



NORFOLK LOCAL ACCESS FORUM

Date: **Wednesday 20 April 2016**

Time: **10:30am**

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

Membership:

Stephen Agnew
Chris Allhusen (Vice-Chairman)
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
Fiona Prevett
Paul Rudkin
George Saunders
Graham Sillett
Jean Stratford
Martin Sullivan (Chairman)

**For further details and general enquiries about this Agenda
please contact Nicola LeDain, Committee Officer:
on 01603 223053
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 20th January 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 15 April 2016**. Please submit your question(s) to the person named on the front of this agenda.

7. National Trail Partnership

(Page 9)

Report by Hilary Cox

8. Update on Coastal Access

(Page 10)

Presentation by Jonathan Clarke (Natural England)

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| 9. Delivery of Coastal Access | (Page 11) |
| Report By Russell Wilson, Senior Trails Officer (Infrastructure) | |
| 10. Joint Local Access Forum | (Page 12) |
| Report By Russell Wilson, Senior Trails Officer (Infrastructure) | |
| 11. Parish Conference | (Page 14) |
| Report by Ken Hawkins | |
| 12. Sub-Groups | (Page 15) |
| Discussion led by Kirsty Webber-Walton, Trails Officer (Development) | |
| 13. Walking and Cycling Strategy Consultation | (Page 20) |
| Report by Hilary Cox | |
| 14. Permissive Access | (Page 21) |
| Discussion led by Russell Wilson, Senior Trails Officer (Infrastructure) | |
| 15. Boudicca Way – Audit Success | (Page 55) |
| Presentation by George Saunders | |
| 16. Access Enforcement Approach and Landowner Obligations | (Page 58) |
| Report by Chris Allhusen | |
| 17. Pathmakers (Charitable Incorporated Organisation) Final Branding | (Page 60) |
| Presentation by Martin Sullivan and Seamus Elliott | |
| 18. Whitwell Station Proposals | (Page 75) |
| Discussion led by Russell Wilson, Senior Trails Officer (Infrastructure) | |

Date Agenda Published: 8 April 2016

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



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Norfolk County Council

NORFOLK LOCAL ACCESS FORUM

Minutes of the Meeting held on 20 January 2016
at 10.30am at County Hall, Norwich

Present:

Chris Allhusen
Tim Bennett
Seamus Elliott
Ross Haddow
David Hissey
Stephanie Howard
Kate MacKenzie
Ann Melhuish
Ian Monson
Fiona Prevatt
Don Saunders
George Saunders
Martin Sullivan
Ray Walpole
Hilary Cox

Representing:

Land Owners / Managers
Countryside and Leisure Users
Wider Interests
Land Owners / Managers
Wider Interests
Countryside and Leisure Users
Other Interests
Wider Interests
Norfolk County Council
Other Interests
Countryside and Leisure Users
Other Interests
Countryside and Leisure Users
Countryside and Leisure Users
Norfolk County Council

Officers Present:

Andrew Hutcheson	Countryside Manager (Trails and Projects)
John Jones	Countryside and Coastal Manager
Kirsty Webber-Walton	Trails Officer (Development)
Russell Wilson	Senior Trails Officer (Infrastructure)
Nicola LeDain	Committee Officer

1. Apologies

- 1.1 Apologies were received and accepted from Stephen Agnew and Julie Brociek-Coulton.

2. Election of Chairman

- 2.1 Martin Sullivan was duly elected for the ensuing year.

3. Election of vice-Chairman

- 3.1 Chris Allhusen was duly elected for the ensuing year.

4. Minutes

- 4.1 The minutes of the meeting held on 14th October 2015 were agreed and signed as an accurate record, subject to an amendment to list Tim Bennett as present.

5. Declarations of Interest

- 5.1 There were no interests declared.

6. Items of Urgent Business

- 6.1 The Chairman agreed to accept two items of urgent business due to the time sensitivity of the items;
- 6.1a The Forum were informed of a planning application which had been put into Broadland District Council by Whitwell Preservation Trust to lay a track and run a train for approximately 500 metres on Marriott's Way. Norfolk County Council were in discussion with the Trust to ensure that access was still maintained along that piece of the route for walkers, cyclists etc. It was clarified that the route would only be running at specific times of the week, and as NCC would own the piece of track they would be able to stipulate to the Trust the opening times. Marriott's Way was wide enough for the track and there would be a fence to separate the train and the path.
- 6.2b The Forum were asked if they would consider hosting an event for parishes. There was the potential to host a parish conference day to help parishes and communities with the upkeep of public spaces. There had already been interest from parishes who would be keen to attend such an event. The NLAF **AGREED** to host a conference day for parishes.

7. Public Question Time

- 7.1 There were no public questions.

8. Recruitment of Norfolk Local Access Forum (NLAF) Members

- 8.1 The Forum received the annexed report (8) which informed them that the LAF was recruiting to readdress the balance of interests represented since the end of last terms for members.
- 8.2 Applications were currently being received for the vacancies on the NLAF with a deadline of 12th February 2016. It was important that all categories were balanced with the possibility of adding a different perspective into the Forum such as tourism, fundraising and public health.
- 8.3 The new members would be present at the next meeting.

9. Improving Countryside Access Together in Norfolk (ICAT)

- 9.1 The Forum received the annexed report (9) which provided information on ICAT Norfolk. It would be undertaking access improvement projects that benefit community health and wellbeing and the environment in terms of understanding and preservation. Funding would be sought from streams that were not accessible to Norfolk County Council.
- 9.2 The Forum heard more information regarding the set up for ICAT. An action plan had been created to develop a visual identity and marketing plan for the charity

aswell as quotes for payroll being sought and solicitor's involvement to set up the legal framework of the charity.

- 9.3 Although Norfolk County Council had been required to pay a start-up contribution of £5k as required by the Charity Commission, the intention of the Charity was that it became self-reliant.
- 9.4 The Forum were reassured that the priorities of the ICAT were the same priorities of the LAF as identified in the Countryside Access Plan.
- 9.5 The NLAF **RESOLVED** to agree the set-up of the legal framework and the brand image subject to the Trustees agreement that it is value for money.

10. Permissive Paths Agreement

- 10.1 The Forum received the annexed report (10) which updated the Forum that the forward approach to permissive access needed to be clarified so that landowners and the Local Authority agreed on responsibilities that were mutually beneficial.
- 10.2 It was noted if legal advice needed to be sought for this topic, then a budget provision would need to be made.
- 10.3 It was important to act quickly to prevent losing some valuable paths.
- 10.4 The Forum felt that Natural England should be leading the way on this topic to help authorities take some action.
- 10.5 After some discussion about trying to solve a legal problem in isolation amongst many other authorities who were battling the same issues, it was **AGREED** that a conversation should be held with Liz Truss, Secretary of State for Environment, Food and Rural Affairs.

11. Joint LAF Sub-committee

- 11.1 The Forum received the annexed report (11) which asked if the Forum would agree to host another joint local access forum with the Broads and Suffolk County Council following the success of the similar forum last year.
- 11.2 It was important to continue the partnership working and to engage in more if possible. There could be a possibility of joining with Cambridgeshire and Lincolnshire in the future.
- 11.3 The Forum **RESOLVED** to agree to host another joint Local Access Forum meeting with the Broads Authority and Suffolk County Council.

12. Countryside Access Improvement Plan

- 12.1 The Forum received the annexed report (12) which updated the Forum on the action plan for completing the CAIP and the relationship with the PRow group.
- 12.2. The Forum heard that the PRow plan would be incorporated into the Countryside Access Improvement Plan, and that extra funding was being actively sourced for various future projects.

12.3 It was **AGREED** that the Trails Development Officer would refresh the annexed report for circulation with the papers for the April LAF meeting.

13. Walking and Cycling Strategy Consultation

13.1 The Forum received the annexed report (13) which informed the Forum that a public consultation was being undertaken in March regarding the content of the Walking and Cycling Strategy and Action Plan with a view to publishing in Spring. The NLAF was being consulted amongst other stakeholders.

13.2 It was **AGREED** that the Trails Development Officer would circulate the link to the consultation to LAF members.

13.2 The Forum **NOTED** the report.

14. Explore More Coast

14.1 The Forum received the annexed report (14) which updated the Forum on the progress made on the delivery of the Explore More Coast project.

14.2 The Forum **NOTED** the report.

15. Regional Access Forum (15 December 2015)

15.1 The Forum received the annexed report (15) on the Regional Access Forum which had been attended by members of the NLAF and which highlighted the main issues.

15.2 The Forum **NOTED** the report.

16. Future Meeting Dates

16.1 The future meeting dates are as follows:

Date	Time	Venue
20 April 2016	10:30am	Edwards Room, County Hall
6 July 2016	10:30am	Edwards Room, County Hall
12 October 2016	10:30am	Edwards Room, County Hall

The meeting closed at 12.40pm.

CHAIRMAN



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Norfolk Local Access Forum

Item No. 7.

Report title:	National Trail Partnership
Date of meeting:	20 April 2016
Responsible Chief Officer:	Russell Wilson (Item led by Hilary Cox)
Strategic impact	
Management of the National Trail and its corridor to the highest possible standard with a view to improving and managing all trails to the same standard.	

Executive summary

There are 15 National Trails in England and Wales, totalling over 2,200 miles and Natural England is currently leading work to establish a new National Trail around the entire coast of England.

The National Trails provide some of the nation's highest quality walking and riding experiences and all of the routes are signposted and promotes with the acorn symbol.

The National Trails are managed locally but within a framework of guidance and support by Natural England.

Our vision for National Trails is that they are a family of the highest quality recreational routes connecting our finest landscapes for extensive off road journeys.

The National Trail steering group comprises LAF members, officers and NCC Members. Cllr Hilary Cox (also Norfolk's Cycling and Walking Champion) Chairs the group.

A verbal update report on the progress of the group's work will be provided at the LAF meeting.

Recommendations: The LAF notes the update report.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

Officer Name: Russell Wilson **Tel No:** 01603 223383

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Norfolk Local Access Forum

Item No. 8.

Report title:	Update on Coastal Access
Date of meeting:	20 April 2016
Responsible Chief Officer:	Jonathan Clarke (Natural England)
Strategic impact	
Report on progress to develop the England Coast Path and work towards completion of the entire route in Norfolk.	

Executive summary

1. **Hopton to Sea Palling** - Work has started by NCC on the route improvements needed prior to the path being opened in October 2016.
2. **Weybourne to Hunstanton** – the report is being finalised in which the route is proposed. Public consultation is planned to start in a couple of months. A copy of the report will be sent to the LAF Chair.
3. **Hunstanton to Sutton Bridge** - work is continuing. Route options are being considered along with discussions with landowners and other parties. Plan for public consultation in spring 2017.

Recommendations: Support and involvement by the LAF.

Officer Contact

If you have any questions about matters contained 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. 9.

Report title:	Delivery of Coastal Access
Date of meeting:	20 April 2016
Responsible Chief Officer:	Russell Wilson
Strategic impact NCC is responsible for making the England Coast Path available and accessible on the ground in agreement with Natural England and relevant landowners etc. This will also happen in liaison with local communities.	

Executive summary

An overview of how coastal access will be delivered will be given by the Senior Trails Officer for Infrastructure. This will be based on the report provided by Jonathan Clarke from Natural England.

Recommendations: The LAF provide advice as required through the development process.

Officer Contact

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Norfolk Local Access Forum

Item No. 10.

Report title:	Joint LAF Sub-Committee
Date of meeting:	20 April 2016
Responsible Chief Officer:	Russell Wilson
Strategic impact	
Better partnership working across authorities and adopting good practice.	

Executive summary

Recommendations:

Norfolk Local Access Forum agree the format of the next joint access forum with the Broads Authority and Suffolk County Council.

1. Proposal (or options)

Following the success of the joint access forum last year this report seeks to gain agreement from the Norfolk Local Access Forum about hosting another joint local access forum. This time the joint access forum could focus on issues that will be shared between the three local access forums during the next 12 months.

The agenda is likely to focus on the Broads Landscape Partnership Bid, Coastal Access and the Deep History Coast project all of which are going to be of interest to each local access forum. Following feedback from the last joint access forum the agenda has been reduced to allow for more time for members of each local access forum to allow for more networking time.

Rather than have all members of all local access forum be invited the proposal is to ask for 3 members from each local access forum to attend and be supported by officers from each Authority. In this way members can report back to their respective local access forum on discussions. The proposal is to have an annual joint access forum to share best practise across the forums and to be able to create better working links between local access forum members on shared issues and opportunities.

It is proposed to hold the meeting during the spring at an agreeable date which will be agreed between both officers and members.

Officer Contact

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Norfolk Local Access Forum

Item No. 11.

Report title:	Parish Conference
Date of meeting:	20 April 2016
Responsible Chief Officer:	Kirsty Webber-Walton (Item led by Ken Hawkins)
Strategic impact	
Better partnership working with communities to deliver optimum access opportunities on the ground.	

Executive summary

- A workshop is planned for the summer exploring the benefits of bringing together county, town and parish councils with regards to local access improvements – working parties in communities.
- Original thoughts were to share experience, promote role and value of footpath wardens, developing walkers and welcome initiative and dealing with blocked paths.
- 25+ parishes already keen to participate and attend the workshop.
- LAF lead/host with support from NCC.
- Links with Norfolk Association for Local Councils (NALC) who have countywide contact with parishes and can circulate communications
- Pre-meeting 12th April.
- Aim for conference to be held in June.

Recommendations: For information and discussion.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Norfolk Local Access Forum

Item No. 12.

Report title:	NLAF Sub-groups
Date of meeting:	20 April 2016
Responsible Chief Officer:	Kirsty Webber-Walton
Strategic impact In order to proactively take their work forward, the NLAF needs to work on specific areas outside of the formal LAF meetings. This provokes the need for “working groups” or “sub-groups”.	

Executive summary

At January’s LAF meeting, the role of two of the LAF’s sub-groups (Countryside Access Improvement Plan working group and the Public Rights of Way (PRoW) user group) was discussed. However, further clarification was requested as to how these feed in to and out of the LAF and how they relate to each other.

Please refer to the attached paper for clarification.

Recommendations: Membership of the sub-groups is agreed by the LAF in order to take work forward.

Officer Contact

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

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Developing a multi-user network: roles and responsibilities of sub-groups

This paper sets out the envisaged roles and responsibilities for both the Countryside Access Improvement Plan (CAIP) working group and the Public Rights of Way (PRoW) User Group (name to be determined by the Norfolk Local Access Forum (NLAF)).

Context

The existing Norfolk Rights of Way Improvement Plan 2007-2017 sets out the future aspirations for improving our network of local rights of way. The plan provides an assessment of the needs of the county's residents and visitors and of Norfolk's existing rights of way network.

The Countryside and Rights of Way (CROW) Act (2000) requires Highway Authorities to make a new assessment of specified matters in their Rights of Way Improvement Plans and to review these, deciding whether they should be amended, not more than 10 years from the date of publication.

In 2015 we completed the review exercise of our current plan in order to prepare a new **Countryside Access Improvement Plan (CAIP)** effective post 2017. This review refreshes the aims and objectives and includes an initial set of smart deliverables which will inform the new CAIP. The CAIP working group helped steer this work and provided strategic advice on the development of the Review.

Aims of the review

- Update the strategic context for countryside access.
- Present a refreshed set of aims and objectives.
- Identify the development needs not covered by the current Rights of Way Improvement Plan.
- Discuss our priority themes including areas of development opportunity and recommendations for action.
- Identify longer term aspirational goals.

The deliverables are divided into 'achievable' i.e. those that we know we can deliver in the short and medium term and 'aspirational' for the longer term.

There are actions attached to our aspirational objectives that demonstrate how we intend to make these achievable. For example identifying and successfully obtaining external (national or European) funding for projects or getting involved in other EU projects. We will be working closely with our projects team/EU project team and other internal partners to meet these objectives.

The evolutionary nature of the action plan means that it can be monitored and amended as necessary.

We are now embarking on the next stage; development of the 'strategic review' in to a comprehensive plan (CAIP) which will include **wider public consultation** to assess user needs and in addition, details of **current provision on the network** i.e. the results of infrastructure audits.

On-going review of the CAIP Action Plan

- **Communities will be consulted** on the development of the CAIP and for projects/works intended to be delivered as identified in the action plan.
- **Trails and Highways will monitor the action plan and deliver works/projects on a day-to-day basis**; providing regular updates and recommendations to the CAIP working group, PRow user group, the LAF and the new CIO Improving Countryside Access Together in Norfolk (ICAT).
- **The CAIP working group will steer the development of the CAIP** from a strategic perspective and undertake an official annual review which will be submitted to the LAF for approval.
- **The Local Access Forum as a whole** will consider, comment on and **ultimately approve** the annual review of the CAIP action plan.
- **The "PRow" User Group will feed in to this work at all levels**, ensuring that certain aspects of access development are being considered in the forward plan.

Developing the network for all users

We are looking at those factors that affect people's ability to access the countryside and to enjoy an optimum experience when they do so; whether they are relating to individuals, families and lifestyles or whether they relate to where people live and the opportunities they have to access and engage in activity on the network.

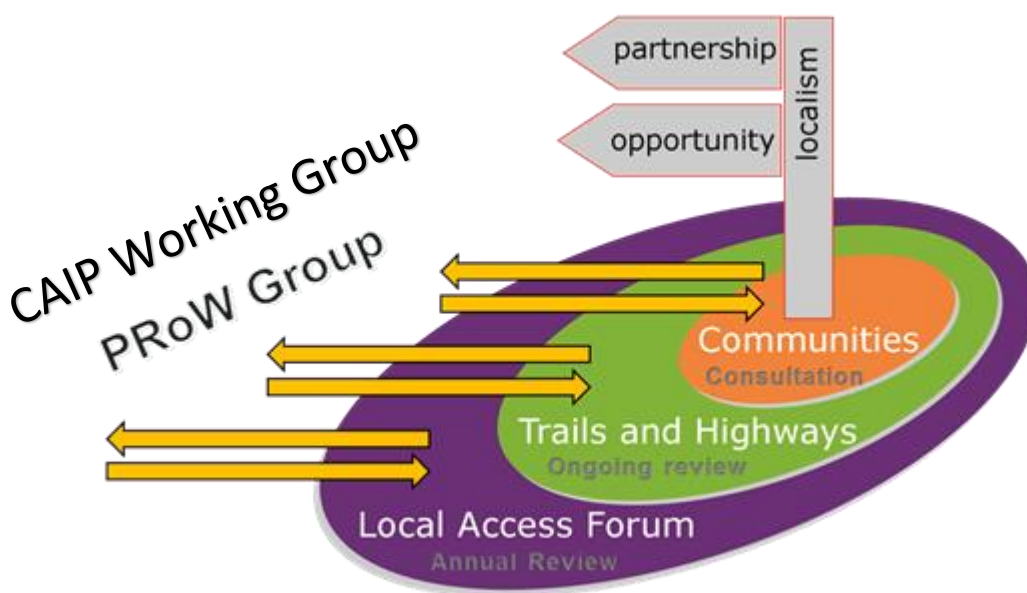
Horse riders, cyclists, wheelchair users and drivers of mechanically propelled vehicles (MPVs) have been addressed specifically in the Strategic Review because they have different needs as a result of their equipment, animals and/or their physical/sensory capabilities.

There is a **very clear priority for developing a "multi-user" network** so that a variety of people may enjoy it simultaneously or be able to enjoy a much greater proportion of it than they presently do so.

Background to the PRow User group

- This group emerged following a request from the Ramblers (in the first instance), CPRE, U3A and Open Spaces Society to understand clearly how the County Council is operating management of the public access network and to explore how we can work **better in partnership**; for us all to help achieve the overall ambition to **improve countryside access**.
- 4 workshops have been held to date (the most recent on 8th January 2016) with a fifth and potentially final workshop in this guise on Friday 8th April 2016.

- The group, which so far comprises representation from walking-related campaigning organisations, was invited in to participate in some proactive forward-thinking workshops with Norfolk County Council's Trails, Highways and Transport teams.
- The workshops have allowed a much better dialogue between parties and are facilitating a positive move forwards in terms of improving access at a time of limited resources. Issues on both sides are more clearly understood by all involved.
- The forward plan was presented at April's LAF meeting by Tracy Jessop (Assistant Director for Highways and Transport), Ken Hawkins (The Ramblers) and Katy Jones (CPRE Norfolk Branch Manager).
- There is an obvious need to widen the "PRoW user group" to other, equally important interests because this group can act as a vital "feeder" group to the LAF; transferring information from communities in to the LAF and similarly, cascading LAF actions out to communities.
- The diagram presented at January's LAF meeting illustrates this concept.



To clarify the roles and responsibilities of the different groups:

- The CAIP working group is specifically set up to steer the production of the Countryside Access Improvement Plan (2017 onwards).
- The PRoW user group will often be looking at specific access-related issues that need to be addressed whereas the CAIP working group needs to manage the development of the CAIP and its associated action plan.
- Communication between the PRoW user group and the CAIP working group will be absolutely vital.

- Actions identified by the initial PRoW user group such as offering a parish conference to encourage communities to get involved in local network management have already been fed in to the CAIP Action Plan.
- The CAIP working group, in combination with NCC officers, is responsible for monitoring the CAIP Action Plan closely and submitting this to LAF for annual review.
- The PRoW User Group will feed in to this process.
- The Trails Development Officer in partnership with colleagues will ensure the link-up between the PRoW user group and the CAIP working group.
- Meetings of both groups will be co-ordinated with the pre-LAF and main LAF meetings.
- The CAIP working group comprises specifically LAF members to steer the work from a strategic perspective. It would be useful to have a “network user” who is also a LAF member to sit on both groups; ideally the Chair of the LAF will Chair both the PRoW user group and the CAIP working group.
- In the diagram above, both sub-groups comes under “Local Access Forum”.
- Both groups have a two-way dialogue with each sphere of the diagram.
- **The fingerpost represents the way forward; working in partnership to identify opportunities while keeping our communities at heart.**

Other possibilities for sub-groups

- All-ability access

Norfolk Local Access Forum

Item No. 13.

Report title:	Walking and Cycling Strategy Consultation
Date of meeting:	20 April 2016
Responsible Chief Officer:	Andrew Hutcheson (Item led by Hilary Cox)
Strategic impact	

Executive summary

The Draft Norfolk Cycling & Walking Action Plan is currently out to public consultation. We are seeking a specific view from the Norfolk LAF. Our intention is to publish a final Cycling & Walking Action Plan in accordance with recently published advice from the Department for Transport in the summer.

Recommendations: Norfolk LAF write a letter supporting the Plan.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Norfolk Local Access Forum

Item No. 14.

Report title:	Permissive Access
Date of meeting:	20 April 2016
Responsible Chief Officer:	Russell Wilson
Strategic impact Maintaining an accessible network partly depends on the availability of permissive routes. Many of these routes were provided by landowners receiving grants from Natural England's Higher Level Stewardship scheme. However, funding for permissive access will be gradually withdrawn over the next few years; fully by 2020. Some landowners may not continue to provide permissive access if they are not being funded for it. The public benefit of such routes in many locations is evident as not only might the permissive section make up a useful circular route but the ability to use a routes creates greater opportunity for local people to use the network and hence, benefit their physical and mental wellbeing.	

Executive summary

There are two strands to this item:

1. The relationship, responsibilities and agreements made between landowners and Norfolk County Council.
2. Encouraging landowners to continue to provide permissive access on a voluntary basis.

Some research has been carried out regarding other LAF's approaches to this. The relevant reports are attached for your information.

The key things to look out for are:

- a) How to approach the provision of permissive access on a voluntary basis with landowners.
- b) What kind of agreement ought to be made with landowners to move forward?
- c) How might LAFs achieve funding for local permissive access routes e.g. LEADER or local charitable groups such as Norfolk's Pathmakers?
- d) Promoting permissive access as a priority nationally and encouraging Natural England to consider including grant funding for those permissive routes that are vital to a local network considering the benefits of this to communities.

Recommendations: The LAF agree the forward approach and identify the key elements of an agreement between the County Council and Landowners

Officer Contact

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

If you have any questions about matters contained in this paper please get in touch with:

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MAKING OUR NEEDS KNOWN AND INFLUENCING DECISION MAKERS

CONSULTATION

04/09/15

1. Do you believe the LAFs require one body to provide advice on National issues?

If “yes” please answer the questions below:

2. Do you agree that a body similar to that suggested in the report is the way forward?
3. Do you believe there is a better process to create a single body to provide advice on National issues?

If “yes” please provide details of the process on an additional document.

4. If you feel there are other examples of national importance to countryside access, in addition to those listed in appendix A, please state below:

Additional current issues

Additional future known issues

5. Do you believe the suggested process for identifying a national issue (appendix C) is the best method?

If “No” please provide details of the process on an additional document.

6. Do you believe the suggested process for creating a team as suggested in appendix C, for investigating and reporting on the issue is the best process?

If “No” please provide details of the process on an additional document.

7. Do you agree with the method of funding the EAF identified in appendix D?

If “No” please provide details of the process on an additional document.

8. What other questions should be on this consultation form? Please state how you would answer the additional questions.

Please complete the following:

LAF:

Region:

Name:

Position:

Date completed:

Please email the completed document to: john.law_32@yahoo.co.uk

Should you have any queries please email them to the above email address

Thanks for completing the consultation document.

PROPOSAL FOR FUTURE PERMISSIVE ACCESS IN STEWARDSHIP SCHEMES

CONSULTATION

04/09/15

1. Do you agree that funding should be provided for permissive access in stewardship schemes?

If yes please answer the following questions in relation to the report:

2.1. Do you agree with: Create a body representing local access forums on this matter of National interest, as proposed in the report “Making our needs known and influencing decision makers”, which recommends creating England Access Forum (EAF) for issues of national importance.

If “No” please state what if any immediate action should be undertaken on an additional document.

2.2.1. Do you agree with: Influence Government and CAP to include funding permissive access on 10 year agreements for perpetuity to be bound into the 2021 CAP agreement and all the following CAP agreements, provided we are still part of the EEC. To ensure the LAFs have the best chance of success in this matter it will be necessary to start working on this action in 2016.

If “No” please state what if any immediate action should be undertaken on an additional document.

2.2.2. Do you agree with: Influence Government to create a reasonable size pot of money, for funding permissive access. Urban LAFs may not have any HLS sites so they should have the option where they can then donate their funding to their neighbouring LAF. However the urban LAF should have a say in where the money is spent. This is to ensure people in their area benefit from the permissive route, as it would be one of the routes their users would be most likely to use e.g. close to the urban area as a link to the PRow network.

If “No” please state what if any immediate action should be undertaken on an additional document.

2.2.3. Do you agree with: Influence Government to allocate the pot of money available in accordance with the highway authority's area of land. With the highway authorities with the lowest land area being provided with a reasonable sum to ensure they can provide a reasonable amount of permissive routes.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.4. Do you agree with: Influence Government to announce the allocation percentage for each LAF by 2019, the minimum funds for small (by area) highway authorities and maximum funds for large (by area) highway authorities.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.5. Do you agree with: Influence Government to pass the responsibility for awarding permissive access funding to the LAFs. This is due to the LAFs having the knowledge of the access requirements of the locality. Hence the LAF will be responsible for the proportion of types of permissive routes in their LAF area. DEFRA would still be responsible for actual payment to landowners/farmers.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.6. Do you agree with: Influence Government to create a permissive access rate for restricted byways.

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.7. Do you agree with: Influence Government to maintain a web site for all permissive routes in a format similar to the current permissive access web site:

<http://cwr.naturalengland.org.uk/walk-ride.aspx>

If "No" please state what if any immediate action should be undertaken on an additional document.

2.2.8. Do you agree with: Influence Government to create the option of the opportunity to upgrade PRow to a higher level status through permissive access payments, whilst protecting its PRow status, see appendix B.

If “No” please state what if any immediate action should be undertaken on an additional document.

2.2.9. Do you agree with: Influence Government to provide immediate funding for “easy access” routes, as it is recognised that there are very few opportunities for countryside access for the disabled. Details for this proposal can be found in appendix C.

If “No” please state what if any immediate action should be undertaken on an additional document.

3.What other questions should be on this consultation form? Please state how you would answer the additional questions.

Please complete the following:

LAF:

Region:

Name:

Position:

Date completed:

Please email the completed document to: john.law_32@yahoo.co.uk

Should you have any queries please email them to the above email address

Thanks for completing the consultation document.

GUIDANCE ON CONTINUING TO PROVIDE PERMISSIVE ACCESS ON TERMINATION OF AN AGRI-ENVIRONMENT AGREEMENT

Permissive access revenue payments cannot be included in new HLS agreements. This means when an agri-environment agreement ends which contained revenue payments for permissive access, the agreement holder will not be able to receive further permissive access revenue payments through any subsequent Higher Level Stewardship agreement. Where the provision of permissive linear routes or open access under an agri-environment scheme has proved to be of public benefit then Natural England and Defra are keen that permissive access should continue on a voluntary basis.

If the agreement holder is willing to consider allowing voluntary permissive access a number of factors should be considered before they agree to this happening.

1. The agreement holder/land occupier is encouraged to seek professional advice which is available from their local authority Access officers, or from their own solicitors, before permitting the public to have access to land.
2. Where a tenancy is involved, tenants and landlords are advised to discuss the provision of permissive access with each other to ensure that each party is aware of the implications or provision and has taken the appropriate advice.
3. Public liability insurance. Although land occupiers (owner/occupiers and tenants) are required to carry third party insurance against the risks of injury to anyone coming onto the land they occupy, they should inform their insurer that they are allowing permissive public access to their land.

4. The agreement holder/land occupier should be aware of any health and safety implications on the routes/land and carry out an appropriate risk assessment.
5. Appropriate notices should be posted (and maintained) at all entry and exit points, explaining that the access is permissive by nature and can be closed at any time, without notice. It is strongly recommended that advice should be sought on the precise wording of such notices, by talking to the local authority Access Officer. Members of the public may try to claim that the route has become dedicated as a Public Right of Way by virtue of long use, such notices guard against this.

These notices should ideally contain a map showing the permissive route/area. They should be photographed (giving a clear indication of the date) at the time of installation to guard against future removal. A copy of the notice should also be sent by registered post to the local Highway Authority at the local council.

6. Agreement holders/land occupiers are also advised to follow the statutory procedure under section 31(6) of the Highways Act 1980. This entails submitting a map and declaration to the Highway Authority to prevent permissive access being dedicated as public rights of way. Guidance may be found at www.iprow.co.uk/docs/uploads/pgn2.doc The local Highway Authority may also be able to help with signage and route promotion.
7. Where an agreement holder is hoping to renew the rest of the agreement under a new Higher Level Stewardship agreement, Defra has asked that the continuation of well used voluntary permissive access be taken into account by Natural England when assessing the application.
8. If access is not going to continue good practice would be for the agreement holder to give members of the public some advance warning of this.

A suggested form of words is:

“The agreement that existed to provide permissive access has now run out/will expire on XXX. From this date there is no permissive access along this route or over this area. Along with the statutory rights of way network, other permissive sites may be available in the local area. Please visit <http://cwr.naturalengland.org.uk/> for details of other permissive routes.”

Agreement holders may also consider informing the local parish council who may be able to help explain to local people that the route is closing/has closed.

Dear Sir,

Higher Level Stewardship (HLS – Access Sites) – Thorpe & Asgarby Estate, near Sleaford

I am writing on behalf of the South Lincolnshire and Rutland Local Access Forum which is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CRoW) 2000 and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways, byways, cycleways and areas of open access.

Under the Stewardship scheme, land occupiers at a number of sites in the county have been encouraged by Government to provide area or linear permissive access in return for grants, the programme being administered by Natural England.

A change to the Higher Level Stewardship has removed support for the access element of this scheme and as such, when agreements come to an end the access may well be removed.

A scheme in your area is due to end on 30th September 2014 and is shown on the attached map. The permissive footpath is approximately 3.8 miles and links with the Public Right of Way network. The site is of obvious value to the local community. If the permissive access is lost, it will reduce the options for countryside walking for local residents and visitors to the area. With walking being such an important form of exercise, improving standards of health and general well being, it is essential to ensure that access to the countryside for walking is maintained wherever possible.

If you wish the access to remain available, you may well want to discuss the situation with the land owner/manager to see whether informal access can be retained. I believe advice is available from the Rights of Way team at Lincolnshire County Council to support permissive access agreements.

Letters have also been sent to your neighbouring parishes informing them of the impending ending of the HLS access grant at the Thorpe & Asgarby Estate. If you want to discuss the issue with us please get in touch and if you do pursue it, we would be obliged if you would let us know what response you get.

Yours faithfully

Lincolnshire County Council – Permissive Access Agreement

This Agreement is made between **Lincolnshire County Council, County Offices, Newland, Lincoln LN1 1YL** and **INSERT LANDOWNERS NAME AND ADDRESS**, to create a permissive **INSERT STATUS** in the parish of **INSERT PARISH**, Lincolnshire.

It is agreed that this access will permit the type of use which is consistent with the status of the permissive access, and include the usual accompaniments, e.g. pushchair, dog, etc.

A Footpath – permits walking only.

A Bridleway – permits walking, plus horse riding and cycling only.

A Restricted Byway – permits all of the above plus carriage driving. (No motorised vehicles).

The location of the **INSERT STATUS** is shown on the attached plan No **INSERT NUMBER** and it shall be no less than **INSERT WIDTH** metres wide.

There shall be no intention to create a public right of way as set out in the Highways Act 1980, Section 31(6). It will never replace any existing public rights of way.

It is understood that either party may terminate the Agreement at any time, by doing so in writing. No period of notice shall be required.

Lincolnshire County Council, as the Highway Authority may, after consultation, provide, install and maintain any signs, waymarks, stiles, gates or other furniture. The County Council may carry out any other works which may be necessary for the convenient and safe use of the permissive access. All such works will be carried out in accordance with the County Council's principle of least restrictive access.

Such provision will remain for the duration of the permissive access Agreement, any furniture provided will meet with the County Council's specifications and will be removed at the termination of the Agreement.

Lincolnshire County Council will not be liable for any loss or damage or injury resulting from any works they may undertake including the provision of signs, waymarks, stiles gates or other furniture, except where such loss or damage or injury results directly from the negligence of the council.

I agree to terms set out in this Agreement.

Signed:

Print Name:

Designation:
(e.g.) Landowner, Tenant, Land Agent.

Date:

I agree to the terms set out in this Agreement on behalf of Lincolnshire County Council.

Signed:

Print Name:

Designation: Team Leader Countryside Services.....

Date:

THE FUTURE OF HIGHER LEVEL STEWARDSHIP PERMISSIVE ACCESS

1. INTRODUCTION

Following the announcement in 2010 regarding the ending of subsidy for Higher Level Stewardship permissive access, a number of Local Access Forums (LAFs) have been promoting the permissive access sites. Emphasizing the value to local communities for walking, cycling and riding. With walking and cycling being important forms of exercise, assisting in improving health and general well being, it is essential to ensure that access to the countryside for walking and cycling is maintained wherever possible. There were approximately 1800 walks and rides included in the Higher Level Stewardship (HLS) and Countryside Stewardship Schemes in 2010 prior to the subsidy being withdrawn. There will be a gradual reduction in subsidy for permissive access, which will be fully withdrawn in 2020. This report explores the opportunities for maintaining the Natural England web site for permissive routes which have been created as part of the HLS schemes since the 2010 announcement.

2. FINDINGS

- a. The Natural England document “Guidance on continuing to provide permissive access on termination of an agri-environment agreement” states “ Where the provision of permissive linear routes or open access under an agri-environment scheme has proved to be of public benefit then Natural England and Defra are keen that permissive access should continue on a voluntary basis.” Further in the document it also states “Where an agreement holder is hoping to renew the rest of the agreement under a new Higher Level Stewardship agreement, DEFRA has asked that the continuation of well used voluntary permissive access be taken into account by Natural England when assessing the application.” The Farm Environmental Plan (FEP) application, is stated as being a prerequisite of all Higher Level Stewardship applications. The FEP application form ([://www.naturalengland.org.uk/Images/efep-form_tcm6-6501.pdf](http://www.naturalengland.org.uk/Images/efep-form_tcm6-6501.pdf)) to be completed by the farmer/land owner prior to being granted a HLS subsidy includes the questions 3.4:

“Access

- (a) Identify any access opportunities on the farm, and list which access options the applicant may wish to pursue.
 - (b) Does the applicant wish to provide educational access? If so, what is the potential need for increased educational access in the area? What facilities are currently in place to support this?"
- b. Currently Natural England do not record any information relating to the number of applications received that are successful which include permissive access as part of the application. These permissive footpaths and bridleways may not be as extensive as when the grants were paid separately for access but every opportunity should be made to publicise permissive access sites that have been and continue to be created since 2010.
 - c. One of the issues relating to HLS permissive access sites published on the Natural England web site is the lack of awareness by the local communities of the existence of these sites. With the HLS sites created post 2010, any permissive access which the farmer/land owner has agreed to as part of their application for the grant is left to the farmer to update the parish council and highway authority. There is currently no process to ensure this is carried out. It is then up to the farmer/land owner to display signs indicating the permissive way. Therefore only a proportion of the local community is made aware that the permissive route exists. This may also mean that a number of people in the local community may not be aware of the permissive access, due to not using the public highway where the signage for the permissive route is displayed.
 - d. The Government and indeed Natural England are trying to encourage more people to walk, cycle and enjoy the countryside. These permissive routes could assist in doing that and also may help the local economy if these sites are promoted more widely.
 - e. There are currently 75 HLS access sites in England which provide routes suitable for wheelchair users.

3. CONCLUSIONS

- a. It is accepted that the farmers/landowners are not being paid separate sums of money for the permissive access but if it is part of their successful HLS application then they are being recognised for the access element of the application and being provided with a grant from the public purse.
- b. If the LAFs became more involved in investigating the access element of the HLS application, it could be possible for the LAFs to evaluate the value of the access in terms of benefits to potential users. The workload of the LAFs would obviously increase if they were involved in assessing HLS access sites. From analysing four LAF areas over a period of seven years, the number of new access sites receiving grant subsidy averaged 10 per year, per LAF, with the highest figure being 17 per year.
- c. A national template could be produced to assist the LAFs assess the value of proposed permissive access sites. This could help identify which access agreements would benefit walkers, cyclists, horse riders and local communities. An example of an assessment template can be found in appendix A. The current web site maintained by NE could be used for promoting site details and maps of the successful permissive access applications. If an application for permissive access was found by the LAF as non beneficial to walkers, cyclists, horse riders and local communities it could inform NE and therefore there would be no necessity to up load the site details and map to the NE web site.
- d. To enable the LAFs to be involved it would be necessary for NE to provide the LAFs with the access information from the application. Initially this could be carried out by copying the appropriate parts of the form and emailing to the LAF secretary. To make the process more efficient the application form could be redesigned to enable the access information on the application to be disseminated, this would eliminate the necessity for copying the application. The assessment process in appendix B could be followed to allow a smooth flow of information between NE and the LAF. NE would need to stipulate the timeline the LAF should work to in terms of the speed the response is required for the permissive access assessment.
- e. If the process in appendix B is adopted, permissive access sites created after the 2010 announcement and prior to the process in appendix B being implemented, would need to be investigated. As NE currently has not recorded successful HLS applications which include permissive access, the only method of obtaining this information would be by a person reading through the appropriate part in the successful applications submitted during this time frame. The relevant information could then follow the process in Appendix B.
- f. NE used to provide the sign boards for the farmers and land owners for the permissive access agreements under the Countryside Stewardship and Higher Level Stewardship schemes, this ensured signage was uniform on all sites and the site details were displayed in there correct format. The problem with these signs is that a person passing in a car would not see the information and therefore would not realise the opportunity for walking, cycling or riding on the permissive route existed. NE could continue to provide the sign boards to be displayed at access to the sites and further work could be carried out to explore the benefits of a National easily identifiable permissive route sign from the roadside.
- g. If a process is adopted to identify all the beneficial permissive routes, any change made back to where the farmer or land owner receives a subsidy for the length or area of permissive access would be easy to cost and implement. However that would also mean that NE would need to capture the information whereby the LAF has stated that the permissive access is beneficial. It would also be helpful if NE could summarise total route mileage by Highway Authority (HA) and LAF. The summary could be split into footpaths, bridle paths - cycling allowed, bridle paths – cycling not allowed, wheelchair routes.
- h. Wheelchair users and their carers do not have as much opportunity to enjoy the fresh air of the countryside. The locations of the current grant subsidised wheelchair friendly routes are displayed in appendix C. When taking a wheelchair user out to visit places the preparation can be time consuming and sometimes stressful for both parties. It is therefore essential that any trip out to the countryside is worthwhile and a pleasant experience both for the wheelchair user and their carer. Whilst it is understandable in these harsh economic times expenditure by Government has to be reduced, it would be beneficial if financial incentives were provided to farmers/land owners under the HLS scheme for permissive access suitable for wheelchair users. Any site provided where payment was made would also need to provide a minimum of one hour's worth of

interest e.g. a bird hide with suitable wheelchair access and a minimum and maximum distance to the hide (the minimum and maximum distance to the hide to be decided in consultation with appropriate bodies).

- i. A further classification of permissive restricted byways may also help people to enjoy the countryside more and provide safe off road carriage routes. If permissive restricted byways were included in the HLS permissive access scheme there would be a necessity for the symbols on the current web site to be modified to include horse and carriage. A cycling symbol is also missing off the web site so this modification could be undertaken at the same time.
- j. To promote the permissive routes a monthly or quarterly news release could be provided aimed at parish councils and local community papers. The LAFs through the Highway Authorities secretariat could be the ideal provider of the news release. Ensuring signage is displayed at all the permissive sites access points could be made the responsibility of the LAF or parish council to notify any issues to NE. If the farmer or land owner has difficulty with the permissive access site in terms of users not complying with the terms and conditions of use, the LAF or the parish council could be notified and they would be expected to assist in resolving the matter.
- k. With the current financial climate it is recognised the cost benefit ratio of any government funded project must ensure the benefits dramatically outweigh the cost. Whilst it is beyond the scope of this report to display the cost benefit ratio in terms of pound notes, it is possible to identify the cost and benefit headings if the project is accepted in full. The cost benefits are displayed in appendix D.
- l. The health of the Nation is an important factor and it was felt and hoped by many that hosting the Olympic Games and the remarkable tally of medals would encourage many to take up sporting activities. This would help to reduce the obesity levels and the costs of healthcare for the Nation. Whilst not all people want to be physically involved in sports, many would take the opportunity to walk and cycle if they were encouraged more. The PRoW network across the country, Open Access land, together with permissive access are important recreation facilities which have the opportunity to provide members of the public recreation and exercise. Partaking in walking and cycling could be a catalyst for some people to become involved in other outdoor activities. Advertising by Natural England with role models known to the public that enjoy using the PRoW network and permissive access; pictures of views from permissive routes; slogans such as get fit, keep fit enjoy being fit; could have a significant impact on usage and better health for the Nation.

4. RECOMMENDATIONS

4.1. It is recommended that Natural England:

- a. Continues to maintain their permissive access public website (<http://cwr.defra.gov.uk>) and update it with all permissive access sites which have been assessed as successful by the LAFs
- b. Produces a national assessment template for the LAFs to use (similar to appendix A).
- c. Adopts the permissive access assessment process in appendix B
- d. Requests HLS applicants to identify permissive restricted byways in their application
- e. Issues standard signage to farmers or land owners
- f. Modifies the symbols on the website to include Restricted Byway, Bridle Path - Cycling Allowed, Bridle Path - Cycling NOT Allowed.
- g. Investigate the use of more visible signs at the roadside access points
- h. Actively promotes Nationally the benefits of the PRoW, Open Access Land and permissive access
- i. Investigates the possibility of continuing to allow funding to farmers and land owners providing suitable wheelchair routes which provide appropriate exercise for carers and interest for the wheelchair user and their carer. Aiming to provide a minimum of 10 wheelchair friendly routes, meeting the agreed criteria in each LAF area.
- j. Provides press releases for health promotion campaigns, walking, cycling and riding magazines, promoting new permissive access sites on a monthly or quarterly basis
- k. Provides a press release template for LAFs to use
- l. Provides statistics on permissive access to Local Access Forums and Highway Authorities relating to their areas
- m. Provides statistics on a National scale and provides feedback to Local Access Forums and Highway Authorities
- n. Identifies permissive access site details in HLS applications received after the ending of grant subsidy and prior to the new process being adopted and submits the information to the LAFs to follow the assessment process in appendix B
- o. Natural England trial the proposed process with 3 LAFs for a period of 12 months
- p. That a lessons learnt exercise is carried out with the trial LAFs on a quarterly basis

4.2. It is recommended that LAFs:

- a. Create a HLS sub group which meet or correspond, on an as required basis to assess HLS permissive access applications and inform Natural England of the result of the assessment. LAFs promote new sites on a monthly or quarterly basis through press releases.
- b. News releases relating to permissive access are aimed at parish councils and local community papers.

4.3. It is recommended LAFs and parish councils:

- a. Report lack of signage at a site to Natural England
- b. Assist farmers and land owners if there is an issue related to permissive access where a resolution is required.

4.4. It is recommended that Highway Authorities all have links to <http://cwr.defra.gov.uk> from web pages accessed by the public regarding information on walks, bridleways and cycling.

4.5. It is recommended that the 12 month trial includes:

- a. The South Lincolnshire and Rutland LAF, plus two other LAFs'.
- b. A lessons learnt exercise is carried out with the LAFs on a quarterly basis.
- c. Feedback from the farmers and land owners is included in the lessons learnt exercise
- d. Improvements in the process or documentation is carried out as required during the trial process
- e. Natural England identify all permissive access applications across England from the start of the trial to ensure there is no necessity to back track through applications at a later date when it is necessary to send the relevant information to the LAFs outside the trial areas.
- f. A regular update is provided to all LAF co-ordinators so LAFs countrywide can see the workload, other issues and improvements made.
- g. The trial LAFs provide updates regarding issues and successes on HUDDLE for other LAFs to examine and discuss

- h. A presentation relating to the trial is provided at the LAFs Regional Chairs meetings.
- i. A presentation and workshop is provided at the National conference.
- j. At the end of the trial a report and summary is provided for all LAFs
- k. A letter is sent to all LAFs asking if they wish to be included in the process
- m. The trial LAFs assist Natural England in developing a training package for LAFs signing up to the permissive access process.
- n. The trial LAFs continue with the process after the end of the 12 month trial period
- o. The trial LAFs assist Natural England in training other LAFs if required.

EXAMPLE TEMPLATE FOR ASSESSING VALUE OF PERMISSIVE ACCESS

Appendix A

Does the access include a footpath?

Does the access include a bridleway?

Is cycling allowed on the bridleway?

Is the route suitable for a wheelchair?

Does the route have safe off road access from the nearest community?

Can a safe off road access be made available from the nearest community?

Is there safe off road parking close to the site?

Does the route join the PRow network?

Does the route have a scenic value?

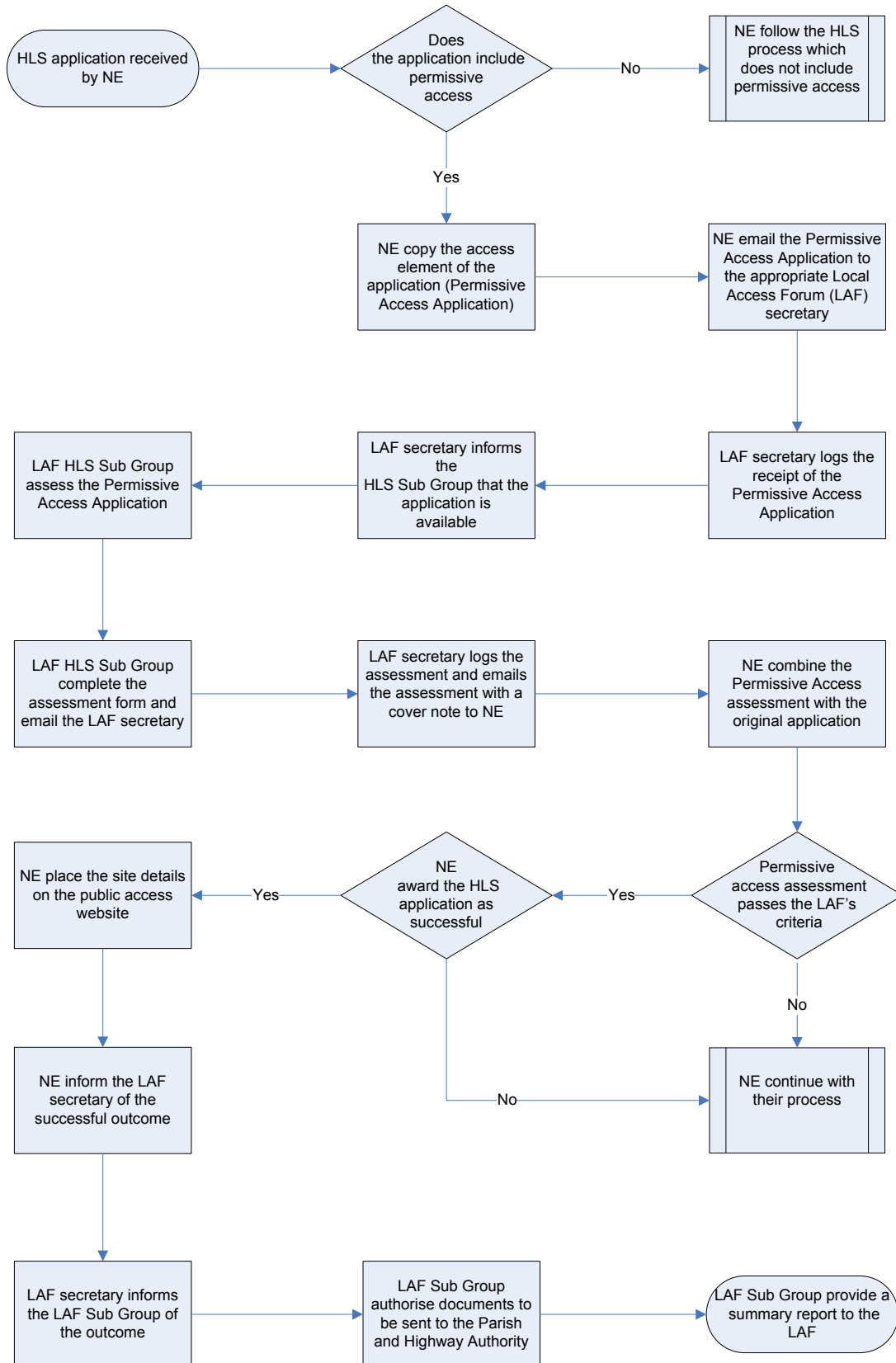
Is there an opportunity to view wild life on the route?

Does the route have historical value?

Does the route have geological value?

Are there examples of unusual or picturesque flora on route?

**POSSIBLE PERMISSIVE ACCESS
ASSESSMENT PROCESS**



ACCESS SITES SUITABLE FOR WHEELCHAIRS

Appendix C

Location	Number of Sites in 2012	Number of Sites in 2013	YEAR GRANT SUBSIDY ENDS							
			2013	2014	2015	2016	2017	2018	2019	2020
Bath & NE Somerset	0	0								
Bedfordshire	0	0								
Berkshire	0	0								
Buckinghamshire	0	0								
Cambridgeshire	0	0								
Cheshire	3	3	1							2
City of Bristol	0	0								
Cleveland	0	0								
Cornwall	1	1						1		
Cumbria	6	5	1	1		2			1	
Derbyshire	0	0								
Devon	4	3		1		1				1
Dorset	0	0								
Durham	4	3					2		1	
East Riding	0	0								
East Sussex	1	1								1
Essex *	1	1								1
Gloucestershire	0	0								
Greater Manchester	0	0								
Hampshire	0	0								
Herefordshire	2	0								
Hertfordshire	6	6						6		
Isle of Wight	0	0								
Isle of Scilly	0	0								
Kent	3	2				1	1			
Lancashire	5	5	1	1		1	1			1
Leicestershire & Rutland	0	0								
Lincolnshire	6	6	1			1	1	1	2	
London	0	0								
Merseyside	0	0								
Norfolk	4	4		1		1		2		
North Somerset	1	1		1						
North Yorkshire	8	6					1	1	1	3
Northamptonshire	1	1					1			
Northumberland	5	5		2			1		1	1
Nottinghamshire	2	2		1						1
Oxfordshire	1	0								
Shropshire	2	2							1	1
Somerset	2	2	1							1
South Gloucestershire	0	0								
South Yorkshire	2	2		2						
Staffordshire	2	2	1							1
Suffolk	1	1								1
Surrey	3	2				2				
Tyne & Wear	2	2		1				1		

ACCESS SITES SUITABLE FOR WHEELCHAIRS**Appendix C continued**

Location	Number of Sites in 2012	Number of Sites in 2013	YEAR GRANT SUBSIDY ENDS							
			2013	2014	2015	2016	2017	2018	2019	2020
Warwickshire	1	1		1						
West Midlands	1	1								1
West Sussex	0	0								
West Yorkshire	2	2							1	1
Wiltshire	1	1	1							
Worcestershire	2	2					1			1
TOTAL	85	75	7	12	0	9	9	12	8	18

* Essex previously had a site categorised incorrectly in 2012

COSTS

Organisation

Natural England

1. Continual maintenance of permissive access web site
2. Copying and emailing permissive access applications to LAFs
3. Amending the application form to reduce the administrative time copying the application form
4. Uploading permissive access site details and maps to the web site
5. Collecting and communicating data re permissive access sites to Highway Authorities and LAFs (Possibly an area of work which should be carried out even if the recommendations of this report are not accepted)
6. Designing press release template for LAFs to target parish councils and local community papers.
7. Designing press release template for health promotion campaigns, walking, cycling and riding magazines
8. Emailing press release monthly or quarterly
9. Signage for permissive access sites entry points
10. Investigation of more visible roadside signage
11. Joint cost with Department of Health funding promoting walking using PRow and permissive access sites

Highway Authority

1. Secretariat:
 - a. Tracking applications
 - b. Communicating with Natural England
 - c. Communicating with HLS Sub Group
 - d. Emailing monthly/quarterly press release
2. Placing the link to the Natural England HLS permissive access web site on the Highway Authority's web site
3. LAF sub group meeting room
4. Expenses to cover sub groups attendance of meetings – possibly to be reclaimed from Natural England
5. Expenses to cover sub groups site visits if necessary - possibly to be reclaimed from Natural England

Farmer/Landowner

Zero increase in cost

LAF HLS Sub Group

Creation and running of the sub group is all volunteers time

LAF

HLS Sub Groups progress updates at meetings is all volunteers time

BENEFITS**Public**

1. Although costs have to be taken into consideration in any project, the costs in this project become insignificant when it is recognised by Government and many organisations that walking and cycling are important forms of exercise, assisting in improving health and well being. All promotion and advertising of walking and cycling, where it encourages more people to walk, helps increase the health of the Nation.
2. More opportunities for walking and cycling in the countryside
3. More opportunities for assisting in improving local economies due to more walkers and cyclists
4. More opportunities for local communities to take advantage of walking and cycling through countryside

Natural England

1. Providing a service to all members of the public interested in using the permissive access which it currently pays for, through HLS grant money
2. A method of capturing permissive access information from HLS applications
3. A method of analysing and summarising permissive access data
4. A method of being aware of the extent of permissive access
5. A method of providing an excellent service to the public at minimal costs
6. A method to advertise PRoW and permissive access
7. A method to assist in improving the Nation's health and general well being
8. Stronger relationship with Local Access Forums

Department of Health

The possibility of reduced costs due to more participation in walking and cycling through advertising use of PRoW and permissive access

Highway Authority

1. An opportunity for more links in the PRoW network
2. Notification of permissive access sites

Parish Councils

1. More opportunities to provide countryside walks and cycle rides for the local community
2. Better links with LAFs

LAFs

1. More involvement with permissive access
2. More links to local communities
3. Links to permissive access providers (farmers and landowners)
4. More exposure and publicity of the work the LAFs

Farmers and Land Owners

1. More support during the permissive access agreement period by the LAF and parish council.
2. More opportunity to build and improve relationship with the public, LAF and parish council.
3. More understanding from the public, LAF and parish relating to farming issues.
4. Opportunity to encourage the permissive access users to spend money by offering other services such as other business ventures or attracting additional visitors to existing businesses like farm shops etc.
5. Sign boards provided by Natural England.

A PROPOSAL FOR FUTURE PERMISSIVE ACCESS IN STEWARDSHIP SCHEMES

REPORT

04/09/15

1. INTRODUCTION

- 1.1. The South Lincolnshire and Rutland LAF previously placed the report “The Future of Higher Level Stewardship Permissive Access” on HUDDLE. Since the report has been on HUDDLE the South Lincolnshire and Rutland LAF have been made aware of other LAFs concerned with the loss of all permissive access funding by the end of 2020. The current permissive access sites receiving funding are displayed in appendix A. This report has been drawn up in consultation with the Mid and West Berkshire LAF.
- 1.2. Provision of permissive access is one of the few ways of improving the connectivity of the definitive rights of way network. Behind the hedge or fence paths could be created which improve safety and sometimes make a difference between using, or not using, the definitive path network. The aim is to create a joint report covering all our interests. It is felt important to get this right, as it may be the last opportunity local access forums have to make a change in Government and CAP policy in relation to funding permissive access.
- 1.3. The report and consultation document can then be dispersed through the regions of those LAFs which have shown an interest in this subject (East Mid's, West Mids and South East regions). The responses from the consultations coming back to the South Linc's and Rutland LAF for summarising. Following analysis of the consultation document the South Lincolnshire and Rutland LAF will make the decision on how to take the project forward. One option which will be investigated is whether the report and consultation document should be sent to all LAFs, so all can have a say on the subject.

2. THE PROPOSAL

- 2.1. Create a body representing local access forums on this matter of National interest, as proposed in the report “Making our needs known and influencing decision makers”, which recommends creating England Access Forum (EAF) for issues of national importance.

2.2. The EAF or a similar body representing all LAFs interests to:

- 2.2.1. Influence Government and CAP, to include funding permissive access on 10 year agreements for perpetuity to be bound into the 2021 CAP agreement and all the following CAP agreements, provided we are still part of the EEC. To ensure the LAFs have the best chance of success in this matter, it will be necessary to start working on this action in 2016.
- 2.2.2. Influence Government to create a reasonable size pot of money, for funding permissive access. Urban LAFs may not have any HLS sites so they should have the option where they can then donate their funding to their neighbouring LAF. However the urban LAF should have a say in where the money is spent. This is to ensure people in their area benefit from the permissive route, as it would be one of the routes their users would be most likely to use e.g. close to the urban area as a link to the PRoW network.
- 2.2.3. Influence Government to allocate the pot of money available in accordance with the highway authority's area of land. With the highway authorities with the lowest land area being provided with a reasonable sum to ensure they can provide a reasonable amount of permissive routes.
- 2.2.4. Influence Government to announce the allocation percentage for each LAF by 2019, the minimum funds for small (by area) highway authorities and maximum funds for large (by area) highway authorities.
- 2.2.5. Influence Government to pass the responsibility for awarding permissive access funding to the LAFs. This is due to the LAFs having the knowledge of the access requirements of the locality. Hence the LAF will be responsible for the proportion of types of permissive routes in their LAF area. DEFRA would still be responsible for actual payment to landowners/farmers.
- 2.2.6. Influence Government to create a permissive access rate for restricted byways.
- 2.2.7. Influence Government to maintain a web site for all permissive routes in a format similar to the current permissive access web site <http://cwr.naturalengland.org.uk/walk-ride.aspx>
- 2.2.8. Influence Government to create the option of the opportunity to upgrade PRoW to a higher level status through permissive access payments, whilst protecting its PRoW status, see appendix B.
- 2.2.9. Influence Government to provide immediate funding for "easy access" routes, as it is recognised that there are very few opportunities for countryside access for the disabled. Details for this proposal can be found in appendix C.

3. **FUNDING**

We are fully aware of the current financial climate and the reduction in Government and local authority budgets but by the Government's own admission, an improvement in public health would reduce the costs to the NHS by having a healthier population. There is now overwhelming evidence that accessing the countryside helps improve individual's general health and wellbeing. Natural England in their presentation "The benefits of Nature for Health and Wellbeing" (<http://letnaturefeedyoursenses.org/wp-content/uploads/pdf-downloads/NE-HealthWellbeing-SarahPreston.pdf>) displays the need for more access to the countryside. So with these issues in mind this report is designed to provide recommendations which can be delivered in our current financial climate and plan for what should happen in the future whether we are still in EEC or not.

Whilst the current financial climate exists it is understood that DEFRA will find it difficult to fund further routes until the CAP agreement 2021. In order for LAFs to fund further permissive routes prior to the new CAP agreement, Natural England should provide training and assistance for LAFs to access suitable funding streams, such as LEADER funding through Local Action Groups, to enable them to offer payments for permissive access.

FUNDED PERMISSIVE ACCESS ROUTES**Appendix A****DATA FROM NATURAL ENGLAND WEB SITE AS AT 06/06/15**

Location	Number of routes
Bath & NE Somerset	7
Bedfordshire	32
Berkshire	6
Buckinghamshire	20
Cambridgeshire	52
Cheshire	26
City of Bristol	0
Cleveland & Teesside	6
Cornwall	36
Cumbria	75
Derbyshire	24
Devon	52
Dorset	25
Durham	17
East Riding & Humber	20
East Sussex	32
Essex	29
Gloucestershire	13
Greater Manchester	0
Hampshire	62
Herefordshire	38
Hertfordshire	21
Isle of Wight	22
Isle of Scilly	0
Kent	36
Lancashire	23
Leicestershire & Rutland	69
Lincolnshire	124

Location	Number of routes
London	1
Merseyside	2
Norfolk	107
North Somerset	2
North Yorkshire	58
Northamptonshire	47
Northumberland	72
Nottinghamshire	33
Oxfordshire	30
Shropshire	65
Somerset	40
South Gloucestershire	5
South Yorkshire	5
Staffordshire	35
Suffolk	85
Surrey	13
Tyne & Wear	5
Warwickshire	11
West Midlands	1
West Sussex	38
West Yorkshire	12
Wiltshire	37
Worcestershire	25
TOTAL	1596

This appendix describes a possible process to upgrade PRoW to a higher level status through permissive access funding, whilst protecting its PRoW status

Examples displayed below (note HN references relate to the references in the Higher Level Stewardship: Environmental Stewardship handbook , third edition):

a) PRoW – Public Footpath upgrade to permissive bridlepath

Current payment for Footpath £0.45 per mtr

Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

Payment made for upgrade £0.45 per mtr

Responsibility for maintenance = 50% of route length highway authority

50% of route length recipient of permissive access payment.

b) PRoW – Public Footpath upgrade to Access for people with reduced mobility (HN5)

Current payment for Footpath £0.45 per mtr

Current payment for HN5 £1.00 per mtr

Payment made for upgrade £0.55 per mtr

Responsibility for maintenance = 45% of route length highway authority

55% of route length recipient of permissive access payment.

c) PRoW – Public Footpath upgrade to Countryside and Rights of Way (CRoW) Act access for people with reduced mobility (HN7)

Current payment for Footpath £0.45 per mtr

Current payment for HN7 £1.05 per mtr

Payment made for upgrade £0.60 per mtr

Responsibility for maintenance = 43% of route length highway authority

57% of route length recipient of permissive access payment.

d) PRoW – Public Bridlepath upgrade to Access for people with reduced mobility (HN5)

Horses and cyclists still allowed to use the route

Minimum width still 3mts

Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

Current payment for HN5 £1.00 per mtr

Payment made for upgrade using the previous formula would equate to £0.10 per mtr. As more access to the countryside is required for people with disabilities maybe this amount should be re examined to encourage farmers/landowners to offer this upgrade.

Responsibility for maintenance = 90% of route length highway authority. The cost of maintenance is significantly higher than a bridlepath, maybe a Government subsidy should be provided to the Highway Authority for these type of upgrades.

10% of route length recipient of permissive access payment.

e) PRoW – Public Bridlepath upgrade to Countryside and Rights of Way (CRoW) Act access for people with reduced mobility (HN7)

Horses and cyclists still allowed to use the route

Minimum width still 3mts

Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

Current payment for HN7 £1.05 per metre

Payment made for upgrade using the previous formula would equate to £0.15 per mtr. As more access to the countryside is required for people with disabilities maybe this amount should be re examined to encourage farmers/landowners to offer this upgrade.

Responsibility for maintenance = 86% of route length highway authority

14% of route length recipient of permissive access payment.

- f) PRow – Restricted byway to allow for carriage driving. Upgrades from PRow Public Footpath or Public Bridlepath should follow the same logic as identified in a and b above. Restricted byways have a minimum width of 3 metres and a maximum width of 5 metres. Where there is a lack of carriage driving opportunities, the LAF may choose to accept a 3metre wide carriage way. To encourage farmers/landowners to agree to an upgrade to a 3metre bridleway a different payment may need to be made.

1. There are 56 Easy Access sites remaining (April 2015), as shown in the table displaying HLS sites suitable for wheelchairs. Both the LAFs and Natural England recognise the lack of opportunities for the disabled to access the countryside. It is therefore essential that funding is found, possibly from Public Health England to continue to provide good quality permissive “easy access” routes in the countryside. It is important that funding is provided to every Highway Authority for permissive “easy access” routes, again the pot should be split amongst the Highway Authorities in accordance to area (square miles).
2. Whilst the aim is to obtain funding for permissive access in stewardship schemes, there is a current example of funding being provided where the route is adjacent to a childrens hospice, this is land which is in a HLS scheme. It is considered that if there is farmland adjacent to a similar establishment and the owner/farmer is prepared to provide a suitable route, funding would be considered, even if the land was not in a stewardship scheme.
3. All highway authorities, even the smallest in terms of area should be provided with a reasonable sum of money to enable them to create an easy access permissive route of at least 1000 metres. The easy access site permissive agreement should run for 10 years. The route literature provided for these routes should be in accordance with Countryside for All standards. The LAFs should be responsible for awarding permissive route status. The Highway authority should assist in promoting the routes. DEFRA/Natural England should make the payments to the farmers/landowners for these routes.

**NATURAL ENGLAND LIST OF HLS SITES SUITABLE FOR
WHEELCHAIRS**

Location	Number of Sites in 2012	Number of Sites in 2013	YEAR GRANT SUBSIDY ENDS							
			2013	2014	2015	2016	2017	2018	2019	2020
Bath & NE Somerset	0	0								
Bedfordshire	0	0								
Berkshire	0	0								
Buckinghamshire	0	0								
Cambridgeshire	0	0								
Cheshire	3	3	1							2
City of Bristol	0	0								
Cleveland	0	0								
Cornwall	1	1						1		
Cumbria	6	5	1	1		2			1	
Derbyshire	0	0								
Devon	4	3		1		1				1
Dorset	0	0								
Durham	4	3					2		1	
East Riding	0	0								
East Sussex	1	1								1
Essex *	1	1								1
Gloucestershire	0	0								
Greater Manchester	0	0								
Hampshire	0	0								
Herefordshire	2	0								
Hertfordshire	6	6						6		
Isle of Wight	0	0								
Isle of Scilly	0	0								
Kent	3	2				1	1			
Lancashire	5	5	1	1		1	1			1
Leicestershire & Rutland	0	0								
Lincolnshire	6	6	1			1	1	1	2	
London	0	0								
Merseyside	0	0								
Norfolk	4	4		1		1		2		
North Somerset	1	1		1						
North Yorkshire	8	6					1	1	1	3
Northamptonshire	1	1					1			
Northumberland	5	5		2			1		1	1
Nottinghamshire	2	2		1						1
Oxfordshire	1	0								
Shropshire	2	2							1	1
Somerset	2	2	1							1
South Gloucestershire	0	0								
South Yorkshire	2	2		2						
Staffordshire	2	2	1							1

continued

HLS SITES SUITABLE FOR WHEELCHAIRS

Location	Number of Sites in 2012	Number of Sites in 2013	YEAR GRANT SUBSIDY ENDS							
			2013	2014	2015	2016	2017	2018	2019	2020
Suffolk	1	1								1
Surrey	3	2				2				
Tyne & Wear	2	2		1				1		
Warwickshire	1	1		1						
West Midlands	1	1								1
West Sussex	0	0								
West Yorkshire	2	2							1	1
Wiltshire	1	1	1							
Worcestershire	2	2					1			1
TOTAL	85	75	7	12	0	9	9	12	8	18

* Essex previously had a site categorised incorrectly in 2012

Norfolk Local Access Forum

Item No. 15.

Report title:	Boudicca Way – Audit Success
Date of meeting:	20 April 2016
Responsible Chief Officer:	Russell Wilson (Item led by George Saunders)
Strategic impact Making the Boudicca Way fully accessible to power chair users.	

Executive summary

George Saunders (LAF member) will present his account of auditing the Boudicca Way (a trail that runs for 36 miles between Norwich and Diss) for power chair use and working with NCC to make the improvements necessary to allow such access.

The aim is to complete the same exercise for other trails.

Recommendations: For information.

Officer Contact

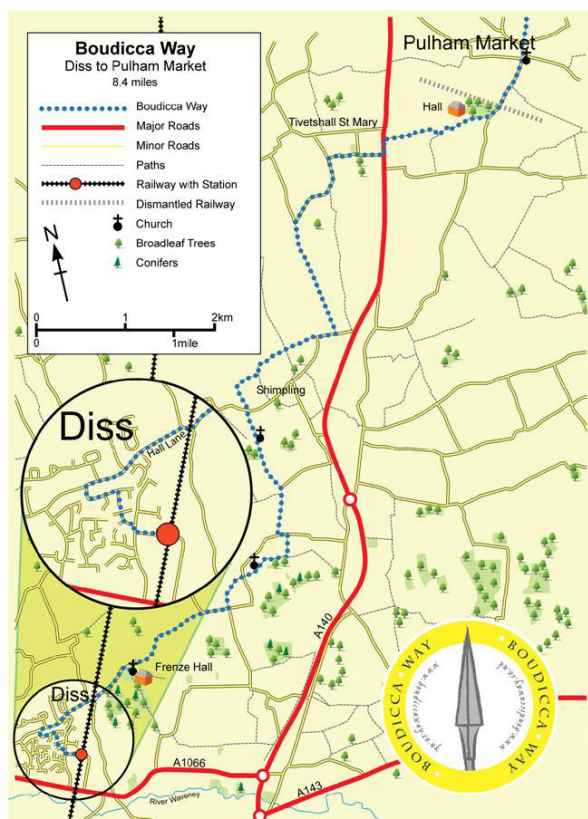
If you have any questions about matters contained in this paper please get in touch with:

Officer Name: Russell Wilson Tel No: 01603 223383

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



If you need this report in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



Things you need to take on the trail -

- A robust fully charged outdoor powerchair with puncture repair aerosol, an able bodied accomplice, suitable clothes and a safe exit strategy.
- A fully charged mobile device.
- Maps and guide books etc.
- An adventurous spirit.

The notes are to be used in conjunction with following the trail north to south. The field crossings and barriers will become self evident as you progress. Extra care needs to be taken on busy roads to Arminghall Lane, crossing the A140 and on the Dickleburgh Road.

Let us know how you get on.
norwichaccessgrp@btinternet.com

Stay Safe!

Produced by -



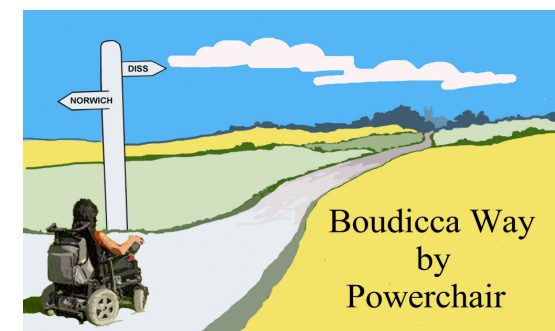
Sponsored by -



Supported by -



Boudicca Way By Powerchair

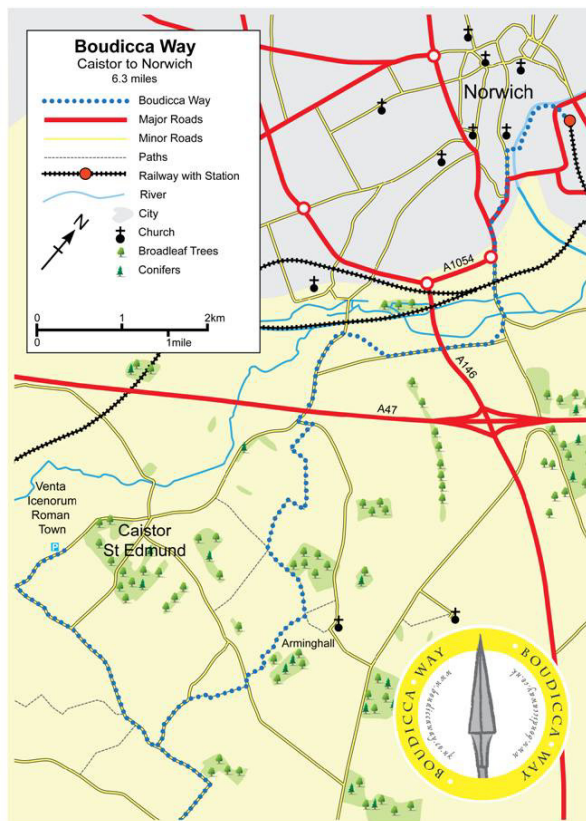


It is possible to drive a robust powerchair the 36 miles from Norwich to Diss across country keeping mostly to the Trail.

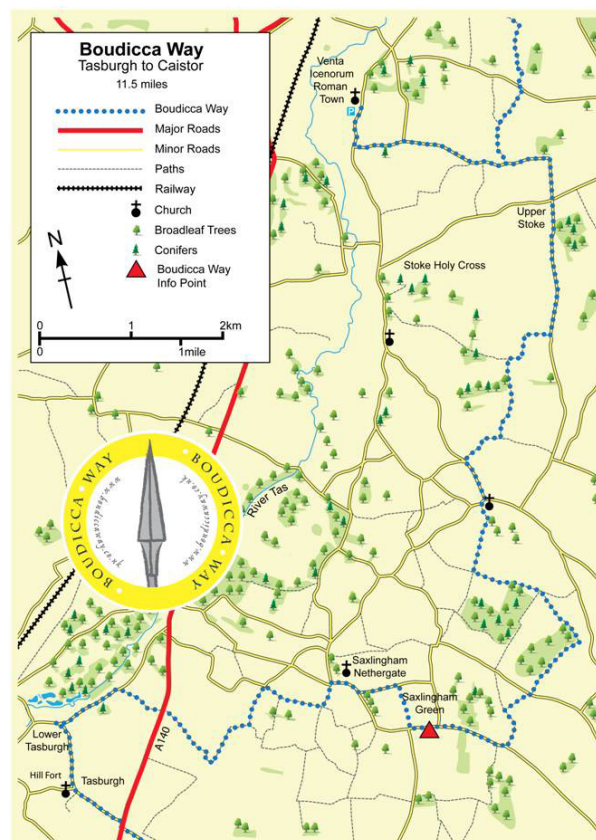


An Adventure in South Norfolk

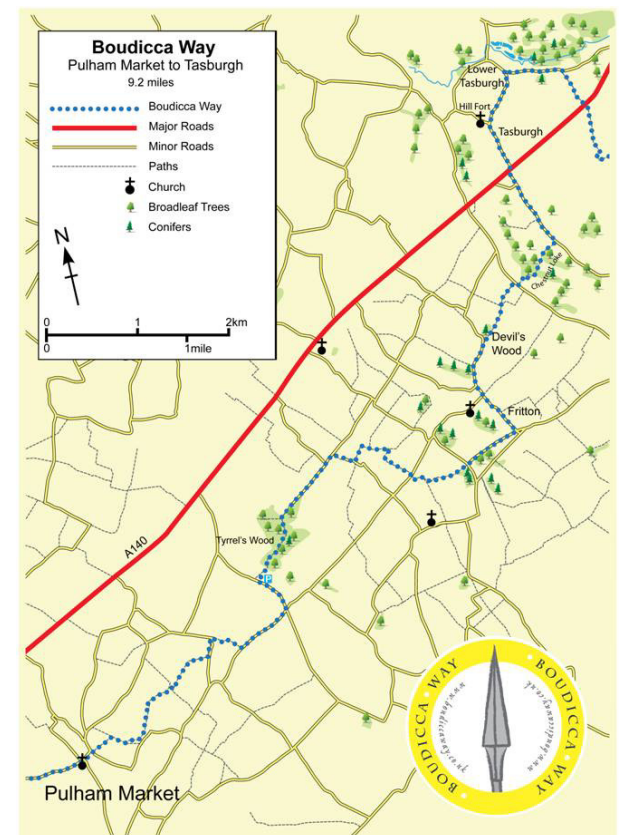
If the cattle grid is impossible use Semere Lane on to the A140 verge to The Ram. Watch out for deep ditches. Bypass Shimpling using Moor Road, Dickleburgh Road, Shimpling Road and Back Lane. Stay on Broad Way and Church Road to Burston Road. Keep beside the hedge avoiding stiles. At the ford the down stream side is slightly shallower.



Keep on the pavements and road to Arminghall Lane. If the field crossing is too difficult go round the field margin to the 810mm wide gate. Above the chalk pits get into the adjacent field margin at the earliest opportunity. Watch out for obscured ditches next to the trail. If path/bridge gradients are too steep use High Ash Lane. Follow signage as maps may vary.



On Naiden's Lane go east avoiding the section that goes to The Street. If the field crossing from Naiden's Lane to Shotesham is too difficult go via Chapel Lane. Avoid the stile near Little Wood by using Market Lane. Detour around the Red Wings Estate via Foxhole and carefully cross the busy A140 into Tasburgh Road.



Go down Chestnut Loke from Fairstead Lane. If the field crossing is too difficult use Anson's Lane and Wood Lane to Wood Green. Mind the ruts north of Tyrrel's Wood. If the field crossing is too difficult stay on Hardwick Road and pick the trail up on Colegate End Road. Use Barnes' Road to get into Pulham Market.

Norfolk Local Access Forum

Item No. 16.

Report title:	Access Enforcement & Landowner Obligations
Date of meeting:	20 April 2016
Responsible Chief Officer:	Matt Worden (Item led by Chris Allhusen)
Strategic impact To agree an effective on-going approach to encouraging landowners to fulfil their legal responsibilities to provide public access across their land where rights exist.	

Executive summary

A workshop was held on Friday 18th March with Highways, Trails and members/officers of the National Farmers Union and Country, Land and Business Association to discuss how we effectively “encourage” landowners and managers to fulfil their legal responsibilities in keeping public access available where rights exist over their land.

Purpose of the workshop

- To discuss current thinking around public rights of way (PRoW) and the enforcements procedures we adopt – what can we do with the resources we have?
- To explore opportunities to enhance communications with farmers and land managers and change the culture of access for them - what access to their network means in terms of positive outcomes for business, tourism, the environment and people e.g. health and wellbeing.
- To consider:
 - The diversification of farming businesses
 - Tourism
 - The value of the network
 - The quality of the network
- How do we move forward?

Outcomes of the workshop

- To take the idea of communications through newsletter/website back to regional directors at NFU and CLA.
- To communicate our actions to the LAF and agree approach.
- NCC legal procedure – to work internally first – must keep legal proceedings minimal due to significant costs involved.
- Refresh Guide for Farmers and Land Managers and place on the website.
- NFU and CLA endorsement of NCC’s approach
- Hold on respective websites and **both agreed**.
- Possibility of promoting our approach at the Royal Norfolk Show?
- LAF to exert their influence
- NCC legal procedure (internal first) – look what we have done proactively in order to improve the dialogue between NCC and farmers/land managers.
- How do we do this efficiently and cost-effectively?

The key points:

1. Minimise legal action
2. Promote positive action through the NFU and CLA
3. Work with other groups to solve issues

Recommendations: LAF members to agree the forward approach following discussion of this item.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

Officer Name: Matt Worden **Tel No:** 01603 638561

Email address: matt.worden@norfolk.gov.uk



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Norfolk Local Access Forum

Item No. 17.

Report title:	Pathmakers (Charitable Incorporated Organisation) Final Branding
Date of meeting:	20 April 2016
Responsible Chief Officer:	John Jones (Item led by Seamus Elliott and Martin Sullivan)
Strategic impact Mission Statement To improve opportunities for outdoor recreation, appreciation and enjoyment of the countryside for the public benefit of people visiting and living in Norfolk. Values To provide safe, sustainable and accessible ways to visit the countryside in Norfolk.	

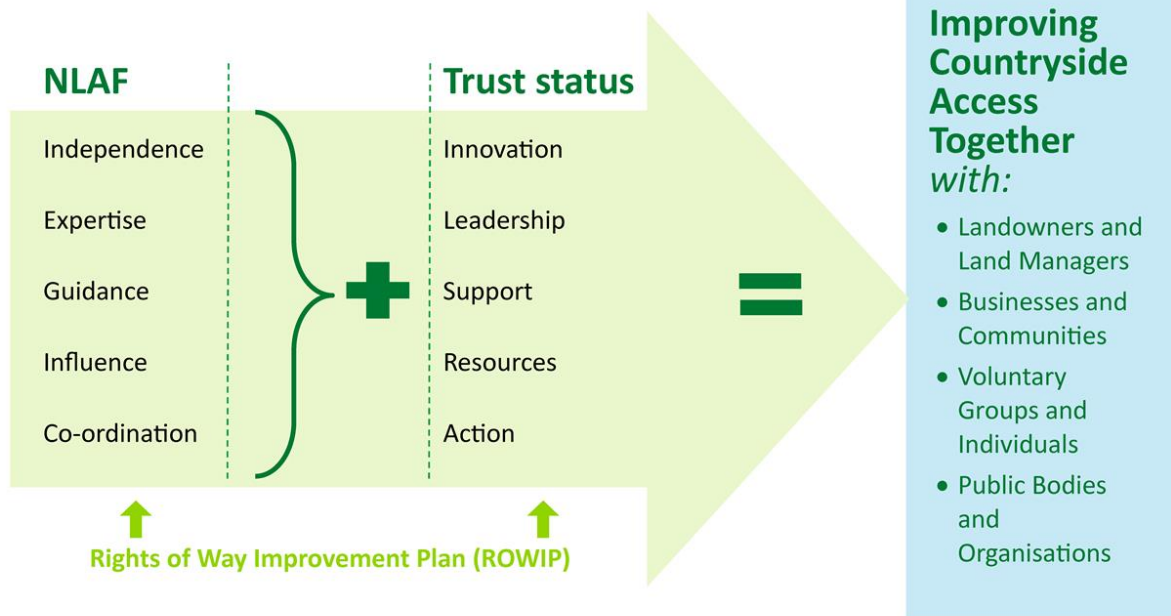
Executive summary

Pathmakers is a Charitable Incorporated Organisation (CIO)

- A charitable incorporated organisation (CIO) is a new form of legal entity designed for non-profit organisations in the United Kingdom.
- The main intended benefits of the new entity are that it has legal personality, the ability to conduct business in its own name, and limited liability so that its members and trustees will not have to contribute in the event of financial loss.
- Pathmakers uses a 'Foundation Model' for its constitution which means its only voting members are its Charity Trustees.
- Pathmakers has 7 Trustees:
 - 5 drawn from the NLAF
 - 2 specialist (one is a senior NCC officer and one is an external expert from the University of East Anglia)

Context

- Grown out of an assessment of needs from the 'Route in Time' seminar run by the Norfolk Local Access Forum (NLAF) in 2011.
- Need identified following Strategic Review of Norfolk Rights of Way Improvement Plan (a Vision for Improving Norfolk's Countryside Access Network developed by Norfolk County Council in partnership with the NLAF, landowners, community representatives and other stakeholders in 2014/2015).
- Many opportunities to develop the access network; particularly for those not currently using it, as well as engaging local communities in the management of their local routes – Pathmakers has a remit to take this work forward to bring benefits to communities and to the environment.
- Pathmakers bridges the gap between the NLAF's aims for improvement to access, the capacity communities have and the limitations of the public sector to make improvements on the ground.



Pathmakers will initially do these things:

1. Provide access to the Norfolk countryside for more people, particularly those who by reason of their youth, age, ill-health, disability, financial hardship or other disadvantage may not currently benefit.
2. Engage local communities and voluntary groups in the management of countryside access networks for the advancement of community development.
3. Monitor the strategic development of countryside access in Norfolk, identifying gaps and opportunities not being met by the local authority, landowners and other stakeholders.
4. Source additional resources to support these activities which may not be available to the local authority.
5. Develop an identity to raise awareness of Pathmakers and its relationship with the NLA.

Recommendations: For information.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

Officer Name: John Jones **Tel No: 01603 222774**
Email address: john.jones@norfolk.gov.uk



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Pathmakers

Connecting Norfolk countryside
and communities





Mission Statement

To improve opportunities for outdoor recreation, appreciation and enjoyment of the countryside for the public benefit of people visiting and living in Norfolk.

Values

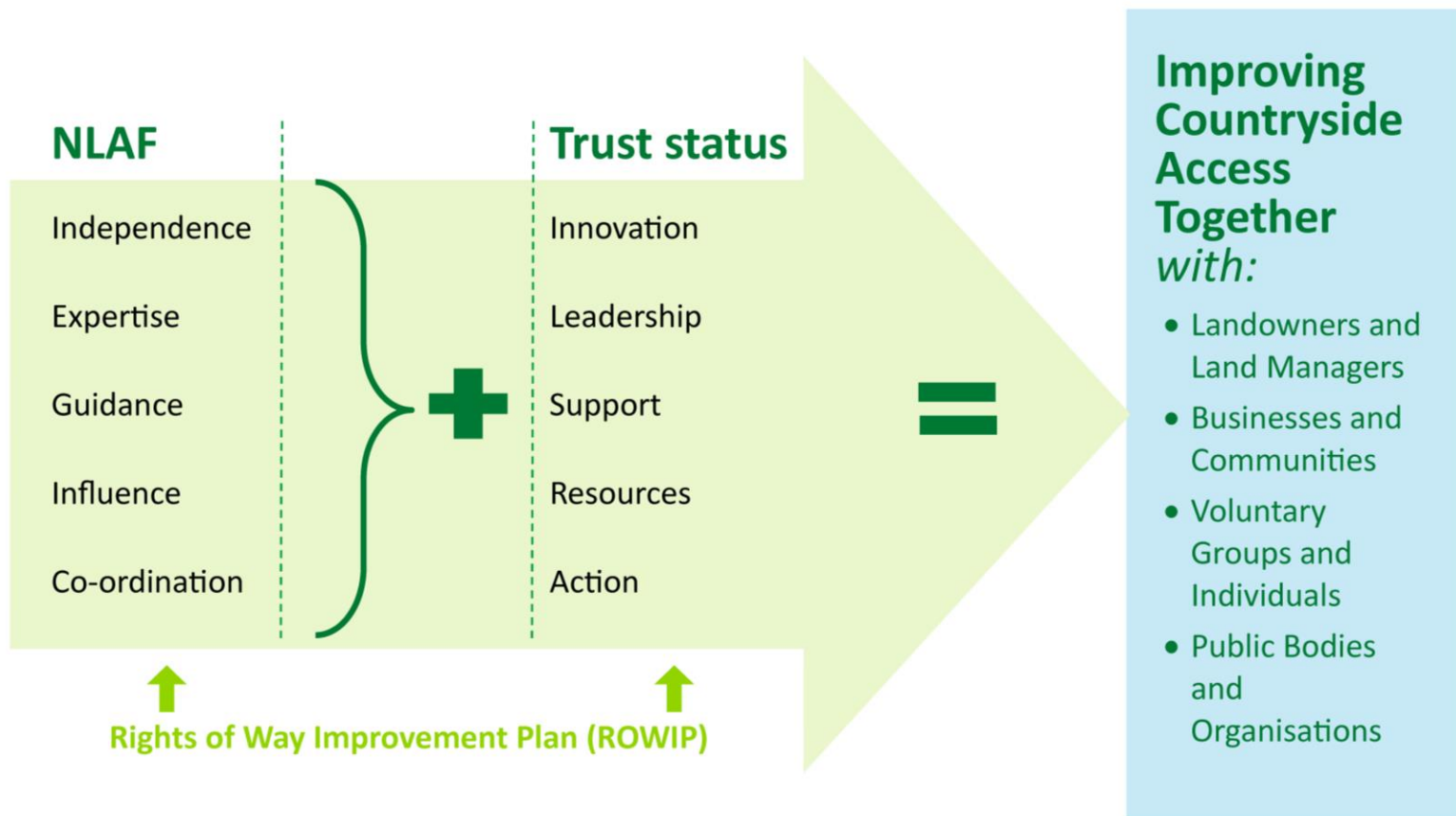
To provide safe, sustainable and accessible ways to visit the countryside in Norfolk.





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 - 2 specialist (one is a senior NCC officer and one is an external expert from the University of East Anglia)

Trustees:

Martin Sullivan (NLAF Chair)

Seamus Elliott (NLAF)

Ray Walpole (NLAF)

Ann Melhuish (NLAF)

George Saunders (NLAF)

John Jones (Norfolk County Council – Countryside and Coastal Manager)

Jenni Turner (University of East Anglia – Professor of Environmental Sciences)

Other contacts:

NLAF: nlaf@norfolk.gov.uk

John Jones: john.jones@norfolk.gov.uk

Martin Sullivan: martinsullivan4x4@yahoo.co.uk

Seamus Elliott: seamus.e@hotmail.co.uk



Norfolk Local Access Forum

Item No. 18.

Report title:	Whitwell Station Proposals
Date of meeting:	20 April 2016
Responsible Chief Officer:	Andrew Hutcheson (Item delivered by Russell Wilson)
Strategic impact How will the running of trains at Whitwell Station impact on users of the adjacent Marriott's Way?	

Executive summary

An update report on the proposals for running trains at Whitwell Station and how this impacts on use of the Marriott's Way.

Recommendations: Item for discussion and LAF views.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

Officer Name: Andrew Hutcheson Tel No: 01603 222767

Email address: andrew.hutcheson@norfolk.gov.uk



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