

# Rights of Way Improvement Plan

2017/18 – 2027/28

July 2017



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# 1. ABOUT THIS DOCUMENT

## 1.1 Introduction

This is the third edition of the Rights of Way Improvement Plan (RoWIP) for Hertfordshire. It provides the context for the future management of and investment in the rights of way network and other access activities, to meet people's needs and demands. This edition is for 2017/18 to 2027/28 with an interim review after 5 years.

Public Rights of Way are highways that allow the public a right of passage and are maintained by the County Council and its agents.

## 1.2 What is a Rights of Way Improvement Plan?

RoWIPs are the way that Highway Authorities identify changes and improvements to local rights of way networks in order to meet the Government's aims of better provision for walkers, cyclists, equestrians (horse riders and horse and carriage drivers) and people with disabilities.

The RoWIP is divided into two main parts: the Assessment and the Statement of Action.

The previous edition has been updated to ensure it accurately reflects the modern position of how people get into the countryside and how the footpaths, cycle tracks, bridleways and byways are used.

National guidance indicates that RoWIPs should be incorporated into Local Transport Plans (LTP) to help address sustainable transport and road safety issues. They should also take into account biodiversity, community safety, culture and tourism, local economic needs, health, recreation and social inclusion.

## 1.3 The Assessment. The guidance says Highway Authorities should assess the:

- i. extent that the network meets the present and likely future needs of the public;
- ii. opportunities provided for exercise, recreation and enjoyment of the local area; and
- iii. accessibility to blind or partially sighted people and those with mobility problems.

## 1.4 The Statement of Action is to address the issues identified in the assessment. It outlines strategic actions that will be used to bid for resources, especially from the LTP and planning gains, to help meet the identified needs and demands.

## 1.5 Strategic Environmental Assessment

The EU Directive 2001/42/EC requires County Council Plans and Strategies to be assessed for their impact on the environment. This new edition of the Rights of Way Improvement Plan has been screened for any potential effects due to changes from the previous version, and this screening process concluded that it does not need its own SEA, as there are no material changes to policy or service delivery. As a daughter document to the LTP it will also be covered in the wider SEA appraisals undertaken on Local Transport Plan 4 (LTP4). This edition of the RoWIP aims to be beneficial to the environment and to residents' quality of life across the whole county.

## 2. THE HERTFORDSHIRE CONTEXT

### 2.1 Hertfordshire Overview

Hertfordshire is adjacent to Greater London and is bisected by key transport routes. Hertfordshire is one of the most densely populated counties in the UK with a population of over 1 million in an area of 1,640 sq. km. The county is a mix of New Towns, Garden Cities and historic market towns with around 80% of the population living in these settlements which cover only 20% of its area. Conversely, 20% of the population lives in the remaining 80% which is considered rural. With its location close to London, 60% of the County is Metropolitan Green Belt, to prevent the spread and coalescence of settlements – the integrity of which is constantly being tested by development proposals.

### 2.2 Health in Hertfordshire

Hertfordshire is one of the healthiest counties in England, with life expectancy of 80.8 for men and 84.1 for women. Over 70% of the population is described as being in “good health”.<sup>1</sup> Local authority areas with the highest levels of “not good health” are Stevenage, Broxbourne and Watford. The lowest is East Herts.<sup>2</sup>

Stevenage, Broxbourne and North Herts have the highest levels of “long-term illness” (15.7%, 15.3% and 15.1% respectively of their populations). St Albans has the lowest with 12.9%.<sup>3</sup>

### 2.3 Age and gender of the population in Hertfordshire

The gender split of residents is roughly equal with around 49% male and 51% female. A quarter of the population is under the age of 20 whilst the elderly population is growing, with the number of people over 75 at the 2011 census approximately 8%. The largest age group is 30 to 44.

### 2.4 Ethnicity in Hertfordshire

Whilst Hertfordshire’s population is predominantly white (British 80.8% and other white 6.8%) it is diversifying, with non-white groups representing 12.4% of the population, comprising:

- Mixed 2.5%
- Asian 6.5%
- Black 2.8%
- Other 0.6%

The most diverse area is Watford, followed by Hertsmere, St Albans and Three Rivers. The least diverse is East Herts.

### 2.5 Car ownership in Hertfordshire

While many households in Hertfordshire have access to at least one motor vehicle, the number of households without access to a motor vehicle ranges from 13% in East Herts to 23% in Stevenage.

<sup>1</sup> Source: Public Health England, Health Profile 2014 - Hertfordshire

<sup>2</sup> Self-reported health status from the 2011 census.

<sup>3</sup> [http://lginform.local.gov.uk/reports/lgastandard?mod-area=E07000241&mod-group=Custom\\_23bbb87f5e9d4e1fb9174a6f54d4e51c&mod-metric=3325&mod-period=1](http://lginform.local.gov.uk/reports/lgastandard?mod-area=E07000241&mod-group=Custom_23bbb87f5e9d4e1fb9174a6f54d4e51c&mod-metric=3325&mod-period=1)

## 2.6 **Travel and transport patterns in Hertfordshire**

Key north-south routes cross the county including the M1 and A1(M); the M25 runs east-west, whilst the M11 lies just to the east. It is estimated that there are four million road journeys daily in the county. In addition, there is a comprehensive A-road network of 1,864 miles (3,818km). Every day 140,000 people commute out (nearly 100,000 to London) and 85,500 enter the county, mostly from London and Bedfordshire.

Five railways pass through Hertfordshire plus the London Underground. Over 11 million rail journeys are made per year in Hertfordshire (over 60,000 daily commuter journeys to London).

There are 3 major airports adjacent to Hertfordshire: Luton, Stansted and Heathrow.

## 2.7 **Open spaces in Hertfordshire**

Hertfordshire contains nationally important areas including the Chilterns Area of Outstanding Natural Beauty and Broxbourne Woods National Nature Reserve. There are regionally important areas including the Colne Valley Regional Park, Lee Valley Regional Park and Watling Chase Community Forest. Major open spaces and Commons include Heartwood Forest, Aldenham Country Park, the Ashridge Estate, Therfield Heath, Chorleywood Common and numerous other parks and green spaces including 49 (2016) that have achieved the Green Flag Award. The majority of these are in the ownership of District, Borough, Town and Parish councils. Many are designated Local Nature Reserves and have management plans produced by their owners or the Countryside Management Service (CMS), which guide their use and development.

## 2.8 **Linear routes in Hertfordshire**

Hertfordshire contains more than 1,937 miles (3,127km) of Public Rights of Way (PRoW). This network of 5,220 paths is maintained by the County Council or its agents. Additionally, there are approximately 24 miles (38km) of off-road cycle tracks. These linear routes are part of the whole network of highways, including 5,500 miles of roads (8,857km), which are needed to access the RoW network.

## 2.9 **Other access areas**

A number of organisations provide access in Hertfordshire, e.g. the Canal & River Trust, who manage the Grand Union, Lea and Stort canals, giving access to water and along their towpaths. Others include; Borough and District Councils, Crown Estate, Forestry Authority, Hertfordshire and Middlesex Wildlife Trust, The National Trust, Thames Water, the Woodland Trust and individual landowners who give access to their private land.

### 2.9.1 **Access to Woodlands**

There is a growing body of evidence that access to trees, woodlands and other forms of green space is important for physical health and mental wellbeing. Contact with nature at an early age can also have significant benefits in a child's development. Woodlands can provide particular benefits.

Whilst the majority of woodlands in Hertfordshire are in private ownership there are also some significant areas in public or voluntary/charitable organisations'

ownership. Furthermore, there is permitted and linear RoW access through or around many of those in private ownership, making them accessible for people on foot, horse or cycle. Some of these are featured in short circular walks or rides listed at; <http://www.hertfordshire.gov.uk/cms/>. The CMS promotes access to the Broxbourne Woods National Nature reserve as well as a number of publicly owned Local Nature Reserves and many greenspaces. Many of these are woodland or have a wooded component. These places to visit are listed at; <http://www.hertfordshire.gov.uk/cms/>. Other Hertfordshire organisations such as the Herts and Middlesex Wildlife Trust <http://www.hertswildlifetrust.org.uk/> and the Woodland Trust <https://www.woodlandtrust.org.uk/> own woodland sites with good public access.

## 2.10 Strategies and Plans affecting the delivery of the RoWIP

Guidance indicates that ROWIPs should take into account wider agendas and obligations as the issues facing Hertfordshire are complex and require a range of inter-related solutions. The County Council's Environment Department's service delivery is directed by the Corporate Plan and the emerging LTP4 with its objectives and principles. District Local Plans and strategies also address issues identified by national government and will affect the delivery of the RoWIP. Standards and specifications are set out in the document 'Roads in Herts.'

### 2.10.1 The Local Transport Plan

The promotion of sustainable transport and road safety is achieved through the LTP4, which sets out the County Council's vision and strategy for the long term development of transport in the County:

LTP4 is focused around the three themes of Prosperity, People and Place, and sets out 9 objectives, which take into account wider impacts on climate change, health, quality of life and the natural environment. These are:

- Improve access to International Gateways and regional centres outside of Hertfordshire;
- Enhanced connectivity between Primary Urban Centres in Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Preserve the character and quality of the Hertfordshire Environment;
- Reduce carbon emissions;
- Making journeys and their impact safer and healthier;
- Improving access and enabling participation in everyday life through transport.

The Rights of Way Improvement Plan will deliver a number of these objectives, by helping to preserve the character of the environment, reducing carbon emissions, making people healthier, and improving access to both the countryside and urban rights of way. It is recognised that a significant contribution can be made by the RoW network, through projects to develop sustainable transport links between settlements and key employment sites.

In addition to the emerging LTP4 themes and objectives, there are 4 principles that it is important that other supporting strategies can demonstrate; these are:



- 1) Application and adoption of new technology – Rights of Way maps and leaflets are now only available on the County Council’s website, and accessible by mobile phones and tablets.
- 2) Cost effective delivery and maintenance – volunteers engaged through the CMS monitor and undertake minor repairs on the network, and these opportunities will be broadened over the life of this plan. Projects are delivered through joint partnerships where possible.
- 3) Modal shift and encouraging active travel – a high percentage of rights of way users are walkers, cyclists and horse riders, with the network being used for health reasons, leisure and commuter journeys.
- 4) Integration of land use and transport planning – to be delivered through Core Action 9: Ensure the off-road network is protected, extended and enhanced through development proposals.

### 2.10.2 Health & Wellbeing in Hertfordshire

The role of the natural environment, of which our rights of way are a significant part, has a clear and important link to our physical health and mental wellbeing. We know that the natural environment has broad, positive outcomes for general health through its role in enabling physical activity. Scientific evidence points to more specific outcomes for its influence on obesity, cardiovascular disease, respiratory disease, blood pressure, cognitive function, sleep and mortality.

The Hertfordshire Health and Wellbeing Board brings together local government (including public health, adult social care and children’s services), the NHS, the Office of the Police and Crime Commissioner and Hertfordshire Healthwatch, to plan how best to meet the needs of Hertfordshire’s population and tackle local inequalities in health. Its goal is to optimise the health and wellbeing of people in Hertfordshire throughout the course of their lives. This is captured by the Health and Wellbeing Strategy 2016-20 (<https://www.hertfordshire.gov.uk/about-the-council/how-the-council-works/partnerships/health-and-wellbeing-board.aspx>) which sets out a range of aims pertinent to the RoWIP, which seek to enable good mental health and healthy lifestyles for children, young people and adults, recognising the challenges posed by increasing obesity and social isolation.

As part of the county council’s Corporate Plan vision for Hertfordshire, the Public Health department seeks to ensure all residents have an opportunity to live as healthy lives as possible and to live safely in their communities (<http://www.hertfordshire.gov.uk/your-council/hcc/publichealth/>). In particular, public health priority areas include:

- *Longer, healthier lives*: increasing life expectancy; reducing prevalence of the common risk factors for early death (smoking, obesity, inactivity, poor diet and excess alcohol consumption)
- *Start healthy and stay healthy*: improving health across the lifecourse from before conception to death
- *Narrowing the gap between the most and least healthy*: reducing inequalities in health outcomes and life expectancy between most and least affluent

Accessible rights of way can enable better physical health and mental wellbeing,

helping people to live healthy lifestyles, make healthy choices and reduce health inequalities.

### 2.10.3 Walking for Health (WfH)

Walking for Health is a partnership between the Ramblers and Macmillan Cancer Support. They share their walking and health expertise to enable local schemes and groups to offer short, free, local health walks in communities across England.

In Hertfordshire, there are 10 WfH schemes providing regular walks (more than 60 per week) in all district and borough areas. The walks are all led by volunteers who have received training and are accredited and insured by WfH. The CMS coordinates Hertfordshire Health Walks in 8 of the 10 districts and boroughs, supporting more than 260 volunteers. Staff from Watford and Stevenage coordinate the schemes in their areas.

The Chief Medical Officer recommends that adults should take a minimum of 150 minutes of moderate, physical activity each week to improve health and wellbeing, prevent disease and help people recover from both physical and mental illness.<sup>4</sup> The natural environment provides the ideal venue for this activity and many of the Hertfordshire Health Walks are led along Rights of Way and through green spaces.

### 2.10.4 Change4life

This national campaign aims to prevent people from getting overweight by helping them to 'eat better and move more'. There are various strands to this campaign including 'walk4life' and 'bike4life' see; [www.nhs.uk/change4life](http://www.nhs.uk/change4life). Regular physical activity is promoted locally via the Health in Herts webpages, see:

<https://www.hertfordshire.gov.uk/services/Health-in-Herts/health-in-herts.aspx>

### 2.10.5 Sport and Physical Activity

Sport is championed nationally by 'Sport England' whose objectives are to encourage people to start, stay and succeed in sport and physical activity, including; rambling, cycling, horse riding and horse & carriage driving, which are recognised by Sport England as beneficial healthy activities.

British Horse Society (BHS) research in 2010 found that horse riding and associated activities expend sufficient energy to be classed as moderate intensity exercise. More than two thirds of respondents participate for 30 minutes or more at least three times a week.<sup>5</sup> Sport England estimate that such a level of sporting activity will help an individual achieve or exceed the government's recommended minimum level of physical activity (see 4.4.1).

### 2.10.6 Herts Sports Partnership

This partnership is one of many county sports partnerships which assist the government and Sport England in the delivery of its sports and physical activity strategy locally, via the Herts Framework for Physical Activity:

<sup>4</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/216370/dh\\_128210.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/216370/dh_128210.pdf)

<sup>5</sup> [http://www.bhs.org.uk/~/\\_media/bhs/files/pdf-documents/health-benefits-of-riding-in-the-uk-full-report.ashx?la=en](http://www.bhs.org.uk/~/_media/bhs/files/pdf-documents/health-benefits-of-riding-in-the-uk-full-report.ashx?la=en)

<http://www.sportinherts.org.uk/page/insight/making-the-case-for-sport-and-pa/hertfordshire-physical-activity--sport-framework-9604/>

Herts Sports Partnership's vision is;

'Working together to encourage more people to be more active more often'.

The partnership works alongside a number of partners from the public, private and voluntary sectors, bringing together expertise, resources and ideas from all sides of the sports and physical activity world in Hertfordshire and beyond. The Herts Sports Partnership provides a central and coordinated sports and physical activity service for the whole county to benefit from.

### 2.10.7 Volunteering and Rights of Way

The Corporate Plan includes the desire to enable residents to contribute to the county and its communities. Hundreds of people already volunteer in a wide range of roles which help improve life in our local communities, including in the production of this plan and the surveys and lists of potential routes in their local areas.

The CMS has at its core engaging volunteers in the improvement of the local environment for people and wildlife. It delivers this activity to the national 'Investing in Volunteers' standard. The Rights of Way network benefits from the activity of CMS led and co-ordinated volunteers through the 3 mid-week teams, and Footpath Friends who monitor and undertake minor repairs on promoted routes. This has proved invaluable to the delivery of essential maintenance and improvement objectives. There has been a substantial increase in volunteer work, demonstrating that coordinated and well managed community volunteers can have a significant role to play in ensuring that the network is well maintained and easy to use.

The county council wants more people to play a role in managing RoW. Over the period of this plan the range of volunteer roles will be broadened, allowing people to contribute to path upkeep, whether it is walking, riding, surveying or carrying out practical improvements outdoors in small teams.<sup>6</sup>

### 2.10.8 Cycling and Walking Investment Strategy (CWIS)

This Department for Transport (DfT) document seeks to "make cycling and walking the natural choices for shorter journeys, or as part of a longer journey."<sup>7</sup> It outlines the benefits of opting for those modes of travel as well as how it will set about achieving its time-specific targets:

- increase cycling activity, measured as the estimated total number of cycle stages made
- increase walking activity, measured as the total number of walking stages per person
- reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled
- increase the percentage of children aged 5 to 10 that usually walk to school

<sup>6</sup> For more information on CMS see: <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/countryside-management-service.aspx>

<sup>7</sup> Cycling and Walking Investment Strategy 2017

- aim to double cycling, measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and work towards developing the evidence base.
- aim to increase walking activity, measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and work towards developing the evidence base.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

2015 figures reveal that approximately 22% of trips in England are made by walking while only 2% are made by bicycle.<sup>8</sup> For the Eastern region, including Hertfordshire, the proportion of urban trips under 5 miles was 36%, with public transport adding a further 3%. 17-20 year olds are the most frequent walkers with 52% of this age bracket travelling by this mode for 20 minutes or more at least 3 times a week.<sup>9</sup>

In 2014/15, it was estimated that 87.4% of adults (aged 16 and over) in Hertfordshire walked (any continuous walk of over 10 minutes) at least once per month, irrespective of purpose. This compared to 86.3% and 86.1% in England and the East of England respectively.

In 2014/15, it was estimated that 15.6% of adults (aged 16 and over) in Hertfordshire cycled (irrespective of length or purpose) at least once per month. This compared to 14.7% in England and 16.9% in the East of England.<sup>10</sup>

## 2.11 Economic Development

Economic development in the county is now lead by the Hertfordshire Local Enterprise Partnership (LEP). The Hertfordshire LEP is one of 39 LEPs across the country tasked by the Government to drive forward sustainable growth and job creation. The LEP was established in 2010 and recognised by Government in 2012.

The Hertfordshire LEP set out its strategy for economic growth and development in the county in its 2016 Strategic Economic Plan (SEP).

The SEP vision is that by 2030 Hertfordshire will be among the UK's leading economies, helping to realise the full economic potential of the assets and opportunities within the "Golden Triangle" (an area linking Oxford, Cambridge and London).

The SEP sets out four priorities for economic development:

- maintaining global excellence in science and technology;
- harnessing our relationships with London and elsewhere;
- re-invigorating our places for the 21st Century;
- putting in place the foundations for growth.

Underpinning the vision is a strategy for how it will be achieved, with five key

<sup>8</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/550617/nts0303.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/550617/nts0303.xls)

<sup>9</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/550626/nts0312.xls](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/550626/nts0312.xls)

<sup>10</sup> <https://www.gov.uk/government/statistics/local-area-walking-and-cycling-in-england-2014-to-2015>

objectives:

- Creating a vibrant, low carbon economy
- Stimulating enterprise, innovation and inward investment
- Developing a well skilled workforce
- Providing quality locations and infrastructure
- Creating vibrant towns and vibrant communities

Each of these themes is accompanied by Action Plans which are being taken forward by specific task groups involving a wide number of representatives from the partnership.

The Rights of Way network brings economic benefits to Hertfordshire in various ways. The network is an integral part of the leisure and tourism industries. Users spend time in pubs and shops along the network and stimulate sales in accessories needed for taking part in activities on the network. The maintenance of the network also provides additional work to local farmers and contractors across Hertfordshire.

## 2.12 Policy Planning Guidance (PPG) ‘Open Space, Sports and Recreation facilities, public rights of way and local green space.’

This part of the National Planning Policy Framework (NPPF) requires District and Borough Councils to prepare strategies for assessing and meeting the needs of local people in the same way as the Countryside and Rights of Way (CROW) Act, 2000 requires Highway Authorities to prepare Rights of Way Improvement Plans. The two are seen to be complementary.

The National Planning Policy Framework (NPPF) recognises the environmental dimension of sustainable development. In particular the planning system must “*contribute to protecting and enhancing our natural, built and historic environment*”. (NPPF para7).

According to the NPPF’s core principles planning should:

- “*be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans*” which “*should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues;*”
- “*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling;*”
- “*take account of and support local strategies to improve health, social and cultural wellbeing for all.*” (NPPF para17)

The NPPF’s measures to promote a prosperous rural economy include the policy that, “*Local and neighbourhood plans should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside.*” (NPPF para28).

The NPPF includes policies to promote sustainable transport. In particular, “*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport*

*infrastructure;*

- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development”. (NPPF para32).*

In addition, “*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.” (NPPF para35)*

This policy also supports the development of effective networks of footpaths and cycleways.

The NPPF recognises that the planning system can play an important role in creating healthy, inclusive communities. It states that “*Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails” (NPPF para75).*

### 2.13 **Tourism, Leisure and Culture**

HCC and the LEP encourage tourism in Hertfordshire through Visit Herts (<http://visitherts.co.uk/>). Borough and District Councils’ Local Plans may include tourism, leisure and culture issues. Hertfordshire’s RoWIP will prioritise public access to key tourist, leisure and cultural locations, including public open space, countryside and the built environment, especially by non-motorised transport, to encourage sustainable and healthy journeys.

For people accessing the countryside and RoW network the experience and enjoyment of the historic environment is a prime reason for their use. This includes Hertfordshire’s rich heritage of managed landscapes, numerous historic parklands, parks and gardens, and the built heritage of both picturesque towns and villages and world-renowned Garden Cities.

### 2.14 **Biodiversity**

The ROWIP must seek to deliver improvements in a context which includes:

- the duty to have regard to biodiversity as directed by the NERC Act 2006;
- legal obligations under national legislation including (Wildlife and Countryside Act 1981);
- legal obligations under international legislation (primarily European Habitats Directive);
- biodiversity considerations as outlined within the National Planning Policy Framework 2012;
- similar specialist guidance, including Standing Advice from Natural England;
- Biodiversity Action Plans – national and local visions for biodiversity with habitat and species action plans;
- the Local Nature Partnership, which has effectively replaced the BAP process but still seeks to contribute to its main aims and deliver other biodiversity initiatives in a more dynamic way;

- local Green Infrastructure initiatives which also reflect biodiversity;
- the protection, maintenance and enhancement of Hertfordshire's biodiversity.

Those involved with RoWIP delivery should be mindful of the above statutory legislation and best practice associated with protected habitats and species. Whilst increased public engagement with wildlife is important, this also needs to recognise the impact that access and disturbance can have on sensitive land management and biodiversity issues.

## 2.15 Green Infrastructure

Green infrastructure (GI) is the network of natural and semi-natural features, green spaces and rivers within and connecting villages, towns and cities.<sup>11</sup>

The Hertfordshire GI plans promote a multifunctional approach to land-use management to deliver the most environmental, social and economic benefits in a sustainable way. They bridge the gap between strategic planning and detailed design, helping to inform development decisions.

The GI strategy takes a two tier approach;

- Sub-regional; with proposals known as the Strategic Highlights Plans (SHiP), incorporating the GreenArc<sup>12</sup> area, and
- Local; with plans for seven Hertfordshire districts<sup>13</sup> with corridors of potential connectivity outlined.

Connectivity is fundamental to GI; a network approach to link destinations and promote sustainable transport, such as walking and cycling, is embedded as a key function within each SHiP proposal.

Improvement of GI on a landscape scale benefits connectivity across many dimensions. For example, the Central Herts East-West Green Corridor is one which can link people in adjacent towns/villages to the network and its assets.

The Hertfordshire Landscape and Green Infrastructure Group<sup>14</sup> help promote the delivery of GI in Hertfordshire. Local Authorities also have GI plans, e.g. the Hertsmere BC Greenways Strategy, which compliments the aims of the RoWIP.

### 2.15.1 Landscape Character

Hertfordshire's landscape character assessments<sup>15</sup> set out a strategy and guidelines for managing change. The 200 distinct landscape character area assessments map and describe the variation in landscape character across the County, and provide a baseline against which decision makers can measure proposals to ensure the delivery of positive sustainable outcomes – environmental, social and economic. They include physical influences (such as geology and soils, topography, hydrology, land use, vegetation and wildlife) and historical and cultural influences (such as field, transport and settlement patterns).

<sup>11</sup> Landscape Institute Position Statement, GI An Integrated Approach to Land use

<sup>12</sup> South East Hertfordshire, South West Essex and North East London

<sup>13</sup> St Albans, Watford, Dacorum, Three Rivers, Hertsmere, Welwyn Hatfield and East Herts

<sup>14</sup> A sub-group of the Hertfordshire Planning Group

<sup>15</sup> The Landscape Partnership, 2001 onwards

With regards public rights of way, the assessment of each landscape character area provides an overview of transport patterns, and an evaluation of accessibility based on the rights of way network. A suite of guidelines to conserve and enhance public rights of way are provided where appropriate.

## 2.16 Neighbouring Authorities' RoWIPs

Hertfordshire aims to work in partnership with its neighbouring authorities on cross border schemes.

Local Authority	Actions
Hillingdon	<ul style="list-style-type: none"> <li>• Regenerating by carrying out physical improvement works, removing blockages, hazards, updating furniture and removing trip hazards (proactive rather than reactive).</li> <li>• Improve current maintenance schedules such as vegetation management and litter/cleansing of urban routes.</li> <li>• Assessment of least restrictive access of RoW network to improve or create routes for people with disabilities.</li> <li>• To update the Definitive Map and Statement.</li> <li>• Advancing the promotion and encouragement of the use of Public Rights of Way for recreational and health benefits as well as sustainable travel methods.</li> <li>• Seek ways to reduce crime in the borough which includes Public Rights of Way and adopted highways.</li> <li>• Offer the opportunity for regular exercise and to promote the government Change for Life programme.</li> </ul>
Luton	<ul style="list-style-type: none"> <li>• A better signed, maintained and accessible (more inclusive) network for the whole community.</li> <li>• Improved promotion of RoW so all sectors of society are well informed about the opportunities available and know where they can go for further information.</li> <li>• Encourage residents to adopt active lifestyles using rights of way and green open spaces to improve their wellbeing.</li> <li>• Improve safety and security by introducing community safety and other initiatives as well as providing on-site security in a number of areas.</li> <li>• Updating the Definitive Map, and enhanced management of green space and rights of way.</li> </ul>
Essex	<ul style="list-style-type: none"> <li>• Better coordinated, branded and targeted promotion of the network, increasing public use and benefits to rural areas.</li> <li>• Produce an up-to-date and publicly available digitised Definitive Map for the whole of Essex.</li> <li>• Provide a better signed and maintained network.</li> <li>• Provide continuous, high quality RoW which promotes health and social benefits to local communities. Focus will be on the provision of bridleways.</li> <li>• Provide a continuous network that is accessible to all, increasing</li> </ul>



	<p>public use and economic benefits to rural areas.</p> <ul style="list-style-type: none"> <li>• Improve access to public rights of way through higher standard sustainable transport links.</li> <li>• To reduce the levels of anti-social behaviour, such as fly-tipping and dog fouling on public rights of way.</li> </ul>
Cambridgeshire	<ul style="list-style-type: none"> <li>• Making the countryside more accessible to increase opportunities for exercise and promote health/wellbeing.</li> <li>• Improving the safety and accessibility of the network to provide new opportunities for healthy activities.</li> <li>• Predicted 72,500 new homes across the county.</li> <li>• Provision of up to date, accurate, comprehensive and integrated access information that is readily available to all users of countryside.</li> <li>• Improve the network as a whole, making connections with the cycle network and wider transport network.</li> <li>• Management and improvement of countryside access taking into consideration the needs of land management, conservation, heritage and concern about rural crime.</li> <li>• Develop Definitive Map and Other Records.</li> <li>• Keep the path network in good condition by reactive maintenance.</li> </ul>
Bedford Borough	<ul style="list-style-type: none"> <li>• Improve management of the rights of way network.</li> <li>• Increase community use and enjoyment of the rights of way network.</li> <li>• Extend and enhance the Rights of Way network.</li> </ul>
Central Bedfordshire	<ul style="list-style-type: none"> <li>• A well maintained network void of obstruction, signed from the road and waymarked as necessary.</li> <li>• A better defined and recorded network.</li> <li>• A Well connected network.</li> <li>• A more accessible network of routes.</li> <li>• Well managed countryside spaces.</li> <li>• Commons, Village Greens and Access Areas will be legally defined with people understanding their rights.</li> <li>• More people volunteering on the environmental initiatives in their area.</li> <li>• Increased Town and Parish Council involvement in countryside sites and rights of way management and development.</li> <li>• Countryside Access will contribute to supporting the rural economy in terms of providing employment opportunities and opportunities for local businesses to benefit from development of sites and RoW.</li> <li>• More people have access to good quality information and are aware of countryside access close to them.</li> <li>• Support and Provide Environmental Education opportunities for parents and schools.</li> <li>• Countryside Spaces and RoW will facilitate play, health, wellbeing and physical activities.</li> <li>• The quantity and quality of rights of way and greenspaces meet the needs of current and future communities.</li> </ul>

Buckinghamshire	<ul style="list-style-type: none"> <li>• Deliver an accurate and fully up to date Definitive Map and Statement (DMS).</li> <li>• Provide and protect a well maintained rights of way network.</li> <li>• Publicise public rights of way and access information and the DMS.</li> <li>• Deliver a better integrated and more accessible rights of way network.</li> <li>• Improve the use and enjoyment of the rights of way network.</li> <li>• Improve the asset management of the rights of way network.</li> <li>• Provide an efficient, value for money service supported by high customer satisfaction.</li> <li>• Support safe, strong and cohesive communities.</li> <li>• Protect and assert the County's National Trails and Chilterns Area of Outstanding Natural Beauty.</li> <li>• Improve access to 'Open Access' sites.</li> <li>• Deliver economic benefits to local communities and businesses.</li> <li>• Generate positive historical, environmental and biodiversity benefits.</li> <li>• Deliver health benefits for users and residents.</li> </ul>
Enfield	<ul style="list-style-type: none"> <li>• Keep up to date DMS with possibility for digitising map.</li> <li>• Maintenance and management – removing vegetation and clearing litter.</li> <li>• Information, marketing and promotion of the network.</li> <li>• Improvements: provision of lighting and improving surface condition.</li> <li>• Create new routes and new links to connect to the existing network and provide circular routes.</li> </ul>

## 3. HERTFORDSHIRE'S RIGHTS OF WAY NETWORK

### 3.1 Introduction to the Rights of Way Network

Public Rights of Way are recorded in the Definitive Map & Statement (excluding unclassified county roads), which is a legal document last updated in 2015.

### 3.2 Types of Routes

There are 4 types of Rights of Way:

Public Footpaths 70% provide the right to walk with any 'normal accompaniment' (e.g. dog, pram or a wheelchair, including motorised wheelchairs). There is no right to ride or wheel a bike, nor to ride or lead a horse, or to drive a horse drawn carriage.

Public Bridleways 21% allow the right to walk, cycle, ride or lead a horse or to drive animals. There is no right to take a horse drawn vehicle along a bridleway.

Restricted Byways (RB) 4% provide the public with a right of way on foot, on horseback or leading a horse, and a right of way in or on vehicles other than mechanically-propelled vehicles, i.e. for pedal cyclists and drivers of horse-drawn vehicles.

Byways Open to all Traffic (BOATs) 5% provide rights to vehicular traffic (motorised or horse drawn) but to be used mainly for the purposes for which footpaths and bridleways are used.

The extent to which the PRow network can be accessed by users is:

- 100% by walkers;
- 30% by cyclists and horse-riders;
- 9% by horse & carriage drivers;
- 5% by drivers of motorised vehicles.

### 3.3 The Definitive Map and Statement

The Definitive Map is conclusive evidence of public rights, without prejudice to routes that may currently be unrecorded or rights that may not be shown. The Definitive Statement describes the routes shown on the map.

Copies of the Definitive Map and Statement are held at County Hall in Hertford. Copies of the relevant areas are held at District / Borough and may also be at Parish Councils, and viewable online in public libraries. The DMS can be viewed on the county council's website at: [www.hertfordshire.gov.uk/rowmap](http://www.hertfordshire.gov.uk/rowmap).

The DMS can be modified where there is sufficient evidence to show it is incorrect, but the CRow Act 2000 instructs that the DMS is to be closed on 31<sup>st</sup> December 2025 for modification applications based on historical

evidence. In light of this, the vision for Hertfordshire's RoWIP is:

***“To create, by 2026, an accessible and integrated off-road network for non-motorised users based on rights of way and other routes, that meets the current and perceived future needs and demands of Hertfordshire’s residents and visitors”***

#### 3.4 **Applications to alter the Definitive Map and Statement**

The Access & RoW Service receives and processes applications for changes to the DMS. These include both Public Path Order applications (diversions, extinguishments and creations) and Modification Order Applications (adding unrecorded ways or altering the status or details for existing routes).

Hertfordshire currently has a growing backlog of such applications, as volunteers and users undertake research across the county, to add unrecorded historical routes or divert existing ones.

These applications are prioritised using a robust system to score each case based on public safety, level of use and the usefulness of the route in the wider network, which includes reference to the RoWIP as a criteria for assessing the value of any application.

In 2026, modification applications based on pre-1949 evidence will no longer be accepted (due to the cut off provisions in the CROW Act 2000). The RoWIP is, therefore, of growing importance in the prioritisation of these type of applications as post-2026, it will be one of the few remaining ways to develop new parts of the access network.

## 4.0 ASSESSMENT OF NEEDS AND DEMANDS

### 4.1 Sources

In making an assessment of peoples' needs and demands information is brought together from the national perspective and the local perspective for Hertfordshire, based on:

- Who uses the network? (The user groups)
- Why people use the network? (Motivation)
- Knowing where to go on the network (Information)
- Getting to the network (Transport)
- How easy is the network to use? (Ease of use).

### 4.2 Key Stakeholder Engagement

To establish local need and demand and whether or not the services currently provided were valued and met expectations, HCC used a process of key stakeholder engagement. This included;

- District and Borough Councils, including via Hertfordshire Planners Group (HPG)
- Town and Parish Councils including via Hertfordshire Association of Parish and Town Councils (HAPTC)
- The Herts Local Access Forum (Statutory consultee) including Hertfordshire Action on Disability (HAD); landowners and land managers.
- User group organisations (Ramblers, cyclists, horse riders etc.)
- HCC Members
- Herts CMS including volunteers
- HCC Services including Rights of Way officers - with detailed knowledge and extensive experience of the network; Highways; Transport, Access and Road Safety (TARS); Landscape, Ecology and Archaeology; and Public Health.

It was also available on the County Council's website for 6 weeks.

#### **Local Access Forum (HertsLAF)**

The LAF is a key advisor to the council on the development of the RoWIP specifically, plus public access to land for recreation in general.

#### **Key Stakeholders questions:**

- i. Have the Key Issues that prevent use or reduce the enjoyment of the experience you are seeking when using local rights of way changed?
- ii. Do the Actions need changing? i.e. What are the improvements we could make that would help you use local Rights of Way and increase your enjoyment of them?
- iii. Through these questions HCC:
  - Confirmed the priority issues and actions;
  - Identified and discuss realistic possible solutions; and
  - Identified quick wins and longer term objectives.

### 4.3 Who uses the network

In Hertfordshire the majority of users are walkers, cyclists and horse riders. Others include horse and carriage drivers, motorcyclists and four wheel drive users. Each group contains sub groups e.g. walking can cover running, dog walking, parents with pushchairs and access by people in wheelchairs.

#### 4.3.1 Walkers, dog walkers & runners

Nationally walking is the most popular form of leisure activity, ahead of cycling and horse riding, in the countryside. 58% of the population visited the natural environment weekly in the last 12 months.<sup>16</sup>

Walkers are the only users with access over the entire PRow network and encounter fewer problems compared with riders and drivers.

Walkers prefer flat, firm and well drained surfaces such as turf or dry earth. Uneven, soft or sticky surfaces like rough ground, mud or sand are more difficult and artificial surfaces or uneven terrains are tough on their feet.

#### 4.3.2 Cyclists

The 'National Rights Of Way, Use and Demand Survey' showed that 23 per cent of households had at least one member who participated in cycling in the countryside in the previous year. 32 per cent of households said they would increase cycling as an activity if more provision was available. Availability of local RoW for cyclists is very different in different parts of the county; however, most cyclists experience difficulty in finding safe, attractive, and sufficiently long routes away from busy roads, including commuter routes, for which there is increasing demand.

#### 4.3.3 Horse Riders

BHS research showed that 89% of riders responding were riding daily or several times each week. Also, that:

- i. the majority are female;
- ii. horse riding contributed nearly £1.8 million to the local economy;
- iii. 37% are dependent on local access to safe off-road routes;
- iv. the average ride is 1 hour 21 minutes. Nearly half of this was spent on roads and 43 minutes on bridleways, tracks and private land;
- v. 10% of respondents regularly crossed dual carriageways;
- vi. 50% of the respondents had faced verbal abuse from other road users and 25% had suffered physical intimidation;
- vii. 5% of respondents had been in a road accident involving a horse and motor vehicle in the previous twelve months; and
- viii. There are a number of non-definitive riding routes built on old railways which provide extensive facilities.

The BHS is working to create a network of safe off-road routes for people from where they keep their horse. The BHS dedicate each May to raising

<sup>16</sup> Monitor of Engagement with the Natural Environment, 2015/16

awareness of off-road riding and the efforts of BHS volunteers, local authorities and organisations who protect and restore multi-user routes across the UK. All while raising money for the BHS Paths for Communities Fund.<sup>17</sup>

Within Hertfordshire, there are 11 centres with links to the Riding for the Disabled Association. They organise riding and/or carriage driving for any disabled person who might benefit.

#### 4.3.4 Horse & Carriage Drivers

*'Carriage drivers and motorists, fared worst, faced with serious problems..., and they averaged out every 0.74 miles (1.2 km) at National level' encountering twice as many problems as other users<sup>18</sup>*

Carriage driving in Herts is represented by the British Driving Society (Beds, Bucks & Herts) and driving clubs, including the Chiltern Driving Harness Club (CHDC). Overall membership is in the region of 500 people. Many others are not members of any organisation. All groups run driving events year round with indoor, outdoor and social events. They research the Right of Way network and seek to close gaps and resolve anomalies in the network, as well restoring the record of old rights. They develop partnerships with landowners and other Rights of Way organisations, some of these across county borders, to provide safe and circular routes for organised and leisure drives, carry out training, and seek to make roads safer to carriage drivers by promoting awareness of the needs of carriage drivers and the lobby for the provision of warning signs.

#### 4.3.5 Motorised users

These include motorbike, quad bike and four wheel drive users but these 3 groups will have differing needs, demands and impacts, not least because of their very differing size and weight; e.g.

- 4x4 Vehicles at 1.5 - 2.5 tonnes
- Quad bike and rider at 375 - 450 kg
- Motorcycle and rider at 170 kg

The Trail Riders Federation (TRF) represents motorbike riders while The Green Lane Association (GLASS) represents four wheel drive users. These groups have a stated purpose and codes of conduct for members and seek to represent responsible and sustainable trail riding and driving respectively.

The Countryside and Rights of Way Act banned the use of Restricted Byways by recreational motor vehicles. Where claims for rights of way based on past use by horse drawn traffic are made, this will now only lead to Restricted Byway status. Motorised users, therefore, only have access to Byways Open to All Traffic (BOATs) and unclassified county roads (UCRs), which form valuable links in the wider access networks.

#### 4.3.6 People with Limited mobility

There are numerous users who face restricted access on the rights of way

<sup>17</sup> <http://www.bhs.org.uk/access-and-bridleways/ride-out-uk-month>

<sup>18</sup> Source: The Rights of Way Condition Survey 2000, The Countryside Agency

network. These range from those who use a pushchair for young children, to those that are elderly or have a physical disability and need walking sticks or other aids.

The Disability Rights Commission has found that ‘8.5 million people in the UK have some form of disability, and 1 in 10 of those people use a wheelchair.’ Further, ‘1 in 4 households has at least one disabled person as a household member. Nearly half the population benefit from changes, which are often made in the name of minority groups’.<sup>19</sup>

It must be noted that:

- Not all people with limited mobility use wheelchairs and some only have problems with specific obstructions, such as stiles and steps;
- Surfaces like concrete and tarmac should be flat with a minimum of cross slopes or loose stones, especially on corners or where the path is raised;
- A large percentage of parents may need to take a pushchair with them when they take their children out. The availability of ‘all terrain’ pushchairs has increased the expectation of parents who are now able to use more routes.
- People who cannot bend easily will find problems with overhanging vegetation and stiles;
- Wheelchair users can experience difficulties when faced with a gradient above 1:15 – the recommended maximum gradient. However, 1:20 is the preferred maximum gradient.
- A gradient of 1:12 is the maximum given in the British Standards. In practice, this gradient is too steep for many people, particularly older people and wheelchair users with limited upper body strength.
- Gradient and length of slope must be considered together. At times, a slightly steeper gradient over a shorter distance may be more acceptable than a gentler one over a long distance. Sustained gradients of more than 1:20 must be interrupted by level resting platforms (approximately 1.8m long) at maximum intervals of 30m. Guidance on gradients of paths can be found on the Sensory Trust website.<sup>20</sup>
- Both traditional and powered wheelchair users have problems on off-road paths. All terrain buggies and scooters designed for use on more rugged routes can help but their use remains limited; and
- People with limited mobility may require regular rest stops, accessible toilets, suitable car parking spaces and paths that have space for users to pass.
- Motorised access also allows people with disabilities access to the countryside.

#### 4.4 Why people use the network

The rights of way network is a valuable recreational resource and offers opportunities to improve health through exercise; increase road safety and sustainable transport by providing a safe off-road network for users; and

<sup>19</sup> Source: The Paths for all Partnership (2003). ‘Access for all – outdoor access for people with disabilities.

<sup>20</sup> <http://www.sensorytrust.org.uk/information/factsheets/outdoor-access-1-paths.html>



economic benefits through tourism.

Evidence shows the importance to people of green spaces with easy access to them and the wider countryside; the health benefits derived from such access and their well-documented accompanying cost savings on health care. Key highlights include the Wildlife Trusts' Wellbeing Benefits from Natural Environments Rich in Wildlife<sup>21</sup> and Natural England's 5th year Monitor of Engagement with the Natural Environment (MENE). The MENE results show the highest number of people since the survey started making visits to the outdoors;<sup>22</sup>

- 96% of people agree or strongly agree that having green spaces close to where they live is important;
- Visiting the natural environment for health or exercise accounted for an estimated 1.3 billion visits to the natural environment between March 2013 and February 2014;
- Respondents to the survey also agreed that being outdoors made them feel 'calm and relaxed' and the proportion agreeing that a visit was 'refreshing and revitalising' was at its highest in the most recent survey.

Reasons for not visiting the countryside may be beyond the Council's control but it can influence issues such as people not wanting to go out on their own through the promotion of guided walks etc.

#### 4.4.1 Health

*'Most regular participants in open-air recreation are motivated by the desire to exercise and enjoy fresh air and the need to walk dogs. Factors preventing or discouraging regular participants in countryside activities more often included poor health, lack of time and inclement weather conditions.'*<sup>23</sup>

Generally, physical activity aids a healthy lifestyle. However, 6 out of 10 men and 7 out of 10 women in England are not active enough to benefit their health. The Department of Health recommendation for adults is that they: *"should aim to be active daily. Over a week, activity should add up to at least 150 minutes (2½ hours) of moderate intensity activity in bouts of 10 minutes or more – one way to approach this is to do 30 minutes on at least 5 days a week."*<sup>24</sup>

The expert recommendation for young people supported by the Department of Health is that:

*"All young people should participate in physical activity of at least moderate intensity for one hour per day. This hour can be made up from a variety of activities across the day, including organised sport, play, walking or cycling to school, physical education or planned exercise."*

<sup>21</sup> <http://www.wildlifetrusts.org/sites/default/files/wellbeing-benefits-fr-nat-env-report-290915-final-lo.pdf>

<sup>22</sup> <https://www.gov.uk/government/statistics/monitor-of-engagement-with-the-natural-environment-2013-to-2014>

<sup>23</sup> Scottish Executive Rural Affairs Department and Scottish National Heritage (2001). 'Public Attitudes to access to the countryside'.

<sup>24</sup> UK Chief Medical Officers' Guidelines 2011 Start Active, Stay Active

The health benefits of regular physical activity such as cycling and walking are well documented.<sup>25</sup> This is supported by initiatives such as ‘Walking for Health’ coordinated nationally by the Ramblers and Macmillan Cancer Support: [www.walkingforhealth.org.uk/](http://www.walkingforhealth.org.uk/) and Hertfordshire Heath Walks c/o CMS: [www.hertfordshire.gov.uk/healthwalks](http://www.hertfordshire.gov.uk/healthwalks). These schemes encourage more people to use rights of way and green space for exercise and health improvement.

Between National Travel surveys in 1995/97 and 2014 the total miles travelled per year on foot in England fell by 9%. However, in the same period, there was a 26% increase in the total miles travelled per year by bicycle.

The total number of countryside day trips may be down but the majority of people still enjoy the countryside through a very large number of visits overall and they generate nearly £9.4 billion a year to local economies.<sup>26</sup>

#### 4.4.2 Leisure and tourism

The 2015 Great Britain Day Visits survey shows that for Hertfordshire (3-year average 2013-2015);

- Volume of Tourism day visits was 15.12 million and expenditure was £393.46 million
- hour+ leisure day visits amounted to 25.98 million with expenditure of £546.45 million

58% of the population of England make a leisure visit every week<sup>27</sup> amounting to;

- 42.3 million adults
- 2.93 billion visits to the natural environment

There are notable differences in terms of age, socio-economic status, education and car access of those taking Tourism Day Visits, who were more likely to be younger, in the more affluent socio-economic groups, have been in full time education over 16, have access to a car and/or have children in the household.

#### 4.5 **Knowing where to go?**

General research shows that specific groups of people requested more information on where to go, for example parents with children may need information illustrating what the network has to offer families. Equally, *‘Disabled people need to get accurate, honest and accessible information. They need to know whether there are parking facilities available. They need to be able to find the path when they arrive and not get lost. They must be able to physically travel on a path and negotiate the gates or barriers and be able to use adjacent facilities.’*<sup>28</sup>

*‘Clear waymarking is needed to detail the destinations, distance and general*

<sup>25</sup> <https://www.hertfordshire.gov.uk/services/health-in-herts/healthy-places/healthy-places.aspx>

<sup>26</sup> The State of the Countryside Report 2010 – Commission for Rural Communities

<sup>27</sup> Source: ‘A leisure day visit is defined as round trips made from home for leisure purposes to locations anywhere in Great Britain’. Report of the Natural England MENE Report Jan 2015

<sup>28</sup> Source: The Paths for all Partnership (2003), ‘Access for all – outdoor access for people with disabilities

*terrain or ground conditions*'.<sup>29</sup>

Leaflets and guide information about using countryside routes are important and should be targeted. Leaflets promoting walks from train stations could be promoted along the line as well as at the stations.

Dog walkers were asked; '*if they did not walk their dogs on Rights of Way, what was the reason?*' The findings revealed that 59% did not know where to go. Many users would like leaflets specifically designed for dog walkers. The same question was asked of runners and revealed that many would like to have information about routes on the internet (37%).

Users want information to be more accessible e.g. where parishes publish parish maps to promote tourism and raise local awareness.

#### 4.6 **How people get to the network?**

The majority of people accessing the network do so by car. Evidence from the 2015 Great Britain Day Visits survey showed that the car accounted for 65% of leisure trips to the countryside; train 10%, bus 7%, walking 6% and other 1%.<sup>30</sup>

There is still a need to plan for those who don't have access to a car or prefer to use public transport. HCC promotes bus and train travel through the Intalink service for passenger transport information: [www.intalink.org.uk](http://www.intalink.org.uk), including information on suitable tickets (e.g. Explorer tickets), information about taking bikes on trains, and links from stations.

While passenger transport infrastructure is limited to key routes between towns with irregular services to rural areas, it is likely that there will continue to be strong demand for safe and adequate parking in the countryside. The provision of car parks raises a number of issues for those managing them, in cost and misuse issues, including fly tipping and anti-social behaviour.

Walkers and cyclists want both short circular routes starting and finishing from settlements, and longer routes in more remote areas. However, routes for riders and cyclists need to be of an adequate status from start to end, to cater for that level of use.

#### 4.7 **How easy is the network to use?**

National research suggests the majority of paths used by walkers, cyclists and horse riders are considered 'usable', measured through the ease of use of paths, based on criteria including waymarking (arrows along the way), surface condition and obstructions.

The key factor influencing ease of use is considered to be 'paths free from obstruction', as '*physical factors*' are the key issues stopping people from having a good experience when using PRoW. Others issues include; dog mess

<sup>29</sup> Source: The Countryside agency (2000), 'Assessing the Demand Information in Relation to Countryside Access – a case study in the county of Lancashire'

<sup>30</sup> Great Britain Day Visits Survey, 2015

(although many are against having more dog bins), vandalism, litter and fly tipping, plus horses and bikes damaging surfaces in wet weather.

Parents' main reason they do not take their children into the countryside is that they don't know where to go or how to get there. There is also a need for walking and cycling routes to be more suitable for pushchairs.

#### 4.7.1 Obstructions

Both man-made and natural obstructions can be found along paths, e.g. gates or vegetation, but it is illegal obstructions that cause greatest difficulty, especially for those with limited mobility as it makes trips difficult to plan. Users want the Council to take a stronger stance when clearing illegal obstructions.

They would like the clearance of barbed wire and fly tips that block paths to be given a high priority. There is also a wish for farmers to reinstate their paths more quickly after ploughing.

Overhanging vegetation was an issue for horse riders, carriage drivers and cyclists who need greater headroom. They would like the vegetation at entrances and exits to be better managed to improve visibility and safety. Vegetation can also obstruct signposts and notice boards.

#### 4.7.2 Structures

The poor condition of gates, bridges etc. can present problems for users. In general, structures that are in place for security reasons are considered an inconvenience by cyclists and horse riders. Horse riders must be properly considered when structures are planned.

It is accepted that structures are required, although the fewer the better, especially for runners, who prefer none and people with limited mobility, who may find their access prevented. Where structures are in an unsatisfactory condition, especially stiles, they are more of a barrier for the elderly and people with mobility problems.

Horse riders need structures that are easy to use. Heavy or damaged gates can cause problems as they are hard or impossible to open without dismounting. A greater route width is required to manoeuvre horses near structures.

#### 4.7.3 Surfacing

Poor surface conditions make some routes less accessible, especially to people with limited mobility or less attractive for commuting by cycling or walking. In many cases, type of use determines type of surface. For example, routes leading to local amenities which are well used may have an improved standard of surface as they need to be accessible in all weather conditions.

Recreational routes typically have a natural surface and may be more difficult to use in winter. A route's status should define whether or not a route is suitable to the type of use, however, not a poor surface deterring or preventing

the user.

Surfacing issues are a concern for cyclists where routes are desired to be accessible all year round, i.e. in all weather conditions; although they do not advocate hard surfacing on all paths. Horse riders prefer natural surfaces whilst cyclists prefer a more compact, hard, or sealed surface. Walkers and dog walkers prefer natural surfaces (grass or earth).

Generally, users accept a compromise on surface material on multi-user routes. Individual user groups have different views on what the surface should be, although it is recognised that not all surfaces suit all users.

#### 4.7.4 Signing

Users want appropriate and consistent signs on the network, e.g. indicating whether the path is part of a circular route or a 'cul de sac'. The signing of rights of way from public roads is a statutory duty. It has been found that lack of confidence amongst users is helped by more information on signs at the beginning of paths.

Greater clarity in waymarking near farm buildings and residential areas, where maps are often insufficiently detailed, would benefit both landowners and users.

Misleading notices are a deterrent to people using PRow, and can undermine confidence and cause intimidation, e.g. 'loose dogs' or 'bull in field'.

#### 4.7.5 Shared use or Multi-user paths

The RoW network is perceived to provide safe routes for cyclists, horse riders & carriage drivers and walkers. Some, however, argued shared use is dangerous and collisions and disagreements between users is a safety issue. However, conflict does not seem to be an issue for most people.

Research shows that '*conflict is very infrequent*<sup>31</sup>'. '*Approximately 13% claimed that other users spoiled their enjoyment.*<sup>32</sup> Newer campaigns focus on respect and consideration between different users, for example the Canal & River Trust "*Share the Space, Drop Your Pace*" campaign for courtesy and safe use of shared towpaths.

There are situations where conflict is more likely to occur. These include;

- Environmental e.g. poor surface, poor signing, lack of lighting, blind corners, pinch-points.
- Psychological e.g. fear of accidents or crime. Whilst the level of concern may be greater than the risk of accidents, such anxiety undermines people's confidence and may discourage return visits.
- Unlawful use of vehicles, including for example motorcycles or quadbikes on non-vehicular rights of way can affect enjoyment.

<sup>31</sup> Source: How People interact on off-road routes' – Countryside Agency. Research Notes. Issue CRN32. March 2001

<sup>32</sup> Source: British Waterways (2000), 'Tring Reservoirs'

Walkers understand and accept shared use of paths with cyclists and horse riders but do not want to share paths with motor traffic. On paths free from motor traffic, the main concern (including from disabled users) was being passed too closely by a cyclist, combined with the fear of being hit. If people think conditions are unsafe they will not use a route. Walkers who use towpaths and old railway lines commonly cite this as a complaint.

Cyclists, carriage drivers and horse riders accept shared use with other non-motorised users and wish to see a reduction in any illegal use of the network by motor traffic to reduce potential conflict. However, safety barriers, installed to prevent or deter motor traffic, may also deter legitimate users if inconvenient or awkward to use.

#### 4.7.6 Road safety

Some routes require users to cross or pass along busy roads. This causes particular concerns for horse riders, horse and carriage drivers and cyclists. In some cases it deters people from using parts of the network.

People desire safer road crossings and safe off-road links. Roads are seen as a big problem for all non-motorised users as they are becoming increasingly busy and increasingly hazardous, creating 'severance' or barriers in the RoW network.

Equestrians, including riders and horse and carriage drivers, want more joined-up routes, preferably starting at stables or livery yards. Some rights of way, used by stables, are difficult to access because of traffic<sup>33</sup>, lack of safe verges and problems with major roads and low bridge parapets.

#### 4.7.7 Parents

Parents have concerns about safety, as above, and dog fouling. Reduction of dog mess, litter and vandalism would encourage more use of the RoW network.

#### 4.7.8 Landowners

Farmers' and other landowners' and land managers' interests include:

- a. communication at an early stage with the highway authority to discuss project proposals on or affecting their land;
- b. landowners should be recognised as users of the network and their needs should be considered;
- c. permissive agreements, designed to improve access, should not increase a landowner's liability; and compulsory purchase as a means of securing additional access should not be used.

Managers of conservation land recognise that increased access, whilst welcome and a vital factor in the quality of life, can have potentially negative effects on protected landscapes and habitats. RoWIP schemes must balance these issues and Natural England can advise on the integration of access and biodiversity on farmland.

<sup>33</sup> [Traffic and Transport Data Report 2016](#)

## 4.8 Summary of needs and demands

### Issues for all users:

- i. Minimum number of obstructions and structures easy to use
- ii. More circular routes
- iii. Better information both about the network and how to access it

### Walkers want:

- i. Network free from obstruction
- ii. Short circular routes starting and finishing at accessible points e.g. car parks, bus stops or train stations
- iii. Long routes, not necessarily circular, in more remote interesting places

### Parents with children want:

- i. Better information about where to go and how to get there
- ii. Dog mess, litter and vandalism to be addressed as a priority
- iii. To be able to access the countryside with a pushchair

### People with limited mobility (and their carers) want:

- i. Acknowledgement that their needs are variable and depend on an individual's physical limitation
- ii. Paths with shallow gradients
- iii. Detailed information about what to expect on routes

### Dog walkers want:

- i. Walks up to an hour
- ii. Sites or Rights of Way accessible from home/kennels
- iii. Natural surfaces

### Runners want:

- i. Runs up to 2 hours
- ii. Routes that have a suitable natural surface
- iii. Routes that can take groups

### Cyclists want:

- i. Access to a greater proportion of the network to enjoy circular routes and use linear commuting routes
- ii. Surfacing enabling all weather access, not necessarily tarmac
- iii. Routes free from barriers

### Horse riders want:

- i. Long circular routes, accessible from stables, avoiding roads
- ii. Routes for cantering, with a natural surface separate from improved surfaces
- iii. Structures manageable from horseback

### Carriage drivers want:

- i. More off-road routes linked to byways and Quiet Lanes
- ii. Structures kept to a minimum, recognising the need for restrictions of motorised vehicles

- iii. Long circular routes, typically 10 to 15 miles, accessible from stable yards and hard standing for horse boxes
- iv. Network issues including gaps between paths, dead ends, anomalies and status changes resolved.
- v. Parking for horse lorries and room to harness-up.

**Motorised users want:**

- i. Routes with some gradients, water features etc.
- ii. Clarity as to where they can or cannot go
- iii. More access to unsealed roads and trails in the countryside

**Landowners and land managers want:**

- i. communication at an early stage with the highway authority to discuss projects and proposals balanced against their needs
- ii. they should be recognised as users of the network and their needs should be considered
- iii. permissive agreements designed to improve access should not increase a landowner's liability
- iv. compulsory purchase as a means of securing additional access should not be used, and
- v. recognise that increased access, whilst welcome and a vital factor in the quality of life, can have potentially negative effects on conservation of protected landscapes and habitats.



## 5. ASSESSMENT OF THE RIGHTS OF WAY NETWORK

### 5.1 Knowing where to go on the network?

There are various types of routes available to users, some recorded as public rights of way, others which are not and many different sources of information about them.

### 5.2 The Definitive Map and Statement

The Definitive Map shows recorded rights of way and is conclusive evidence of public rights. It is without prejudice to routes that may currently be unrecorded or rights that may not be shown. The Definitive Statement is a supporting document that describes in written word the routes shown on the map.

The first DMS for Hertfordshire was published in 1953 using information collected through a series of parish based surveys. It is constantly updated and re-published every five years.

The web version of the DMS can be viewed on the county council's website at: <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/current-rights-of-way/the-definitive-map.aspx> Printed copies are available at County Hall, District /Borough and Parish Councils, and libraries.

The DMS can be modified where there is sufficient evidence to show it to be incorrect or changed through a legal order to create, divert or extinguish a Public Right of Way.

The method used in drafting the first DMS unfortunately resulted in a number of errors and anomalies. For example;

- i. Approximately 240 routes come to a dead end, 50 at administrative boundaries (county and parish) and 190 that simply stop with no onward connection.
- ii. 94 routes change status part way along the route of which 13 change status at the county boundary.
- iii. 46 paths are shown on the Ordnance Survey, but not on the DMS.
- iv. There were 1343 "anomalies" recorded on the DMS at January 2017 including drafting errors, missing statements and paths that appear on the Map or the Statement, but not on both.

### 5.3 Other Access Routes

There are a number of other routes with public access that are not shown on the DMS.

5.3.1 Cycle tracks are routes specifically designated for cyclists. It is also normally permitted to walk along cycle tracks (except when they are in or by the side of a made-up carriageway) and some may allow horse riding.

5.3.2 Permissive routes are accessible by permission of the landowner and may be supported by a formal agreement. Where there is no written agreement

permission can be withdrawn at any time. Where there is an agreement public access is usually for a limited period of time, e.g. 10 years. There are about 120 permissive routes in Hertfordshire extending for approximately 56 miles (90km). The aim is to enable multi-use with routes accessible to walkers, cyclists and equestrians. Permissive access can be valuable where there are no alternative public rights of way.

5.3.3 **Unclassified County Roads (UCRs)** - 'White Roads' or 'green lanes' usually refer to the uncoloured '*road, drive or track*' shown on Ordnance Survey maps. These are often non-tarmac routes maintainable by Hertfordshire County Council and may or may not have motor vehicle rights. UCRs in Hertfordshire are not shown on the DMS but they are listed on the County Council's "List of Streets", which forms part of the Gazetteer of Hertfordshire roads.

#### 5.4 **Promoted routes**

There are over 200 promoted routes in Hertfordshire covering approximately 1125 miles (1,800km) of the network. These are promoted by many different organisations, via leaflets, guide-books, the internet etc. Their purposes include; health improvement, routes from train stations, walks starting from rural enterprises such as pubs, cafés and visitor attractions, and routes for cyclists and horse riders.

Generally urban boroughs have fewer promoted routes, e.g. there are more promoted walking routes in Hertsmere and St Albans, compared with Stevenage and Broxbourne. For cycle routes, the districts with the most information are Dacorum and St Albans. For riders, runners, off-road motor users and dog walkers and those with limited mobility there is little promoted information.

#### 5.5 **Organisations Promoting Rights of Way**

- i. Natural England and both the Ridgeway Partnership and The Ridgeway Delivery Group promote The Ridgeway National Trail in Hertfordshire, which also includes strategic routes to and from the trail itself, plus events and volunteering. The British Horse Society, the Ramblers and local groups promote strategic and historic routes, such as; the Icknield Way and Welwyn Garden City 100<sup>th</sup> anniversary circular route,<sup>34</sup> and county routes such as the Hertfordshire Way.<sup>35</sup>
- ii. Some promotion of Rights of Way is carried out by local authorities (parish, districts, boroughs and county); the regional park authorities (Lee Valley and Colne Valley); and the Chilterns Area of Outstanding Natural Beauty. Much of this promotion is through jointly funded projects, often coordinated by, for example, the CMS.

#### 5.6 **Guided Walks**

The CMS, co-ordinates "Walks & More" which details guided walks and events led by staff and community organisations. Organisations are encouraged to list

<sup>34</sup> <http://www.wgcentenary.org>

<sup>35</sup> <http://www.fhw.org.uk/>

their events, to provide a single point of information on such events in Hertfordshire.

“Walks and More” lists a variety of outdoor activities aimed at inspiring you to explore the Hertfordshire countryside. Activities include walks, cycle rides and family events led by someone familiar with the area who can help you get the most out of your local countryside.

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/walks-and-more.aspx>

#### 5.7 **Ordnance Survey (OS)**

The OS Landranger 1:50,000 and Explorer 1:25,000 maps show recorded rights of way open to the public and Open Access Land. OS maps also show a number of other routes with public access in Hertfordshire including over 40 bridleways and footpaths that are not recorded on the Definitive Map.

#### 5.8 **Rights of Way Service’s publicity**

The Rights of Way Service has moved away from printed copies of leaflets and holds most of its information on the county council website at <http://www.hertfordshire.gov.uk/services/envplan/countrysideaccess/row/>. Here can be found; the Definitive Map and Statement and forms and information for download, the RoW Good Practice Guide, with detailed standards and operational procedures for the management of public rights of way, the Rights of Way Improvement Plan and the Rights and Responsibilities of users and landowners. The Rights of Way Service produce displays and give talks to organisations such as Parish Councils, local societies and groups.

#### 5.9 **Getting to the network**

Access to and from settlements. The 3 settlements with the most direct off-road links to access the surrounding countryside are St Albans, Welwyn Garden City and Hemel Hempstead. Stevenage has the greatest number of bridleways leading to the countryside. Welwyn Garden City and St Albans also have good bridleway links. 23 settlements do not have links to the countryside via footpaths or bridleways.

Access to and from stables or livery yards. Of 62 stables and livery yards assessed, the distance to the nearest bridleway is on average 0.6 mile (1km).

#### 5.10 **How easy is the network to use?**

The information supporting the analysis below is based on:

- An annual 5% random survey of the network undertaken, in May and November, to generate one of the Service’s key Performance Indicators (‘Ease of Use’ survey).
- A 100% condition survey (first undertaken between 1999 -2001 and updated by 20% each year).
- Analysis of the DMS to identify shortfalls in network provision.

### 5.11 Providing circular routes

- i. Approximately 13 footpaths change status as they cross the county boundary, i.e. routes may change from footpaths into bridleways.
- ii. 94 paths within the county change status along the route, and of these, some 39 require users to turn back on themselves.
- iii. There are over 220 routes that stop abruptly forcing users to back track. 30 of these terminate at a parish boundary.
- iv. Seven parishes don't have bridleways - Barley, Elstree & Borehamwood, Markyate, Nash Mills, Radwell, Stanstead St Margaret's and Stocking Pelham. This has improved from 12 parishes listed in the previous RoWIP.
- v. A number of areas have a limited coverage of routes e.g. the area north of Ashwell, area around Westmill, south of Potters Bar etc.

### 5.12 Physical condition of the network

#### 5.12.1 Signing and waymarking

The 2016/17 Ease of Use survey for PRow showed that 92% of paths met roadside signing requirements and 90% met the waymarking requirement. For signs to pass they must be; in place where a path leaves a road, indicate the correct status, point the correct way and be visible. Hertfordshire's Condition survey of 2011-2016 shows that there are over 11,500 signs and way-marks on the network.

The Rights of Way Service has signed with waymark disc several 'Easy Access Routes' (EARs) to make specific provision for less able people. This project continues and promotion of these routes on the web is the next phase of work.

#### 5.12.2 Obstructions on the network

An obstruction is classified as anything that impedes access and/or is an offence that could lead to prosecution. Hertfordshire's own Condition survey of 2011-2016 suggested the average number of obstructions was 1.5 /10 km, and the Ease of Use survey 2016/17 indicated that 84% of all paths did not have any obstruction.

#### 5.12.3 Ploughing and cropping

Landowners have a right to disturb land over which a footpath or bridleway passes but legislation requires re-instatement within 14 days. The Condition survey of 2011-2016 revealed 470 ploughing and cropping issues. According to the Ease of Use survey 2016/17, 5% of paths failed due to ploughing and cropping. The percentage in more arable areas is higher than in the county as a whole.

#### 5.12.4 Overgrown vegetation

The Condition survey of 2011-2016 showed approximately 540 vegetation issues, including: trees, up-growth and over-growth. The Ease of Use survey 2016/17 indicated that 84% of all paths did not have any vegetation problems.

#### 5.12.5 Litter / fly tipping

Over the 5 years 2010-2015, there have been 674 reported incidents of fly-tipping which amounts to 2.6 per week on average. Fly-tipping is mostly in the form of building materials, abandoned vehicles and household waste and is dealt with by the local district or borough council.

#### 5.12.6 Structures on the network

The network has a number of structures along it which exist to provide stock proofing and to enhance public safety. They include kissing gates, stiles, defined gaps, and barriers. All new structures require authorisation from the Highway Authority. Some structures exist on routes as they have been there since the paths were first recorded.

According to the Condition survey of 2011-2016 there are over 6,100 structures (including bridges) on the network in Hertfordshire. The survey indicates that about 96% of stiles, gates, steps and barriers were in good condition and for bridges 98.5% were in good condition.

The Discrimination and Disability Act 2005 (superseded by the Equality Act 2015) led Hertfordshire to adopt a policy of not authorising new stiles on the network. Hertfordshire is proactive in removing stiles where they are no longer needed for livestock control, or are out of repair and replacing them with gaps or structures which are easier to use.

The previous edition of this RoWIP noted the number of stiles was reduced by 39% between 2002 and 2007, to be either replaced by gates or removed to leave a gap. According to the Condition surveys of 2004/07 and 2011/16 this figure has reduced by further 58%, leaving 755 stiles on the network.

#### 5.12.7 Surface types

In Hertfordshire, the majority of the network is to be found in the countryside, with 20% of rights of way in towns. The Rights of Way network therefore comprises a variety of surface types including:

- Natural (e.g. Grass)
- Arable headland/ field-edge
- Arable cross-field
- Hardened (e.g. gravel surfacing)
- Sealed (tarmac or concrete)

With the majority of the network being un-surfaced it is affected by seasonal weather conditions, vegetation growth, or by agriculture e.g. ploughing and cropping. These can all greatly influence the user experience.

#### 5.13 Conflicts of use

Conflicts have been identified between walkers and cyclists, for example on towpaths and old railway lines. Previous national research revealed that 28% of footpaths showed evidence of illegal use by cyclists or motorised users and 20% of all bridleways showed illegal use by motorised users. There was also evidence to show that of 31% of footpaths were being accessed by cyclists,

10% by horse riders and 14% by motorised users.<sup>36</sup>

#### 5.14 Road severance

Busy roads isolate many sections of the rights of way network. Research has shown that a number of rights of way stop where they meet a primary road forcing users either onto busy roads or to turn back. There were approximately 98 routes that ended at a primary route.

#### 5.15 **Network Assessment Summary**

**Network Condition** - Evidence shows that the network is generally accessible. However, when assessed against the needs and demands of users there are the following issues which may affect access, either on a permanent basis or due to seasonal circumstances:

##### **The network can be disjointed**

- i. The network coverage across the county is not consistent, and there is a lack of joined-up bridleway provision.
- ii. Paths have been severed by development or are unusable due to inconsistent status e.g. bridleways becoming footpaths.
- iii. There are opportunities for short circular routes for walkers and cyclists but scope for longer circular routes are more limited due to paths coming to an end e.g. at administrative boundaries and major roads.
- iv. Few bridleways can be accessed directly from stables and livery yards.
- v. There are fewer opportunities for cyclists, horse riders, carriage drivers and motorised users to complete circular routes. This is due to the number of paths changing status.
- vi. There are many routes that end at or cross over busy roads where road crossings are not always provided.
- vii. Longer linear routes with commuting potential need better signs to guide users through urban areas between major off-road routes.

##### **The network has barriers**

- i. From the Ease of Use survey 2016-2017, 12% of sampled paths are affected by illegal obstructions such as fences, buildings and encroachments.
- ii. From the condition survey 2011-2016, Walkers are likely to encounter 1.9 structures per kilometre. Cyclists and horse riders are likely come across 1.6 structures on average every kilometre when on a bridleway. Similarly, users of BOATs and Restricted Byways would encounter 1.7 structures every kilometre.
- iii. The same survey found that only 3% of the structures on the network were missing or in an unsatisfactory condition.

##### **The network has different and changeable surface types**

- i. Paths over arable farmland are likely to be more affected by wet

<sup>36</sup> First edition of HCC Rights of Way Improvement Plan 2006

- weather, and suffer from ploughing and crop growth.
- ii. Bridleways with a natural surface (natural, arable or cross-field) are not always as suitable for cyclists. Whereas bridleways with a sealed surface may not be considered as appropriate for horse riders. In general, the current bridleway network seems to be more suitable for horse riders and off-road cyclists, rather than road cyclists.
  - iii. Even though only a small percentage of the network is affected by overgrowth and surface vegetation it is still a factor that can disrupt a walk or ride.

**The provision of information is a key component of access**

- i. Evidence shows that the network is being consistently signed and waymarked. According to the results of the Ease of Use survey 2016/17 only 8% of paths do not meet signing requirements where they leave a metalled road and 10% fail way-marking requirements.
- ii. However it is recognised that there is a need to improve waymarking near farm buildings and in residential areas.
- iii. Promotion of the network occurs widely, with numerous information sources and providers.
- iv. The health & wellbeing benefits of regular connection to the natural environment also need consistent promotion, across a wide audience including doctors' surgeries / health referrals.

## 6. STATEMENT OF ACTION

The RoWIP sets the vision and guides improvement of the network. This Statement of Action provides the long-term plan based on:

- i. the assessment of needs and demands;
- ii. the opportunities provided by the network;
- iii. links to wider public benefits;
- iv. LTP4 objectives and principles

### 6.1 The Key Issues

The assessment of users' needs and demands identified:

- 1) Difficulties in getting to the countryside without the use of a car.
- 2) Not enough off-road routes linking communities & services.
- 3) People have to use or cross-busy roads to link sections of the network.
- 4) The network does not provide enough for cycling, horse riding and horse & carriage drivers.
- 5) Not enough circular routes starting from settlements or other suitable locations.
- 6) Lack of information about the off-road network and not well enough co-ordinated or targeted.
- 7) There are too many barriers and structures.
- 8) The off-road network does not meet the needs of many potential users.

### 6.2 The Core Actions

These are proposed to meet needs and demands; address short-comings in the network; and to make links for a range of public benefits:

- 1) Develop routes that cater for the needs of people with limited mobility and visual impairment.
- 2) Develop the network from public transport connections.
- 3) Reduce the number of physical barriers on the network, e.g; improve surfacing, remove or improve structures.
- 4) Promote ROW and the health benefits of physical activity in the natural environment.
- 5) Develop links into the countryside from towns.
- 6) Create off-road routes linking communities with places of work, schools and other local facilities.
- 7) Extend the network for cyclists, horse-riders and horse & carriage drivers.
- 8) Develop a range of circular off-road routes which support health and wellbeing.
- 9) Ensure the off-road network is protected, extended and enhanced through development proposals.
- 10) Work to improve the safety and attractiveness of the network affected by busy transport routes.



SECTION 6	STATEMENT OF ACTION
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### 6.3 Implementing the Statement of Action

6.3.1 Implementation will follow the Council's agreed policies, management principles and operational procedures and standards to meet the following aim:

*"The County Council as Highway Authority seeks through its future investment to assert and protect the rights of the Public by providing a fully open, legally defined and easy to use public RoW network"*

The improvement of the network will also be aided by working with a range of partners.

To achieve the objectives within the law and available resources, work on the network is prioritised according to 3 key principles:

- a. Routes where public safety could be substantially improved;
- b. Routes according to the level of use; and
- c. Routes where the County Council's actions could result in a significant positive impact on the network.

In order to ensure consistent delivery, the RoW Service uses local and national Good Practice Guidance.

In addition RoWIP schemes will be assessed to aim to give the greatest public benefit where:

- Meets the policy objectives above, and delivers a range of public benefits, e.g. allows for multi-use, circular route or completes a linear route,
- Addresses the needs and demands of specific groups, i.e. people with limited mobility or vision, people from different ethnic backgrounds etc.,
- Achievable within existing resources or via joint partnerships.

6.3.2 Local Implementation in each parish will be closely aligned to their Neighbourhood Plan. The 10 district maps and lists contain a brief narrative description of each proposed improvement with its associated coloured line on the map. These details provide the link for discussions with parish councils and neighbourhood planners. Several parish councils have more detailed local implementation information and have formally endorsed them in their Neighbourhood Plans.

## 7. THE ACTION PLAN

- 7.1 **Introduction:** The RoWIP sets the overall strategy for improvements across the county; however it is not intended as a detailed programme of work. Section 8 below is a broad framework for implementation of the Core Actions.

The Action plan lists desires prioritised by feasibility and potential cost. After further assessment these may become projects which are included in annual programmes of work.

The specific improvement projects contained in the Action plan are updated as new requests are made by the public and opportunities arise. In this way the Action plan is a 'living' document.

### 7.2 Implementation Processes

An underlying principle of the RoWIP is that it should enhance and complement the existing network through improvement, extension and better links and in this context legal processes and orders may be used.

Current legislation enables new rights of way to be added to the network using Creation Agreements (made under section 25 of the Highways Act 1980) or Creation Orders (made under section 26 of the Highways Act 1980). This gives the impression of a ready tool with which to deal with gaps in the network. In reality, both processes can be lengthy and expensive, to the extent that they are a constraint.

Creation Agreements take a minimum of 3 months with the associated staff time and advertising costs, but this is only after a deal has been negotiated with the landowner, which also takes considerable time.

Creation Orders are usually only made where the owner of the land is not known. Again, extensive negotiation would be carried out with neighbouring landowners and local user groups first. This means that Creation Orders can also take some considerable time to complete and compensation may be payable to any landowners affected.

However, these processes are still the most likely means for putting new routes onto the ground and their time and cost must be met. It is worth noting that several Creation Agreements have been entered into following successful negotiations between the county council, landowners and local groups and this approach could be repeated.

Another option is the purchase of land needed for a new route, such as along a field headland to avoid a dangerous section of road. This option may have limited use because of the potential cost involved.

### 7.3 **Implementation Funding**

From the outset it has been the intention of central government that no new money would be allocated to implement RoWIPs. Rather, they would be financed through greater alignment with a range of economic, social and environmental agendas, becoming a legitimate use of their existing funding regimes.

Financial contributions from developments, via Section 106 agreements and the Community Infrastructure Levy (CIL), along with the LTP are the key sources of finance, as the RoWIP is aligned with sustainable transport and road safety objectives.

RoWIP projects should contribute to the delivery of LTP objectives and principles e.g. safer journeys, active travel, improving access, preserving the environment and contribute towards improving journey reliability.

Alongside the above, RoWIP projects will benefit from addressing strategic issues such as health & wellbeing, economic development and enterprise, culture, leisure and biodiversity. These projects may also be able to meet the local needs of minority user groups, e.g. carriage drivers etc.

### 7.4 **The Action Plan** sets out a range of strategic actions at the county level. The action plan helps to provide a framework for the development of projects.

The Action Plan indicates for each identified Core Action:

- i. Actions. A range of actions proposed in order to achieve the Core Action.
- ii. Who is it for? This column identifies the primary beneficiaries. i.e. those who will benefit most from implementing the actions. This will not include all those who will benefit, for example, where 'people using wheelchairs' are identified, it is understood that walkers, joggers etc. will also gain.
- iii. Who will do it? This column identifies potential partners and lead bodies. (The lead body is shown in bold).
- iv. Links to policy. This column makes reference to the primary public agendas and policy areas to which the action contributes.
- v. Potential funding? This column identifies potential sources of funding for implementing the action.

## Core Action 1: Develop routes that cater for the needs of people with limited mobility and visual impairment

### Outcome

Increased number of people with limited mobility and visual impairments accessing the countryside. Addressing the key issue that the off-road network does not meet the needs of many potential users.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Identify existing routes that meet the specific needs and demands of users with limited mobility.	<ul style="list-style-type: none"> <li>• Wheelchair users &amp; carers.</li> <li>• People with children &amp; pushchairs.</li> <li>• Those with limited mobility due to age.</li> <li>• Those recovering from serious illness / operations.</li> <li>• Those prescribed exercise as part of their treatment.</li> <li>• People who are blind or visually impaired.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Rights of Way</b></li> <li>• <b>Highways</b></li> <li>• Adult Care Services</li> <li>• Disability Groups</li> <li>• HAD – Herts Action on Disability</li> <li>• District and Borough councils</li> <li>• RNIB – Royal National Institute for the Blind</li> <li>• Herts Assoc. for the Blind</li> <li>• Natural England (Advice)</li> <li>• Volunteer groups</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Accessibility Planning</li> <li>• Public Health Improvements</li> <li>• Equality and Diversity Strategy</li> <li>• Disability Discrimination</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Clinical commissioning groups</li> <li>• Adult Care Services</li> <li>• Public Health (HCC)</li> <li>• Canal and River Trust</li> <li>• Other access providers</li> <li>• Section 106</li> </ul>
2. Provide new routes that meet the specific needs and demands of users with limited mobility.				
3. Promote routes (new and existing) in a format and medium that is accessible and where it will be found.				
4. When preparing projects, identify and liaise with establishments that cater for the needs of disabled riders and carriage drivers to develop safer, more continuous routes.				
5. Carry out further research to establish the specific needs of people with visual impairments accessing the countryside.				

## Core Action 2: Develop the Rights of Way network from passenger transport connections

### Outcome

Increased proportion of people using passenger transport to access the rights of way network. Addressing the issue that there are difficulties in getting to the countryside without the use of the car. Enable better access to, through and around Hertfordshire's rich heritage.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Develop a range of circular routes directly accessible from train stations.	<ul style="list-style-type: none"> <li>Existing users of public transport - walkers (bus or train), cyclists (train)</li> <li>People without a car or limited access to one.</li> <li>People seeking an alternative to car</li> </ul>	<ul style="list-style-type: none"> <li>Rights of Way</li> <li>Highways</li> <li>CMS</li> <li>TARS</li> <li>Herts Tourism Partnership</li> <li>Passenger Transport / Intalink Quality Partnership</li> <li>Rail companies</li> <li>Bus operators</li> <li>Other walk leaders</li> <li>Volunteer groups</li> <li>District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>Local Transport Plan and associated strategies</li> <li>Public Health</li> <li>Equality and Diversity Strategy</li> <li>Growth and Transport Plans</li> </ul>	<ul style="list-style-type: none"> <li>Local Transport Plan</li> <li>Health Improvement Plan</li> <li>Chiltern's AONB</li> <li>Lea Valley Regional Park Authority</li> <li>Visit Herts</li> <li>Section 106</li> </ul>
2. Promote routes through leaflets and information boards at railway stations in Hertfordshire and on lines serving Herts i.e. north London, Luton, Cambridge.				
3. Develop a range of circular routes accessible from locations with regular daily or weekend bus services.				
4. Promote selected routes through ticket types (Explorer, PlusBus), info on taking bikes on trains, timetables and bus route information maps (county bus network map and area travel guides), as well as at key bus interchanges.				
5. Ensure that, wherever possible, guided and promoted walks are accessible by passenger transport.				

### Core Action 3: Reduce the number of physical barriers on the network, e.g; improve surfacing, remove or improve structures

#### Outcome

People using the rights of way network will encounter fewer structures when out on foot, horse, carriage or bike. Addressing the issue that there are too many barriers and structures on the network and the need for farmers and landowners to reinstate rights of way quickly after ploughing. Wherever structures are used, the least restrictive option should always be sought. [Ref; BS 5709]

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. HCC will positively seek the least restrictive option in relation to access onto and along RoW.	All current and potential users, including; <ul style="list-style-type: none"> <li>• Horse riders.</li> <li>• Cyclists</li> <li>• Young and old people</li> <li>• All current and potential users with a disability.</li> </ul>	<ul style="list-style-type: none"> <li>• Rights of Way</li> <li>• Highways</li> <li>• Land Owners &amp; representative groups (CLA / NFU)</li> <li>• Volunteer groups</li> <li>• District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>• Rights of Way</li> <li>• Public Health</li> <li>• Equality and Diversity Strategy</li> <li>• Natural England (Cross Compliance)</li> </ul>	<ul style="list-style-type: none"> <li>• Herts County Council</li> <li>• Chilterns Area of Outstanding Natural Beauty</li> <li>• Lea Valley Regional Park Authority</li> <li>• Section 106</li> </ul>
2. HCC to adopt a pro-active approach to removing structures between arable fields through negotiation with landowners in response to changes in farming practice. E.g. a reduction in livestock farming.				
3. HCC to use 'easy access' latches on all gates and to consider the needs of carriage drivers (Ref; BS 5709)				
4. HCC to adopt a proactive approach to removal of all other unnecessary barriers.				
5. HCC to improve surfacing on routes that provide important links in the network, that are currently in poor condition and where improvement would bring significant public benefit.				
6. Ensure, through negotiation and enforcement, that paths across arable land are reinstated promptly and kept clear of crops.				
7. The County Council will continue to take a robust stance on the removal of obstructions.				

## Core Action 4: Promote ROW and the health benefits of physical activity in the natural environment

### Outcome

People are healthier from regular access to and activity in the natural environment, both physical health and mental wellbeing benefit

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Coordinate with Public Health to develop a supporting action plan – signpost ROW information on PH webpages, link to social prescribing and getting ROW information to the target audience				
2. Develop HCC's website to advise people on: <ul style="list-style-type: none"> <li>• Why to visit Hertfordshire's countryside?</li> <li>• Where to go? (include public sites and routes, private places of interest and attractions, plus leaflets and publications)</li> <li>• How to get there? (including access by passenger transport)</li> <li>• What to expect when you get there?</li> <li>• Countryside access activities and events</li> <li>• Links to other web sites</li> </ul>	<ul style="list-style-type: none"> <li>• Residents of and visitors to Hertfordshire's Countryside</li> <li>• Service providers</li> <li>• Black &amp; minority ethnic groups.</li> <li>• Potential Users E.g. Young people, women, single parents, 20-30s age group</li> </ul>	<ul style="list-style-type: none"> <li>• Visit Herts</li> <li>• Rights of Way</li> <li>• <b>Countryside Management Service</b></li> <li>• Visit East Anglia</li> <li>• Local Access Forum</li> <li>• TARS</li> <li>• Highways</li> <li>• Volunteer groups</li> <li>• District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>• Equality and Diversity Strategy</li> <li>• Local Enterprise Partnership</li> <li>• LTP4</li> </ul>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Lee Valley Regional Park Authority</li> <li>• Natural England</li> <li>• Local Enterprise Partnership</li> </ul>
3. Identify what currently prevents people accessing the countryside: <ul style="list-style-type: none"> <li>• in areas of highest ethnic and cultural diversity, identify the potential demand for access by ethnic minority groups</li> <li>• Where potential demand exists work to remove social or cultural barriers that currently prevent people from ethnic minority groups accessing the countryside.</li> </ul>				
4. Promote routes to and near: <ul style="list-style-type: none"> <li>• Accommodation, libraries, pubs, shops and tourist information centres</li> <li>• Attractions of historic estates, parks and gardens, picturesque towns, villages and Garden Cities.</li> </ul>				

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
<p>5. Identify what currently prevents people accessing the countryside.</p> <ul style="list-style-type: none"> <li>• in areas of highest ethnic and cultural diversity, identify the potential demand for access to the countryside by ethnic minority groups</li> <li>• Where potential demand exists work to remove social or cultural barriers that currently prevent people from ethnic minority groups accessing the countryside.</li> </ul>	<ul style="list-style-type: none"> <li>• Residents of and visitors to Hertfordshire's Countryside</li> <li>• Service providers</li> <li>• Black &amp; minority ethnic groups.</li> <li>• Potential Users E.g. Young people, women, single parents, 20-30s age group</li> </ul>	<ul style="list-style-type: none"> <li>• BME Groups</li> <li>• HCC (Equalities)</li> <li>• <b>Rights of Way</b></li> <li>• University of Hertfordshire</li> <li>• Volunteer groups</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Equality and Diversity Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• National Lottery</li> </ul>
<p>6. Develop joint promotional literature describing high quality routes that enable visitors to experience Hertfordshire's countryside.</p>		<ul style="list-style-type: none"> <li>• Visit Herts</li> <li>• Rights of Way</li> <li>• <b>Countryside Management Service</b></li> <li>• Visit East Anglia</li> <li>• Local Access Forum</li> <li>• Volunteer groups</li> <li>• District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>• Implementing Electronic Government</li> <li>• Planning Policy Guidance</li> </ul>	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• LEP</li> <li>• Businesses</li> </ul>
<p>7. Use Opportunities to further promote the rights and responsibilities associated with use and management of the countryside to users and landowners.</p>				



## Core Action 5: Develop links into the countryside from towns

### Outcome

Increased use of the countryside around towns and villages by local leisure walkers, dog walkers, joggers, runners and cyclists. Addressing the issue that there are insufficient circular routes starting from settlements or other suitable locations.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Identify a range of routes suitable for local leisure walkers, dog walkers, joggers, runners and cyclists, of up to an hour on the urban fringe.	<ul style="list-style-type: none"> <li>• Local leisure walkers</li> <li>• Dog walkers</li> <li>• Runners and joggers</li> <li>• Cyclists</li> <li>• All other users who suffer the effects of dog mess particularly children and those using wheelchairs.</li> </ul>	<ul style="list-style-type: none"> <li>• Rights of Way</li> <li>• Highways</li> <li>• District and Borough councils</li> <li>• Sports England</li> <li>• Running Clubs</li> <li>• Leisure centres</li> <li>• British Orienteering</li> <li>• Adventure Racers</li> <li>• Cycling UK</li> <li>• Local Access Forum</li> <li>• Volunteer groups</li> </ul>	<ul style="list-style-type: none"> <li>• Equality and Diversity Strategy</li> <li>• District Councils' Local Plans</li> <li>• Neighbourhood Plans</li> <li>• Sport England</li> <li>• Public Health</li> <li>• LTP 4</li> </ul>	<ul style="list-style-type: none"> <li>• Rights of Way</li> <li>• District Councils</li> <li>• Sport England</li> <li>• Public Health</li> <li>• Section 106</li> </ul>
2. Promote routes through clear local signing and information boards.				
3. Identify a range of solutions for resolving issues associated with dog-fouling.				
4. Promote selected routes through running & cycling clubs, the internet and appropriate onsite information.				

## Core Action 6: Create off-road routes linking communities with places of work, schools and other local facilities.

### Outcome

Increased number of people using parts of the off-road network for walking and cycling to work, the shops and other local facilities.  
Addressing the issue that there are insufficient routes linking communities and services.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Identify realistic walking and cycle catchment areas by mapping: <ul style="list-style-type: none"> <li>• Major settlements</li> <li>• Key employment sites</li> <li>• Secondary schools</li> <li>• Shopping centres</li> <li>• hospitals</li> <li>• leisure centres and</li> <li>• transport interchanges</li> </ul>	<ul style="list-style-type: none"> <li>• Current and potential cycle Commuters</li> <li>• School children</li> <li>• Shoppers</li> <li>• Employees</li> </ul>	<ul style="list-style-type: none"> <li>• Highways</li> <li>• Rights of Way</li> <li>• Spatial Planning &amp; Economy Unit, Transport Policy &amp; Growth</li> <li>• TARS</li> <li>• Businesses</li> <li>• Health surgeries/hospitals</li> <li>• Leisure centres</li> <li>• Volunteer groups</li> <li>• District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Local Enterprise Partnership</li> <li>• Rural Innovation Strategy</li> <li>• Health Improvement Plan</li> <li>• Active Travel</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Rights of Way</li> <li>• Local Enterprise Partnership</li> <li>• Section 106</li> <li>• DfT/ Highways England</li> <li>• DEFRA</li> <li>• Public Health</li> </ul>
2. Identify opportunities to improve walking routes linking homes with key services by improvements to signing and safety especially at road crossings.				
3. Identify opportunities to improve connections for cycle journeys using an integrated on and off-road network by improvements to: <ul style="list-style-type: none"> <li>• Signing</li> <li>• Safety especially at road crossings</li> <li>• Surfacing (making it suitable for all types of bikes)</li> <li>• Cycle parking</li> </ul>				

## Core Action 7: Extend the network for cyclists, horse-riders and horse & carriage drivers.

### Outcome

Increased opportunity and continuity for horse riders and cyclists. Addressing the issue that the off-road network does not adequately provide for cycling and horse riding.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Develop off-road cycling routes with suitable dry surfacing that complement the unclassified highway network especially where traffic volumes are relatively low and there is evidence of demand.		<ul style="list-style-type: none"> <li>• Rights of Way</li> <li>• TARS cycling team</li> <li>• British Mountain Bike Federation</li> </ul>		
2. In partnership with livery yards and stables, investigate the development of suitable routes for riders that avoid busy roads and provide safe traffic free routes.	<ul style="list-style-type: none"> <li>• Mountain bikers</li> <li>• Touring and recreational cyclists</li> </ul>	<ul style="list-style-type: none"> <li>• Cycling UK</li> <li>• Mountain bike clubs and shops</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Sustrans</li> <li>• Sport England</li> <li>• Equine Businesses</li> </ul>
3. Identify where horse-riders are using busy roads and investigate the development of solutions such as verge reallocation, permissive routes or dedications/creations.	<ul style="list-style-type: none"> <li>• Horse riders</li> </ul>	<ul style="list-style-type: none"> <li>• District and Borough councils</li> <li>• Landowners</li> <li>• British Horse Society</li> <li>• Stables and Livery Yards</li> <li>• Highways</li> <li>• Equestrian Associations &amp; groups</li> </ul>		<ul style="list-style-type: none"> <li>• British Horse Society (Paths for Communities)</li> <li>• Section 106</li> <li>• Public Health</li> </ul>
4. Research means of addressing demands for riding routes suitable for cantering – seek permissive access, toll rides				

## Core Action 8: Develop a range of circular off-road routes which support health and wellbeing.

### Outcome

Increased use of the network by people who are recuperating following illness, surgery or poor health; people wishing to maintain their health, people wishing to improve their health.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Working with the health sector increase opportunities for people that have the greatest potential to improve their health through exercise using the off-road network e.g. participating in programmes of regular short and progressively longer health walks guided by trained leaders.	<ul style="list-style-type: none"> <li>• Those suffering from chronic illness.</li> <li>• Those recuperating from ill- health</li> <li>• Those who have been advised by their doctor to lose weight through diet and exercise.</li> <li>• Those wishing to increase their levels of exercise but lack the confidence and/or facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Clinical commissioning groups</li> <li>• Rights of Way</li> <li>• District and Borough councils</li> <li>• Doctors surgeries and health clinics</li> <li>• Countryside Management Service</li> <li>• Community Development Agency for Herts</li> <li>• Volunteer groups</li> </ul>	<ul style="list-style-type: none"> <li>• Public Health</li> <li>• Walking Way to health initiative</li> <li>• Sport England</li> </ul>	<ul style="list-style-type: none"> <li>• Clinical commissioning groups</li> <li>• British Heart Foundation</li> <li>• Walking Way to Health</li> <li>• Natural England</li> <li>• District Councils</li> <li>• Sport England</li> <li>• Section 106</li> </ul>
2. Identify those circular routes which are key for many walkers and cyclists. Liaise with ramblers Groups, U3A walking groups and parish councils who are already aware of potential routes which need minor interventions or linking sections to make them viable.				
3. Publish self-guided walk leaflets aimed at people who are new to walking or less confident in areas of identified need and ensure targeted distribution.				
4. Promote the wellbeing benefits of access to Hertfordshire's landscapes, parklands, parks and gardens, and the built heritage of both picturesque towns and villages and Garden Cities.				

## Core Action 9: Ensure the off-road network is protected, extended and enhanced through development proposals.

### Outcome

Planning process makes a greater contribution to an integrated non-motorised network. Addressing the issue that the potential to improve and enhance the network through the planning system has not been fully realised.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Support the development of District Local Plans in order to ensure that improvements to the non-motorised network are identified and incorporated in all new developments.	<ul style="list-style-type: none"> <li>All users</li> </ul>	<ul style="list-style-type: none"> <li>District and Borough councils</li> <li>Rights of Way</li> <li>Planning Authorities</li> <li>Spatial Planning &amp; Economy Unit, Transport Policy &amp; Growth</li> <li>Local Access Forum</li> <li>Highways Development Management</li> <li>Neighbouring authorities</li> <li>Volunteer groups</li> </ul>	<ul style="list-style-type: none"> <li>Local Development Documents</li> <li>Local Transport Plan</li> <li>Growth and Transport Plans</li> </ul>	<ul style="list-style-type: none"> <li>Developer contributions</li> <li>Section 106 agreements</li> <li>Neighbouring authorities</li> </ul>
2. Promote RoW in development Travel Plans				
3. Develop and promote the inclusion of the RoWIP in the 10 Local Planning Authorities' plans and strategies.				
4. Work with neighbouring authorities across county boundaries.				

## Core Action 10: Work to improve the safety and attractiveness of the network affected by busy transport routes

### Outcome

Greater use of the off-road network resulting from the provision of safe crossings and verges for non-motorised users. Addressing the issue that people have to use or cross sections of busy roads in order to link up sections of the off-road network.

What will be done?	Who is it for?	Who will do it?	Links to policy	Potential Funding?
1. Identify where well used sections of the off-road network are crossed by the primary road network and develop solutions suitable for pedestrians, cyclists, horse riders, carriage drivers and disabled users as appropriate.	<ul style="list-style-type: none"> <li>All relevant categories of network users.</li> </ul>	<ul style="list-style-type: none"> <li>Rights of Way</li> <li>Train operating companies</li> <li>Highways</li> <li>Volunteer groups</li> <li>District and Borough councils</li> </ul>	<ul style="list-style-type: none"> <li>Local Transport Plan</li> <li>Road Safety Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Local Transport Plan</li> <li>Road Safety</li> <li>Section 106</li> <li>British Horse Society (Paths for Communities)</li> </ul>
2. Identify where well used sections of the non-motorised network run along busy roads and develop solutions including verge improvements, permissive routes, dedications or creations, or the promotion of 'Rural routes' and 'Quiet lanes'.				
3. Identify locations where well used sections of the off-road network cross the rail network and with appropriate authorities develop solutions to improve safety.				

### **Related documents**

Local Transport Plan 4

Local Transport Plan Strategic Environmental Assessment

July 2017

Hertfordshire County Council

Transport, Access & Road Safety

Environment Department

County Hall, Pegs Lane, Hertford, SG13 8DN

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