

NORFOLK LOCAL ACCESS FORUM

Date: **Wednesday, 01 March 2017**

Time: **10:30am**

Venue: **Edwards Room, County Hall, Norwich**

Membership:

Stephen Agnew
Chris Allhusen (Vice-Chairman)
David Ansell
Tim Bennett
Julie Brociek-Coulton
Rebecca Champion
Helen Chester
Victor Cocker
Hilary Cox
Geoff Doggett
Mike Edwards
Seamus Elliott

Ken Hawkins
David Hissey
Pat Holtom
Kate Mackenzie
Ann Melhuish
Ian Monson
Paul Rudkin
George Saunders
Jean Stratford
Martin Sullivan (Chairman)

**For further details and general enquiries about this Agenda
please contact, Karen Haywood on 01603 228913
or email committees@norfolk.gov.uk**

A G E N D A

1. Welcome and Introductions

2. Apologies

3. Minutes

(Page 4)

To confirm the minutes of the meeting held on 12 October 2016.

4. Declarations of Interest

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter.

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects:

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

If that is the case then you must declare such an interest but can speak and vote on the matter.

5. To receive any items of business which the Chairman decides should be considered as a matter of urgency

6. Public Question Time

Ten minutes for questions from members of the public of which due notice has been given.

Please note that all questions must be received by the Committee Officer by 5pm on **Friday 24 February 2017**. Please submit your question(s) to committees@norfolk.gov.uk

- 7. Public Rights of Way Maintenance** (Page 7)
Report by the Maintenance Projects Officer
- 8. Countryside Access - Restructure** (Page 12)
Report by the Senior Trails Officer (infrastructure)
- 9. Norfolk Access Improvement Plan – New Approach** (Page 14)
Report by the Senior Projects Officer (Community and Environmental Services)
- 10. Pathmakers – Burgh Castle Project** (Page 25)
Report by the Chair of Trustees of Pathmakers
- 11. Report from Working Groups**
 - a) Public Rights of Way Sub-Group (Page 27)
 - b) Permissive Paths Sub-Group (Page 34)
- 12. Local Access Forum – National Conference 2017** (Page 38)
Report by the Senior Projects Officer (Community and Environmental Services)
- 13. Widening Access to Public Paths** (Page 41)
Report by the Senior Projects Officer (Community and Environmental Services)
- 14. Dates of future meetings**

Wednesday 19 April 2017	10.30am	Edwards Room, County Hall
Wednesday 5 July 2017	10.30am	Cranworth Room, County Hall
Wednesday 11 October 2017	10.30am	Cranworth Room, County Hall

Date Agenda Published: 21 February 2017

Chris Walton
Head of Democratic Services
County Hall
Martineau Lane
Norwich NR1 2DH



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NORFOLK LOCAL ACCESS FORUM

**Minutes of the Meeting held on 12 October 2016
at 10.30am at County Hall, Norwich**

Present:

Martin Sullivan (Chairman)

Fred Agnew

Julie Brociek -Coulton

Rebecca Champion

Victor Cocker

Mike Edwards

Seamus Elliott

Ken Hawkins

David Hissey

Pat Holtom

Kate MacKenzie

Ann Melhuish

Ian Monson

Fiona Prevett

Paul Rudkin

George Saunders

Jean Stratford

Representing:

Motorised vehicle access / cycling

Norfolk County Council

Norfolk County Council

Walking / Health and Wellbeing / geology

Walking

GI and planning / conservation / sustainability

National Space for Cycling Campaign

Walking / cycling

Cycling / public transport

Economic development / walking

Voluntary sector / walking

Equestrian / all-ability access

Norfolk County Council

Walking / cycling / health and wellbeing

Walking / GI and Planning

All-ability access / health and wellbeing / voluntary sector

Youth and education / walking / voluntary sector

Officers Present:

Andrew Hutcheson

Matt Worden

Sarah Abercrombie

Nicola LeDain

Countryside Manager (Trails and Projects)

Maintenance Projects Manager

Senior Projects Officer

Committee Officer

1. Welcome and Introductions

1.1 The Chair welcomed everyone to the meeting.

2. Apologies

2.1 Apologies were received from Hilary Cox, Chris Allhusen, Helen Chester, and Geoff Doggett.

3. Minutes

3.1 The minutes of the meeting held on 6th July 2016 were agreed as an accurate record and signed by the Chair.

4. Declarations of Interest

4.1 There were no declarations of interest.

5. Items of Urgent Business

5.1 There were no items of urgent business.

6. Public Question Time

6.1 There were no public questions received.

7. NLAF Forward Plan

7.1 The Forum received the annexed report (7) from the Trails Officer (Development).

7.2 RESOLVED:

To agree the forward plan for the remainder of the 2016-17 financial year.

8. Report from Working Groups

8.1.1 (a) Countryside Access Improvement Plan (CAIP) Working Group

8.1.2 The Forum received the annexed report (8a) from the CAIP Working Group.

8.1.3 The CAIP sub-group met on 15th September 2016 and gave consideration to the final title of the Norfolk Access Improvement Plan. Since this meeting the group have considered that the loss of the word 'Countryside' from the title did not sufficiently indicate what the document was about. The Forum gave consideration to the final name for the document and:

RESOLVED

That the title of the "Rights of Way Improvement Plan 2017 -2027" be amended to 'Norfolk Access Improvement Plan (NAIP) 2017-2027 (incorporating) Rights of Way Improvement Plan'.

8.2 (b) Permissive Access Working Group

8.2.1 The Forum received the annexed report (8b) from the Permissive Access Working Group.

8.2.2 RESOLVED:

To agree the approach outlined in the report.

8.3 (c) ProW users Working group

8.3.1 The annexed report (8c) from the ProW Users Working group was received.

8.3.2 RESOLVED:

To approve the Terms of Reference for the PRoW sub Group as attached to the report.

9. Pathmakers

9.1 The annexed report (9) by the Trails Officer (Development) was received.

RESOLVED:

- To note the report
- To approve the appointment of Pat Holtom and Kate Mackenzie to the Pathmakers Trustees.

10. Delivery of Coastal Access

10.1 The annexed report (10) was received.

10.2 RESOLVED:

To note the report.

11. Norfolk Local Access Forum

11.1 The annexed report (11) by the Trails Officer (Development) was received.

11.2 RESOLVED:

To note the website update (CMIS) and agree that the website should be externalised to strengthen the LAF presence.

CHAIRMAN



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Norfolk Local Access Forum

Item No. 7

Report title:	Public Rights of Way Maintenance
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact To address the concerns raised by the Local Access Forum with regards to Public Rights of Way Management and delivering the service in an economic and cost effective way.	

Executive summary

In May 2012 responsibility for looking after PROW was taken over by the Highways group, reflecting the status of PROW as part of the highway network. Norfolk Trails remained the responsibility of the Environment team.

The Highways group has now been managing the PROW service for the last four years and the phase after the transition has given an opportunity to review issues and pressures. After a period of reactive maintenance to establish a baseline, a limited programme was reintroduced in 2014 of pro-active management to maintain the standard within agreed resources.

Moving staff into the Highways group offered a much larger team and potentially more capacity to integrate the function across the Area teams. Whilst this is still the case, we thought we could improve further and in 2015 we started a dialogue with interested parties to identify different new ways of working. Norfolk continues to perform poorly in the National Highways and Transport survey in relation to public satisfaction with the PROW network and our work with other partners is an attempt to improve this.

The response of the local community to taking on some of the responsibility for looking after the paths has been and remains limited. Although a number of parish councils expressed an interest in carrying out work in their parish in order to improve the environment in reality work on the ground has been minimal. It has subsequently been agreed that Public Rights of Way improvements can be considered as part of the more successful Highways Parish Partnership Scheme and some PROW specific schemes have been delivered as a result.

Recommendations:

That the Local Access Forum note the changes made to the delivery of the Public Rights of Way service.

1. Proposal (or options)

- 1.1. The County Council recognises that there is dissatisfaction with the standard of maintenance and level of enforcement action being taken on the PROW

network. However the recent NHT survey also indicated that the maintenance of PROW is one area where we could look at reducing budgets.

- 1.2. In order to find a better way of working we propose to locate three new Countryside Access Officers in our offices at Aylsham, Ketteringham and Saddlebow (Kings Lynn). These locally based staff will focus on dealing with issues raised by the public including maintenance and enforcement. They will deal with all enquiries on all PROW including Trails in order to remove the confusion caused by dealing with them separately. They will also promote volunteering and self-help in meetings with parish councils and community groups.
- 1.3. We value the contribution special interest groups such as the Ramblers Association, parish councils, volunteers and local community groups have and will continue to engage with them to find the best way to enhance the PROW network.

2. Evidence

- 2.1. PROWs are highway and the County Council has a duty under Section 41 Highways Act 1980 to maintain them. This duty is limited and subject to a defence under Section 58.
- 2.2. The inspection of the PROW network continues and by the summer of 2017 all rural and urban PROW will have been inspected at least once.
- 2.3. We have attempted to step up our enforcement procedures to make sure landowners fulfil their responsibilities on the PROW network. Landowners responsibilities include:
 - If a footpath or bridleway is a cross field path and is cultivated, reinstatement is the landowner's responsibility.
 - If a field edge public right of way is being obstructed by hedges or tree branches the responsibility to ensure it is kept clear rests with the landowner. If it has been disturbed by ploughing or other farming activity it must be reinstated by the landowner.
 - If there is an obstruction (e.g. barbed wire, locked gates, impassable mud created by stock etc.) it is the landowner's responsibility to remove.
- 2.4. Norfolk County Council has the duty to ensure that the landowner is carrying out their statutory obligations and can take enforcement action where necessary to ensure these obligations are met. Initially contact is usually made by the local highway staff from the area offices. We try and resolve the issue by negotiation and visit the site in order to prioritise what action we will take if negotiation is unsuccessful.

Two downloadable leaflets stating what landowners' responsibilities are have been produced and are available on the website.

A winter PROW maintenance reminder for farmers and landowners has been sent out to the CLA/NFU and County Farms so that they can include this information in their regular email newsletters to their members.

- 2.5. *Types of request/enquiry*

There are two main types of request/enquiry that are submitted:-

General requests/enquiries

- These include requests for service, policy questions, feedback and requests for information.

Formal requests and legal challenges

- These are formal requests which are related to specific legislation and allow an individual to challenge the actions of the County Council.

2.6. In the first 18 months since the transfer of the service to Highways, nearly 6500 customer contacts were received by the CSC relating to PROW with significant peaks in the summer months relating primarily to overgrown paths following the initial removal of the cutting contract. The number of contacts in the following years has reduced from this initial peak but has remained constant, with in excess of 3000 contacts per year. In addition to the above, Parish/Town Councils are also able to submit requests/enquiries direct to the local Highway office to be added to the list of works for Highway Rangers. These are not recorded in the same way as other requests/enquiries and therefore not included in the figures above.

2.7. *Formal requests and legal challenges*

There are type two main types of formal request that relate to the provision in specific sections of the Highways Act 1980:-

- Section 56 Highways Act 1980 - This provides an individual a remedy against the Highway Authority (HA) where a highway is out of repair. There is a series of steps involved with timescales which result in the highway authority being summoned to appear in a Magistrates Court and has to defend the summons.
- Section 130 Highways Act 1980 - S130 states that the HA has a duty to assert and protect the rights of the public; to prevent stopping up or obstruction and gives an individual the power to request the HA take action to remove an obstruction.

A summary of these type of requests/enquiries received since January 2014 is below:-

Type of Request	Total	Resolved	Under investigation and subject to local discussions
Section 56	5	3	Court action
Section 130	25	17	8
Total	30	20	10

NB: Most of the unresolved cases relate to longstanding issues which are the subject of complex investigations and local discussions.

We continue to serve letters and notices on landowners regarding non reinstatement of cross field rights of way. The majority of these have resulted in action being taken by the landowner to rectify the situation.

2.8. *Legal Situation*

The County Council has been taken to Court once since January 2014 about PROW issues. East Ruston FP27 and Honing FP15 are both the subject of Section 56 Highway Act 1980 (Out of Repair). This is an ongoing situation that has yet to be resolved.

Public Rights of Way are part of the public highway network and the County Council has a duty to maintain the Highway. This duty is absolute (there is no alternative, we have to do it), however it is limited (we do not have to do very much).

3. **Financial Implications**

- 3.1. The budget for maintenance of PROW in 2016/17 was £160k of which £65k was for proactive grass cutting. The remainder was for reactive maintenance.

There is a significant cost to enforcement and costly to prosecute, so we decide carefully if it is a good use of public funds, our action needs to be proportionate and cost effective.

4. **Issues, risks and innovation**

- 4.1. It is expected that funding for local authorities will continue to reduce. This includes funding for highway maintenance and therefore for the maintenance of public rights of way.
- 4.2. We recognised the public concern about removal of proactive grass cutting. We cut 800km of PROW countywide (since 2014), a reduction of 400km from 2011.

The budget allows for a single cut of paths which have been selected by the criteria detailed in 4.3 below. The first cut is 850km which takes place in late June/early July depending on seasonal conditions.

A reduced second cut (~300km) has been implemented on the most well-used routes and we are seeking to clarify our priorities with parishes.

- 4.3. Public engagement is carried out by staff from the local highway area offices and occasional wider public meetings and meetings with groups of Parish Council representatives. The willingness of volunteers and parish councils to take on some of the responsibilities has been very limited. Whilst there are some very passionate and pro-active people, these are few in number.

The criteria for selection of which routes to include on a proactive cutting regime is based upon:

- Proven need, based on prior knowledge and previous contracts
- Frequency of service requests indicating a recent 'need'
- Well used local routes/sustainable transport routes i.e. routes to school or shops

The timing of any cutting is weather dependant and would depend on the number of cuts being undertaken. Additionally the location is a further factor. PROW on river banks grow more readily than those in the Brecks, Alexanders growing in predominantly coastal PROW presents a problem earlier in the season.

It is acknowledged from feedback received from contractors, staff and the public that two cuts per season in alignment with those undertaken on the highway verges is preferred.

5. Background

- 5.1. Norfolk has 2,397 miles (3858 km) of Public Rights of Way (PROW) made up of 1,687 miles (2715 km) of footpaths, 357 miles (575 km) of Bridleways, 314 miles (506 km) of Restricted Byways and 39 miles (63 km) of Byways Open to all Traffic. These figures show an overall increase in the network of approximately 2% since 2012.
- 5.2. Prior to April 2012 grass cutting was carried out on 1200km (32%) of rights of way with up to 3 cuts per year. This included some of the footpaths now designated as Norfolk Trails and permissive paths at a cost of approximately £70k per cut. The remaining 68% of PROW were maintained on a reactive basis
- 5.3. The focus for Highways since May 2012 has been on maintaining PROW in accordance with our statutory duty, to the reasonable standard of safety as set out in legislation, working with land owners and managers, local councils and voluntary groups. To carry out our duties more effectively, we are trying to work even more closely with landowners and managers, local councils and voluntary groups. We are very keen to work with those local councils who would like to help maintain and promote PROW in their area.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

Officer name : Matt Worden

Tel No. : 01603 638561

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Norfolk Local Access Forum

Item No. 8

Report title:	Countryside Access - Restructure
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact Countryside access management within the Norfolk County Council staffing structure is changing. It is envisaged that these changes will allow officers to be more locally based and as such have a more responsive role in dealing with right of way issues	

Executive summary

Recommendations:

It is recommended that the Local Access Forum note the changes in the structure for managing countryside access and the changing roles of officers within the structure.

1. Proposal

- 1.1. The proposal is to have a single point of contact within each depot being responsible for their local rights of way issues. By having the officer within the depot they will be more “on the ground” and better placed to deal with the operational reactive issues that occur when managing rights of way. They will be supported by the wider Area team staff. Other officers will be retained within County Hall and will carry out the strategic and developmental aspects of developing the countryside access network.

2. Evidence

- 2.1. Following on from a series of rights of way working groups and following the direction of travel for Norfolk County Council in delivering a locality approach to services, three new posts have been created within the highway structure. These posts will be housed within the area depots with Countryside Access Officers being based alongside highways staff, all reporting to the Area Manager.

The new Countryside Access Officer based at Saddlebow (near Kings Lynn) will have responsibility for rights of way in the West of the county, covering the King's Lynn & West Norfolk Borough Council area.

The new Countryside Access Officer based at Ketteringham will have responsibility for rights of way in Breckland and the South Norfolk District Council areas.

The new Countryside Access Officer based at Aylsham will have responsibility for rights of way in Broadland, North Norfolk and the Great Yarmouth Borough Council areas.

These officers will retain the responsibility for dealing with reactive and operational issues facing the rights of way network within their designated areas.

This is likely to include:

- Customer Relations Management (ie queries and complaints);
- Enforcement;
- Signage;
- Overseeing the grass cutting contracts;
- Reactive health and safety management.

Other officers within Norfolk County Council will then lead on proactive and development management such as:

- Procurement and tendering for capital works and contracts
- Development and promotion of the network
- National Trails and Coastal Access

3. Financial Implications

- 3.1. This proposal has been costed out and included as part of the highways restructure and will have no additional financial implications for the county council budget.

4. Issues, risks and innovation

- 4.1. This proposal seeks to improve response times, improve the targeting of resource and to ensure that the countryside access network is maintained and where possible improved over a period of time. The proposals also aim to foster a sense of pride of patch and greater knowledge and awareness of local access issues. The locality focus also lends itself to closer, more proactive partnership delivery with local stakeholders.

5. Background

- 5.1. The background information to this paper is covered by the preceding paper on Public Rights of Way Maintenance, presented to this Committee.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

Officer name : Russell Wilson / Grahame Bygrave **Tel No. :** 01603 223383 / 01603 819801

Email address : russell.wilson@norfolk.gov.uk
grahame.bygrave@norfolk.gov.uk



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Norfolk Local Access Forum

Item No. 9

Report title:	Norfolk Access Improvement Plan (NAIP) – Review of the Norfolk Rights of Way Improvement Plan 2007 - 2017
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact <p>NCC has in place, or is in the process of developing, other plans and strategies for related areas of work, such as planning, communities, healthy living, education, leisure, countryside, recreation, sport, tourism, landscape, and transport.</p> <p>The guidance advises that related plans and strategies should help provide the context and overarching aims for the ROWIP/NAIP which should, in turn, influence these areas of local authorities' responsibilities.</p> <p>In particular, local authorities should make every effort to integrate their ROWIP with Active Travel mapping, and any Well-being Plans, LDPs, the local transport plan for their area and growth plans. Authorities should also ensure that the implementation of these plans are linked as far as possible.</p>	

Executive summary

The Norfolk Rights of Way Improvement Plan 2007 – 2017 is due to be reviewed this year. The Norfolk LAF recommended that it is renamed the Norfolk Access Improvement Plan to reflect better its aims and ambitions. It needs to comply with statutory requirements and NCC has produced a timetable and structure for achieving this. We plan to use a revised timetable for the NAIP with a structure and format informed by the new guidance developed by the Welsh Government in 2016 – see Appendix A. The current guidance for England dates from 2002 and has become outdated so Natural England have recommended we use the updated one for Wales.

A draft of the contents is attached Appendix B following the new guidance
Draft timetable.

- a. Present initial content and timetable to LAF 1 March 2017
- b. Consult key stakeholders by end of June 2017
- c. Review a first draft for LAF meeting on 5 July 2017
- d. Develop consultation plans/ draft and design by end of August 2017
- e. Hold consultation over the autumn
- f. Incorporate feedback from consultation for feedback to LAF January 2018.

Recommendations:

The LAF to recommend that the revised timetable and structure for the NAIP is adopted by Norfolk County Council.

1. Background

- 1.1. Under the Countryside and Rights of Way Act 2000: Sections 60 - 62 local authorities must review their rights of way improvement plan every 10 years. The plan must explain how improvements made by the local authority to the public rights of way network in their area will provide a better experience for these users:

- walkers

- cyclists
- horse riders
- horse and carriage drivers
- people with mobility problems
- people using motorised vehicles, eg motorbikes

A ROWIP must include two statutory elements:

☐ An Assessment of local rights of way; and

☐ A Statement of Action for the management and improvement of local rights of way.

Local Access Forums are one of the bodies prescribed in section 61(1) of the CROW Act 2000 who must be consulted prior to the review of a ROWIP and there is an expectation that they will be involved throughout the process and kept informed of progress with the development and subsequent implementation of the plans.

The current plan can be seen on the NCC website www.norfolk.gov.uk on the About Public Rights of Way page.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

Officer name : Sarah Abercrombie **Tel No. :** 01603 224461

Email address : Sarah.abercrombie@norfolk.gov.uk



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Guidance Local authority rights of way improvement plans

From:

[Department for Environment, Food & Rural Affairs](#)

First published:

13 May 2015

As a local authority you must review your rights of way improvement plan every 10 years.

Most local authorities will already have a rights of way improvement plan. The plan must explain how improvements made by the local authority to the public rights of way network in your area will provide a better experience for these users:

- walkers
- cyclists
- horse riders
- horse and carriage drivers
- people with mobility problems
- people using motorised vehicles, eg motorbikes

Consult

Before preparing your plans and making assessments you must consult interested parties in the area your rights of way improvement plan will cover, including:

- highway authorities whose areas adjoin your area
- district councils and parish councils
- the National Park Authority
- the Broads Authority
- Natural England
- local access forums

You should carry out studies and surveys to find out whether local rights of way meet the needs of the public. Consult specific user groups as well as finding out the public's general expectations of local rights of way.

You should also consult with owners and managers of land with public rights of way. Consider how the land is used for agriculture, forestry and nature conservation to avoid conflict and encourage co-operation in improving public rights of way.

Make an assessment

You must carry out an assessment of the local rights of way. Your assessment will form part of the rights of way improvement plan.

You must make a new assessment if you're reviewing an existing plan.

Before making the assessment you must consider:

- the definitive map and statement of rights of way (a map showing all local public rights of way and a statement which details all changes to the network) and any applications for changes to them
- the current condition of the network
- any improvement requests for the network

You must then make an assessment of:

- to what extent routes are available to different groups of users, eg cyclists, walkers, horse riders
- routes that are not suitable for all or some users, eg users with mobility problems
- inconsistencies on individual rights of way, eg paths that don't follow the mapped route or routes which have a dead end
- opportunities to improve the network, eg restoring routes that have been cut off by building works

You'll need to work closely with other local authorities while the plans are prepared, particularly where rights of way in your area are used mainly by another authority's residents.

Make the plan

You should base your plan on the needs of local people and visitors to the area.

Consider:

- access to the countryside or a particular viewpoint, feature or attraction
- routes to support tourism, regeneration or community projects
- alternative routes for cyclists, horse riders and walkers to avoid using busy roads
- circular routes for leisure use, eg walking, running, cycling
- paths and routes by water or the sea which need repairing
- crossings over roads, railways, rivers and canals
- existing rights of way, eg those that end in cul-de-sacs or that have different rights along their length
- routes for local journeys, eg walking to work, the shops, railway stations
- routes to help people travel through or around heavily developed areas

Your proposals for improving rights of way shouldn't benefit one type of user at the expense of another, eg improvements intended to benefit cyclists that restrict motorists.

Prepare a statement of action

As part of the rights of way improvement plan you must prepare a statement of action which says how you plan to manage local rights of way for each type of user - this should be based on your assessment.

For each item in the statement of action you'll need to include the:

- proposed action
- costs
- organisations that will be involved
- time it will take to complete

Publish the draft plan

Local authorities must publish a draft rights of way improvement plan in at least 2 local newspapers, with details of how the public can get a copy and make comments on it.

You must make sure a copy is available to view for free at the local authority offices. You must also supply a copy to anyone who requests it, for free or for a charge.

The draft plan must clearly state where comments should be sent and by when (you should allow a minimum of 12 weeks for comments to be received). You must read all comments and acknowledge that you've received them.

Publish the final plan

Make any changes that are required to the draft plan and then once it's been agreed, publish the final plan, eg on the local authority website. You'll also need to notify anyone who contributed to the plan that it's been published.

You must make a copy available to view for free at the local authority offices. You must also supply a copy to anyone who requests it, for free or for a charge.

Publish a reviewed plan

After making a new assessment you must review your existing plan and decide whether to amend it.

If you decide to amend the plan you must publish the new version. If you decide not to amend it you must re-publish the existing plan and a report explaining the reasons that it hasn't changed.

"Rights of Way Improvement Plans, Statutory Guidance to Local Highway Authorities in England" dated 2002

Advised by Natural England "Although that is still the 'current' guidance you may want to have a look too at Wales' new ROWIP guidance"

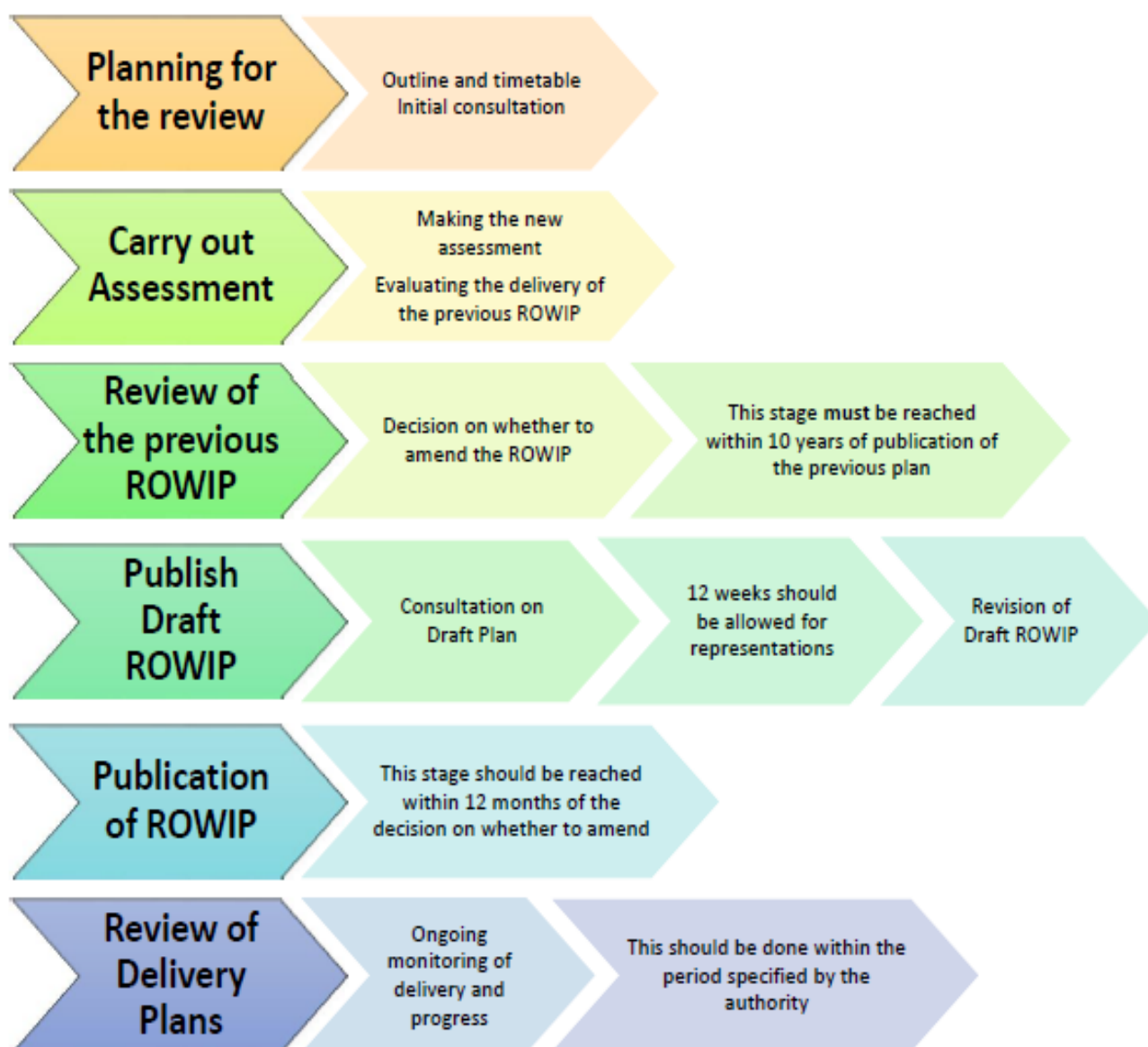


Diagram 1: Summary of the ROWIP process and timetable

The role of Local Access Forums

3.8. Local Access Forums are one of the bodies prescribed in section 61(1) who must be consulted prior to the review of a ROWIP and there is an expectation that they will be involved throughout the process and kept informed of progress with the development and subsequent implementation of the plans.

3.9. The involvement of the Local Access Forum should cover:

- Assisting with dialogue through contacts with national, regional and local organisations;
- Informing the data gathering exercise including the extent to which local rights of way meet the present and likely future needs of the public;
- Advising on how the network could be improved for the public and where there are particular land management concerns;
- Advising on the related issue of access to open countryside especially where new linear routes may be desirable;
- Providing advice on prioritising implementation;
- Commenting on published draft plans; and
- Assisting in the resolution of conflicts between different representations when plans are issued for consultation.

Naming your authority's ROWIP

3.14. If an authority wishes to use an alternative name for their plan, for instance to reflect a decision to consider broader access provision in addition to local rights of way, they will need to make it clear that the document forms their Rights of Way Improvement Plan for the purposes of the CROW Act. They may do this either by way of a subtitle or a prominent statement within the introduction. Authorities must ensure that a member of the public looking for the ROWIP will be able to easily locate it and identify it as such; for instance when carrying out an internet search.

3.2. A ROWIP must include two statutory elements:

- An Assessment of local rights of way; and
- A Statement of Action for the management and improvement of local rights of way.

3.3. Feedback from authorities highlighted a need to make ROWIPs more flexible and responsive to changing circumstances. So, in addition to the statutory elements authorities are asked to include 'Delivery Plans', as an annex to the main plan. These will provide the opportunity to regularly review progress and any changes in circumstances and, in response, set out how the objectives in the Statement of Action will be implemented over a specified length of time.

3.4. Delivery Plans can be renewed periodically without the need to review the entire ROWIP but will still form part of the plan from the perspective of the public; meaning they only have to consider a single document to understand how the authority manages its network and why. Delivery Plans should consist of:

- An evaluation of the degree to which the previous Delivery Plan was achieved

- A review of key policies for Rights of Way work
- SMART Action plans and detailed work plans

Detailed guidance on the development and renewal of Delivery Plans is included in chapter 6.

Full document available:

<http://gov.wales/topics/environmentcountryside/consmanagement/rights-of-way-and-wider-access/rights-of-way/>

Norfolk Access Improvement Plan 2017 - 2027

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Identify how they contribute to other plans/ priorities – spec Active Travel, Well-Being and Area Statements.

Rev. 12.2.17 SA

Norfolk Local Access Forum

Item No. 10

Report title:	Pathmakers – Burgh Castle Project
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact	
Delivers Objective 2G of Rights of Way Improvement Plan 2007-2017 “Increase the number and promotion of easy access routes, including access for wheelchair users”	

Executive summary

Pathmakers was chosen as contractor to deliver construction of a 600 metre boardwalk at Burgh Castle near Great Yarmouth to improve access for all, particularly for those who are physically disabled. The project is being funded through a £50,000 WREN grant to Norfolk County Council. (WREN receives funding from landfill tax which it uses to award grants for community, biodiversity and heritage projects).

Burgh Castle is a Roman Fort and is owned by the Norfolk Archaeological Trust who were delighted with the plans as the new boardwalk will link with other all-access paths around the heritage-rich site.

The boardwalk forms a loop off the 93 mile long Angles Way which runs between Great Yarmouth and Thetford and is managed by Norfolk Trails.

Due to the number of statutory protections that relate to the site reflecting its importance for nature conservation as well as archaeology, a lengthy consenting process was necessary to acquire all the permissions necessary before construction work could commence. These permissions included: Scheduled Monument Consent (Historic England); Habitat Regulation Assessment; Flood Risk Assent (Environment Agency); Planning permission (Broads Authority). An archaeological ‘watching brief’ was also required. All the consents were in place by January 2017.

- The raised boardwalk will follow the line of Burgh Castle Footpath 12 along marshy ground adjacent to the river. The path affords stunning broadland views towards the Berney Arms windmill but has hitherto been impassable for those with physical disabilities or who use wheelchairs.
- The boardwalk has been designed by Norfolk Trails and will be Disability Act compliant. Timber post piles support the structure (cross-bearers, stringers and deck)
- Pathmakers has seconded experienced staff from Norfolk Trails to do the work who are managed on a day to day basis by the Senior Trails Officer
- Construction Design Method (CDM) has been followed to ensure that health and safety issues are addressed – Martin Sullivan has undergone CDM training
- In December 2016, tree and scrub clearance work commenced to prepare the route. Storage of timber was arranged with Dr Paul Swallow of Church Farm which lies to the northern end of the boardwalk. Timber was delivered there in December.
- Construction work is now well underway using a post driver attached to a small digger.
- Volunteer help will be brought in to help with route construction – such as Norwich City College apprentices
- Pathmakers intends to formally launch the boardwalk at an event to be held with

the Norfolk Archaeological Trust in June. It will be 'soft launched' (ie open for use) as soon as construction is completed which is expected to be in March. There will be an interpretative panel and leaflet to accompany the launch.

Recommendations:

That the LAF support the progress to date and the recommendation for a launch in June

1. Financial Implications

1.1. No significant financial implications

2. Issues, risks and innovation

2.1. There are no other significant issues, risks and innovations

3. Background

3.1. Pathmakers – the NLAF's charitable arm - is continuing to work to improve opportunities for safe and sustainable ways to access the countryside in Norfolk. Pathmakers can bridge the gap between the NLAF's aims for improvements to access and what is feasible (given restricted capacity in local communities and the limitations of the public sector to make improvements on the ground). For example, Pathmakers will seek to make the countryside more accessible to benefit rural communities by securing resources to make this possible.

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Norfolk Local Access Forum

Item No. 11a

Report title:	PRoW Sub-Group, 5 December 2016
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact Government legislation requires that Norfolk County Council (the appropriate authority) keep a register which contains details of deposits of statements and maps and declarations made about existing Public Rights of Way made under section 31(6) of the Highways Act 1980 and Town or Village Greens made under Section 15A of the Commons Act 2006. Norfolk County Council is responsible for updating the maps and statements which show recorded Public Rights of Way made under section 53(5) of the Wildlife and Countryside Act 1981.	

Executive summary

The subgroup discussed a number of matters affecting the rights of way network and other routes in the County, particularly

- continuing concerns with the public on line reporting system (4.3)
- maintenance and enforcement actions (4.3 and 5.1)
- a specific situation at Cley next the Sea, which would impact on the route of the England Coast Path there (10)

Recommendations:

The LAF is asked to consider

- 1 What actions might be taken to improve public satisfaction with rights of way in the County (5.2)
- 2 Support for Footpath Wardens in parishes (6.1)
- 3 Support for work to research and where appropriate submit claims to have routes recognised as rights of way before the 1 January 2026 deadline (9) - see below

1. Proposal (or options)

- 1.1. As in the executive summary above

2. Evidence

- 2.1. Minutes of meeting attached (Appendix A)

3. Financial Implications

- 3.1. There are no significant financial implications

4. Issues, risks and innovation

- 4.1. There are no other significant issues, risks and innovations arising from this Risk Management report..

5. Background

5.1. Recommendation 3 above:

1 January 2026 is a cut-off date for adding historic paths to the Definitive Map - the official record of the public rights of way in an area. When a path is on this map, it not only means there is a right to walk on it, but it is much easier to protect and maintain. Until now, there has been a particular legal process to get paths (of whatever status) added to the Definitive Map, on the basis of historical evidence and/or of public use. Legislation has, however, been passed that will bring important aspects of this process to an end by 2026 - the process relying on historical evidence is currently planned to cease after 31 December 2025. Footpaths and bridleways which existed in 1949 but which have not by then been recorded on Definitive Maps will be extinguished. The target of the measure is paths which rely on documentary evidence for proof of their existence.

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Norfolk County Council

NORFOLK LOCAL ACCESS FORUM Public Rights of Way Subgroup Minutes

Date: Monday 5 December 2016 **Time:** 2pm - 4pm

Present	
Neil Cliff (NC)	U3A
Ken Hawkins (KH) (Chair)	Norfolk Local Access Forum
Ian Mitchell (IM)	The Ramblers
Jean Stratford (JS)	Norfolk Local Access Forum
Martin Sullivan (MS)	Norfolk Local Access Forum
In attendance	
Russell Wilson (RW)	Norfolk County Council (Norfolk Trails)
Matt Worden (MW)	Maintenance Projects Manager (Highways)
Teshene Severin-Omamogho (minutes)	Norfolk County Council

Item	Description
1	Apologies for absence were received from Keith Bacon and Helen Leith It was noted that Graham Sillett had resigned from the LAF. It was also noted that Kirsty Webber-Walton was leaving NCC: she was thanked for her past work and wished well for the future. It was understood that future support for the subgroup would come from Sarah Abercrombie.
2	Terms of reference The terms of reference, as agreed by the LAF on 12 October 2016, were noted. RW proposed that they be amended by deletion of the words "from Norfolk Trails and Highways", reflecting the planned organisational changes. It was however noted that the terms could not be changed by the subgroup, but could be amended by the LAF.
3	Minutes of the meeting on 2 September 2016 The minutes were agreed as a correct record.
4	Matters arising from the minutes, not already on the agenda
4.1	4.3 <u>Big Pathwatch</u> : this was merged with item 5 below.
4.2	8.1 <u>Highways/Trails management</u> MW said that a proposal for reorganisation is taking place due to the need manage a reduction in funding from central. Consultation was still in progress on proposals include working more closely between Trails and Highways. These included reducing Highways Teams from 12 to 10, reducing the frequency of inspection of major roads and locating the PRow officers (increasing their number to 3) in the Areas (reduced from 4 to 3). He added that RoW work was not planned to change, but should become more efficient through having a PRow officer present in each Area. Consultation was about to conclude,

4.3	<p>with the intention of implementing changes from April 2017.</p> <p>8.2 <u>Online reporting system</u></p> <p>KH expressed thanks that parish boundaries were now on the interactive map, which also showed the segments of routes on the cutting programme. He asked if it was still planned to enable the uploading of photographs of problems on PRoW. He also noted that the automatic emails generated still did not include the original submission nor the path name.</p> <p>MW said this was an ongoing process. Users were asked to locate the area of problem and if registered, an initial confirmation email would be sent out to the user, giving updates as work progressed. KH asked if there would be an email to say that work had been completed, but this was not known. RW said that the aim was for Trails to migrate to the same system.</p> <p>RW said that grass cutting teams were being asked to take a photo when work is completed as evidence of the work done should there be further queries - he noted that growth had been very rapid this year, so that sometimes it was not possible to see that a cut had been done two weeks after. He added that there had been more inspections carried out on the cutting contracts this year than for the last 3 years.</p> <p>NC said that use of a path was often prevented by side growth. MW and RW noted that it was the landowner's responsibility to cut side growth and hedges; NCC was responsible only for the surface. Information was being sent to landowners via the CLA and NFU to remind them to cut their hedges. An extra £4000 had been spent by NCC on this issue.</p> <p>KH asked how best users could help to tackle these problems. MW said the provision of the landowner's name and address. He noted that this could come from the Land Registry, but at a cost of £15 per search. There was a proposal that each Area would have a free licence (as of April) but would still need to pay for each search.</p> <p>It was also noted work was constrained by the need for a Habitat Regulation Assessment, and avoiding the nesting season (February to July). Flailing was usually started in November, with other work starting from January. MS said that the problem extended to roads; MW said that road standards were different and that the overriding factor was safety; vegetation could be cut if necessary to maintain visibility.</p>
4.4	<p>8.3 <u>Walking and Cycling Strategy</u></p> <p>RW reported that NCC had been waiting for DfT to publish its Walking and Cycling Strategy, but as this had still not been announced, had now decided to publish the Norfolk Action Plan in the New Year.</p>
5	Maintenance and enforcement issues
5.1	<u>Recent developments</u>

MW said that there were no substantial recent developments, pending the reorganisation in progress, though it had been arranged that officers could now serve legal notices, rather than these going through NPLaw. He said that he had been engaged in two significant court cases, one which NCC was prosecuting and one where NCC was being prosecuted.

KH asked about progress with guidance being revised for publication on the website; MW would look into this.

NC asked about the issue concerning Pockthorpe Lane, where gates had been closed on what was now determined to be a road, in relation to the council's duty under the law to maintain the usage and opening of PRoW and highways. MW briefly outlined the history of this, noting that the Area Manager was proposing to make an order to stop up the road but retain footpath rights. KH asked whether there was a policy by which NCC determined action. MW said that each case was considered on its own merits: he noted that the public would have a right to object to the stopping up order when lodged. KH noted that MW had indicated that steps to open the route had not been taken to date, not because of legal doubts, but because the route was originally classified incorrectly and this had taken some time to unravel. The issue was now being managed by the West Area office.

5.2 Norfolk's poor position in National Highways and Transport Survey 2016

By way of background, IM presented results from The Ramblers' Big Pathwatch survey, conducted between July and December 2015, and Norfolk's standing within it. He noted that these indicated 48% of paths in Norfolk were 'well kept', compared to 56% for all England and Wales, 59% for Eastern England. The major problems were with signage and ploughing/cropping.

The results from the National Highways and Transport Survey 2016 were noted, with Norfolk being near to the bottom of the table 'Satisfaction with public rights of way' for the third year running. In the details, Norfolk is usually below what reports define as 'average' but above 'low'. MW noted that Norfolk had a static trend while other County Councils' positions are falling. He had also noted that few respondents had identified PRoW as an area not acceptable to cut, while many had seen it as acceptable to cut. In looking in more detail at the results, it was noted that out of the 903 respondents, over half (462) were over 65, with 205 over 75. In discussion, it was agreed that the sample seemed clearly unrepresentative of the population as a whole, though the impact of this was uncertain, with several possibilities being considered. MS suggested that the fact that NCC has significantly more footpaths than other areas may account for why areas of PRoW are worse than other Councils.

A question relating to these issues, which had been asked of the EDT by KH, was noted, as was the response made. This response included a statement that 'the Committee were looking to address issues around walks in the future and therefore would like to take the issue no further at the present time.' KH asked what future work was planned. MW said that this would have to be asked of the Chairman of EDT, who provided this reply.

Taking the issue of the County's standing as whole, KH asked what could the LAF do to address it? RW noted that Trails was working with NFU and

	<p>CLA to reinforce the landowners' responsibilities on maintenance. RW said that NCC was looking at how to target resources to areas of the county where there are specific issues regarding usage, health, development etc. It was agreed that this concern should be raised with the LAF to consider how it might be addressed.</p>
6	<p>Partnership and Community Working</p>
6.1	<p><u>Encouragement for Footpath Wardens</u></p> <p>KH referred to sections 34, 37, 41 and 48 of the report from the Parish Paths Seminar in June 2016, where responses had proposed LAF consider support for Footpath Wardens in parishes. NC said that Bedfordshire had had an effective working relationship (Parish Paths Partnership) between parishes and the county, using volunteers, and wondered if this could be replicated in Norfolk. MW noted this had also been funded in Norfolk but not continued when external funding ended; he also noted that Bedfordshire had more staff but a lower mileage of footpaths than Norfolk – it would need many more staff to achieve the same ratio. RW noted that the Trails team has volunteers reporting regularly on routes, which raises volunteering quotas; he also referred to the information on the Trails website and in the Volunteers' Newsletter. He was planning a newsletter to be circulated to all parishes. JS suggested flagging areas where there aren't active parishes. KH wondered whether there was merit in trying to link this to the work of CPRE, though RW thought it best to keep it simple through a single organisation. It was agreed to ask LAF to endorse and support this plan.</p>
6.2	<p><u>Pathmakers' involvement</u></p> <p>KH noted that Pathmakers had been proposed as possible support for Footpath Wardens. MS noted it was early days, though referred to two current plans - a boardwalk to Bure Castle and another initial idea and proposal for a boardwalk at Horsey looking to minimise recreational impacts on the dune system</p>
6.3	<p><u>The Ramblers' cutting programme</u></p> <p>NC noted that The Ramblers had committed funding to repairing a boardwalk at Blickling, which was held up because of problems with a bridge which provided access. RW said he was aware of the issue which had been referred to the bridges team; he was waiting to hear back on maintenance. MW noted that access to PRoW for maintenance needs to be only by PRoW, not privately owned land: a problem had recently arisen where The Ramblers had crossed private land, to the objection of the landowner.</p> <p>RW proposed that The Ramblers be invited to the initial meeting held between NCC and contractors when planning cutting programmes. In welcoming this invitation, IM also noted that where NCC was limited to a single cut, The Ramblers could plan an earlier cut.</p>
7	<p>NAIP (Norfolk Access Improvement Plan)</p> <p>No proposals were made at the meeting regarding the NAIP. MS noted that the last meeting of the NAIP subgroup had been cancelled, and needed to be rescheduled. RW also noted that Kirsty had been responsible for NAIP work, which would need to be reallocated, and proposed a meeting in the New Year.</p>

8	Reports from NCC Officers Updating information sent out to the subgroup by RW was noted.
9	2026 issues KH wondered what support LAF could give regarding 2026 actions. He asked how LAF could support people making claims, and whether there was merit in linking with the Definitive Map Team to ensure optimal liaison. JS said that there was a need to establish the bigger picture so as not to waste resources: more communications between other resources. MS said that he thought DMMOs should not be submitted for changing the status of Unclassified County Roads. NC said there should be a progressive approach. It was agreed to refer this to LAF for consideration.
10	Any other business NC commented on the undesirable situation at Cley where walkers are obliged to use the main road through the village, which has no footway. MW said that NCC has established its position on this with the Environment Agency: EA had agreed to take action so that the path was useable, but their funds had then been re-directed. NCC was proposing no further action until EA addressed this, as it was considered that removal of sea defences (necessary to remove the obstruction from the path) would not be in the public interest. RW was looking to replace signposting in the area. He had met with Sophie Fallon of EA and discussed the issue, and the Glaven outfall. This work may be carried out in 2017/2018 depending on funding There was general agreement that this situation was not ideal.
11	Dates of meetings 2017 Meeting dates were proposed as 27 March, 12 June and 18 September 2017.

Norfolk Local Access Forum

Item No. 11b

Report title:	Permissive Paths Sub-Group
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact To support Norfolk Rights of Way Improvement Plan Objective 2: Aim 2d “Provide a more joined up and usable network” as the DEFRA Countryside Stewardship Schemes are coming to an end.	

Executive summary

Since the last meeting of the Norfolk LAF, the Permissive Paths Sub-group have met on a number of occasions with Norfolk FWAG and have agreed a letter and FWAG leaflet to be sent to all Stewardship Scheme Landowners, whose schemes have either expired or will soon expire. If a Landowner is interested in providing permissive access into the future, they would liaise with FWAG and design a suitable scheme. The funding for this could come from a number of sources including Parish Councils, local grants or the Landowners themselves. It is hoped that by doing this, we will be able to retain some of the permissive access that will otherwise be lost as Stewardship Schemes expire. The first batch of letters and leaflets (see Appendix A) will have gone out by the time the LAF meets.

Recommendations:

To note that letters have been circulated to landowners with the attached leaflet Appendix A

1. Proposal (or options)

1.1. As in executive summary above

2. Evidence

2.1. As in executive summary above

3. Financial Implications

3.1. No significant financial implications

4. Issues, risks and innovation

4.1. There are no other significant issues, risks and innovations

5. Background

5.1. As in executive summary above

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LOCAL ACCESS AGREEMENTS

Permissive walking and riding routes in the countryside for your community.

WHAT IS THE PROBLEM?

Over the past 10 years, many communities in Norfolk have benefited from permissive access routes where paths have been made available for walking and riding around the edges of arable fields. These paths were provided by the farmer, with support from a scheme called Environmental Stewardship.

This scheme has now come to an end, and its replacement does not have an element which encourages farmers to provide permissive access. This means that many of these routes will now be closed, and the land ploughed up. This can come as a shock to local communities who have grown accustomed to walking dogs and quiet enjoyment of the countryside using this path network.

Don't we have a right to walk here?

These routes were never shown on the definitive map as rights of way. Access to the land was formally permitted for a specific period under the Environmental Stewardship scheme with the agreement of the farmer and landowner. There was never any right of way established by the agreement. The farmer received some financial support to help offset the cost of not growing a crop on the land under the route. It may only seem like a small amount of land, but with some of these routes totalling many miles, the cumulative land lost to agricultural, and the cost to the farm business, can be considerable.

Why can't the farmer just keep the route open?

Farmers have three main concerns over permissive access.

1. The "profit foregone" cost of the land taken out of production.

2. That unmanaged access could lead to a claim being made to establish a statutory right of way.

3. Concerns about safety, litter and dogs if public access is not properly managed.

By entering into an agreement under the Environmental Stewardship Scheme, the farmer was protected to a certain extent from these issues.

Is there anything that can be done to keep these routes open?

Norfolk FWAG and Norfolk Local Access Forum working with the solicitors firm Birketts, have created a package which may help retain existing routes or provide new ones. To start the process contact your local Parish Council and draw their attention to this leaflet. Alternatively contact Norfolk FWAG or the Norfolk Local Access Forum (NLAF). Contact details on reverse.

In association with



LOCAL ACCESS IN NORFOLK AGREEMENT (LAN AGREEMENT)

What is a LAN Agreement?

A LAN agreement uses money from local development to help support the farmer in keeping access open (or to create new access if none currently exists). The agreement will be between a Parish Council or the Local Access Forum and a landowner. Norfolk FWAG will map the route, and advise the farmer on how the access will fit with his existing agri-environment obligations. Birketts will draw up the agreement itself.



ANSWERS FOR MEMBERS OF THE PUBLIC

Our footpaths or bridleways have been taken away, what do we do?

The first thing is to establish which Parish Council is responsible for the area. Write a polite and measured letter to the Council, explaining how much you value the local access provision and include a copy of this leaflet. Ask the Council if they have any funds available under CIL or similar, which could help reinstate the access.

This is an emotive issue but being rude will be counter-productive. Parish Councillors are mostly volunteers who give up their time to help the local community, and the farmer is just trying to run a business.

ANSWERS FOR PARISH COUNCILS

Where does the money come from?

Some Parish Councils may be in receipt of funds from development in their local area called Community Infrastructure Levy (CIL). As the name suggests this money is supposed to be spent on creating infrastructure such as schools and roads, but it can be used on green infrastructure such as footpaths. There is also a funding source called a Section 106 agreement, which is tied directly to housing and other developments taking place in your parish. Norfolk FWAG and the NLAFF are trying to explore ways of using these funds to help solve the problem of loss of permissive access in Norfolk.

How much is this likely to cost?

The precise amount will vary from case to case. Through this new initiative it may be possible to make a payment to the farmer to acknowledge the costs he incurs in maintaining the permissive access route.

Why should we spend money on this?

Local permissive access on arable land has been hugely successful over the past 10 years. It is likely that Parish Councils are unaware of how many people are using local routes, since no formal monitoring has taken place. Where landowners have recorded this information it is surprising how many people use these routes, some on a daily basis.

Parish Councils have powers to act for the benefit of the community by tackling and promoting awareness of environmental issues. As local authorities, since 2013, they have also been encouraged to contribute to the public health agenda and take action to reduce health inequalities. One of the key public health outcomes the government would like to see is for people to be more active. Permissive access in rural areas has a major role to play in achieving this outcome.



ANSWERS FOR LANDOWNERS

How does this work with existing agri-environment schemes such as Countryside Stewardship?

The new Countryside Stewardship scheme does not include payment for access. Provision of access under a LAN Agreement needs to be completely separate and additional to your obligations under existing agri-environment agreements. For example, if you have a 6m margin which you are currently being paid for under HLS, ELS or Countryside Stewardship, you will need to provide an additional 2m or 3m strip for people to walk and ride on. Driving over existing agri-environment margins will expose you to the risk of a fine for breach of the conditions of your agreement.

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Norfolk Local Access Forum

Item No. 12

Report title:	National LAF Meeting 2017
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact The Norfolk Rights of Way Improvement Plan identified Access For All and Reducing Barriers to Participation as a key objective. It will be an important element of the 10 year Review of the ROWIP taking place this year.	

Executive summary

Natural England have invited the LAF to an annual conference at Carr's Lane Church, Birmingham on the 21st March 2017.

This is a single, national event and they would like to theme the conference around providing equality in access provision for everyone, reducing barriers to participation and looking for innovative ways to ensure access improvements for all.

The conference will be a series of talks and workshops based around the Outdoors for All theme – how to identify issues and opportunities and how to deliver benefits. They expect to have an update from Defra re: the progress of the Deregulation Act and their 25 Year Plan; a keynote talk on outdoors and possibly an item on ROWIPs/ROWIP reviews and how they can deliver benefits for all.

Martin Sullivan has said he is able to attend and we are able to nominate one other person to go with him. They are inviting suggestions for workshops and offers to lead workshops.

Recommendations:

For LAF Members to consider Appendix A about the event and confirm appropriate representation.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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Local Access Forum conference 21st March 2017 Carr's Lane Church - Birmingham consultation

Natural England is looking to host another Local Access Forum (LAF) national conference in March 21st in Birmingham. We appreciate that this is short notice but hope that you can still attend and that it will be a rewarding event.

Outdoors for all: We would like to theme the conference around providing equality in access provision for everyone, reducing barriers to participation and looking for innovative ways to ensure access improvements for all; from infrastructure changes to improving peoples' experiences.

To help with planning the conference please provide feedback to this short survey.

See the [privacy notice](#) to find out how your information will be used.

1. About you

You and your role

- Your name:
- Name of your LAF:
- Your role in that LAF:

2. About the conference

Do you have a representative from your LAF who would be interested in attending the conference?

- Yes/No

3. Conference topics

The conference will be a series of talks and workshops based around the Outdoors for All theme – how to identify issues and opportunities and how to deliver benefits. We expect to have an **update from Defra** re: the progress of the Deregulation Act and their 25 Year Plan. a **keynote talk** on outdoors and possibly an item on **ROWIPs/ROWIP reviews** and how they can deliver benefits for all.

Please let us know what other topics and workshops you would like to see or can facilitate.

What other topics should be included?

- 1st choice topic:
- 2nd choice topic:

- 3rd choice topic:

Do you know any possible speakers or workshop leads?

- 1:
- 2:
- 3:

Would you or a member of your LAF be willing to give a talk or run a workshop?

- Yes/No

If yes, please let us know:

- their name and contact details:
- what topic they would cover:

NB: We may need to charge a small attendance fee of £5/10 to help cover costs

Any final ideas and suggestions regarding the national LAF conference?

Thank you

Norfolk Local Access Forum

Item No. 13

Report title:	Widening access to public paths
Date of meeting:	1 March 2017
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact Norfolk's Rights of Way Improvement Plan 2007-17 Strategic Review states "there is a clear priority for developing a multi-user network so that a variety of people may enjoy it simultaneously to be able to enjoy a much greater proportion of it than they presently do" This paper supports 4 out of the 8 key strategic objectives set out in the document's Executive summary	

Executive summary

At the October 2016 meeting the Forum agreed to encourage a dialogue with British Cycling and Cycling UK to explore whether Norfolk might pilot a location for trials and to research properly the likely effects of enhanced off-road cycle access. Since then I have reported the potential interest from Norfolk to Cycling UK and British Cycling. The February / March Cycling UK magazine contains a major feature about the reasons for the campaign to revise legislation in England and Wales to give off-road cyclists better access. This follows the decision in Scotland in 2003 to do just that. The article reports the results of a large survey in which 74% of respondents said the restrictions in the rights of way network was simply not suitable for modern day cycling. It also articulates the economic, health and tourism benefits as well as the analysis of reactions and experiences of shared use in Scotland which have been overwhelmingly positive. It reminds us that change does not occur without pressure and a head of steam. It wasn't until 1968 that access to bridleways was secured for cyclists and it was campaigning by the Ramblers over many years along with negotiations with landowners and stakeholders which paved the way for the Countryside and Rights of Way Act 2000 which gave ramblers their right to roam. Now it's cycling's time for responsible open access! Cycling UK's lead officer Roger Geffen has recently appeared before the parliamentary EFRA committee. The campaign continues and Local Access Forums have been encouraged to keep informed and involved.

Recommendations:

To note update of British Cycling campaign

1. Proposal (or options)

1.1. See executive summary above

2. Evidence

2.1. See Appendix A attached

3. Financial Implications

3.1. There are no significant financial implications

4. Issues, risks and innovation

4.1. There are no other significant issues, risks and innovations

5. Background

5.1. See Appendix A attached

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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Norfolk Local Access Forum

Item No.

Report title:	Widening access to public paths
Date of meeting:	12 October 2016
Responsible Chief Officer:	Tracy Jessop, Assistant Director, Highways and Transport
Strategic impact Norfolk's Rights of Way Improvement Plan 2007-17 Strategic Review states "there is a clear priority for developing a multi-user network so that a variety of people may enjoy it simultaneously to be able to enjoy a much greater proportion of it than they presently do" This paper supports 4 out of the 8 key strategic objectives set out in the document's Executive summary	

Executive summary

British cycling and Cycling UK (formerly the CTC) alongside a host of outdoor recreation organisations including Scottish Cycling, Welsh Cycling, the Sport and Recreation Alliance, Welsh Sports Association, the British Mountaineering Council, the British Horse Society, and the Bicycle Association have launched a national campaign calling for people on bikes to have responsible access to more public paths in the England and Wales countryside

This follows the success of the Scottish Land Reform Act, brought in 2003, which has proved that responsible access by people on bikes across Scotland is sustainable, manageable and highly beneficial to tourism, peoples' health and the economy.

Last year, the Welsh government launched a consultation on improving opportunities to access the outdoors for responsible recreation.

The campaign is now building support in England for what is being heralded as an "unmissable opportunity to shape the future of countryside access and recreation provision, with all the benefits that carries for health, wellbeing and the rural economy". Norfolk is a largely arable county and consequently has one of the lowest lengths of public footpaths per hectare in the country

The attached documents from British Cycling and Cycling UK are summaries of the case being made to national and local government. *(copies from Seamus Elliott on request)*

Recommendations:

- ~~1. The Forum should record its support for the national campaign – **not agreed**~~
2. The Forum should encourage a dialogue with British Cycling and Cycling UK to explore whether Norfolk might pilot a location for trials and to research properly the likely effects of enhanced off-road cycle access. **agreed**

1. Proposal (or options)

1.1.

2. Evidence

2.1.

3. Financial Implications

3.1.

4. Issues, risks and innovation

4.1.

5. Background

5.1.

Officer Contact

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