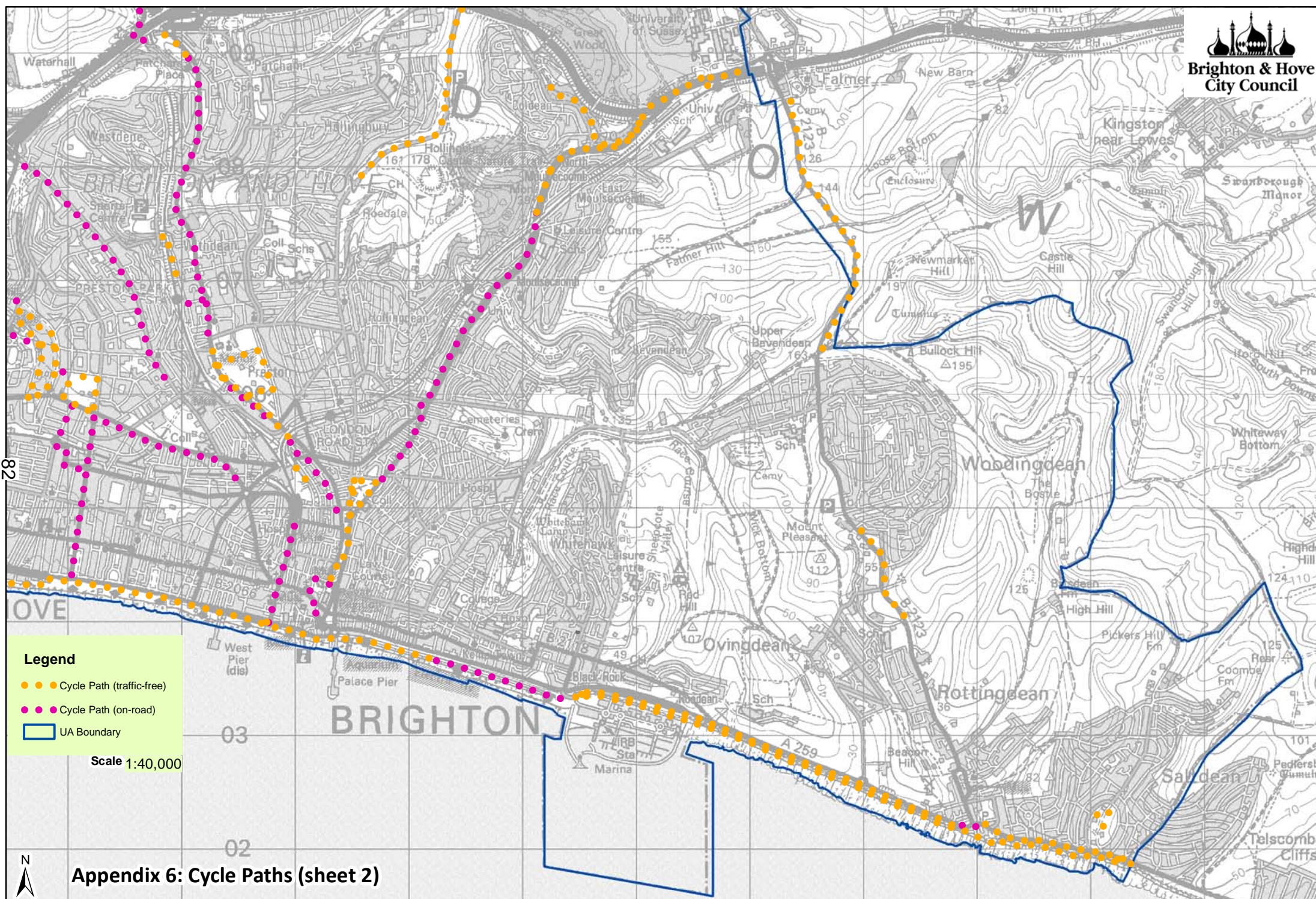
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81



Appendix 6: Cycle Paths (sheet 1)



Legend

- Cycle Path (traffic-free)
- Cycle Path (on-road)
- UA Boundary

Scale 1:40,000




Appendix 6: Cycle Paths (sheet 2)

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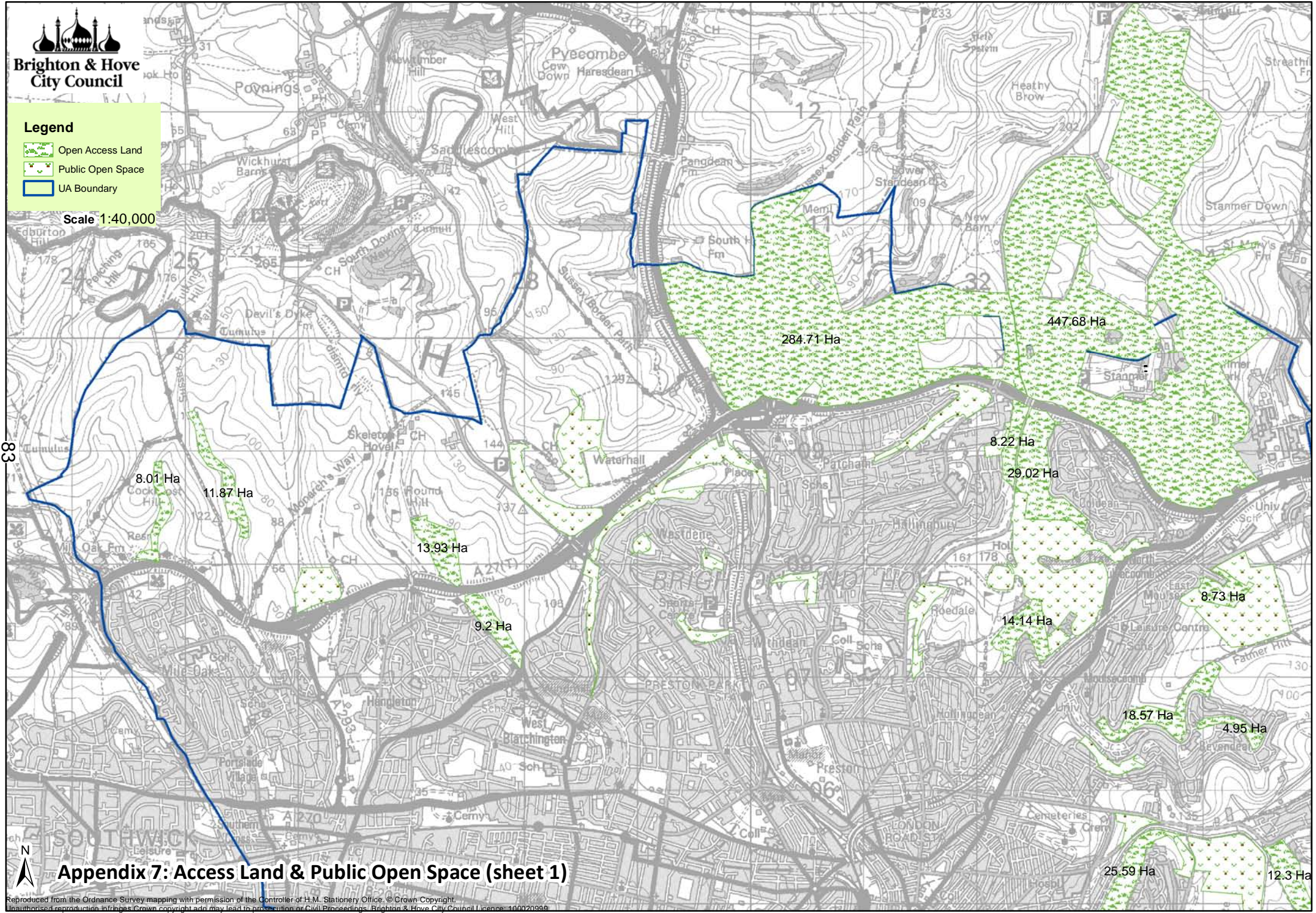


**Brighton & Hove
City Council**

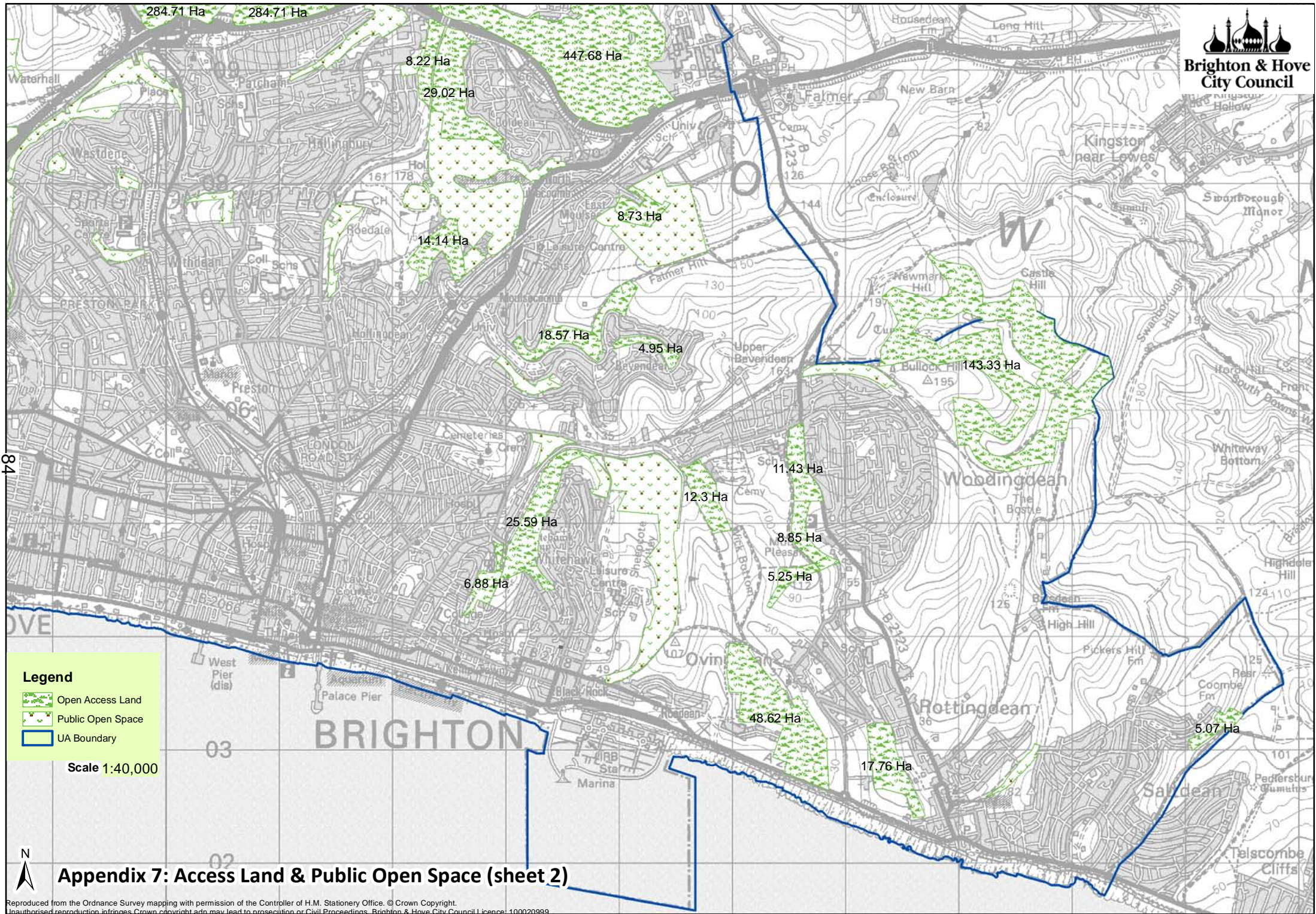
Legend

-  Open Access Land
-  Public Open Space
-  UA Boundary




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Appendix 7: Access Land & Public Open Space (sheet 1)



Legend

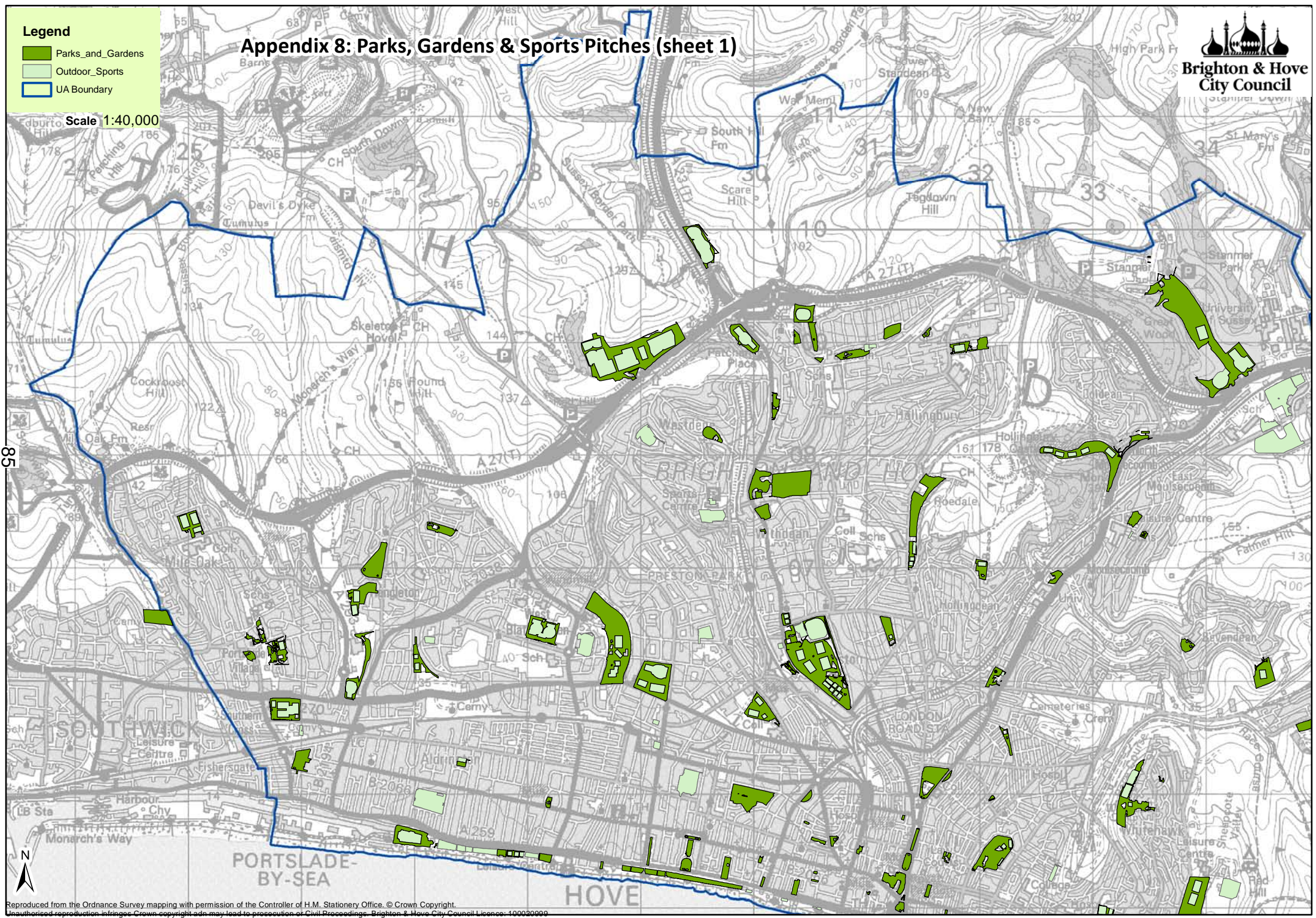
-  Parks_and_Gardens
-  Outdoor_Sports
-  UA Boundary

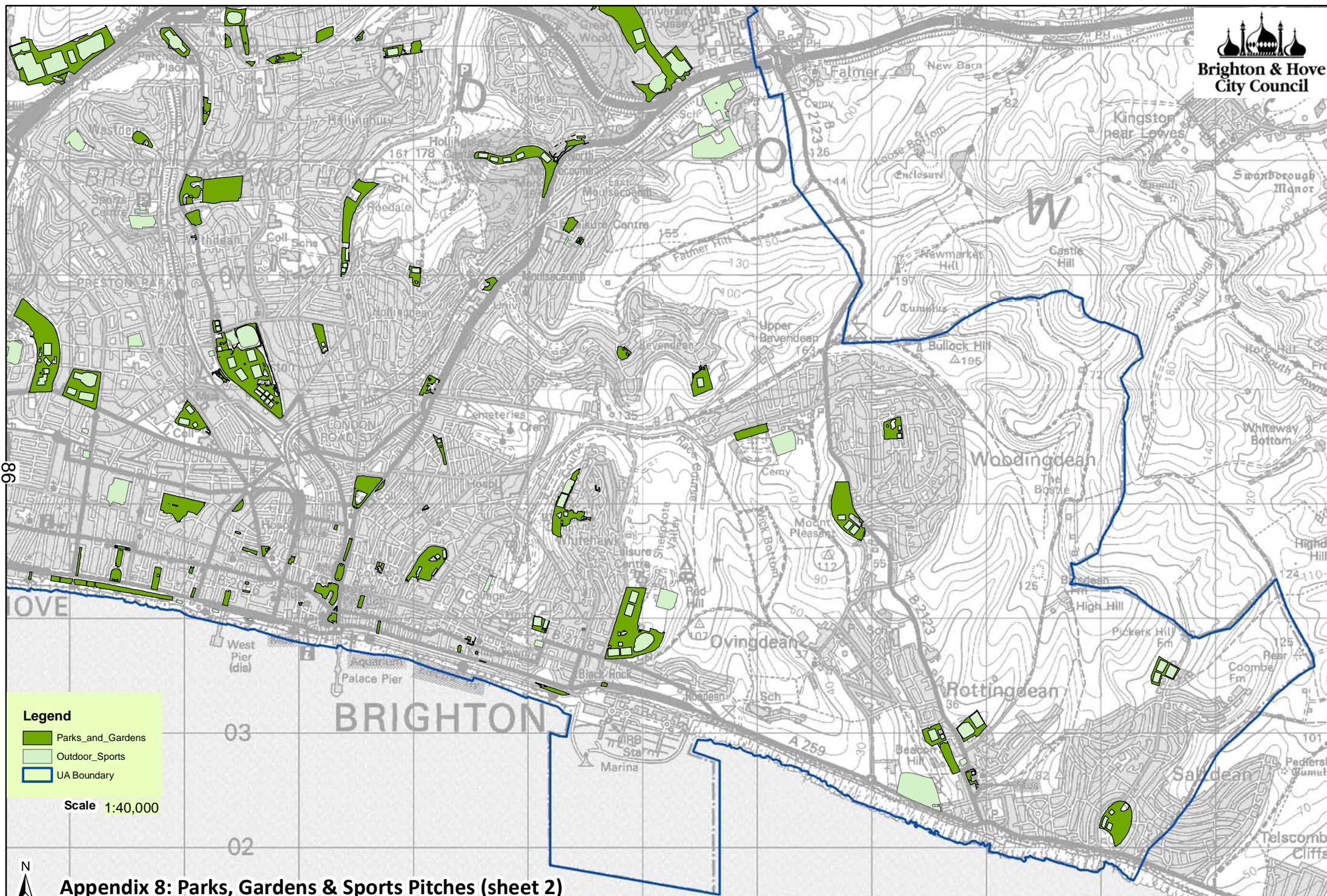
Scale 1:40,000

Appendix 8: Parks, Gardens & Sports Pitches (sheet 1)



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City Council**





- Legend**
- Parks_and_Gardens
 - Outdoor_Sports
 - UA Boundary

Scale 1:40,000



Appendix 8: Parks, Gardens & Sports Pitches (sheet 2)

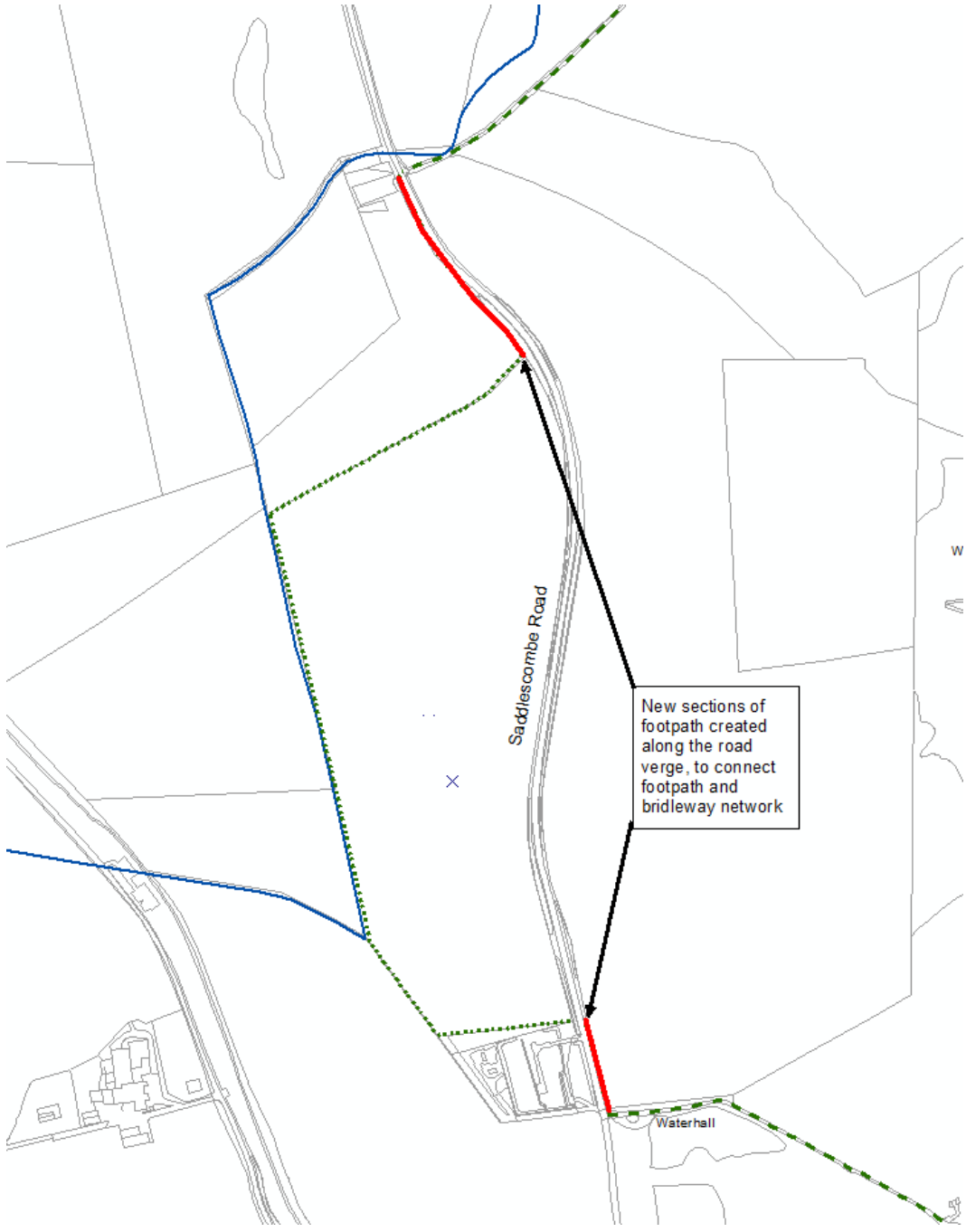
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Local Transport Plans, ROWIPs and National Transport Goals

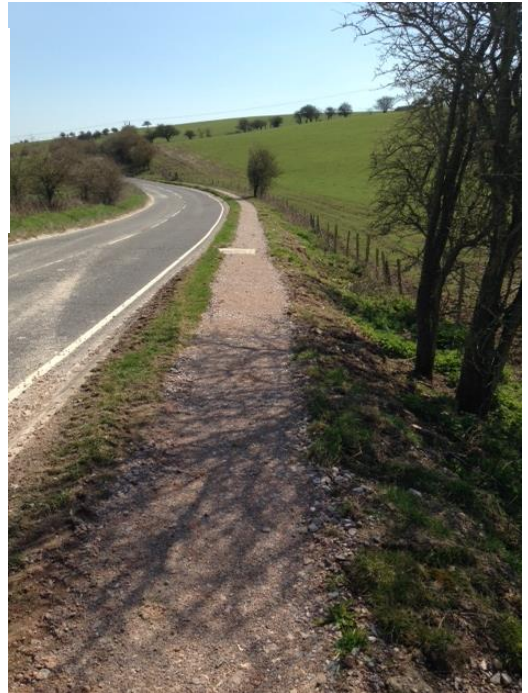
(LTP and ROWIP Integration, Good Practice Note, Natural England)

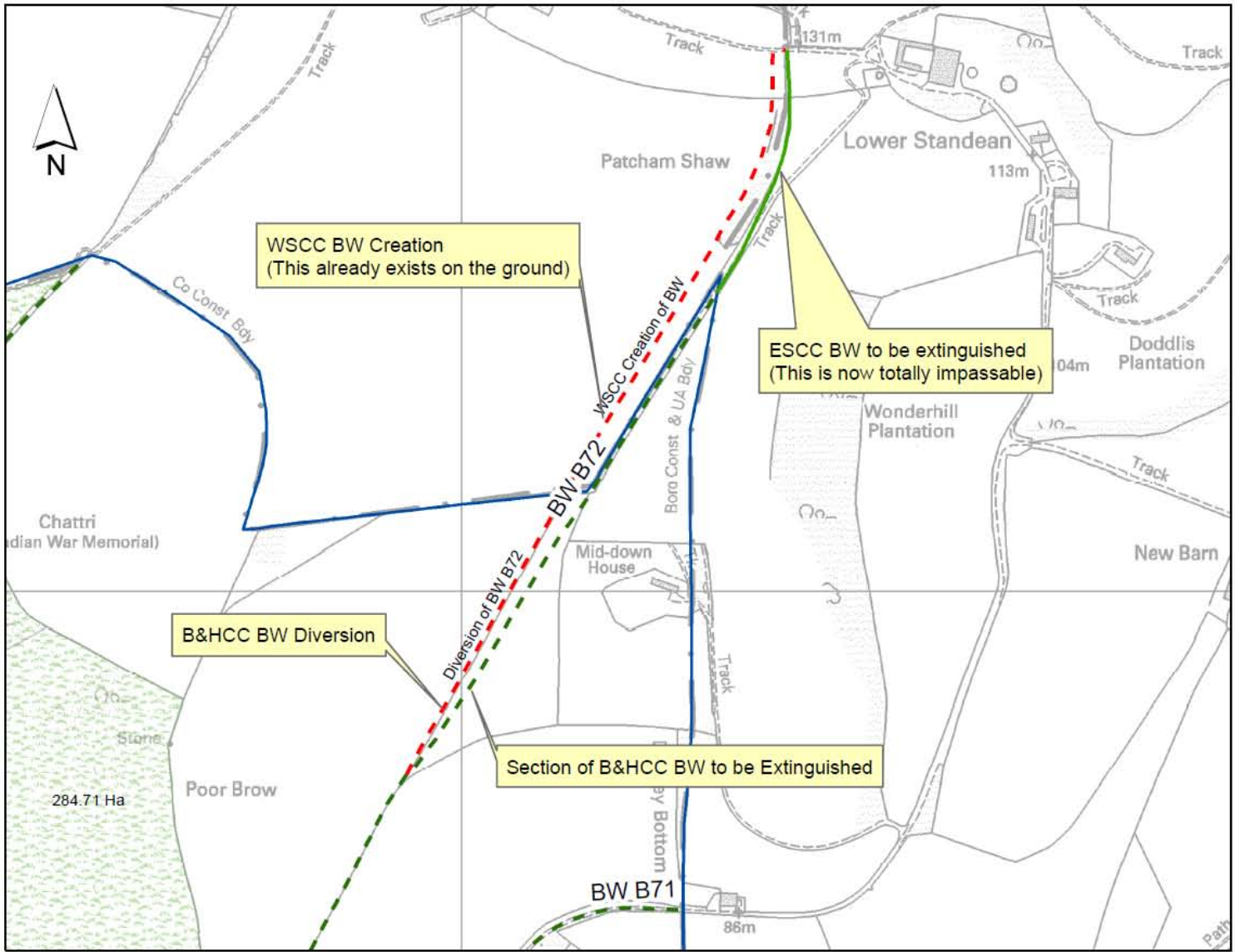
National Transport Goals	Contribution rights of way (RoW) network can make to the LTP and national transport goals
Reduce carbon emissions	<p>A well planned and maintained RoW network, integrated with the public transport network provides a low carbon alternative to the car. Encouraging people to use this network, particularly for short journeys, can help tackle congestion and reduce carbon emissions</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • Improving condition & management of existing RoW • Creation of new RoW to improve connectivity of the network • Working with local planning to achieve improvements in accessibility to and from employment, residential areas, key services and the natural environment • Promoting walking & cycling such as provision of information/publications on walking and cycling routes
Support economic growth	<p>In both urban and rural areas the RoW network has a role in contributing to both sustainable tourism and connecting local communities to areas of employment, key services and facilities</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • Improving condition & management of existing RoW and creating new RoW to improve access to sustainable tourism destinations • Provision of public transport links along promoted routes • Promotion of circular routes from rail and bus stops
Promote equality of opportunity	<p>Through careful planning and inclusive design the RoW network can provide opportunities for all users to access employment, key services, the natural environment and increase people’s social interaction and sense of community</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • Adopt ‘least restrictive’ access option to path improvements that are appropriate to landscape setting • Improve and promote information on path accessibility through signage, publications and the web
Contribute to better safety, security and health	<p>The RoW network provides the opportunity for physically active travel and recreation in urban and rural areas, contributing to improved physical and mental health and wellbeing</p> <p>Possible measures:</p> <ul style="list-style-type: none"> • Working with travel plan and safe routes to school officers to ensure RoW network is included for people’s journeys • Linking with the primary care trust in the delivery of local Walking your way to health initiatives (WHI) • Creation of new links, higher rights or upgrading existing rights of way to improve connectivity of the network for walkers, riders and cyclists and reduce the need to use roads • Improving education and safety awareness for all road users • Improving condition or management of existing RoW where these are currently perceived not to be safe or attractive routes
Improve quality of life and	The opportunities RoW provide for recreation, tourism and sustainable

a healthy natural environment	<p>access to the natural environment has positive impacts on people’s quality of life. They can form part of multi-functional green infrastructure networks which also deliver a range of benefits for the natural environment (climate change adaptation, flood alleviation, water management and biodiversity). Sensitive / appropriate construction and maintenance of the rights of way network can help protect and enhance the natural environment</p> <p>Possible measures:</p> <ul style="list-style-type: none">• Providing RoW links between, and within, urban and rural areas to facilitate sustainable access to the natural environment (<i>for people and wildlife</i>)• Information on and promotion of the rights of way network• Co-operation and joint working across a range of teams to deliver better RoW improvements
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Appendix 10: Rights of Way Improvements at Saddlescombe Road





- - - Footpath
- - - Diversion

Date 31/03/17

Scale 1:6,000



**Appendix 11: Example of Partnership working between B&HCC, ESCC, WSCC & SDNPA.
Standean bridleway (BW) network rationalisation**

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Appendix 12: South Downs National Park Authority Cycling & Walking Strategic Routes, Promoted Trails and Aspirations

- G = Devil's Dyke
- H = Ditchling Road
- J = Brighton to Lewes
- K = Falmer Woodingdean Link
- 10 = Ditchling Road to Ditchling Beacon

Appendix 13

How The ROWIP fits with the LTP, to help meet other relevant strategies

(Local Transport Plan, 2015)

Strategic Goal	Relevant Strategy or Policy Framework	Main areas of action / outcome for Transport and the ROWIP
Economy	BHCC Economic Strategy Refresh 2013-18	Reduce transport congestion & pollution
	BHCC Visitor Economy Strategy 2008-2018	Investment in infrastructure such as sustainable transport and sustainable and responsible tourism
	LEP Strategic Economic Plan 2013	Improving connectivity
Carbon Reduction	BHCC One Planet Living Sustainability Action Plan 2013	Encouraging low carbon forms of transport to reduce emissions
	B&H Climate Change Strategy 2011-2015	Increasing low carbon transport and travel by informing and influencing journey choices; promoting and encouraging the use of more sustainable transport options
Safety & security	BHCC Safer Roads Strategy 2014-2020	Development of safer roads / road-sides / off-road infrastructure
Equality, accessibility & mobility	BHCC & TSE Destination Access Audit 2005	Recommendations on transport infrastructure such as signage
	DfT Accessibility Action Plan	Improving accessibility and information, especially for disabled and elderly people
Health & Well-being	BHCC Health & Wellbeing Strategy	Focus on connecting people with other and their neighbourhoods, and being active
Public Realm	BHCC Public Space Public Life Study 2007	Improve the legibility and quality of the public realm and the 'liveability' of the city, creating a better city that is easy to navigate and move around in; and inviting and attractive

Appendix 14

City Plan – Policy Areas and how the ROWIP aims & objectives are linked

Policy	ROWIP Aims & Objectives
CP5 (Culture & Tourism) widen local access, recognise the South Downs as a recreation asset	Aim 7.4 Work with SDNPA & neighbouring authorities to improve access to the National Park & the rest of The Living Coast Biosphere Reserve
CP7 (Infrastructure & Developer Contributions) improve infrastructure through s.106 or CIL	Obj 7.3.1 improve links between urban areas, housing estates and green spaces within the city. Work with Planning to use CIL or s.106 to fund improved links.
CP9 (Sustainable Transport) meet regional as well as local needs. Green Travel Plans for schools, colleges, universities	Aim 7.5 Improve connectivity of the existing Rights of Way network and reduce fragmentation
CP10 (Biodiversity) Maximise biodiversity	<p>Aim 7.3 Improve connectivity to green spaces within Brighton & Hove</p> <p>Obj 7.4.3 prioritise Rights of Way improvements along ‘Biosphere Green Corridors’; from blue to green space: linking the seafront, through the city and out to the South Downs. Enhancing the provision of Green Infrastructure</p>
CP12 (Urban Design) inclusive and accessible, in keeping with National Park and overall design approach	Obj 7.2.4 Work with land managers to help improve education about access and reduce conflict in the countryside.
CP13 (Streets & Public Spaces) encourage active living, safe public spaces, reduce signage clutter & use of sustainable materials	Ensure signage is in keeping with overall design approach of BHCC (e.g. new England Coastal paths signs along the seafront) & the SDNPA, where appropriate (e.g. waymarking in the National Park).
CP16 (Open Space) safeguard & expand public open spaces – contributions from new developments	<p>Aim 7.3 Improve connectivity to green spaces within Brighton & Hove</p> <p>Obj 7.3.1 improve links between urban areas, housing estates and green spaces within the city. Work with Planning to use CIL or s.106 to fund improved links.</p>
CP17 (Sports Provision) increase participation in sports & physical activity	Obj 7.1.2 multi-user paths for walkers, cyclists, equestrians & mobility vehicles
CP18 (Healthy City) reduce health inequalities & promote healthier lifestyles	<p>Aim 7.1 improve accessibility for diverse users in Brighton & Hove, including blind & partially sighted people.</p> <p>Obj 7.1.1 increase accessibility of the network through ‘least restrictive access’ principles</p> <p>Aim 7.4.1 reduce severance from the National Park and reduce inequality of access to green space</p>

City Plan – Development and Special Area policies – proposed improvements to access

Development Area	Planned Improvements to Access
DA1 Brighton Centre & Churchill Square	<p>Improve walking and cycle access through and around the area, particularly along Queens Rd to Brighton Station, and reduce the severance between northern side of A259 and the seafront to accord with the Public Space Public Life Study</p> <p><i>(This will improve access to the new England Coastal Path)</i></p>
DA2 Brighton Marina	<p>Improve connectivity between the Marina, Black Rock and former Gas Works site</p> <p>Enhance the transport infrastructure at the Marina, promote more sustainable forms of transport and maximise opportunities to reduce car use, including improved walking and cycling access (provision of a walking and cycle link from the west allowing a continuation of the seafront, which is part of the National Cycle Network).</p> <p>Stronger links from the inner harbour area of the Marina, creating safe public access between the seafront, Marina & Gas Works site</p> <p><i>(This will link with the new England Coastal Path route)</i></p>
DA3 Lewes Road	<p>Identified as a sustainable transport corridor & and an important area for higher education in the city</p> <p>Facilitate improved sustainable transport infrastructure including walking and cycle routes along the Lewes Rd and out to the universities (helping to reduce congestion, noise and improve air quality)</p> <p>Greening of the route – improvements in open spaces, interconnected green infrastructure</p> <p><i>(This will also improve links to Stanmer Park & corridor to South Downs)</i></p>
DA4 New England Quarter & London Road	<p>New England: Built to support One Planet Living principals – it is an exemplar of sustainable living.</p> <p>London Road: main link in and out of the city, part of National Cycle Network (Route 20) – linking the city to the Downs, punctuated by large open green spaces (Preston Park, Withdean Park, Surrenden Field)</p> <p>Improved sustainable transport links between the train station, New England Quarter, London Road – improved environment for walkers and cyclists</p> <p>Strengthen green infrastructure – improved connectivity between The Level, Brighton station Greenway & Preston Park</p> <p><i>(This will improve walking and cycling along this corridor to the South Downs)</i></p>
DA5 Eastern Road & Edward Street	<p>East-West sustainable transport corridor between Pavilion Gardens & Kemp Town</p> <p>The aim is to secure a better public environment and encourage more cycling & walking (as well as bus use)</p> <p>Improvements to access / open spaces – Turner Park & Dorset Gardens</p>

<p>DA6 Hove Station Area</p>	<p>Key local and regional transport connections, however, with north-south severance caused by the railway line and Old Shoreham Rd</p> <p>Provision of public open spaces including green spaces</p> <p>Improved environment for pedestrians around Conwy Street</p> <p>Improvements to the walking and cycling network to connect with the train station</p> <p>Improved accessibility over the railway at the station (strengthening north-south connections)</p> <p>Strengthening east-west connections along the Old Shoreham Road</p> <p><i>(This will improve sustainable transport links to the western PRoW network)</i></p>
<p>DA7 Toad's Hole Valley</p>	<p>Ensure the development respects the setting of the South Downs and seeks to enhance links to the National Park for local residents and visitors for cyclists and walkers</p> <p>Provision of green infrastructure including public open space and natural green space (2ha)</p> <p>Conserve and enhance the designated Site of Nature Conservation Importance & improve access to it and to the National Park</p> <p>Improve sustainable transport links to the area, including links to the existing cycle infrastructure and to adjacent neighbourhoods</p> <p><i>(This could be an important gateway site to the South Downs National Park)</i></p>
<p>DA8 Shoreham Harbour</p>	<p>An important gateway into Brighton & Hove from the west</p> <p>Improvements to the public realm includes measures to encourage sustainable transport</p> <p>Make improvements to Wharf Road & Basin Road South as popular recreational route for walking & cycling providing access to the beaches</p> <p>Improve connections around key linkages: Boundary Rd/Station Rd (B2194), Church Rd (A293) and along the A259</p> <p>Portslade & Southwick Beaches: improvements to the quality, access, appearance and maintenance of the Public Right of Way corridor, beach promenade, public areas and beach environment</p> <p><i>(This will link with the new England Coastal Path route)</i></p>
<p>SA1 The Seafront</p>	<p>The 'shop window' of Brighton & Hove – recognising its significance for leisure and recreation activities as a public open space</p> <p>Improved beach and seafront access (linking with improvements at the Marina)</p> <p>Improvements to walking and cycle routes (improvements to National Cycle Route 2), including crossing points</p> <p>Nature conservation enhancements to the marine and coastal environment</p> <p>Improvements to open spaces including Hove Lawns</p> <p>Ensure no adverse impact on the section of South Downs National Park along the seafront</p>

	<p>Monitor the cliffs around the Marina to safeguard coastal access</p> <p><i>(This will link with the new England Coastal Path route)</i></p>
SA2 Central Brighton	<p>Improved links to the 'cultural quarter' of Brighton & Hove</p> <p>Urban realm improvements to reduce congestion and emissions - encourage walking and cycling in the city centre</p>
SA3 Valley Gardens	<p>Open spaces and highways that run from the Old Steine to the Level</p> <p>Creation of new green space – a new public park (with new pathways)</p> <p>Reduction in severance by roads – improving connections for walkers and cyclists (recapturing road space and improving crossings)</p> <p>Junction improvements: Kingswood St, Morley St, Richmond Parade, St James's St</p> <p>Improve the legibility and safety of key walking and cycle links to London Road</p> <p><i>(Together with the Lewes & London Rds, this is an important access corridor from the seafront, through the city and out to the Downs)</i></p>
SA4 Urban Fringe	<p>Areas that lie between the built up environment and the boundary of the National Park = pockets of residual green space. Much of this represents a significant proportion of the city's open space resource.</p> <p>Development of the urban fringe will not be permitted unless strict tests are met. Careful management of the land will include:</p> <ul style="list-style-type: none"> • Protection of strategic viewpoints to and from SDNP • Improvements to safe public access • Promotion as part of the city's green network • Creation of gateway facilities and interpretative facilities for connection with the SDNP to support sustainable tourism <p><i>(Important gateway sites / access between the city and the National Park)</i></p>
SA5 The Setting of the South Downs National Park	<p>Purpose of that National Park: to conserve and enhance the natural beauty, wildlife and cultural heritage of the park; provide opportunities for the understanding and enjoyment of its epic qualities by the public.</p> <p>The council will work with SDNPA to protect and enhance the natural beauty of this important resource for recreation</p> <p>Stanmer Park – work with the SDNPA as planning authority on promotion of the site as a gateway to the Downs, open access and improving sustainable transport links</p> <p>The council as significant landowner, will work with SDNPA as planning authority on priorities that include:</p> <ul style="list-style-type: none"> • Biosphere reserve principals – bringing people & nature closer together • Increase the amount of accessible land adjacent to the urban area and enhance access from the urban area to the Downs by sustainable transport, including walking and cycling • Facilitate sustainable eco-tourism and provide gateway facilities to the National Park e.g. Stanmer Park

	<p><i>(Significant in the ROWIP as the largest area for access to Natural Green Space for residents and visitors)</i></p>
<p>SA6 Sustainable Neighbourhoods</p>	<p>Sustainable neighbourhood: good quality public services; mixed / integrated communities; number of housing choices; people can influence decision makers; good access to services, shops, jobs; healthy & safe environment.</p> <p>Key challenge is in reducing inequalities e.g. health, employment, education.</p> <p>Priorities include access improvements – opening up opportunities for people with disabilities</p> <p>Aim to improve sustainable transport access (cycle and walking links)to and from areas in outer locations (especially where car ownership is low)</p> <p>Aim to reduce health inequalities between neighbourhoods and promote healthier lifestyles and wellbeing</p> <p><i>(ROWIP – aim to reduce inequalities in access to the rights of way network and open spaces. Work to improve the network of multi-user paths with improved surfaces for a wide range of users)</i></p>

Appendix 15

The path to 2026: Historic paths and definitive maps timeline

<http://www.ramblers.org.uk/get-involved/campaign-with-us/dont-lose-your-way/historic-paths-and-definitive-maps-timeline.aspx>

We explore the timeline of events which have had an impact on recording paths on official 'definitive' maps, from the National Parks and Access to the Countryside Act 1949 to what's going on now as the 2026 cut-off date for adding historic paths to maps approaches.

Background and definitive maps explained

1949 The ground-breaking National Parks and Access to the Countryside Act 1949 (which paves the way for National Parks and National Trails) requires local authorities across England and Wales to keep an official record of public rights of way known as a 'definitive map and statement'. These maps have proved invaluable in protecting paths from being closed, obstructed and built on.

1968 – 1981 Completing definitive maps proves difficult. The necessary surveys and procedures involved are complicated and time-consuming. Paths are left off maps and some local authorities are more efficient than others. Changes introduced by the Countryside Act 1968 make matters worse. Further changes brought in with the Wildlife and Countryside Act 1981 reduce the backlog of paths waiting to be added to maps, but only temporarily. The last definitive map isn't published until 1982.

1982 – 1998 A succession of Governments (and the public bodies that advise) them look for ways to complete and 'close' definitive maps.

'Closing' definitive maps to historic paths

1998 The Countryside Commission (later the Countryside Agency, now Natural England) proposes that paths which rely on historical evidence to show they exist should no longer be added to definitive maps. It says there should be a notice period and staggered deadlines to introduce the change, as well as money to research missing paths, but that the maps should be 'closed' within 10 years. We argue against this until it can be shown the funding is effectively completing maps.

1999 The Countryside Commission suggests the Government states its intention of closing definitive maps to further changes based on historical evidence, but only if historic paths are researched to a high standard. It also says the Government must give highway authorities and volunteers enough resources to carry out the research. It recommends it explores the scale and cost of researching and recording missing paths and that it prepares a plan for the work so that completion dates for the maps can be set.

1999 The Department of the Environment, Transport and the Regions publishes a consultation paper which takes forward many of the Countryside Commission's recommendations, in particular that any claim for a path based solely on historical evidence should be invalid ten years from the start of new legislation.

2000 The Countryside and Rights of Way Act 2000 officially introduces the cut-off date for adding historic paths to definitive maps but opposition from the Ramblers and others means the period before the cut-off date is extended from 10 to 25 years. This means paths (footpaths and bridleways) which existed before 1949 and which aren't recorded on definitive maps by 31 December 2025 will be extinguished.

Discovering Lost Ways project and the Stakeholder Working Group

2001 The Countryside Agency sets up the Discovering Lost Ways project to take forward the Government's promise (following criticism) that definitive maps should be completed before the 2026 cut-off. We join the project's steering group. This major project starts with a scoping study and research into the archives of four test counties. Over 200 case files relating to potential 'lost ways' are assembled and applications are made to add four routes to the definitive map in Cheshire.

2007 Natural England takes over from the Countryside Agency and reviews the Discovering Lost Ways project. It says that fundamental problems with the system for processing claims for historic paths and recording them on definitive

maps means completing them by systematic trawling through archives – and as a result the Discovering Lost Ways project as a whole – isn't viable.

2008 The Department of the Environment, Food and Rural Affairs (Defra) agrees the Discovering Lost Ways project should be closed down and that the processes for adding historic paths to definitive maps should be reviewed instead. A group with stakeholders from three key sectors – land owners/managers, rights of way users (including the Ramblers) and local authorities is asked to together come up with reforms to speed up the process for claiming and adding paths to maps and make it less confrontational.

2010 After reaching consensus in a controversial area of rights of way law, the Stakeholder Working Group (SWG) presents its report *Stepping Forward* to ministers. It contains 32 recommendations, fully supported by Natural England which set out ways of capturing or preserving useful routes before or at the 2026 cut-off date and of improving the process of adding paths to definitive maps in the years leading up to the cut-off date.

The Deregulation Bill

2012 Defra carries out a public consultation on the SWG recommendations and other rights of way issues. We respond to the consultation and give our support to the proposals.

2013 The Government publishes the draft Deregulation Bill (a drive to remove bureaucracy) which includes the main recommendations of the SWG. The draft Bill is examined by a Joint Committee of the House of Commons and the House of Lords. We submit evidence to the Committee and recommend that the rights of way clauses in the Bill, which we worked hard to achieve consensus on with the members of the SWG, should remain.

2014 The Deregulation Bill is published and begins its passage through Parliament and we're invited to give evidence to the Bill Committee. With less than 12 years to go until 2026 it's important the SWG recommendations in the Bill become law. If the recommendations don't improve the process for adding paths the Government will need to think again about the cut-off.

2016 The Ramblers continues to sit on the SWG and pushes for the recommendations to be adopted.

2017 The likely earliest point at which the final form of the regulations are to be adopted.

2026 The current cut-off date for adding historic paths to definitive maps.

Appendix 16

User Survey (March 2005)

In March 2005 three thousand copies of the Rights of Way Improvement Plan User Survey were printed and distributed by post and made available from main council offices and libraries. The survey was also available on the council's website. The mailing lists included members of the Local Access Forum, rights of way statutory consultees, members of the Open Spaces Forum, the Public Transport consultation list and the Health Walks mailing list.

Within these consultation groups are a mix of existing user groups and individuals as well as non-users and under-represented groups such as people with disabilities, people with particular health requirements and ethnic minority groups.

A total of 254 completed questionnaires were returned giving a response rate of 8.5%.

Main findings

Q.1 How often do you use footpaths, bridleways or byways?

- The majority of respondents were regular users of footpaths, bridleways or byways with 73% using these at least once a month or more.

Q.2. Which activities do you use rights of way for?

- 94.5% said they used rights of way for walking
- 19% cycling
- 6% horse riding
- 1.5% motor vehicle
- 1 person said horse drawn vehicle
- 1 person said motorcycle.

Of those that gave responses in the 'other' category all gave the reason rather than a mode of locomotion, e.g. 3% said dog walking, 2% said running/jogging & 1 person said golf.

Q.3 Distance traveled

- 1.5% travelled under 1 mile
- 21.5% 1-2 miles
- 42.3% 2-5 miles
- 25% 5-10 miles
- 6.5% 10 miles and over
- 2.5% no reply.

If this is looked at by activity then, of those walking, 44.5% averaged 2-5 miles, of those cycling 33% averaged 2-5 miles (26.5% averaged 10+ miles), and of those horse riding 75% travelled 5-10 miles.

Q.4 Do you use rights of way as much as would like to?

- 66% (167 replies) of all respondents said they did not use rights of way as much as they would like to
- 32.5% said Yes
- 1.5% did not reply.

Q.5 Participation – considering only those who answered 'No' to Q.4 respondents were asked the main reason for not participating:

- 21.5% said it was not enough time
- 5.5% getting to the paths
- 4.5% 'don't know where'
- 4% health reasons
- 2.5% work pressures

- 2.5% routes have poor surfaces
- 2% other interests
- 1% poor waymarking/stiles/gates
- 1% routes too far way
- 1% too dangerous.

For those who had replied that they did use rights of way as much as they would like to still indicated barriers:

- 5% not enough time
- 3.5% work pressures
- 3.5% other interests

Where respondents added comments they gave 'lack of public transport', 'paths overgrown' and 'lack of companionship'.

Q.6 Satisfaction with routes

- 52% of all respondents said if the surfacing and signing were improved they would use them more often
- 23.5% said No
- 22.5% did not know
- 1.5% did not reply.

Q.8 Type of route

- 41% of all respondents said they preferred circular routes
- 33% had no preference.
- 10% open access areas
- 3.5% linear routes
- 3% linear & circular routes
- 0.5% linear and open access areas
- 6.5% circular and open access areas
- 1.5% linear, circular and open access areas
- 1% did not reply.

Q.9 What do you use rights of way for?

- 79.5 % said they used rights of way for leisure
- 0% said they used rights of way for utility
- 18.5% said both leisure and utility
- 2% did not reply.

Q.10. How do you travel to start point of routes?

- 38% of respondents said they drove to the start point of a route
- 21% walked or rode from home
- 18.5% took public transport
- Of the remaining 23%, 10.5 % said they both walked, rode or drove, 4% said they used all three options to get to the start of the route, 3.5% said they walk/ride from home & use public transport, and 3.5% said drive to start & use public transport.

Q11. Have you encountered the following:

	<i>Frequently</i>	<i>Sometimes</i>	<i>Never</i>	<i>No reply</i>
Vegetation encroaching upon the path surface?	14.5%	68%	9%	8.5%
Poor sight lines at junctions?	8%	51.5%	23.5%	17%
Bridleways that turn into footpaths?	4.5%	42%	27.5%	26%
Muddy / boggy / flooded routes?	21%	64.5%	5.5%	9%
Rough surfaces/deep ruts/v-shaped paths?	19.5%	60%	8.5%	11.5%
Roads used as public paths or byways that turn into bridleways?	2.5%	42%	29%	26.5%
Poor gates or stiles?	9%	59.5%	17.5%	14%

General comments:

- Requests for improved signage, publication of up to date rights of way maps or general information sheets
- Request that access for disabled users is catered for, with specifically marked routes
- Improved links with public transport
- Better control of 'off road' vehicles, which churn up tracks
- A belief that landowners and farmers knowingly block / obscure paths.
- Improved access at stiles for dogs & their walkers / request for dogs to be kept on leads

Profile of respondents:

Gender

31.5% were male, 65.5% were female, 3% did not reply

Age

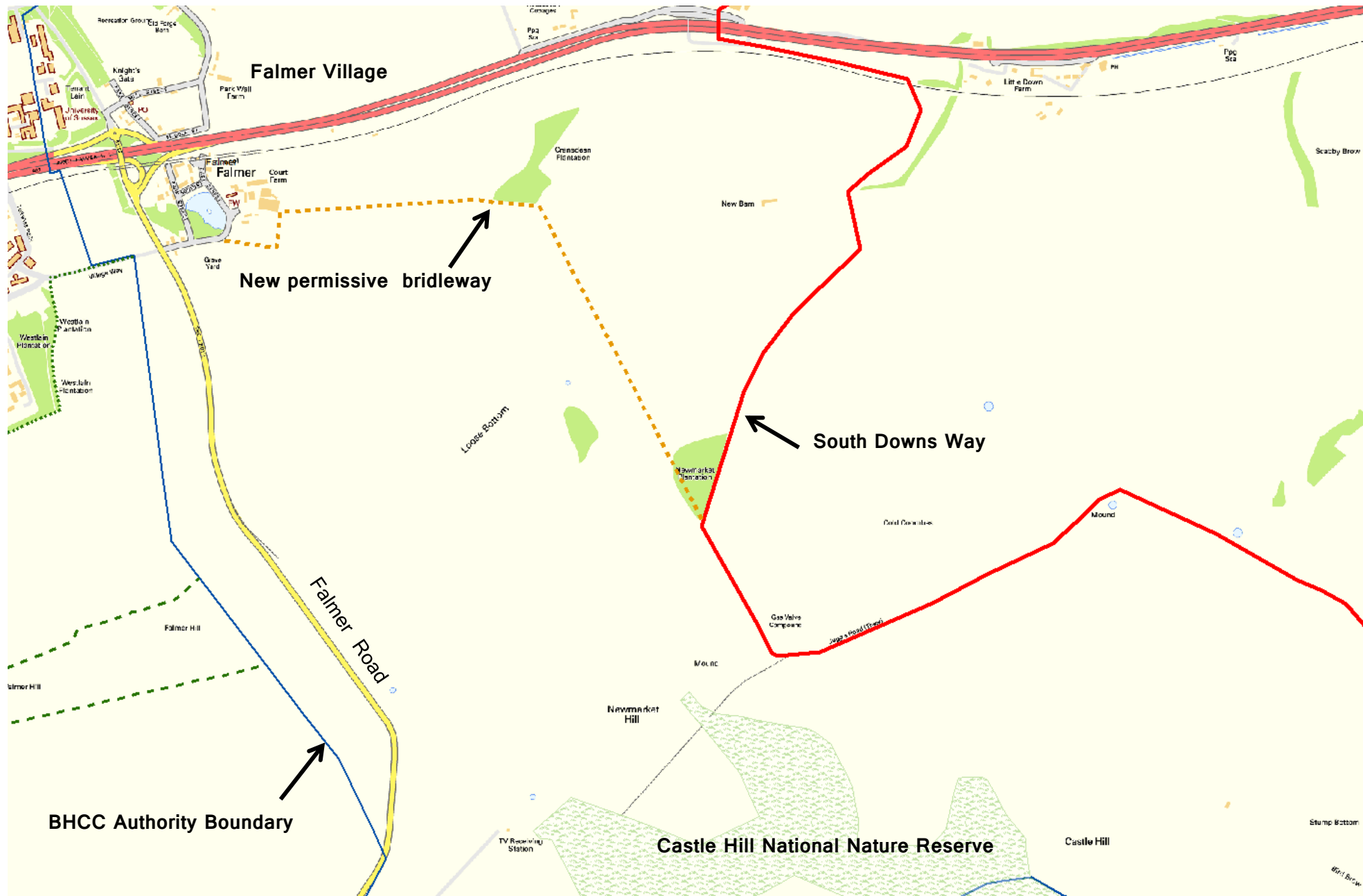
18-24	25-34	35-44	45-54	55-64	65-74	75+
0.5%	7%	17.5%	20.5%	27.5%	18%	9%

Disability

12.5% of respondents said they had a disability with over half of these (51.5%) saying it affected their mobility.

Ethnicity

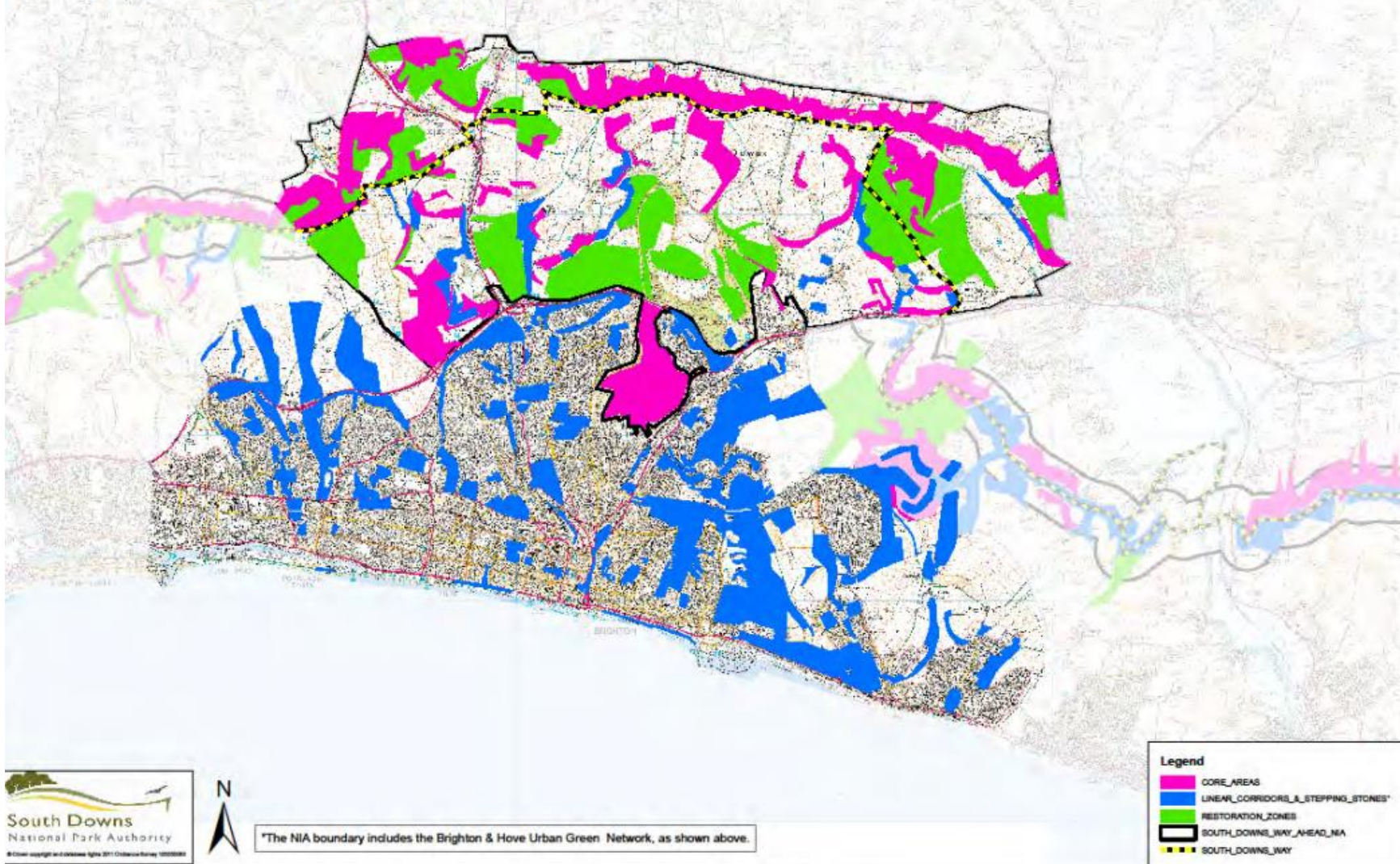
95% were white British, white Irish or from another white background, 1% were from minority ethnic groups and 4% did not reply.



Appendix 17: New permissive bridleway, outside the authority boundary, but agreed with tenant farmer on council owned land. Provides a valuable link from Falmer to the South Downs Way and Castle Hill National Nature Reserve

South Downs Way Ahead NIA
Brighton, Hove & Lewes Focal Area
Chalk Grassland Ecological Network

Example focal area map



Appendix 18: South Downs Way Ahead Nature Improvement Area (Emily Brennan & Nigel James SDNPA). Showing linear corridors and stepping stones for chalk grassland habitat.

