BRIGHTON & HOVE CITY COUNCIL

Rights of Way Improvement Plan

2017 Review (DRAFT version 3)

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Strategy for improving Rights of Way and access provision for walkers, cyclists, horse riders and those with mobility issues. 10 year review document

Contents

Forward **2**
Chapter 1: An Overview of Access in Brighton & Hove **4**
Chapter 2: Strategic Influences **7**
2.1 Health Benefits of outdoor activity – National drivers for access to green space 7
2.2 Access – The National Context 8
2.3 Access – The Regional Context 10
2.4 Access – The Local Context 12
Chapter 3: Challenges & Opportunities **18**
3.1 Accessibility – meeting the needs of diverse users 18
3.2 Access issues in an urban environment 20
3.3 Access issues in a farmed landscape 21
3.4 Legislative parameters 22
3.5 Development opportunities 22
Chapter 4: Delivery Mechanisms **23**
4.1 Internal collaboration 23
4.2 External collaboration 24
4.3 Volunteering 24
4.4 Funding 24
Chapter 5: Achievements since the last ROWIP (2007-2017) **27**
5.1 Headline achievements 27
5.2 Aim A – improve the existing Rights of Way network and maintain it to a high standard 27
5.3 Aim B – implement identified missing links to improve route coherence, access to the network and reduce dependence on the car by meeting local transport needs 28
5.4 Aim C – develop and promote the access network to support healthy exercise for all 29
5.5 Aim D – make full use of the council's position as a major landowner to ensure that a holistic approach is taken towards access to the surrounding countryside and South Downs 30
Chapter 6: Assessment of Brighton & Hove's Public Rights of Way Network & Access (2017) **32**
6.1 Current situation in Brighton & Hove 32
6.2 Natural England guidance on access networks – user needs 34
6.3 Assessment conclusion for Brighton & Hove 35
Chapter 7: Priorities for 2017 – 2027, an Action Plan **36**
7.1 Aim: improving accessibility for diverse users in Brighton & Hove 36
7.2 Aim: Make information more accessible to residents and visitors 38
7.3 Aim: Improve connectivity to green spaces within Brighton & Hove 42
7.4 Aim: Work with SDNPA & neighbouring authorities to improve access to the National Park & The Living Coast UNESCO Biosphere 42
7.5 Aim: Improve connectivity of the existing Rights of Way network 44
Chapter 8: Performance Monitoring **47**
Consultation Strategy for the ROWIP 47

Tables & Maps:

Table 1: ROWIP Statement of Action
PDF 1: Volunteer Path Warden Leaflet
Map 1: Priority Crossing Points
Table 2: Priority Crossing Points
Map 2: Gateway Sites to the South Downs National Park
Map 3: Green Corridors (sheets 1 to 5)
Map 4: Missing Links, Network Gaps & Inconsistencies (sheet 1 to 2)
Table 3: Missing Links, Network Gaps & Inconsistencies

Appendices

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Forward

The importance of local Rights of Way (Defra, 2002):

> "Local Rights of Way are both a significant part of our heritage and a major recreational resource. They provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, to improve fitness, or to visit local shops and other facilities. In many areas, local Rights of Way help to boost tourism and contribute to economies."

Vision for Rights of Way in Brighton & Hove:

A city where people with diverse access needs have the opportunity to use a well maintained and joined up public Rights of Way network, connected to the varied green and blue spaces around the city: the seafront, city parks and gardens, open spaces on the urban fringe and the South Downs National Park

Five main aims have been identified for improving access in and around the city:

1. Improve accessibility for diverse users in Brighton & Hove
2. Make information on the Rights of Way network and access to green spaces more accessible
3. Improve connectivity to green spaces within the city
4. Work with SDNPA and neighbouring authorities to reduce severance and improve access to the National Park and The Living Coast UNESCO Biosphere
5. Improve the connectivity of the existing Rights of Way network

In order to achieve these aims it is essential that the authority secures funding and involvement from corporate and charitable sources, to augment council budgets and help support potential bids for funding from other sources.

40% of Brighton & Hove is within the South Downs National Park. This beautiful and unique landscape has been created through thousands of years of farming. It is still a working, farmed environment today. It is essential that the improvements made to our access network goes hand-in-hand with improved communication with land managers and better informed users of the network.

Emerging from these 5 aims are more detailed objectives and the actions required to meet them. The objectives appear at relevant places within the text of the Plan and are described in Chapter 7. The full Statement of Action can be found in Table 1 at the end of this report.

A well maintained and enhanced network of Rights of Way has a major contribution to make to ensuring Brighton & Hove remains ones of the best places to live.

What is a Rights of Way Improvement Plan?

As Highway Authority, Brighton & Hove has certain statutory duties that it must fulfil. The council must protect the public's right to use and enjoy Rights of Way, by:

- Maintaining the surface of most Rights of Way
- Preventing the closure or obstruction of any highway
- Signposting Rights of Way from metalled roads and providing additional signs and waymarks where these are necessary along any path
- Keeping a legal record of all Rights of Way – the Definitive Map & Statement of Rights of Way (a map which is a legal record of the public's Rights of Way over footpaths, bridleways, restricted byways and Byways Open to All Traffic and a statement which describes each right of way) and any applications for changes to them.
- Creation of a Rights of Way Improvement Plan

For a more comprehensive list of the statutory duties and the powers of a Highway Authority with regards Rights of Way see ***Appendix 1***

Through the Countryside and Rights of Way Act, 2000 (Section 60) the government recognises the value of public Rights of Way and requires each Highway Authority to produce a Rights of Way Improvement Plan (ROWIP) in order to identify changes that will "improve provision for walkers, cyclists, horse riders and those with mobility issues." The ROWIP must be reviewed every 10 years. This is the ten year review plan of the original ROWIP, 2007.

The plan must explain how improvements made by the local authority to the public Rights of Way network in the area will provide a better experience for these users: walkers, cyclists, horse riders, horse and carriage drivers and people with mobility issues.

As part of the review there will be consultation with other directorates within the council (see Chapter 8 for a full list). The authority will also need to consult with other interested parties:

- Highway authorities whose areas adjoin our area (ESCC & WSCC)
- The South Downs National Park Authority
- Local Access Forum
- Natural England

Before carrying out an assessment, the authority needs to consider:

- the definitive map and statement of Rights of Way and any applications for changes to them
- the current condition of the network – *summarised in Chapter 6*
- any improvement requests for the network

The assessment itself needs to take account of:

- what has been achieved so far since the last ROWIP (2007) - *summarised in Chapter 5*
- Contextual changes since 2007, e.g. City Plan development, new Local Transport Plan – *summarised in Chapter 2*
- to what extent routes are available to different groups of users, e.g. cyclists, walkers, horse riders
- routes that are not suitable for all or some users, e.g. users with mobility issues
- inconsistencies on individual Rights of Way, e.g. paths that don't follow the mapped route or routes which have a dead end
- opportunities to improve the network, e.g. restoring routes that have been cut off by building works
- Where there is inequality of access e.g. parts of the city which do not have safe access points into the countryside

When making the plan the authority needs to consider the needs of local people and visitors:

- access to the countryside or a particular viewpoint, feature or attraction
- routes to support tourism, regeneration or community projects
- alternative routes for cyclists, horse riders and walkers to avoid using busy roads
- circular routes for leisure use, e.g. walking, running, cycling
- paths and routes by water or the sea which need repairing
- crossings over roads, railways
- existing Rights of Way, e.g. those that end in cul-de-sacs or that have different rights along their length
- routes for local journeys, e.g. walking to work, the shops, railway stations
- routes to help people travel through or around heavily developed areas and/or to key locations / community assets
- Potential conflicts of interest between different user groups e.g. cyclists and walkers

This will result in a Statement of Action: what the authority plans to do, the timeframe and costs involved (*Chapter 7*).

Chapter 1: An Overview of Access in Brighton & Hove

1.1 Brighton & Hove City Council covers an area of approximately 8,267 hectares (40km^2) between the south coast and the South Downs, and from Portslade in the west to Saltdean in the east, with 13km of seafront and a population of almost 285,300 (in 2015). The City attracts between 8 - 11 million visitors a year, providing 13% of the city's income. One of the main attractions is the coastal and marine environment as an area for recreation and tourism and, therefore, the local economy. World famous landmarks dominate the view, The Brighton Palace Pier, the remains of the West Pier and now the i360.

The urban area is contained within the A27 by-pass which represents a barrier to the South Downs National Park. Between the built-up area and the National Park there are over 50 parcels of 'urban-fringe' – areas of green space that cover 479 hectares. Open space that extends right in to the heart of the city includes semi-natural habitats (including local nature reserves) and public green spaces (parks, recreation grounds, school grounds, cemeteries etc). Demand and use of parks and open space has increased with the growing population, however, with access to open space limited in central areas, sports and recreation facilities are under pressure. Brighton & Hove's population density is over 30 residents per hectare – far greater than the national average. In the city centre there are as many as 60-200 dwellings per hectare (estimated 60 people/hectare), contributing to the pressure on provision of open spaces (Biosphere Management Strategy, 2014-19). This demand and pressure both from local residents and visitors, creates the need to maintain and improve access.

1.2 Public Rights of Way are an integral part of the city's **Green Infrastructure**. Green Infrastructure is defined as 'a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental & quality of life benefits for local communities' (National Planning Policy Framework, 2012).

Green Infrastructure – Access to Green Space		
Access Routes	Access Areas / Places / Destinations	
Public Rights of Way (footpaths, bridleways, byways)	National Nature Reserves (e.g. Castle Hill)	Play & Sports areas (e.g. Waterhall sports pitches)
Permissive Paths (permissive footpaths, permissive bridleways)	Local Nature Reserves (e.g. Stanmer Park)	Beaches (from Portslade to Saltdean)
National Trails (e.g. South Downs Way)	Open Access land, Crow Act (parcels of land on the South Downs)	Cemeteries & Churchyards (e.g. Woodvale)
Long Distance Trails (e.g. The Monarch's Way)	Permissive Access land (by permission of the landowner / tenant farmers)	Other Public Open Spaces (e.g. Hove Lawns)
Cycle Tracks (e.g. Dyke Railway Trail)	Public Parks & Gardens (e.g. St Anne's Well Garden, Preston Park)	Greens / Commons (none in Brighton & Hove)
	Designated Local Green Space – NPPF 2012 (Green Ridge proposed)	

1.3 Public Rights of Way and cycle routes form 7% of the city's **transport infrastructure** (BHCC Local Transport Plan, LTP, 2015):

Highways Category	**Length**
Roads	616km (35%)
Pavements	983km (55%)
Public Rights of Way (footpaths, bridleways, byways)	110km (6%)
Designated Cycle Routes	20km (1%)
Total	1,778km

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1.4 The city's existing **public Rights of Way network and open spaces** are summarised below:

- The Public Rights of Way (PRoW) network for Brighton & Hove is 159 km in total length, comprising: 54% footpaths, 40% bridleways, 4% restricted byways and 2% byways. (**Appendix 2**: map of PRoW Network)

Classification of Public Right of Way	Number	Length
Footpaths (Available for users on foot only)	574	86 km
Bridleways (Available for users on foot, cycle or horse)	56	63 km
Restricted Byways (Available for users on foot, cycle, horse or horse & carriage)	8	7 km
Byways (Available for users on foot, cycle, horse, carriage & motorised vehicles)	8	3 km

- There are 730 Rights of Way assets (pieces of countryside furniture), with a total replacement value of £191,808. Summary of Rights of Way assets (from 2016 ground survey – full results in **Appendix 3**):

Asset Type	Total No.	Total Value
Gates	416	£145,996
Waymarks	236	£15,844
Stiles	41	£2,918
Info Boards	37	£27,050
	730	**£191,808**

- 13.5km of 'easy access' trails have been put in around the city: Stanmer (8km), Sheepcote (4km) and Hollingbury & Burstead Woods (1.5km)
- There are 24 km of surfaced multi-user trails (aside from the bridleway and byway network). These paths have hard-surfacing, are fairly level and accessible to a wide range of users including families and people with restricted mobility. These include: Falmer Road permissive bridleway, Ditchling Road share user path, Drove Road byway, Coldean lane shared user path, Dyke Railway Trail, Brighton Greenway, the Seafront Undercliff path from Brighton Marina to Saltdean. (**Appendix 4**: Map of multi-user trails)
- There is 40.1 km of Permissive Path network (21.2 km of permissive footpath and 18.9 km of permissive bridleway). Where dedication of public Rights of Way has not been possible these paths, under land owner /tenant agreements, serve an important role in providing links across the access network. (**Appendix 5**: Map of Permissive Network)
- Cycle routes (normally only open to walkers and cyclists) – National Cycle Network routes (NCN) promoted by Sustrans provide 24 km of off-highway cycle path and 15.5km of on-highway cycle path e.g. NCN2 Coastal route; NCN20 Brighton to Crawley. Plus regional routes e.g. 82 Brighton to Devil's Dyke & 90 Brighton to Lewes / Firle. In addition there are another 11.7km of Sustrans local routes and a further 4.6km of other off-highway cycle paths. (**Appendix 6**: Map of cycle network) http://www.brightonandhovecyclemap.co.uk/
- The Council owns 4,045 hectares of Downland Estate, most of which is farmland, surrounding the city. Some of this land is located outside of the administrative area. 504 hectares is woodland. Of the farmland, 2,178 hectares is agricultural land in environmental stewardship schemes (which requires farmers to maintain PRoW under cross compliance rules). More than one third of this land is classified as Open Access.
- 40% of the land area of Brighton & Hove is within the South Downs National Park.
- The 1,441 hectares of access land is a combination of CRoW Act open access, dedicated & permissive access land and public open spaces (natural greenspace). Stanmer permissive Open Access (200 ha) was created in 2006 and Patcham Open Access (282 ha) was dedicated in 2015. (**Appendix 7**: Map of access land)

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These areas of public open space / access land are designated sites of nature conservation:
-Special Areas of Conservation (SAC) = 114.5 ha. Castle Hill National Nature Reserve (site adopted by the European Commission)

-Sites of Special Scientific Interest (SSSIs) = 24.5 ha. Black Rock to Saltdean Cliffs (including an area of undeveloped coastline east of the Marina to Rottingdean, within the SDNPA).

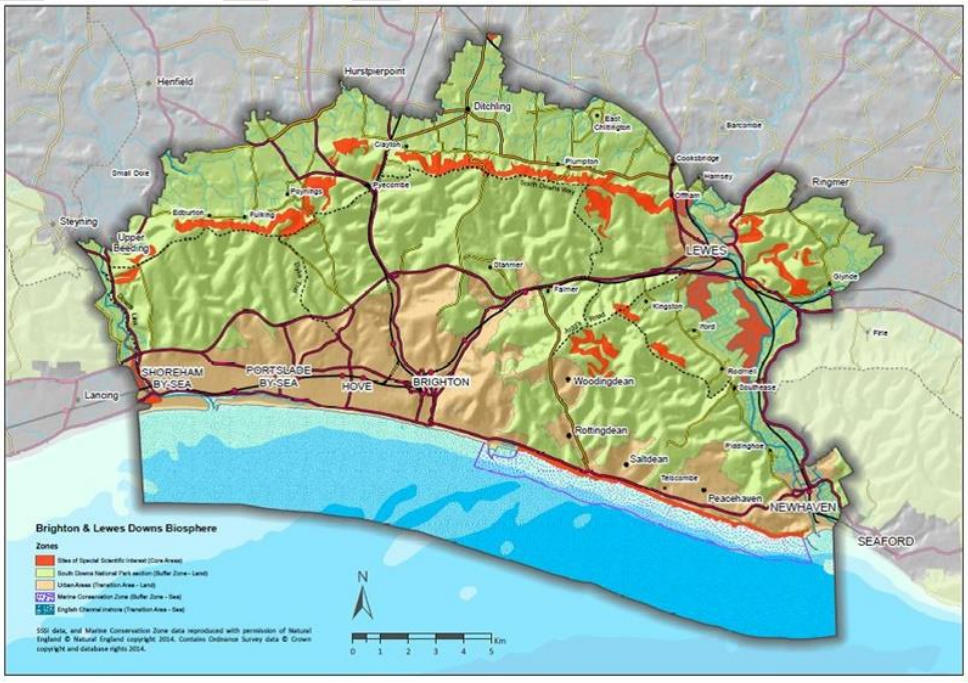
-Five Local Nature Reserves (with a further three proposed) = 690 ha. These are Whitehawk/Race Hill, Bevendean Down, Ladies Mile, Withdean & Westdene Woods, Stanmer Park.

-Sixty two (non-statutory) local wildlife sites, Sites of Nature Conservation Importance (SNCIs) = 612 ha. These include sites such as Sheepcote Valley, Three Cornered Copse and Benfield Hill.

Open spaces such as these are often used to create routes to link with adjacent Rights of Way. The two types of access are therefore closely linked , and each complements the other.

- Sites of heritage interest around the access network include: Whitehawk Neolithic Causewayed Enclosure (3,500 BC), Hollingbury Iron Age Hillfort (6th Century BC), Rottingdean Windmill (1802), Dyke Railway Trail (1887-1938), Chattri Indian War Memorial (1921) and the Undercliff Path (1930s).
- Within the city there are 232 hectares of parks and public gardens, across almost 100 sites, and an additional 40 privately owned parks & gardens. 7 of these are green flag parks. There are 50 playgrounds, 200 sports pitches, greens and courts. There are 36 allotment sites with 3000 tenants. (**Appendix 8**: Map of Parks, Gardens, Sports Facilities)
- Satisfaction with the city's parks and open spaces, including access to the South Downs, is very high at 91% (City Parks Survey, 2013).

In 2014 Brighton & Hove became part of the UNESCO World Network of Biosphere Reserves, through designation of the Brighton & Lewes Downs Biosphere, now known as The Living Coast. The area covers the urban coastal strip and the South Downs from the River Adur to the River Ouse. As an international demonstration area for sustainable living, it is 'the place where people and nature come together in our world-class environment of Downs, Towns and Coast'. http://www.thelivingcoast.org.uk/. Access to the natural environment is, therefore, of great importance in this area.



Chapter 2: Strategic Influences

This section provides a brief outline of the national, regional and local policy framework that has informed the preparation of the Rights of Way Improvement Plan (the Plan).

2.1 Health Benefits of Outdoor Activity – National Drivers for Access to Green Space:

Three quarters of school children are not doing enough physical activity, according to a new study. This research into child activity rates in the UK has found that over 77 per cent of children are doing no more than four hours of out of school exercise each week. The problem is far worse amongst poorer families, with around nine in ten (88%) children in low income households doing even less. (www.diabetes.org.uk)

Over 6.3 million (41%) adults aged 40 to 60 do not achieve 10 minutes of continuous brisk walking over the course of a month and are missing out on important health benefits, according to the Public Health England (PHE) 10 minutes brisk walking recommendations: evidence summary.

2.1.1 A literature review by Manchester Metropolitan University (Reconomics Plus, 2017) highlights the **benefits of outdoor recreation** in tackling inactivity and mental health, as well as contributing to the economy and social cohesion in communities.

Various studies on the use of natural solutions to tackle health inequalities found that access to green space:

- Leads to increased physical activity
- Provides health benefits including better sleep and improved immunity
- Helps tackle social isolation by encouraging greater social interaction
- Contributes to lower BMI scores in children
- Helps decrease development of dementia in the elderly
- Lowers levels of morbidity associated with anxiety disorder and depression
  (University College London, 2014; Public Health England and the UCL Institute of Health Equality, 2014)
- Exposure to sunlight through outdoor activity is an important source of vitamin D which is essential for good bone health and helps reduce the risk of some cancers – as long as care is taken to avoid sunburn
  (Consensus Vitamin D Positon Statement, NHS UK, December 2010).

When green space is used more regularly, antisocial behaviour and vandalism are reduced in that area (reducing crime rates)

2.1.2 Outdoors exercise delivers an estimated £2.2 billion of **health benefits** in England each year (White, Taylor, Wheeler, Spencer, Bone, Depledge, Fleming, 2016).

- A study by Green Gym conservation volunteers (2016) showed increased physical health of volunteers by an average 33% together with a reduction in social isolation
- A report by the Ramblers and Macmillan Cancer Support (2014) revealed that walking can prevent 37,000 deaths per year and slash the risk of heart disease, type 2 diabetes, Alzheimer's, stroke and cancer by 20-50%

2.1.3 Public Health England (PHE) set out a framework to get the nation moving (Everybody Active, Every Day, 2014). PHE and National Parks England (NPE) are working together to improve access to green space to help improve the health of the population (PHE Strategic Plan, 2016)

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2.1.4 Sport England has committed 25% of its resources to get the inactive moving. They have increased their remit to include cycling and walking to try and help reduce physical inactivity. (A Sporting Future: A New Strategy for an Active Nation, 2015-22)

2.1.5 DEFRA priorities include: increasing outdoor recreation in National Parks to support public health; connecting young people and nature; and encouraging more international tourism. (8-Point Plan for National Parks, 2016)

2.1.6 Mental illness in the wider region is generally higher than national levels, and therefore creating the right environments for increasing equality of access to public space, where people feel welcome, is vital for encouraging physical activity and the benefits this can bring to people's quality of Life (BHCC Local Transport Plan, 2015).

2.1.7 The **Rights of Way network** provides extensive opportunities to access and enjoy the natural environment and all the associated health benefits. The network…

- Is free to use and available at any time
- Provides the opportunity for social interaction with family and friends
- Can be tailored to meet differing needs and abilities (length / time / level of difficulty)
- Can be accessed locally and sustainably
- Provides access to local community services, facilities, attractions, open spaces and the wider countryside

2.2 Access – The National Context:

2.2.1 One of the biggest influences on national policy going forward is going to be the effects of **Brexit** on our political and economic systems. Baldock, Buckwell, Hart and Maréchal set out "The Potential Implications of leaving the EU for UK Agriculture and the rural environment" in a report for Natural England in August 2017. They have looked at various scenarios – many of those scenarios see a strengthened focus on issues of particular local prominence, including flood management, public access and the management of protected areas. Public access to the countryside is a sensitive and important issue in some areas but has not been the topic of CAP (Common Agricultural Policy) funded interventions because it has lain outside the legal competence of the EU. Access issues could be more integrated into AECMS (Agric Environment Climate Measures) in the future.

2.2.2 Section 4.33 of the **Natural Environment White Paper** (2012) states that 'clear, well-maintained paths and bridleways are important to give people access to the natural environment and can be enjoyed by cyclists, walkers and horse riders. There is considerable scope to improve and extend this network.' There is also a commitment that 'the Government will work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks.'

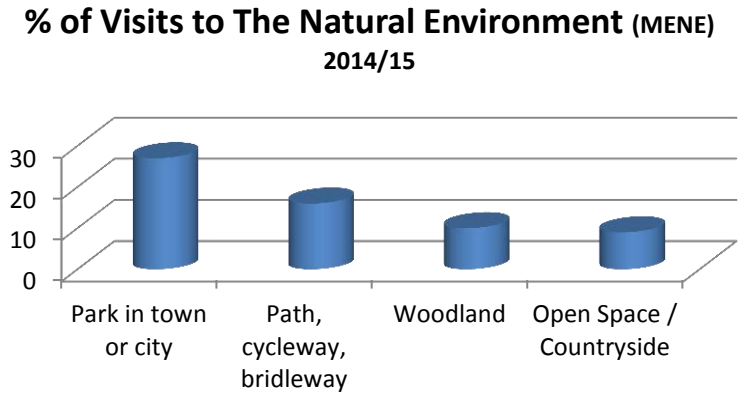
Schemes that provide multiple benefits in line with national transport and environmental policies will be best placed to offer value for money. For Rights of Way this means increasing connectivity, reducing severance, improving access to local services and facilities, encouraging least restrictive access, and contributing to ecological / green corridors.

2.2.3 A survey by **Natural England** 2014/15 looked at visits to the natural environment (Monitoring Engagement with the Natural Environment **(MENE) survey**, Natural England 2015). The key findings were:

3.12 billion visits by adults in England to the natural environment in 2014-15, of which:

- 1.50 billion visited the outdoors in towns and cities (parks were the most visited specified destination)
- 1.31 billion visited the countryside (**456 million visits to public Rights of Way** and 417 million visits to woodlands)
- 0.2 billion visited a seaside resort / coast
  (These are all key environments in the Brighton & Hove area)
- Walking was the most popular activity undertaken (866 million visits)

- Sport England Active People Survey (APS stats) show 2.01 million people participated in cycling in 2016



2.2.4 Outdoor recreation makes a significant contribution to **national and local economies**. People are more likely to choose holiday destinations in locations where there are opportunities to be active outdoors. People spend money on outdoor equipment (the equestrian sector generates £4.3 billion per year – National Equestrian Survey, 2015) and on refreshments during days out (the average amount of money spent per visit when undertaking an outdoor activity was £23 – Visit England, 2016). People are also employed in the outdoor recreation and tourism industries. (Reconomics Plus, 2017).

2.2.5 The extensive network of public Rights of Way is a unique and valuable resource. It not only provides opportunities for recreation and physical activity, but also forms an integral part of the transport system. Rights of Way can encourage and enable active / healthy and **sustainable travel** for some journeys, in both rural and urban areas, providing safer routes for vulnerable travellers. If this helps to replace a regular car journey then it can reduce associated impacts, including traffic congestion and harmful emissions. By improving facilities for walkers and cyclists the ROWIP can contribute to the achievement of national transport goals (Natural England: LTP and ROWIP Integration, 2015):

- Reducing carbon emissions (contributing to the government's target to reduce carbon emissions to 80% of 1990 levels by 2050, Climate Change Act).
- Supporting economic growth
- Promoting equality of opportunity
- Contributing to better safety, security and health
- Improving quality of life and a healthy environment

See **Appendix 9** for a list of measures within the ROWIP that can help reach national transport goals and the LTP

2.2.6 Government Cycling and Walking Investment Strategy 2017 – ambition for 2040: "we want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey" and a target to 'double cycling activity levels by 2025 and reverse the decline in walking activity by 2020'

2.2.7 Highways England has set out a number of priorities to increase the interaction of cyclists, pedestrians and equestrians with the highways network. One of the key barriers recognised by these groups is safety: providing well maintained surfaced tracks, separate from motor vehicles. These routes should be planned into any development work – rather than retro-fitted, for optimal benefit to users. Another issue is the provision of safe crossing points where networks are bisected by busy main roads and improving connections between disconnected parts of the network.

Local Example: on the busy Saddlescomb road (with poor sight lines) a footpath emerges at two points along the highway, with the connecting bridleways on the other side of the road a few hundred meters away. With

*no surfaced path to link them, the only recourse was for users to navigate the very uneven verge. Works have been carried out to link these paths – both with legal Rights of Way and with surfaced paths on the ground, providing safe routes segregated from road traffic (see map **Appendix 10**).*

2.2.8 At the **National Local Access Forum conference** (June, 2017) the creation of traffic-free Multi-User Paths (shared paths for walkers, cyclists, equestrians and users of mobility vehicles) was suggested as the way forward for Rights of Way by Natural England, Cycling UK (www.bit.ly/cyclinguk-ridesofway) and The British Horse Society.

Linked Strategies:

- Potential Implications of Leaving the EU for UK Agriculture and the Rural Environment – Baldock, D, Buckwell, A, Hart, K, Maréchal, A, August 2017
- Government Cycling and Walking Investment Strategy 2017
- Cyclists, Pedestrians and Equestrians: a summary of priorities for Highways England, Jan 2017
- Reconomics Plus: The economic, health & social value of outdoor recreation, Feb 2017
- A Sporting Future: A New Strategy for an Active Nation 2015-22
- Public Health England Strategic Plan, 2016
- Green space & Health, 2016
- Turning the Tide of Inactivity, 2014
- Local Transport Plan & ROWIP Integration – Good Practice Note from Natural England, 2015

2.3 Access – The Regional Context:

2.3.1 The Coast to Capital Local Enterprise Partnership (LEP) spans from London (Croydon) to Brighton & Hove, taking in West Sussex, Lewes District and East Surrey. Funds have been secured for transport in the city from the Local Growth Fund – for the Valley Gardens sustainable transport project and the Bike Share project. Funds have also been secured for the first phase of an Intelligent Transport System (ITS) Package to improve the operational safety and efficiency of the network and its overall management.

Within the LEP's Strategic Economic Plan, three of the four primary development areas for the city resonate with priority areas for the ROWIP

LEP Development Area	Rights of Way cross-over
Brighton Seafront	Establishment of the England Coastal Path
Valley Gardens	Improvements to Green infrastructure links from the seafront, through the city and out to the South Downs
Lewes Road Corridor	

2.3.2 The Greater Brighton City Region has been established as part of the Government's City Deal process. The members include: Adur & Worthing, Mid Sussex, Lewes, Crawley, Gatwick Airport and Brighton & Hove. The emphasis is on cross boundary working between local authorities. This has great relevance in terms of transport planning and the Rights of Way network in and around the city. There is already a joint accord working relationship in Rights of Way which includes Brighton & Hove, East & West Sussex with the South Downs National Park Authority – to ensure joined up working on access issues within the National Park.

*Local Example, in the Standean area, where 3 authorities meet, a co-ordinated approach has been used to rationalise the Rights of Way network, with a diversion on a right of way in Brighton, extinguishment of a section in East Sussex and creation of a new section in West Sussex (in consultation with the National Park). (see **Appendix 11** for a map of the Standean area)*

2.3.3 The South Downs National Park (SDNPA) covers over 1600 km^2 of England's most valued lowland landscapes, and over 40% of Brighton & Hove is included in its boundary. As a place for healthy outdoor activity and relaxation, it

contributes towards enhancing the health and wellbeing of residents and visitors. Nearly 2 million people live within 5km of it and are able to enjoy its extensive network of paths and trails. The National Park brings in an estimated £2.23 billion to the regional economy. The SDNPA visitor survey (March 2016) revealed that 74% of visitors undertake walking. The survey also showed a demand for safe off-road cycling opportunities and more opportunities for adventure cycling such as mountain biking. The aims of this ROWIP align well with priorities set out by the National Park Authority, namely:

- Outcome 5: Outstanding visitor experiences are underpinned by a high quality access and sustainable transport network providing benefits such as improved health and wellbeing.
- Policy 28: Improve and maintain Rights of Way and access land, to provide a better connected and accessible network for a range of abilities and users, and to reduce conflict where it occurs
- Policy 29: Enhance the health and wellbeing of residents and visitors by encouraging, supporting and developing use of the National Park as a place for healthy outdoor activity and relaxation
- Policy 30: Develop 'access for all' opportunities, particularly supporting those groups currently underrepresented in the National Park visitor profile (*Partnership Management Plan 2014-19*)

(For a map of SDNPA strategic walking and cycling routes in the Brighton & Hove area see **Appendix 12**)

Public Rights of Way are an important way of providing healthy and sustainable access to and within the National Park. Improving and maintaining Rights of Way and access land will provide better connected and accessible network for a range of abilities and users.

2.3.4 Since 2014 Brighton & Hove has been part of **the UNSECO World Biosphere Region**; now called The Living Coast. The area covers the block of land from the River Adur (Shoreham) to the River Ouse (Newhaven), taking in the three major landscape areas of Downs, towns and coast. One of the major focuses of the Biosphere strategy is to better link people and nature. In the recent 'Big Conversation' consultation for the Open Spaces Strategy, one of the main reasons people gave for accessing parks and green spaces was contact with nature (20% of respondents). Many of the Biosphere priorities align well with a strategy to improve the Rights of Way network and access to nature:

- Make enhancements to public transport, cycling and walking facilities which reduce car use, including improving safety for walking and cycling (ROWIP: better public transport links to the PRoW network; more traffic-free multi-user paths)
- Green infrastructure in urban areas both in and out of the National Park to provide effective links between people and nature (ROWIP: addressing severance of the A27,improving 'gateway' sites & green corridors for access)
- Remove barriers and promote access for all (ROWIP: well maintained and accessible furniture /gates; more multi-user paths)
- Promote health & wellbeing through experiencing open spaces (ROWIP: encouraging volunteering – footpath management through the volunteer path warden scheme; encouraging more use of the network through better information provision, promoted routes, promotion of Healthwalks etc)

Linked Strategies:

- Coast to Capital LEP, Strategic Economic Plan, 2014
- www.greaterbrighton.com
- SDNPA Partnership Management Plan – Shaping the future of your South Downs National Park 2014-19
- SDNPA Study on Access Network & Accessible Natural Greenspace (ANG), 2014
- SDNPA Walking & Cycling Strategy, 2017
- Biosphere Management Strategy, 2014-19
- ESCC & WSCC Local Transport Plans

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2.4 Access – The Local Context:

2.4.1 The Sustainable Community Strategy for Brighton & Hove sets out a vision for a connected city; 'creative, dynamic, inclusive and caring. A fantastic place to live, work and visit'. The Strategy focuses on better partnership working to improve connections within the city and outside its boundaries; using principals of increased equality and improved engagement. Priorities include: Health & Well-being, Community Safety & Resilience & Environmental Sustainability.

This strategy has heavily influenced other council strategies such as the Corporate Plan and the Local Transport Plan.

2.4.2 The Corporate Plan for B&HCC (2016) outlines various targets against which to assess the success of the council in providing strong civic leadership for the well-being and aspiration of the city. Two of those targets, in particular, stand out in terms of the aims of the Rights of Way Improvement Plan (ROWIP):

- A Good Life – ensuring a city for all ages, inclusive of everyone and protecting the most vulnerable.
  Aspiration for the ROWIP: Making the network more accessible to meet the needs of a diverse population
- A well run city – keeping the city safe, clean, moving and connected
  Aspiration for the ROWIP: improve the connectivity of the PRoW network to provide safe & sustainable travel opportunities

2.4.3 This is in line with the **Transport** Objective of 'Improving sustainable and accessible transport infrastructure and options to provide a safer and more attractive environment.'

Transport priorities for improving sustainable and accessible transport include: improving walking and cycling facilities, routes and networks; improving Rights of Way and access to open spaces and the National Park. Through the Local Transport Plan, capital funding has been allocated to Rights of Way improvements, under the scheme: Parks, Open Spaces and National Park.

The vision for Brighton & Hove's **Local Transport Plan** (LTP), 2015, is:

> *We want to continue to develop an integrated and accessible transport system that is well maintained and enables people to travel around and access services as safely and freely as possible, while minimising damage to the environment and contributing to making our city a safer, cleaner, quieter, healthier and more attractive place.*

The delivery plan for the LTP contains various focal points that Rights of Way and access provision will help to deliver:

- Support local people and communities with the greatest need or who are the most vulnerable
- Promote and provide active and healthy travel options for people
- Encourage and welcome visitors
- Enhance and regenerate the seafront
- Protect the National Park
- Improve links, routes and services to/from, or in, key local and central destinations

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Transport Strategic Goals	Rights of Way improvements that would contribute towards transport goals
Grow the **Economy** Sustainably	Provide green network connectivity (particularly for short journeys) between communities, services and businesses
Reduce **Carbon** Emissions	Encourage low carbon transport options – particularly walking and cycling
Increase **Safety & Security**	Promote traffic free routes for walkers, cyclists and equestrians
Provide **Equality, Mobility & Accessibility**	Surfacing improvements for PRoW network & creation of multi-user paths, Improved information provision (web, leaflets, on the ground)
Improve **Health & Well-being**	Encourage active access to green spaces and involvement in volunteering (e.g. Volunteer Path Warden scheme, promote Healthwalks) Provide the infrastructure to enable people to make healthier travel choices (improved footpaths, bridleways & byways network)
Enhance the **Public Realm**	Improving access to green spaces within the city and beyond Improved links between sea – town – Downs (Biosphere – The Living Coast) Improved signage of the network and information provision
Encourage **Respect & Responsibility**	Aim to reduce the conflict between different user groups - walkers, cyclists, equestrians and other leisure activities like golfers. Aim to reduce the conflict between provision of access opportunities and the working / farming landscape they are set in Encourage code of conduct for use of the Rights of Way network and access on the South Downs (in conjunction with SDNPA)

(For a full list of the strategic goals that Rights of Way improvements can help to meet, see **Appendix 13**)

Brighton & Hove has been improving the promotion and provision of sustainable travel options – public transport, cycling and walking – through major external funding sources such as Local Sustainable Transport Fund. The Lewes Road (A270) is a sustainable transport corridor, linking the city centre to Sussex University, the AmEx Stadium and the Downs – providing segregated cycle lanes and improved waymarking of the Rights of Way network in that area. The extension of this corridor, through Valley Gardens, will see a much improved link between the sea, city and Downs – providing multi-user access through the key environments of the Biosphere.

A new bike share scheme has started operation in 2017, with 430 bikes to hire from 50 hubs across the city. Active travel planning for businesses, schools and individuals is promoted through the 'JourneyOn' website. Neighbouring districts are part of the 'Travel to Work Area' for Brighton & Hove, so improving links for sustainable transport in and out of the city is vital.

These are some of the ways the LTP hopes to meet its aim 'to transform the city's transport system to enable local people and their communities; businesses and their employees; visitors, to become healthier, safer, better connected and well-informed' (Local Transport Plan, 2015).

2.4.4 The strategic / spatial vision and the development of the city is guided by BHCC **City Plan** 1 and 2 (through to 2030). Objectives include: a sustainable and attractive city with healthy and balanced communities. Specific objectives related to Rights of Way and access, include:

SO11 – Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.

Specific policies to be aware of include:

- CP5 (Culture & Tourism) to widen local access; be of high environmental standard in terms of design, management and access; complement and build on the city's distinct tourism offer; recognise the South Downs as a recreation asset

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- CP7 (Infrastructure and Developer Contributions) inadequacies in infrastructure arising from proposed development will be mitigated through s.106 contributions; to investigate the possible implementation of Community Infrastructure Levy (CIL);
- CP9 (Sustainable Transport) to meet regional and strategic needs, as well as benefiting local people, communities and neighbourhoods. For instance, work with schools, colleges and universities on Green Travel Plans.
- CP10 (Biodiversity) Maximise opportunities to conserve and enhance biodiversity. All development proposals to deliver a net increase in biodiversity in accordance with the requirements of the Nature Conservation & Development SPD & Biodiversity Action Plan by 2030. Measure the amount of open space within the South Downs Way Nature Improvement Area annually.
- CP12 (Urban Design) to be inclusive and accessible; have regard for impact on purposes of the National Park (where relevant); ensure the design approach of external spaces is in keeping with the overall design approach
- CP13 (Streets and Public Spaces) to encourage active living and healthier lifestyles; help to create safe and inclusive public spaces; reduce the clutter of signage; use high quality, robust and sustainable materials
- CP16 (Open Space) safeguard, improve, expand & promote access to Brighton & Hove's open spaces. New development will be required to contribute to the provision and quality of public open spaces.
- CP17 (Sports Provision) Facilitate the council's aspiration to increase participation in sports and physical activity – promote access to Brighton & Hove's sports facilities and spaces.
- CP18 (Healthy City)Support programmes and strategies which aim to reduce health inequalities and promote healthier lifestyles

(For a list of policies & development areas and how they relate to improved access see **Appendix 14**)

2.4.5 The City Sustainability Action Plan for Brighton & Hove (2015-17) covers various principals to advance sustainable development. The ROWIP will contribute towards delivery on:

- Health and happiness – encouraging active, sociable, meaningful lives to promote good health and wellbeing
- Sustainable transport – encouraging low carbon modes of transport to reduce emissions.

2.4.6 The ROWIP will directly impact on delivery of some of the top priorities of **The Living Coast UNESCO Biosphere**:

- Environmental awareness – of local people, especially children & young people
- Tourism & Recreation – by visitors and residents, to further economic and social development
- Green Infrastructure – enhanced networks of greenspace from town to Downs, which provide multiple benefits (ecosystem services) from access to conservation to water management

2.4.7 The Open Spaces Strategy for Brighton & Hove (2016) identifies key challenges in the realm of access:

- Maintaining statutory 'public Rights of Way' and open access requires that the routes are effectively signed and accessibility is maintained
- Costs of replacing countryside furniture (gates, stiles, signage)
- Conflict between farmers, land management and public access
- Conflicts between cyclists, walkers, dog walkers and other leisure activities e.g. golf
- Encouraging the use of green spaces by all social groups to improve health outcomes and reduce inequalities

One of the proposed policies in this strategy is to encourage investment in public Rights of Way and open access infrastructure. Closer working with Planning to improve Green Infrastructure through developer contributions (s.106 or CIL) is a priority of the ROWIP. In this way green networks can be created to form a continuous, natural network through the urban area and into surrounding countryside (A Green Network for Brighton & Hove, 2009). This idea

was spearheaded through the South Downs Way Ahead Nature Improvement Area project (2012 – 2015). The map in **Appendix 18** shows the linear corridors and stepping stones of chalk habitat through the city.

The council has developed a long term masterplan for Stanmer Park, with Heritage Lottery Funding, to protect its historic landscape, enhance natural features and make it more accessible to all. The park will be developed into a major gateway from the city to the South Downs and result in significant increase in visitor numbers – attracting eco-tourism and securing recreational economic benefits. The ROWIP will feed into plans to improve access opportunities into and around the park.

During the Big Conversation consultation on the Open Spaces strategy, 36% of respondents said they were interested in volunteering to help maintain open spaces. Involving volunteers in the improvement of the Rights of Way network is another priority, to help increase capacity.

One of the policies of the Open Spaces strategies is that Brighton & Hove's open spaces and the wider Biosphere Reserve be recognised as integral to the city's approach to promoting health and wellbeing and reducing health inequalities. One of the ways the authority can help realise this is to work with health care providers to promote volunteering opportunities e.g. use the Clinical Commissioning group advisors to find GP practices (46 in Brighton & Hove) which could link with Cityparks volunteering. Another obvious link is to the council's Healthwalks program (Healthwalks leaders are already taking part in the pilot Volunteer Path Warden scheme).

2.4.8 Brighton & Hove City Council focuses on equality and inclusiveness as a priority, both internally and externally via community participation through the **Community Engagement Framework**, City Engagement Partnership and the Community and Voluntary Sector Forum. Delivering on accessibility through Rights of Way improvements and community engagement through volunteering are key aspects of the ROWIP.

The Community Strategy explains how Brighton & Hove has long aspired, and broadly succeeded, to connect people with place, business with community and opportunity with equality.

The aim of the city is to create sustainable residential areas, where there is good access to jobs, shops and other local services and where there is a healthy and safe environment (the BHCC Reducing Inequality Review, 2008).

Rottingdean Parish Council is a very effective mechanism for interfacing with communities in the east of the authority. This is a strategically important area for access to the Downs – it is the only area in the authority where the South Down National Park stretches right down to the seafront.

2.4.9 Brighton & Hove **Mental Health & Wellbeing Strategy**, highlights the role that open spaces can play in promoting mental and physical health, as well as being an environment in which to engage with the 5 Ways to Wellbeing: Connect, Learn, Active, Notice, Give. Improving network connections to green spaces in and outside the city is an important aspect of this Plan.

2.4.10 The Living Well in a Healthy City – Annual Report of the Director of Public Health 2016/17 highlights the importance of physical activity and the link to mental well-being. One in four residents report high levels of anxiety and half of adults in Brighton & Hove are overweight or obese. The report outlines various aims and objectives, some of which would be benefited by improved access to open spaces and Rights of Way network, for example:

- Support businesses and the workforce to become more active through active travel & physical activity during the working day including promoting cycling and walking to work and for recreation
- Support older people to adopt healthier lifestyles and reduce loneliness & isolation - improving older people's mental health

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2.4.11 The City's Sport & Physical Activity Strategy, 2013-18, lists amongst its main aims: increased regular and sustainable participation and volunteering in sport and physical activities. This strategy recognised the need to improve opportunities for physical activity in parks and open spaces such as the seafront. The most prevalent forms of physical activity in the city are walking and cycling, therefore ongoing improvement to the physical environment are important for leisure and active travel.

2.4.12 The council's **A Refreshed strategy for the visitor economy 2008/18** places focus on 'the gateway sites' with an objective to 'develop an effective working partnership between landowners, operators and local authority to strengthen the identity of the gateways.' . Of particular importance are the London Rd and Lewes Rd corridors. Rottingdean and Stanmer are recognised as two stand-alone villages within the city, and important gateways to the South Downs in this strategy. There is an objective to create walking tours / trails for these locations. There is also an intention to develop Hangleton as a gateway site. In the ROWIP, this will be expanded to include other links between the city, urban fringe and South Downs – particularly looking to improve access for non-motorised users (NMUs).

The strategy also includes some focus on the coastal strip: Continue to develop the identity of the seafront as the city's 'shop window' and one of the most visited parts of the city particularly in summer. The space along the seafront, the sea, the beach and the buildings behind the main road all offer opportunities for further development, new developments and attractions.

2.4.13 The council's **Seafront Investment Plan (2016)** focuses on economic development through various themes: active recreation and tourism, regeneration, access, connectivity and coastal protection; with a focus on Eco-tourism:

> "There is the opportunity for the seafront to play an important role in the development of eco-tourism as another example of the need for the tourism offer of the city to keep re-inventing to remain competitive. While eco-tourism is very much a newly emerging form of tourism, there is a great deal of potential across the city of eco-tourism visitor attractions, from the South Downs National Park in the north to the wind farms being located in the sea."

The shared user path on the Undercliff, the various promenade cycle lanes, footpaths and public open space available provide important links to the beach and coastline.

The LTP describes the Seafront: of vital importance to the economy of the city as a focal point which attracts both residents and visitors in large numbers. The need to enhance and improve the public realm along the length of the seafront is recognised. Other strategies will feed into this: The Open Spaces Strategy; the Public Space and Public Life Study and the Tourism Strategy.

The eastern section of the seafront suffers from severance by the A259 and differences in levels created by the cliffs. Better links for walkers and cyclists is an aim of the LTP. The western area, around Shoreham Harbour, is under a Joint Area Action Plan – with West Sussex County Council and Adur District Council. The aim is to increase sustainable transport opportunities and create a more safe and attractive environment. This will include improvements to the National Cycle Network route.

The Seafront Strategy recognises the importance of physical activity of walking and cycling as a means of moving along the seafront. One objective is to improve the 'pinch-points' where pedestrians, cycles and cars interact. (*The seafront cycle lane is used approximately 3000 times per day*).

The major waterfront development project will see regeneration of the areas around Black Rock and the west side of the Marina and the central seafront (Churchill Square), with improved public spaces, walking and cycling access.

Development and promotion of the Brighton & Hove section of the England Coastal Path, with the added value it will bring in terms of the eco-tourist trade and national trail walkers, to valuable advertising of seafront businesses on the National Trails website, directly feeds into these strategies. The ROWIP will work alongside Natural England and the Highways Team in improving signage along the seafront for the new National Trail.

Primary 'gateway' points identified along the seafront are: Old Steine / Palace Pier, West Street, Preston Street / Peace statue, Grand Avenue, Hove Street / King Alfred. These areas should be a priority for England Coastal Path signage.

Linked Strategies:

- A Green Network for Brighton & Hove, 2009
- Corporate Plan 2015-19 (overarching principals of authority)
- Open Spaces Strategy, 2016 (access in wider context of green spaces mgt)
- Local Transport Plan, 2015 (how PRoW fits with rest of highways network strategy; delivery of Gov walking & cycling objectives – approach & priorities). Cycling & Walking infrastructure plan
- City Plan 2016 (links to development – related to improving the network)
- Biosphere Management Strategy, 2014-19 (linking people and nature)
- One Planet Sustainability Action Plan for Brighton & Hove (2013-16)
- Tourism Strategy, 2008 (New Coastal Path – National Trail – advertising businesses on NT website)
- Seafront Investment Plan, 2016
- Brighton & Hove Joint Health & Wellbeing Strategy, 2012
- Living Well in a Healthy City – Annual Report of the Director of Public Health 2016/17
- Sport & Physical Activity Strategy, 2013-2018

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Chapter 3: Challenges & Opportunities

3.1 Accessibility – meeting the needs of diverse users

3.1.1 One of the main **aims of the ROWIP** is to provide accessible routes for a diverse range of users: walkers, cyclists, equestrians, those with mobility difficulties and visual impairment. This fits very well with the LTP strategic goal of 'Encourage Respect & Responsibility' in terms of network users and the environment.

This aim is echoed in the LTP (2015), which advocates a shared space treatment to public areas: 'an opportunity exists to create a simpler but high quality urban realm that is pedestrian and cycle-friendly but accommodates the needs of all people.' This includes ensuring that people's *whole lifetime needs* are taken into account: children; parents/carers with pushchairs; people with mobility difficulties or visual impairment; those with temporary or permanent disabilities; the elderly.

Brighton & Hove was the first city in the UK (outside London) to install talking bus stops for the blind and visually impaired. The bus network is an important link between sections of the Rights of Way network, and for transporting people from the city centre out to the Downs.

3.1.2 Cycling UK (formerly CTC) carried out a survey of its membership (67,000 nationally), in 2016. Nearly 50% of respondents said that the existing national public Rights of Way network makes it difficult to put together a 'legal' route. 65% use pubic footpaths because of a lack of alternative routes and 52% due to concerns over traffic and road safety. Cycle UK is campaigning to secure more multi-user rights and routes, particularly linking with bridleways and byways to create traffic free loops. A particular priority is strategic links: 'first mile' off-road traffic free routes linking communities with the wider countryside and Rights of Way network. Improved waymarking is particularly important for new users.

According to Cycle UK the existing network simply doesn't work for mountain bikers so they are opting out of the system. This activity has increased in popularity and currently occurs in woodlands around the city 'under the radar' on unofficial sites e.g. Coney Woods, Wild Park Woods, Stanmer Great Wood. Provision of more opportunities for adventure cyclists will be looked at in this Plan, along with the provision of multi-user trails.

3.1.3 The British Horse Society reports 2,568 road incidents involving horses in the past 6 years in the UK. The BHS are campaigning for equestrians to be included in multi-user routes. The equestrian proposition: "If it is considered unsafe for cyclists and walkers to use a particular road and a safe off carriageway route is provided for them, why is it safe for horse riders to remain on the carriageway?"

They argue that there are 2.7 million riders in the UK and each road accident involving horses costs an average £22,000. In Cambridge the Greenways project sees the creation of 12 new routes for 'non-motorised users' (NMUs). This includes walkers, cyclists, those in wheelchairs and horse-riders.

One of the main problems for horse riders is the fragmentation of off-road network available to them . This means that riders are required to use roads for part of a normal trip, or at least have to cross several roads during a trip. ESCC's discussion group with equestrians during their ROWIP process highlighted various priorities: resolving obvious gaps in the bridleway network, provide a map of Rights of Way on the internet, provide horse box parking at suitable sites, resolving lost ways and claims. Most of these issues are addressed in this Plan.

There are maintenance issues with bridleways, which can often only be resolved by expensive surfacing and drainage works. A further problem for horse riders can be difficult or inappropriate gates. This can cause riders to have to dismount and re-mounting can be difficult. Maintenance of assets and surfacing of the existing network, remains a priority for the Rights of Way management and maintenance plan.

3.1.4 Research into the needs and perceptions of **under-represented groups** for access to the outdoors and countryside was undertaken by Ethnos in 2004. People from ethnic minority backgrounds were found to value activities related to the natural environment. However, they also expect to feel excluded and conspicuous in what they perceive as a solely white social environment. Positive introduction to the countryside through guided walks can encourage more black and minority ethnic people to use the Rights of Way network and access land.

3.1.5 People with restricted mobility include those who use mobility vehicles, wheelchair users, the long term ill and/or disabled, the blind and visually impaired, elderly people, and people with children in pushchairs. There is a wide range of abilities amongst people in this group.

Blind and partially sighted people and those with mobility issues will generally be on foot or using a mobility vehicle (though horse / horse and carriage access is also a potential). They represent up to 20% of the general population, but as the population ages this percentage will likely increase.

The MENE analysis shows that people with a disability visit the natural environment on average 56 times per year, compared with the average adult of 65 times per year. The Outdoors for All programme (Natural England) advocates 'fair access for all to a good quality natural environment'. Inequalities in social and living conditions are driving health inequalities. Those who could most benefit from the natural environment for their health are using it the least. Barriers include improving access to the outdoors for a diverse set of users with differing mobility issues; and creating links between housing estate areas and areas of greenspace; both priorities for this Plan.

A key priority for the NHS is social prescribing – focusing on community engagement, health & well-being. There is a need to increase awareness of GPs, health and social care commissioners, of the nature-based interventions on offer in their local area, and the health benefits these could bring.

16.3% of local residents of Brighton & Hove are disabled or have a long term health problem that limits their day-to-day activities. (BHCC LTP, 2015). Providing 'joined-up' family friendly / accessible routes for those with mobility difficulties is a priority.

There is a tendency to see the needs of disabled people as somehow separate from those of the population as a whole, and the phrase such as 'access for all' has become associated in many peoples' minds with schemes exclusively designed to serve the specific needs of disabled users. In fact, as the Countryside Agency stated in their publication 'By All Reasonable Means' (2005), 'Disabled people do not have *special needs*. But different people do need different things to enable them to enjoy the outdoors.'

For this reason it is one of the aims of this Plan to increase the accessibility of the network for all users, including blind and partially sighted people and those with mobility issues – looking for least restrictive solutions wherever possible.

Local Communities' public health can be significantly improved by helping people to travel more actively, especially walking and cycling. Fear of traffic is often the primary deterrent to people travelling actively. Off-road multi-user paths, with improved surfacing is one way forward for NMUs.

All of these user groups experience difficulty in accessing the Downs due to poor crossing points at key junctions such as Old Boat Corner on Ditchling Road (access to Stanmer, Ditchling Beacon & SDW), Dyke Road (access to Devil's Dyke and the Downs) and Patcham (access to the newly opened area of Open Access).

Making information available for the whole access network is also key. By only showing the PRoW network on the Definitive Map, whole areas of access are not apparent to potential users: access land, public open spaces, permissive paths, multi-user paths, cycle tracks. Accessibility of information is another focus area for the ROWIP.

3.2 Access issues in an urban environment

3.2.1 In 1996 English Nature developed a range of **Accessible Natural Greenspace** (ANG) standards – based on the minimum distances people should have to travel to visit natural environment. In 2014 the South Downs National Park Authority carried out a study of 'Access Network & Accessible Natural Greenspace' for the Park. The study compared access to greenspace in 11 districts that make up the park area (Brighton & Hove, East Hampshire, Horsham, Mid Sussex, Lewes, Chichester, Winchester, Wealden, Eastbourne, Adur-Worthing & Arun). The results of the study showed:

- Only 27.6% of the population of Brighton & Hove have access to greenspace of at least 2 hectares in size, no more than 300 metres (5 minutes' walk) from home
- 64.3% have a 20 hectare site within 2 Km of home (cycling distance and walking distance for some).
- Over 80% of residents had access to greenspace 100 hectares in size within 5 km of home (due to the proximity of the National Park).
- Brighton & Hove was ranked first in terms of percentage of households with access to an Local Nature Reserve within 2km of home (79.8%). This is because the network of LNR sites around the urban fringe on the Downs are within 2km of a large population

3.2.2 The South Downs National Park is an important area for provision of ANG for the whole urban coastal belt. The more strategic links that are made between the urban areas and the South Downs and green spaces within the city, the more these figures will improve. Providing access to natural areas within easy access distances is particularly important. Brighton & Hove ranked amongst the highest in terms of density of population not owning a car or van (more than 40% in some areas of the city). That is the lowest car ownership figure for the South East Region. Cycling and pedestrian access in and out of the city has continued to increase since 2000.

3.2.3 In areas where there is a low level of accessible greenspace the Rights of Way network and other linear routes become increasingly important as an access resource in themselves and for improving connectivity. The **urban fringe** is a particularly important area for ANG provision. Innovative approaches to increase access, improve nature and improve connectivity in the urban fringe can make a significant contribution to local access provision.

3.2.4 Access to ANG can also be improved in urban areas by increasing the area of natural spaces in **parks and gardens**. This will also help the authority meet the 'biodiversity duty' under section 40 of the Natural Environment & Communities Act (2006).

3.2.5 Natural England, in its assessment of ANG – generally does not count **access to the coast** / 'blue space'. However, some authorities use access to beaches to compensate for open space deficiency. Brighton & Hove Open Space, Sport & Recreation Study (2008) states 'it is recognised that beaches and seafront constitute a significant open space both in terms of size and importance within Brighton & Hove, contributing to its identity as a regional and national tourist destination.' It is an important area of access provision for local residents and visitors / tourism. However, it is not counted in the measure of open space or Green Infrastructure Typology. 'The beach has not been included in the audit…it would be incorrect to assume it can compensate for shortfalls in other typologies because of its unique characteristics.' Beaches / coast are recognised as an important addition to greenspace assets, not an alternative to providing greenspace.

3.2.6 In terms of **indices of multiple deprivation and poor health**, the lowest scores are found along the coast – including Brighton & Hove. 12% of the city's residential areas are in the 10% most deprived in England. The study found a strong coincidence between areas of poorer health, low levels of car ownership and lack of access to natural greenspace. There are marked differences in physical and mental health and life expectancy between the most deprived and most affluent areas in the city. Reducing this gap is a priority. There is opportunity to address this in

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new development areas (Brighton & Hove has a total housing allocation of over 11,000 houses between 2013-2030). These new developments need to link with the ROWIP and help deliver access improvements for neighbourhoods.

3.2.7 9 out of 10 councils say access to walking infrastructure is a priority for **new developments** built in their areas, but only half feel that developers share this view. There are serious challenges in trying to achieve connectivity and walkability. 'We need places for people to live healthy, happy, active lives. This means they need to be well connected, with good access to walking, cycling and green infrastructure.' (LGiU & Ramblers, 'Building Connected Communities').

3.2.8 Transport is the main cause of **poor air quality and noise pollution** in certain parts of the city. In 2013, two new Air Quality Management Areas were designated covering the central & western area of the city and Rottingdean High Street. Encouraging more NMUs is a key aspect of addressing this issue.

3.2.9 Year on year increases in the number of children entering **schools** and students attending the two **universities** means that routes to and from education establishments are a priority - encouraging walking and cycling where possible – particularly along the Lewes Road corridor.

3.2.10 Other issues relating to managing a network in an urban fringe area include: unauthorised vehicular access, fly tipping, illegal gatherings / camping, land encroachment (e.g. garden extensions), stock worrying by dogs, conflict with golf club users. To deal with such issues cross agency working is necessary: BHCC Ranger Team, City Clean and Enforcement Teams, Rough Sleepers Team, Legal Services, the Police.

3.2.11 Major roads can be a significant barrier to access the South Downs from the coastal strip of Brighton & Hove (particularly the A27, but also the A23). This also raises issues of inequality of access across the authority. For example, a tunnel at Mile Oak provides safe passage under the A27 to the National Park, however, A27 crossing points at Dyke Road and Ditchling Road present issues for non-motorised users.

There can also be safety issues at some crossing points where Rights of Way meet busy Highways, particularly where there are poor sight lines. This is especially true for vulnerable users such as those with mobility issues; equestrians; young / inexperienced cyclists.

Addressing safety at highways crossing and severance issues is a priority of the ROWIP

3.3 Access issues in a farmed landscape

3.3.1 The council has 4,045 hectares of Downland Estate (49% of the authority area) – most of which is farmland. More than a third of this land (36%) is classified as Open Access and the landscape is criss-crossed by a network of footpaths, bridleways and byways.

3.3.2 In 2005/6 a **survey of Sussex and Hampshire land owners and managers** was carried out. This was a joint project between the National Farmers Union, Country Land & Business Association, South Downs Joint Committee, Brighton & Hove City Council , East Sussex County Council, West Sussex County Council and Hampshire County Council. There were various issues that land managers were concerned about when it came to public access:

Access Issues	% of Respondents
Litter	40%
Fly-tipping	39%
Dogs not under control	38%
Vandalism	32%
Trespass	31%
Gates left open or blocked by vehicles	31%

There was also a great deal of concern about the health & safety and insurance risks that public access is perceived to bring. Survey results on attitudes towards access on their land conclude that land managers have many concerns about public access:

Attitudes towards access	% of Respondents
They accept that people have a right to use public Rights of Way but do not agree with allowing further forms of access	46%
They would prefer to exclude all public access from their land	15%
They don't mind people coming on to their land as long as they don't cause any damage and act responsibly	35%
They welcome people onto their land as they think that providing for public recreation is worthwhile	4%

Brighton & Hove has a large population accessing the countryside on its urban fringe. Considering that a great deal of this access is across farmed land then land managers (especially farmers) are a very important part of the management and provision of access to the countryside. Any new access needs to be provided with the co-operation of affected land managers. The privacy and security of property and the management of the land will be key considerations in developing new access. Improved working with land managers is one of the objectives of this Plan.

3.4 Legislative parameters

1st January 2026 is the Government's cut-off date for adding historic paths to the Definitive Map. This means that footpaths and bridleways which existed before 1949 and which are not recorded on Definitive Maps by 31st December 2025 will be extinguished. This cut-off date was introduced through the Countryside and Rights of Way Act 2000. Any path which came into existence before 1949 and has not been requested to be added to the map may be lost. The new Deregulation Bill (*due for implementation 2018, although Brexit priorities may push this date back*) was designed to reduce the administrative burden on highways authorities dealing with applications to amend the Definitive Map – in preparation for the cut-off. (See **Appendix 15** for a full explanation of the 2026 cut-off date).

This provides an incentive to sort out historic anomalies and 'missing links' on the Definitive Map within the timeline of this Rights of Way Improvement Plan (the next 10 years).

3.5 Development opportunities

Green Infrastructure is increasingly being considered for new developments in urban areas to provide effective links between people and nature.

Brighton & Hove Local Plan, 2005 and the City Plan, 2013 include relevant policies:

- QD19 Greenways
- QD20 Urban Open Space.
- SO10 (for 2030) supports Green Infrastructure.
- The Open Space policy (CP16) undertakes that the council will 'work collaboratively to safeguard, improve, expand and promote access to Brighton & Hove's open spaces and the diverse range of experiences they offer.' This requires new development to contribute to this policy to meet the additional needs that it generates.

A key objective of this Plan is to work with the Planning department to ensure opportunities to improve the network are met through developer contributions where applicable (Community Infrastructure Levy or Section 106 contributions*). Further funding opportunities will be explored in more detail in the next section, Chp 4: Delivery Mechanisms (section 4.4).*

Chapter 4: Delivery Mechanisms

The council is the highway and surveying authority* and it has both statutory duties and discretionary powers. Statutory duties include keeping the Definitive Map and Statement under continuous review, investigating Rights of Way claims, the maintenance of the Rights of Way network and the protection and assertion of the public's rights. Discretionary powers include making changes to the network (creations, extinguishments and diversions) as well as implementing improvement works (delivery of the ROWIP), volunteer schemes and furniture surveys.

All office based work is carried out by the Rights of Way Officer, with assistance from the Highways Legal team. The practical maintenance works are carried out by the Rights of Way officer with assistance from the Grounds Maintenance Team, Ranger Team, volunteers and contractors.

(* Highways Authority is responsible for the maintenance of the highways network – including rights of way. Surveying Authority is responsible for the preparation and update of the Definitive Map and Statement of Public Rights of Way. As a unitary authority Brighton & Hove holds both positions).

Successful delivery of the ROWIP will require joined up working between various internal and external partners:

4.1 Internal (BHCC) Collaboration

Team / Division / Directorate	Areas for collaboration on the ROWIP
Parks Projects	Open Spaces Strategy Stanmer Park Restoration Project
Estates Team & Land Agents	Delivery mechanism, liaison with tenant farmers improvements to the quality of the existing infrastructure and opportunities to extend access
City Transport Division, Highways	Strategic projects to improve the network, encourage walking and cycling. Look into funding opportunities, links with the new Bike Share Scheme: *Develop good practice projects that cement the relationship between the LTP and ROWIP and in particular new ways of packaging Rights of Way schemes that meet national transport goals in both urban and rural areas that can contribute to sustainable tourism and recreation in addition to linking communities to employment, key services and facilities (Natural England: LTP and ROWIP Integration, 2015).* LTP delivery aims with respect to the National Park: • Seek funding opportunities to improve connections to and from the Park • Work with partners to promote and provide sustainable travel options and initiatives, improve Rights of Way, and assist in the development of user codes of conduct for cycling • Seek to reduce car travel across the National Park to minimise the impacts on its protected habitat Rights of Way and CTD should work closely together to discuss ideas, secure approval and funding to deliver projects.
Planning	New developments provide the opportunity for Green Infrastructure – green corridors link PRoW with green and blue spaces within the city and links to the National Park Developer contributions to help improve the network (s.106 or CIL)
Public Health & Leisure Services	Link to health benefits / possible future funding of improving offering on access to green spaces (e.g. Health Walks). There are 46 GP surgeries in Brighton & Hove – link to 'green prescribing' Work to reduce conflict between PRoW users and other leisure activities e.g. golfers
Tourism & Seafront	Help disseminate information to visitors on access and route planning to residents & visitors Make effective use of the new England Coastal Path National Trail to promote seafront businesses
Legal	Work closely with the Highways Lawyer to make changes to the Definitive Map and keep it up-to-date (creation orders, diversions & extinguishments)
ICT / GIS	Effective communication of information on access (Online Access Map, downloadable trail leaflets)
Land searches	Information provision on the council website for land searches on PRoW and pending changes to Def Map

4.2 External Collaboration

External Partner Organisation	Areas for collaboration on the ROWIP
Brighton & Hove Local Access Forum	Representatives from land managers, walkers, cyclists, mountain bikers, equestrians, Ramblers, Archaeology Soc. This forum provides advice & guidance to inform the decision making process on improvements and maintenance of the network and access issues
South Downs National Park Local Access Forum	Input into wider issues on access from Brighton & Hove in the National Park / updates between B&H LAF and SDNAP LAF
SDNPA Joint accord (East Sussex County Council , West Sussex County Council, Hampshire County Council)	For the management of Rights of Way and access, with SDNPA and other LHA neighbours. This ensures continuity of management practices across different highways authorities with PRoW network in the National Park. *Through this partnership, improvements made include the £450k on re-surfacing the Drove Rd byway / multi-user path with flexi-pave.*
South East Rights of Way ADEPT group	sharing information on Rights of Way management in the region and on national policies affecting access
Biosphere Partnership	Funding bids for Green Infrastructure projects (includes National Trust, Sussex Wildlife Trust, SDNPA, Southern Water, RSPB, Sussex & Brighton Universities, surrounding authorities; for a full list: http://www.thelivingcoast.org.uk/about/partners
Businesses, community and voluntary groups	Sponsorship opportunities, help with maintenance and improvements

4.3 Volunteering

There are approximately 1,800 volunteers supporting council services. Around 700 of them support Cityparks activities and 60 are Healthwalks volunteers (Open Spaces Strategy 2016). The council recently launched its Volunteering Strategy 2016: 'The Power of Volunteering'. Volunteering has a large impact on the economic, social, cultural, leisure and environmental life of the city. During the 'Big Conversation' consultation exercise for the Open Spaces Strategy, 1100 people expressed an interest in volunteering in green spaces.

One objective of the ROWIP is to create more volunteering opportunities to increase participation in helping to maintain and improve the access network:

- **Volunteer Path Wardens** will look after sections of the network they regularly walk / cycle / ride. This will include carrying out seasonal surveys and minimal maintenance tasks (e.g. cutting back vegetation around signs / gates)
- City wide **volunteer work days**. Work with existing volunteer groups to carry out larger maintenance / improvement projects (e.g. surfacing / cutting back vegetation). Groups such as: SDNPA Volunteer Rangers, Sussex Wildlife Trust Youth Rangers, Brighton & Hove Ranger Volunteers, Green Gym, Brighton Conservation Volunteers (BCV) the Community Payback team, Corporate Social Responsibility programmes with businesses. *(Regular clearance work on the network is carried out by the Grounds maintenance team. Smaller scale maintenance tasks [fixing gates and stiles] is carried out with the aid of the Ranger Team)*
- Maintain and support the **Local Access Forum** – with representatives from various groups interested in access issues. To help guide the focus of maintenance and improvement works.

4.4 Funding

4.4.1 National Government / EU Funding

4.4.1.1 The Department for Transport's **Local Sustainable Transport Fund** (LSTF) aims to deliver multiple outcomes including health, emissions reduction and access to the natural environment. This fund 'helps local transport authorities to encourage more walking and cycling, improve public transport and make better connections between

different forms of sustainable transport.' The Highways team at Brighton & Hove secured funding to improve public transport and the Rights of Way network along the Lewes Road corridor in 2015.

4.4.1.2 Local Enterprise Partnerships (LEPs) and Local Nature Partnership (LNPs) can play a major role in delivering Green Infrastructure. In 2013 the Department for Communities and Local Government (DCLG) launched advice to LEPs on how to prepare investment strategies. Green infrastructure is included in this advice through the Climate Change and Environment themes. Brighton & Hove already has experience of accessing funding from Coast to Capital for its Bike Share program and Valley Gardens scheme. Working with the National Park Authority on joint projects to improve connectivity to the Downs from Brighton & Hove is an objective of the ROWIP.

The Local Growth Fund program will only provide funding if projects benefit economic growth. E.g. Coast to Capital provided £1.16m of the £1.45m for the new Bike Share scheme in Brighton & Hove. There is a need to talk about public access in terms of Green Infrastructure and Natural Capital; PRoW as assets in communities, with strong empirical evidence on benefits of the network / access.

4.4.1.3 Funding opportunities may develop through **Sport England** and **Public Health England / NHS** for projects that help improve physical activity and promote health & well being

4.4.2 Local Government Funding

4.4.2.1 Capital projects may be funded via the **Local Transport Plan** Rights of Way improvement budget. Through this fund many projects have been instigated that have helped deliver on the aims and objectives of the ROWIP and the Local Access Forum. Surface improvements on the network have made routes more accessible to a wide range of users.

4.4.2.2 Developer contributions (Section 106 or Community Infrastructure Levy, CIL) via Planning.

When developers seek planning permission they may be required to enter into planning obligations under section 106 Town & Country Planning Act 1990. A planning obligation must be necessary to make the proposed development acceptable in planning terms, directly related to the proposed development and fairly and reasonably related in scale and kind to the proposed development. Planning obligations can include the creation or improvement of Rights of Way. Such a creation or improvement would have to be linked to the development and identified as a need in the Rights of Way network.

Section 106 also allows for planning obligations to include payment of financial sums to the local planning authority (known as section 106 contributions).

The Planning Act 2008 has now introduced the Community Infrastructure Levy (CIL). This is a discretionary charge that local planning authorities can levy on development in their area. The Community Infrastructure Levy Regulations 2010 provide for the charging authority to set out a list of those projects or types of infrastructure that it intends to fund through the levy (known as a Regulation 123 list). Items on the Regulation 123 list will not be eligible for section 106 contributions.

The council is aiming to produce its Regulation 123 list in Spring 2018. If the Regulation 123 list includes generic terms that cover Rights of Way improvements then it will not be possible to secure section 106 contributions from a development for specific or linked Rights of Way improvements. It is an objective of the ROWIP to work with Planning to decide if CIL funds should be directed towards Rights of Way improvements.

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A neighbouring authority (KCC) has secured £5m from their LEP for delivery of the ROWIP, using S.106 as match funding. Another authority (Wokingham BC) has secured £10m over 10 years for a Greenways project, including the cost of a project officer.
The SDNPA are also currently developing their CIL list, which will include improvements to access.

4.4.3 Other Funding Sources

4.4.3.1 Other external sources include **Lottery Funding** or **commercial sponsorship** (there are large corporations based in Brighton & Hove that could be approached for sponsorship of promoted routes)

4.4.3.2 Shropshire County Council has recently re-aligned their **Local Access Forum as a Strategy Group**. As such they can now bid for external funding to deliver projects. Natural England is monitoring this scenario to see if it works as a model for LAFs going forwards.

4.4.3.3 In the light of increased pressure on funding it is more important than ever that the authority work closely with **partners** such as the SDNPA Accord, LEPs and the health sector, putting bids together with internal partners (Highways, Planning, Public Health, Leisure Services)

There is an opportunistic element to working with partners and drawing down external funds, and a need to balance potential improvements with objectives. This Plan sets out objectives and actions in a broad sense. Potential partners and funding opportunities may not align exactly with our priorities – requiring a reasonably flexible approach in order to achieve improvements across the network (*as recognised in Surrey County Council ROWIP*). Close working with partner organisations such as VisitBrighton and the South Downs National Park Authority will provide shared benefits.

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Chapter 5: Achievements since the last ROWIP (2007-2017)

5.1 Headline Achievements:

- 392 hectares of Open Access land created
- 43 km of new public Rights of Way added to the Definitive Map
- 30 km of new permissive paths (footpaths and bridleways) added to the network
- 14km of 'Easy Access' trails
- 13km of multi-user paths created / surfaced (with improved access for cyclists, equestrians, those with mobility difficulties)
- 39 missing links resolved (out of 48 identified from the last ROWIP)

The last Rights of Way Improvement Plan (2007-17), set out four main priority areas to work on over the ten years. These are set out below, with a summary of how the Council has performed over this period.

5.2 Aim A – Improve the existing Rights of Way network and maintain it to a high standard

5.2.1 The Key Performance Indicator (KPI) for Public Rights of Way is: percentage of public Rights of Way that are open and in good condition. Since carrying out a condition survey of the whole network in 2016 it was found that 83% of the network reached this standard.

The South Downs National Park carried out a survey of Rights of Way in 2017. The results were:

% Number of Paths Passed = 80%

% Length of Paths Passed = 95%

5.2.2 Results of the condition survey (2016) showed that 14% of footpaths and 18% of bridleways were in need of attention (surfacing, obstruction, vegetation or diversion issues). 75% of waymarks and 20% of gates and stiles were in need of maintenance (repair or replacement). *For full survey results see **Appendix 3***

Maintenance Issues Resolved (snap shot of 2013-2017):

Category	Number of Issues reported & resolved
Stiles repaired / replaced	6
Gates repaired / replaced	106
Waymarks / Fingerposts installed	84
Vegetation (overgrown ProW), fallen trees *Outside of normal annual maintenance cuts*	21
Surfacing / drainage issues resolved	22
Nuisance reports / reports of obstructions	19
Information requests (*external*)	30

The ground survey identified the lack of waymarking as a major issue with the network, however, it is seldom reported on by users. Most reported issues are to do with faulty gates and stiles impeding access.

Issues considered when prioritising the maintenance schedule:

- Safety of users
- Stock proofing to ensure safety of livestock and minimise potential for accidents
- Level of usage of the right of way (including number and level of complaints)

- Level of obstruction – partial or complete
- Benefit to public once resolved (e.g. is it a gateway to the Downs or important commuter route)

5.2.3 The 2016 survey brought to light instances where Rights of Way had been historically **diverted**, though no changes had been made to the Definitive Map. Six Public Path Orders (diversions) have been processed and the Definitive Map amended (Ordnance Survey map updated):

- Bridleway BW H2 at Hove Park
- Footpath FP P18 at Mile Oak Farm
- Footpath FP B50 at Falmer
- Footpath FP B61a at Hollingdean
- Footpath FP B82a at Saddlescombe
- Bridleway BW B72 at Standean

5.3 Aim B – Implement identified Missing Links to improve route coherence, access to the network and reduce dependence on the car by meeting local transport needs

5.3.1 Missing Links are desirable routes between existing Rights of Way that will enable more circular and/or varied distance routes to be opened up. Missing Links resolved on the Definitive Map since 2007:

48 Missing Links were identified with the Local Access Forum for the last ROWIP, within the Brighton & Hove area (a further 17 were identified where B&HCC are the landowners, but not the Highway Authority). As well as providing a more linked-up network, this work also fills in gaps and anomalies on the Definitive Map – cul-de-sac Rights of Way, which abruptly end with nowhere to go. Since the last ROWIP:

- 8 have been resolved and added to the BHCC Definitive Map (BW B4, BW B5, BW B71, BW B72,FP B82, FP B89, FP B90, FP B91)
- 30 resolved through permissive path or open access agreements
- 1 resolved on BHCC land – outside of authority area (ML17)
- 10 outstanding (retained within this review of the ROWIP)

5.3.2 Additions of Public Rights of Way to the Definitive Map have resulted in 43.3km of new path network:

5.3.2.1 Between 2015 and 2017, 500 **urban link footpaths (twittens)** were added to the Definitive Map (41km). These paths existed on the List of Streets and Highways Terrier. Historic evidence of their adoption was found from highways survey files. These are generally hard surfaced paths maintained by the Highways department.

5.3.2.2 Ten **Definitive Map Modification Order** (DMMO) applications processed and footpaths / bridleways added to the Definitive Map (& Ordinance Survey map), between 2013-2016:

- Footpath H21a and b at Kingsway, Hove Lagoon (32m in length)
- Footpath B89 Cliff Approach, Roedean (123m in length)
- Footpath B93, Hollingbury Woods (225m in length)
- Footpath B94, Hollingbury Woods (823m in length)
- Footpath B95, Hollingbury Woods (80m in length)
- Bridleway B96, Sheep Walk – Hollingbury Woods (336m in length)
- Bridleway B97, Hollingbury Woods (730m in length)
- Footpath B82, Saddlescombe Road (extensions x 2 = 313m in length)
- Footpath B98, Roedean Paddock (210m in length)

- Footpath B92, Meadowview (406m in length)

5.3.2.3 2013 to 2015 **the paper Definitive Map was digitised** on ArcGIS to create an online version (viewable on the Council's Highways Search Map on the website); as well as a digital working copy. This makes information on public Rights of Way much more accessible to users. A revised paper issue of the Definitive Map was published in 2017 and can be viewed at Stanmer Park or Hove Town Hall.

5.4 Aim C – Develop and promote the access network to support healthy exercise for all

5.4.1 14.3km of **'Easy Access' trails** have been created since 2007:

- **Hollingbury Woods** Easy Access trail was created in 2007 (length = 1553m)
- **Stanmer Park** Easy Access trail was created in 2007 (length = 4723m in BHCC and 4011m in ESCC, total = 8734m) . Large sections of the trail were surfaced using Fittleworth stone. Major surfacing works carried out to the Easy Access trail at Stanmer Park (around Upper Lodges Wood), carried out in early 2017 at a cost of £16k from the Highways Rights of Way improvement budget. This easy access route provides a level and well surfaced path for most of the circuit around Stanmer Park for families and those with different mobility needs.
- **Sheepcote Local Nature Reserve** easy access trail was created in 2007 using a Fittleworth stone surface (length 4000m)

5.4.2 A further 12.6km of **multi-user trails** were created / existing bridleways or byways surfaced since 2007:

- **Undercliff Path** – negotiating shared-user status for walkers and cyclists and provision of new signage describing priority access for walkers (5km in length)
- **Falmer Road**, permissive bridleway created with crushed stone surface (length = 583m in B&HCC & 1921m in ESCC). This was a joint project with SDNPA and ESCC in 2013 at a cost of £225k (with additional funding from Department for Transport, DfT). The mulit-user path links Falmer, University sites and Woodingdean.
- **Drove Road**, byway resurfaced with Flexi-Pave (1485m in length). This was a joint project with SDNPA funded through Cycling Ambition Fund at a cost of £450k in 2015. This byway has suffered major drainage and surface issues for many years. The new Flexi-Pave surface is good for multiple users: walkers, cyclists, equestrians and those with mobility difficulties or visual impairment – linking the top of Brighton Race Course, Woodingdean, with the new Falmer Road path and the Rights of Way network to the east.
- **Ditchling Road**, south, shared use path created with crushed stone surface (2011m in length). This was carried out in 2014 at a cost of £300k, funded by the Local Sustainable Transport Fund (LSTF) and Linking Communities funding from the DfT. This new path provides a link between communities in north Brighton (Hollibgdean, Hollingbury & Five Ways) and Stanmer Park / Coldean
- **Coldean Lane**, shared use path created with crushed stone surface (750m in length). This was an LSTF funded project carried out in 2014 at a cost of £55k. This path links the University of Brighton, Varley Halls to the new footpath and cycle path infrastructure on Lewes Road.
- **Brighton Greenway** was created between New England Road and Brighton train station between 2013 and 2016. The plan is to extend this greenway to Preston Park (pending negotiations with Network Rail). (210m in length)
- **Sheep Walk,** Hollingbury Woods – hard surfaced bridleway was added to the Definitive Map in 2016 (335m in length).

5.4.3 It has been an aim of the Rights of Way management plan to **remove obstacles** from Rights of Way wherever possible. Therefore, when appropriate, stiles are replaced with gates, or gates replaced with gaps:

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- 16 gates replaced with gaps (G262 on FPB43; G251 on access land; G364 & G365 on RBP15; G439 on FPP17; G438 on RBP16; G162 on BWB1; G175, G176 & G177 on access land; G369 on RBP11; G062 on access land; G413, G414, G415 & G416 on access land)
- 1 stile replaced with a gap (S043 on FPP17)
- 2 stiles replaced with gates (S024 on FPB50; S034 on FPP18)

Furthermore, on many of the public access sites where conservation grazing is carried out, some gates are removed when the sheep are not present – for ease of access (e.g. Ladies Mile, Sheepcote).

5.4.4 There is a close relationship between the **Healthwalks** program and Rights of Way provision. Healthwalks are represented on the Local Access Forum. Healthwalks Leaders have piloted the Volunteer Path Warden Scheme to help create the processes for training and gathering data.

5.4.5 The **City Transport Division and Public Health** Colleagues have also been working closely together proactively on a number of areas since December 2015. They meet regularly to share progress, ideas and experiences and develop initiatives and projects.

5.5 Aim D – Make full use of the council's position as a major landowner to ensure that a holistic approach is taken towards access to the surrounding countryside and South Downs.

Brighton & Hove City Council, being in the unique position as a major landowner in the area as well as the Highway Authority, has been able to work with the Estates team to negotiate access land when farm tenancies come up for renewal. This is borne out by the amount of new permissive access and open access land created during the implementation of the last ROWIP (392 ha)

5.5.1 The improvements to **access land** at Stanmer (200 ha of access land created in 2006), have been built on. The aim was for this area to be an exemplar to be followed on other land owned by the council as opportunities arose. Stanmer is now the focus of a new Heritage Lottery funded project (The Stanmer Restoration Project); which will see further improvements to access in and around the park for varied users.

Other council owned land that has been opened up to the public includes:

- 29 hectares of permissive open access land create at Ovingdean Grange farm in 2007
- 44 hectares of permissive Open Access created at Lower Paythorne farm in 2008
- 37 hectares of permissive Open Access land created west of Coldean in 2015
- At Patcham Court Farm, 282 hectares of Open Access land has been dedicated in 2015; with 28 new gates installed to improve access to the area. Five notice boards were installed, in partnership with SDNPA, to provide information on the ground to users. (£16.9k for gates, £3,250 for interpretation boards, £9k on improved access – ramps and steps from the Downland Initiative budget)

5.5.2 The permissive path network has been expanded by 30km. Most new permissive paths have come about through negotiation with tenant farmers when tenancy agreements are up for renewal, working closely with the Estates team and land management agents; or with the Leisure Services team and local Golf Clubs.

- Two footpaths upgraded with permissive bridleway access, Ovingdean Grange farm (687m and 977m in length) 2007
- Five new permissive bridleways created on Ovingdean Grange farm (1376m, 900m, 428m, 1004m & 1932m = 5640m in total) 2007

- Permissive footpath and bridleway created as part of a circular route around Stanmer (length = 2469m of permissive footpath and 2254m of permissive bridleway) 2007
- Permissive footpath north of Bevendean (1009m in length) 2007
- Footpath upgraded with permissive bridleway access, Bevendean Farm to Village Way, Falmer (length 1389m) 2007
- Permissive footpath from restricted byway RB P15 (New Barn farm) to southern end of open access land – Foredown Ridge (98m in length) 2009
- Permissive footpath from restricted byway RB P15 (New Barn farm) to northern end of open access land – Foredown Ridge (148m in length) 2009
- Permissive footpath adjacent to St Dunstans, Ovingdean (207m in length) 2010
- Permissive footpath adjacent to Ovingdean allotments (312m in length) 2010
- Permissive bridleway along 19 Acres, Waterhall to join NT land to north (1350m in length) 2011
- Permissive footpath at boundary of Mile Oak & Lower Paythorne Farm (1335m in length) 2011
- Permissive bridleway along Falmer Road (583m in length) in 2012
- Permissive bridleway created on Patcham Open Access (3993m in length) 2015
- Four new permissive footpaths created on Patcham Open Access (in total 2970m in length) 2015
- Permissive bridleway at Brighton & Hove Golf course (1014m in length) 2016
- Four new permissive footpaths created at Hollingbury Golf course (in total 1709m in length) 2017
- Permissive bridleway at Court Farm, Falmer (1932m in length) 2017
  (The permissive paths around the golf courses have increased safety for users and reduced conflict with golfers)

A great deal has been achieved on improving the public Rights of Way network and access over the last 10 years. It is the aim of this Plan to build on those successes to further improve access for a diverse set of users and provide the information people need to make the best use of the access opportunities available to them.

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Chapter 6: Assessment of Brighton & Hove's Public Rights of Way Network & Access (2017)

6.1 Current situation in Brighton & Hove

6.1.1 National surveys show that Brighton & Hove performs well on sustainability indicators. It was named the least **car**-dependent city outside of London by the Campaign for Better Transport, 2012. It remains in the top 3 cities based on accessibility and planning, uptake of cycling and walking (2014 survey, Door to Door Action Plan).

37% of Brighton & Hove residents drive to work – well below the average for the South East at 61% and in England at 57%. Almost double the national and regional averages of residents walk to work (21%), and cycling to work has doubled between the 2001 and 2011 Census and now stands at 5%. (BHCC LTP, 2015)

The Rights of Way User Survey for Brighton & Hove (carried out in 2005) showed that 95% of respondents were walkers (many of whom have accompanying dogs – national research suggests that 30% of those visiting the countryside do so with a dog), 19% cyclists and 6% horse riders (see **Appendix 16**).

6.1.2 In terms of provision **of length of paths**:

Type of Path	Range of lengths of individual paths
Footpaths	Range from 11m to 2.7km long
Urban Footpaths (Twittens)	Range from 7m to 650m long *(with exception of coastal path routes = 1.5km & 5km)*
Bridleways	Range from 40m to 3.5km long
Restricted Byways	Ranger from 35m to 1.5km long
Byways Open to All Traffic	Range from 35m to 1.5km long

Within the Highway Authority boundary there is ample provision for the shorter to medium length routes for walkers and runners. 65.3% of users travel up to 8km on Brighton & Hove's PRoW network.

6.1.3 Provision for horse riders and cyclists

Nearly half of the Rights of Way network (46%) is accessible to cyclists and horse riders as well as walkers (including bridleways and byways). This is way above the national average of 22% (BHS, Advice on Lobbying, 2015).

Horse riders and cyclists wanting routes upwards of 7 to 12km may be looking at linking up with routes outside the authority boundary, in East and West Sussex. This makes partnership working with surrounding Highways authorities and the National Park a priority. 41% of users like a circular route – making links with neighbouring authorities makes the creation of longer circular routes easier.

Leisure cycling infrastructure requires a mixture of family friendly / novice cyclist circular routes and facilities for the growing mountain biking community. There is potential to improve provision for family cycling, casual cycling and adventure cycling in the PRoW network and open spaces.

Horse riders represent around 6% of users of the Brighton & Hove Rights of Way network. They differ from other main user groups in that their use is entirely recreational. They tend to be well organised and committed enthusiasts. The value of the horse industry is considerable, providing income to farmers and landowners and the many associated horse related services. The action of horse's hooves can cause significant surface damage to bridleways resulting in the need for surface repairs. For this reason, there is often antipathy from other users –

particularly walkers – to proposals to upgrade footpaths. However, farm vehicle access arguably results in more need for surface repairs from the maintenance budget (working with the Estates team may help alleviate this issue).

Where the existing route is physically capable of accommodating horses – a farm track, for example – and the landowner / occupier is agreeable, upgrading of footpaths can be a relatively inexpensive way of widening access.

Public Rights of Way will be improved as part of the public highway network (B&H Local Transport Plan), to increase accessibility, tackle congestion, improve safety and enhance the environment. This might include physical improvements to existing public bridleways to facilitate use by utility cyclists (who cycle rather than use the car for day-to-day journeys) and those with mobility issues; upgrading existing footpaths where appropriate to enable them to be used by cyclists and horse riders and creating new routes to link existing Rights of Way (e.g. to provide an off-road alternative to a stretch of busy road).

6.1.4 Recreational motorists have the smallest part of the Rights of Way network available to them; byways open to all traffic make up 2% of the total Rights of Way network in the city. However, all of these have Traffic Regulation Orders (TROs) on them – preventing motorised vehicles except authorised users. Generally, Brighton & Hove does not have a serious problem with illegal motoring on other types of public right of way.

6.1.5 Easy access trails make up 8% of the network (in Stanmer, Hollingbury Woods and Sheepcote). These are generally low-gradient paths that have been surfaced with Fittleworth stone. The character of the rolling landscape of the South Downs makes the creation of true 'easy access' trails challenging due to gradient.

There are currently 8 newly surfaced multi-user trails across the city (aside from the bridleways and byways network), making up 15% of the network. These routes are generally well surfaced and accessible to walkers and cyclists. Some are accessible to horse riders and some to users of wheelchairs / mobility vehicles. A further 500 urban footpaths have been added to the network. These link paths, because they are within the built environment, are generally hard surfaced and accessible to people of varying mobility needs. They make up 26% of the network.

6.1.6 Accessibility of open spaces:

Over a third, 36% (1441 ha) of the authority's countryside estate is access land, and therefore, accessible on foot.

10% of respondents to the User Survey enjoyed using open access land.

20% (1653 ha) of Brighton & Hove's total land area is accessible green space (including access land, parks and gardens)

There is public access to 5 reasonably sized woodland sites within Brighton & Hove: Stanmer Woods, Hollingbury & Burstead woods, Withdean woods, Three-Cornered-Copse and Coney Woods. There are plans to improve access in Stanmer woods for cyclists (including mountain bikers), horse riders and those with mobility issues.

6.1.7 Access to the network from public transport. The Breeze up to the Downs bus service provides links for the city centre to the National Park: Ditchling Beacon (No 79), Stanmer Estate (No 78) & Devil's Dyke (No 77) on weekends and public holidays. Falmer train station is another significant 'gateway' to the Downs at Stanmer. The Plan will look at ways of improving public transport links to the network.

6.1.8 Maintenance of countryside furniture (gates, stiles, waymarking) has a significant impact on accessibility of the network. The asset survey of the network, carried out in 2016 (see **Appendix 3**) showed that 75% of waymarks and 20% of gates / stiles were in need of maintenance. Much of this countryside furniture was installed over 20 years ago and is now failing. In the User Survey only 1% of users sited poor waymarking/stiles/gates as a barrier to using the network. However, 52% said they were more likely to use the network if surfacing and waymarking was

improved. Waymarking is essential to encourage new users into greenspaces and well maintained furniture is key to accessibility. These issues will be addressed in the management and maintenance plan for Rights of Way.

6.1.9 Reported barriers to use of the Rights of Way network from the User Survey:

- 5.5% said getting to the paths (better public transport links are necessary. Only 18.5% of respondents used public transport to get to paths, whereas 38% used cars, 21% walked or rode; also better connectivity between the urban and countryside networks)
- 4.5% said they don't know where the paths are (better information provision is needed)
- 4% said they don't access for health reasons and 2.5% because of poor surfacing (improving accessibility is of key importance)

Other barriers reported include: gaps in the network, busy roads, poor or lack of crossing points on roads.

The type of improvements likely to benefit the majority of recreational walkers, and encourage new users are short, high quality circular routes, well sign posted and accessible from town (e.g. via public transport) and suitable for those with mobility issues.

79.5% of respondents to the user survey used the network for leisure, with 18.5% using it for leisure and utility (User Survey, 2005). Improving links in the network may encourage more people to use the network for sustainable transport; to get to work, school, university, services etc. – helping to reduce congestion and air pollution.

6.1.10 Brighton & Hove City Council participates in an annual National Highways & Transport (NHT) **Satisfaction Survey**. Results for 2017 and trends over the last 10 years:

	BHCC Ranking out of 43 participating authorities	**Indicator**	**Trend over the last 10 years**
KBI 01	13th	Overall satisfaction with the highways network	↓ 1%
KBI 03	11th	Ease of access (overall)	↑ 2%
KBI 04	31st	Ease of access for people with disabilities	↓ 4%
KBI 11	23rd	Pavements and footpaths	↔ 0
KBI 13	11th	Cycle routes and facilities	↓ 3%
KBI 15	14th	Rights of Way	↓ 1%

The satisfaction survey shows there is room for improvement in most areas, particularly in accessibility for disabled people and facilities for cyclists.

6.2 Natural England guidance on access networks – user needs:

- Good signposts and waymarking
- Well drained, robust surfaces in all weather conditions
- Well maintained, accessible structures: BS5709 Gaps, Gates & Stiles. If a barrier is necessary (for stock) then a two way opening gate, without a kissing structure, provides maximum accessibility.
- A dense network of paths, close to where people live and safe off road paths for cyclists and horse riders.
- The best provision enables users to adapt the length of circular routes to their needs. Linear routes that are well connected by public transport provision are also useful.

Walkers need a path of 1.4 – 1.8km length to complete a 30 minute walk
Recreational walkers / runners cover more than 2.4km but most require a circular route
Horse riders need routes of about 11 to 12km
Cyclists need routes of about 7 to 8km for a 30 minute ride

A checklist for making improvements:

- A dense network close to where people live – suitable for all users
- Fix the gaps/barriers in the wider network
- Longer routes for visitors and tourists to boost the rural economy
- Use of technology to improve information provision to the public

6.3 Assessment Conclusions for Brighton & Hove:

There are a number of common themes that have emerged from the assessment:

- The need to improve accessibility for the diverse users of the Brighton & Hove's public Rights of Way network: walkers, cyclists, equestrians and those with mobility issues
- The need to improve information provision – both on the website and on the ground
- The need to reduce severance from the South Downs National Park
- The need to improve connectivity both within the network and to green spaces within the city

In most instances these themes cut across most user groups. They have helped shape the aims of the Rights of Way Improvement Plan, described in Chapter 7.

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Chapter 7: Priorities for 2017-2027, an Action Plan (*see Table1*)

7.1 Aim: Improving accessibility for diverse users in Brighton & Hove

Multifunctional Rights of Way improvements that will improve access for everyone, through effective partnership working with internal and external partners

Objectives

7.1.1 **Increase the accessibility of the network** for all users, including blind and partially sighted people and those with mobility issues. Every improvement should be assessed; adhering to the principles of 'least restrictive access'

Actions:

- When furniture has reached the end of its life, adhere to the accessibility hierarchy: replace gates with gaps wherever possible. Where stock proofing requires a barrier, replace stiles with gates if possible (link with SDNPA Miles without Stiles project). *Stiles will only be considered where no other option is practicable.*
- Asset Management Plan for public Rights of Way furniture (gates, stiles, waymarks) – to improve accessibility – based on the condition survey carried out in 2016 (see **Appendix 3**).

Prioritisation criteria for asset management:

Priority	Waymarking	Other Path Issues (gates, stiles, surfacing)
1	Not meeting statutory requirement of signposting off the highway	• Health & Safety: danger to the public, posing a significant risk of injury or damage • Total obstruction: furniture or surface inadequacies, obstruction or encroachments which prevent use by legitimate users where a simple, easy to use deviation round the problem is not available • Not stock proof
2	Inadequate signposting: • Waymarking missing at junctions • Waymark from highway needs replacing	Difficult: Furniture or surface inadequacies, obstruction or encroachments which make the path difficult to use by legitimate users
3	Replacement of junction waymarks required	Inconvenient: Furniture or surface inadequacies, obstruction or encroachments which make the path inconvenient to use by legitimate users

- Consider the needs of every potential user at the earliest stage in the design of a scheme, aiming for the highest possible standards of construction.
- Work with organisations such as Riding for the Disabled – using Stanmer as a pilot (Stanmer Restoration Project) – to help adults and children with disabilities enjoy the benefits of accessing the countryside on horse-back or carriage driving.

7.1.2 **Improve safety through design of new Multi-User paths** that are traffic free / off-road for walkers, cyclists, equestrians and mobility vehicles (Non-Motorised Users, NMUs). High quality multi-user routes close to where people live could make a substantial contribution to a modal shift to more sustainable transport choices. Generally bridleways and byways offer a greater potential for use by people with restricted mobility than most footpaths.

This could include upgrading existing footpaths to bridleways or creating new routes. New routes might include permissive paths, or highway verges. In many cases increasing the provision of multi-user routes would require cyclists and horse riders to share space which was previously available exclusively for walkers.

Factors such as width of the existing route and the quality of sightlines are important considerations in assessing whether a particular route is suitable for shared use.

When creating multi-user routes, it is important to recognise potential conflict between different types of users and particularly the vulnerability of those with mobility difficulties, the blind and partially sighted.

Current Multi-user trails: Ditchling Rd, Falmer Rd, Drove Rd, Coldean Ln, Dyke Railway Trail, Brighton Greenway, the seafront shared user space – combination of footpath, cycle path, undercliff multi-user path
*(These are surfaced paths that have been created specifically for multi-user benefit, either as part of the bridleway / byway network or created as separate trails) See **Appendix 4***

Actions:

- Aim to create a multi-user trail around the circuit of Stanmer Park (a combination of permissive bridleway and bridleway), in partnership with Parks Projects Team, Estates, SDNPA and ESCC, as part of the Stanmer Restoration Project.
- Work with the City Transport Division to identify and submit funding bids to create more traffic free multi-user paths, using the current network, and with Planning (through CiL or section 106) to create new routes when new developments arise (see **Appendix 14**). *For any improvements, consideration should also be given to future maintenance. This could be through works agreements or commuted sums.*
- Focus on routes that connect where people live with where they work, shop and go to school / university, and with the National Park for recreation. Link with bus and rail stations for longer journeys.
- Promote routes through downloadable maps, GPS data and leaflets on the website.

7.1.3 **Surface improvements to increase access opportunities** for those with impaired mobility, in wheelchairs or mobility scooters and sight impairment. The gradient of the South Downs landscape makes the creation of true 'Easy Access' trails challenging in many parts of the Authority.

Current Easy Access Trails: Stanmer Woods, Sheepcote, Hollingbury Woods
*See **Appendix 4***

Actions:

- Path design / improvements: Pay particular attention to quality of surfaces – providing firm, level surfaces that are well drained.
- Path design / improvements: Consider natural hazards of the landscape including steep slopes, sudden drops and overhanging vegetation which might cause injury.
- Work with Natural England to implement the creation of the new England Coastal Path: the majority of the Brighton & Hove section of the new National Trail will be easy access from our border with Adur through to Saltdean (13km).
- Collect data on accessibility of the network. A complete network survey has recently been completed for asset management purposes, which identifies the location and condition of every structure (stile, gate and waymark post) on the network. Surface condition and slope have not yet been captured. A systematic collection of accessibility data can then be used to inform the creation of access guides for routes.
- Provide described 'access trail' guides – downloadable from the council website; with descriptions of length, gradient (including side gradient), barriers (gates, steps), public transport links. Disabled people often value access to the natural environment, but expect to feel vulnerable because of the inherent

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unpredictability of the landscape (Countryside Agency, 2004). Provision of better information on access can greatly reduce that sense of unpredictability.

7.1.4 **Integrated transport**: look at links with public transport to get people to the public Rights of Way network. Help connect people with education facilities, workplaces, facilities & services, parks and open spaces, the Downs and the coast, and other visitor attractions.

Actions:

- Add bus stop information to the new online access map for Brighton & Hove – showing where bus routes link to the network.
- Liaise with Parks Projects on bus & train links to Stanmer (part of Stanmer Restoration Project)
- Liaise with the City Transport Division on the Breeze up to the Downs service (No 77, 78 & 79) – linking residents & visitors to the Public Rights of Way Network using sustainable transport means
- Promote bus services carrying people to the outskirts of the urban fringe at Saltdean, Portslade, Woodingdean.
- Seek funding to improve links to the South Downs from the city's train stations e.g. Falmer, Moulsecombe, Hove Stations
- Investigate other improvements to the bus services linking the city to the Downs e.g. the possibility of a BikeBus service in the summer months (a bus that carries bikes) - running routes from the City out to the Downs / South Downs Way.

7.1.5 **Promote off-road rides for equestrians and cyclists**. Provision of long distance, circular routes for cyclists & equestrians (the latter from areas where horses are stabled), out into the Downs and back.

Actions:

- Map location of stables and bridleway / byway routes to identify network gaps. Work with Planning to fill gaps through CIL or s.106 contributions.
- Map city cycle routes and identify where it does not link to the bridleway/byway network to identify gaps. Work with the CityTransport Division to improve links through funded projects.
- Creation of designated sites for adventure cyclists / mountain bikers. Use Stanmer park as a pilot project with a view to creating more areas on other sites in the future (involve the local mountain biking community in volunteering opportunities to create / maintain). This will provide a much needed facility and hopefully help reduce conflict between users.
- Investigate the use of Toll Rides access arrangements for horse riders. Riders using Toll Rides must pay (usually an annual fee) for the use of the ride. This can help fill gaps in the public Rights of Way network for equestrians. As these routes would only be available to riders who paid an annual subscription, also pursue permissive access where appropriate.
- Provision of downloadable trails on the council website & digital route information.

7.2 Aim: Make information more accessible to residents & visitors

Make information on access to green spaces and path networks more accessible to the public (local residents and visitors). Improve signage on the ground and online resources: mapping information, downloadable route leaflets and digital route guides.

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Objectives

7.2.1 **Improve online resources** to enable route planning for residents and visitors to Brighton & Hove.
The Definitive Map only shows recorded public Rights of Way. There are other paths that are used with the permission of the landowner. There are also cycle tracks, access land and public open space. They make a significant contribution to improving access and connectivity in the network, but if they do not appear on maps their use is likely to be restricted to local communities only.

Actions:

- Create a new online Access Map on the council website – showing residents and visitors all of the access opportunities in the area. A new Access Map would include: the PRoW network, the permissive path network, Open Access Land, Public Open Spaces, cycle tracks and bus stop locations. This will give users a much more accurate tool for planning visits to the area.
- Ensure the website is kept up to date with DMMO & PPO applications, Section 31(6) notices, LAF meeting dates and notes (to meet statutory requirements, provision of information for transparency and land searches information).
- Create links to enhance effective information provision: link to the new Brighton & Hove cycle map (Highways team); link to VisitBrighton (help in planning visitor itineraries); SDNPA website
- Improve the use of technology in information provision. Work with SDNPA on digital route guides using the App View Ranger.

7.2.2 **Improve on the ground information** provision to help new and inexperienced users access the Rights of Way network and green spaces.

Actions:

- Improve signage from the road (fingerposts), showing where public Rights of Way start (a statutory requirement).
- Improve intermediary signage at junction points, such as arrow roundels on gates and stiles. This will include Open Access signage to show where areas of access land are.
- Number Rights of Way assets (gates, stiles, waymark posts) to improve the problem reporting process and response time.

7.2.3 **Improve the working relationship with tenant farmers & land managers.** Within Brighton & Hove City Council the countryside estate is looked after by the Estates team, who employ an external land management agency to liaise with tenant farmers. Access and Public Rights of Way are the remit of CityParks. There is a need for more joined up working and to improve communication with tenant farmers.

Actions:

- More direct communication with land managers: CityParks attendance at Farm Cluster meetings – where access issues can be discussed e.g. public education / signage.
- Hold regular meetings between CityParks, land management agents and Estates to provide effective response to tenant farmer access issues raised.
- Regular discussion point at LAF meetings on farmer / access issues. One of the LAF members is a local farmer (and attends the Farm Cluster meetings).

7.2.4 **Work with land managers** (landowners and tenant farmers) to help improve education about access and reduce conflict in the countryside. Increase visitor information about the nature of the farmed landscape they are entering, helping them to be sensitive to aspects of farming need and nature conservation aims.

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Actions:

- Improve signage on the ground so visitors know where the public Rights of Way are, where the open access is (and where it ends), and are, therefore, less likely to cause damage on farm land or stray into private / conservation areas.
- Ensure signage is in keeping with overall design approach of BHCC and the SDNPA (where appropriate).
- Introduce an Access Code of Conduct - wording to be put on publicity materials e.g. walk leaflets, volunteer materials, information boards, the council website:

  The landscape of the South Downs has been created by thousands of years of farming. Grazing has resulted in wildflower rich chalk grassland that supports a myriad of pollinating insects and bird life. This area has now been recognised as a UNESCO World Biosphere region.
  - *Please be aware you are visiting a working environment by keeping dogs under close control around livestock and leave gates as you find them.*
  - *Clearing up dog faeces in the countryside can help stop the spread of Neosporosis which causes still birth in cattle.*
  - *Many farmers leave wildlife buffers around the edges of fields – sticking to defined paths helps conservation.*
  - *Keeping dogs out of long grass between 31st March and 15th September will greatly benefit our ground nesting birds like the iconic skylarks that hover over the South Downs.*
  - *Please share the path, respect other users and give way when appropriate*

  Thank you for helping to maintain this world class environment for wildlife and people (for more information on the Biosphere region: The Living Coast visit www.thelivingcoast.org.uk)

- Link to The South Downs National Park 'Take the Lead' campaign, encouraging responsible dog walking https://www.southdowns.gov.uk/enjoy/take-the-lead/
- Printed and online materials to make reference (where appropriate) to the characteristics that make the area unique:
  - South Downs National Park
  - The Living Coast UNESCO Biosphere

7.2.5 Improve access to **volunteering opportunities** and link those opportunities to green prescribing from health care providers. The authority will engage with local communities and encourage volunteers to assist with the maintenance, promotion and enhancement of the Rights of Way network in line with the objectives set out in this Plan, through the Volunteer Path Warden scheme (***see PDF 1: Volunteer Path Warden Leaflet***).

Actions:

- Create recruitment, training and survey materials for the Volunteer Path Warden Scheme
- Maintain information on the Volunteer Path Warden scheme on the Community Works local volunteering database.
- Work with the new Central Referral Point in Adult Social Care & Health – to offer Volunteer Path Wardens as one of their referral avenues – linking to health benefits of outdoor activity
- Work with the Volunteer Portal being developed on the council website (and use the Volunteer Toolkit provided).
- Work with existing volunteer groups to enhance the Rights of Way network e.g. surfacing projects, large scale clearance works (SDNPA Volunteer Rangers, SWT Youth Rangers, Brighton Conservation Volunteers, Green Gym, Community Payback, Corporate Social Responsibility schemes).

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- Work with the Healthwalks scheme to promote access – guided walks is one of the best ways to advertise a public Rights of Way network and introduce people to the access opportunities available to them.
- Continue to support the Local Access Forum to help guide the program of activities for Rights of Way improvements.

7.2.6 **Advertise Promoted Routes** – to encourage new users and visitors. Promoted routes, national trails and distance paths (most of the them based on public Rights of Way), are considered to be an important part of the network, particularly in terms of:

- Acting as flagship for improved standards of Rights of Way maintenance and to attract external funding.
- Attracting long stay visitors from outside the area, helping the economy.
- Encouraging local residents and visitors to start walking more (through exploring short sections of the trails).
- Linking the Rights of Way in Brighton& Hove with those in neighbouring authorities.
- Provide connectivity across the network; making connections between PRoW – using access land, quiet lanes, disused railways and multi-user trails.

Evidence suggests that both circular walks and long distance paths encourage people out into the countryside who do not normally use the wider Rights of Way network.

Action:

- Create downloadable trail leaflets on the council website, for:
  - **England Coast Path** (National Trial): Opening of the Brighton & Hove section of England Coastal Path (13km), with improved signage (due in 2019). The aim is to link to seafront tourism, maximising benefit for seafront businesses through the National Trails website. The Living Coast UNESCO Biosphere can be promoted through the opening of this section (as this is one of the key Biosphere environments).
  - **Brighton & Hove Way** (29km boundary walk). Takes in views of the city, the surrounding South Downs and the Sea. It incorporates the cultural history of Brighton & Hove at the Chattri war memorial and Foredown Tower.
  - **Discover the Heart of The Living Coast UNESCO Biosphere -** Castle Hill National Nature Reserve. Aim to promote the Biosphere status of the region with the aim of bringing people and nature closer together.

- **Promote a variety of circular walks:** various routes for diverse users: walkers, cyclists, horse riders and those with sight impairment or mobility issues.

Current long distance / regional paths: The Monarch's Way and Sussex Border Path *They do not currently have maintenance priority above that of normal Rights of Way*

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7.3 Aim: Improve connectivity to green spaces within Brighton & Hove

Objectives

7.3.1 **Improve links between urban areas, housing estates and green space within the city.** Links to parks and gardens in the city centre, but also to natural green space on the urban fringe, such as the many designated sites for nature conservation. Consideration should be given to the recommendations in the recent LGiU / Ramblers research on Building Connected Communities.

Whilst the management of open land for public recreation does not form part of this plan, it is nevertheless important to ensure that existing access from the Rights of Way network is improved and new points of access to open land created where appropriate.

Actions:

- Identify and map public Rights of Way links and gaps around our urban green spaces.
- Work with landowners and developers to improve access to green space. This will include working with Planning to use the Community Infrastructure Levy (CIL) or section 106 to fund improved links to green spaces within the city. Relevant Planning projects are listed in **Appendix 14**.
- Improve accessibility at busy crossing points between the Rights of Way network (such as Twittens – urban link footpaths) and urban green spaces. For example, raised road crossings – at the same height as the kerb - to allow easy wheelchair / mobility vehicle / pushchair access.
- Work with City Transport Division on projects to improve access to green space:

Key Transport projects:

- Valley Gardens – improved infrastructure for walkers and cyclists – to link the seafront and Lewes Road corridor out to South Downs (university sites and AmEx Stadium).
- A27 Trunk Road junction improvements (including links to the Toad's Hole Valley Development and improved transport infrastructure; improvements at Dyke Rd and Ditchling Rd)
- Bike Share/Hire: increase use of cycling infrastructure: cycle paths, tracks, bridleways and byways
- Gateway to the Sea: improvements to the Queens Road / West Street connection to the seafront and the new National Trail – The England Coastal Path.

7.4 Aim: Work with SDNPA & neighbouring authorities to improve access to the National Park & The Living Coast Biosphere

Objectives

7.4.1 **Reduce severance from the National Park** and improve safety at crossing points – where the Rights of Way network (particularly bridleways) intersects with the highways network. Where a path ends at the highway with no direct connection, vulnerable road users are forced to use the carriageway, which can act as a serious disincentive to use of the route (particularly for those on horseback). Even where there is a direct connection across the road, the volume and speed of traffic can make the crossing itself a barrier to users.

Reduce inequality of access to the Downs across the city. Certain parts of the city have access to pedestrian bridges or tunnels across the A27. Improving safety at highways junction points will increase the amount of the population with a safe means of accessing the Downs for NMUs.

Actions:

- Identify crossing points of particular concern – particularly those connecting Brighton & Hove with the National Park. ***See Map 1 and Table 2 for priority crossing points identified by the LAF.***
- Prioritise key crossing points linked to development opportunities within the city:
  - Improve links to Stanmer Park – Ditchling Road (Old Boat Corner) junction and Coldean Woods bridges (*note: parapet heights are not adequate for cyclists at any of these bridges*).
  - Improve links from the new Toads-Hole-Valley development to the National Park, across the A27 at Dyke Road.
- Work with SDNPA on their Walking & Cycling Strategy – such as the 'aspirational' multi-user route between Ditchling Road south, Stanmer and Ditchling Beacon.

7.4.2 **Improve 'gateway' sites**: access points to the National Park from housing estates and green spaces on the urban fringe.

Actions:

- Work with SDNPA to improve signage on the ground at key gateways to the National Park. ***See Map 2 for identified gateway sites.***
- Highlight gateway sites on the online Access Map.
- Target gateway routes out to the Downs for surfacing improvements.
- Work with the Parks Projects team and SDNPA on the Stanmer Restoration Project – Stanmer is to be developed into a key gateway to the South Downs National Park.

Stanmer Project:
The Stanmer Park Restoration project aims to enhance its natural features and improve the environment, making it more accessible to all. It will develop the park into a major gateway from the city into the South Downs and result in an expected increase in visitor numbers. It will provide an important base for achieving stronger eco-tourism and securing greater recreational economic benefits (Open Spaces Strategy).
Improved access at Stanmer as part of the Stanmer Restoration Project (Heritage Lottery Funding), with Parks Projects Team:

- Create a new linear multi-user path / Easy Access Trail (the greenway) from Lower Lodges to the top of the park (Stanmer House).
- Create a new circular multi-user path around the park (creating permissive bridleway access where there is no cycle or equestrian access at the moment). *This fits with Cycle UK priority: 'Promoted & waymarked routes, especially traffic free loops aimed at broad-base & family rather than just enthusiast'*
- Creation of horse box parking bays in the new parking provision at Stanmer.
- Create a designated adventure cycling area (off-road 'single track' cycling for mountain bikes) in Stanmer Woods (to guide mountain bikers away from ecologically and archaeologically sensitive areas and to mitigate against conflict between walkers and mountain bikers). Work with Brighton MTB volunteers to create / maintain this facility.
- Create access opportunities for those with different mobility needs e.g. carriage driving for disabled users
- Creation of three to six new 'themed' walking routes around Stanmer estate e.g. Arboretum walk, Heritage walk.
- Improve access and signage around Stanmer for sustainable transport options – including walking and cycling; links to bus and train services
- Improve links in and out of the Park – to the South Downs National Park. Aspirations to improve the crossing at Old Boat Corner and the link from Stanmer (High Park Farm) to Ditchling Beacon.

7.4.3 Prioritise Rights of Way improvements along **'Biosphere green corridors'**; from blue to green space: linking the seafront, through the city and out to the South Downs (*the three key environments of The Living Coast UNESCO Biosphere*).

Green corridors provide a vital link between open spaces, urban areas and the wider countryside, enabling wildlife migration and a sense of continuity of green space for residents. Opportunities to enhance the provision of green corridors as part of Green Infrastructure planning can contribute considerably to improving the Rights of Way network, particularly in urban and urban fringe areas. Improvements can include work to up-grade existing paths and improve connectivity between Rights of Way, making the network more complete and useful to residents and visitors. This will also contribute to the corporate objective of encouraging more people to make short journeys on foot or cycle. ***See Map 3 for Green Corridors: Sea →Town →Downs***

- **Falmer Road Corridor**: Rottingdean→Ovingdean→Happy Valley→Woodingdean→Castle Hill
- **Lewes Road Corridor**: Valley Gardens→The Level→Lewes Rd→Woodvale Cemetery→Saunders Park→Wild Park / Hollingbury Woods→Coldean Woods, Ditchling Rd Multi-User Path & Stanmer
- **London Road Corridor**: Valley Gardens→Preston Park→Surrenden Field→Withdean Park→Patcham Place / Horsedean Rec→Waterhall & Patcham Open Access
- **Hove Corridor**: Grand Ave→The Drive→Hove Rec→Hove Park→Three Cornered Copse→Green Ridge / Toads Hole Valley→Waterhall
- **Portslade Corridor**: Shoreham Harbour (development plans see improvements to harbour walkway)→Vale Park→Victoria Rec→Emmaus & Easthill Park / Hangleton Link →Foredown / Benfield Valley→Newbarn Farm & Benfield Hill

These routes align well with the linear corridors and stepping stones of ecological network (from the coast to the Downs), identified through the South Downs Way Ahead NIA (see map in **Appendix 18**)

Action:

- Early consultation with the Planning team during the development phase of new projects (see **Appendix 14**) – to create well designed greenways that improve connectivity of the Rights of Way network, enhance user experience and encourage new users
- Work with the City Transport Division on schemes that see access improvements in these green corridor areas e.g. Valley Gardens Project

7.5 Aim: Improve connectivity of the existing Rights of Way Network

A well connected network is likely to be more user-friendly, more beneficial to local people and therefore more likely to contribute to meeting targets such as encouraging more sustainable travel choices; safer routes to school, work, community links and tourism opportunities; reducing congestion and improving health.

The aim is to develop well-connected circular and linear paths that can be enjoyed by walkers, cyclists and horse riders; with increased information about routes and route planning on our website. Where the path network is fragmented, the council will use its powers under the Highways Act to create and divert public Rights of Way to improve connectivity. This could include creating routes over highway verges; linking disused railway lines, Rights of Way and quiet roads to enhance the network. Improving connectivity will not only support local community travel, but also help generate new tourism opportunities.

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Objectives

7.5.1 **Reduce Fragmentation:** fragmentation of the Rights of Way network often reflects its historical origins. This history is reflected in the Definitive Map of Public Rights of Way. It is a priority to keep the Definitive Map up-to-date and improve access opportunities and **connectivity** where possible (*The Wildlife and Countryside Act 1981 introduced the duty to keep the definitive map and statement under continuous review. It needs to be modified to take account of legal events, such as diversions and extinguishments, reclassifications and public path creation agreements. The maps and statements are also modified as a result of evidential orders, where there has been discovery of evidence that a public right of way should be added to the Definitive Map*). An updated version of the Brighton & Hove Definitive Map was printed and posted at Stanmer Park and Hove Town Hall in 2017 (the original map was created in 1995).

Actions:

- Investigate claims for new public Rights of Way promptly.
- Work with the Local Access forum to 'fill in' the Missing Links (*those remaining from the original ROWIP*) and plug 'gaps' in network / cul-de-sac paths (mostly occurring where B&HCC are not the land owner,) before the 2026 cut-off date.
- Continue to work on legal anomalies on the Definitive Map, as they come to the council's attention. This includes situations where the route on the ground is unavailable, does not correspond with the route on the Definitive Map, or where a path changes status part way along its length or at the authority. boundary. ***See Map 4 and Table 3 for a summary of Missing Links, network gaps and inconsistencies***
- Ensure new developments help improve connectivity of the network. Capitalise on CIL or section 106 money to create public Rights of Way where there are missing links, close gaps and improve the network.
- Use Brighton & Hove's unique position as a major land owner in the area. Work with tenant farmers (and land management agents) to fill in Missing Links / gaps in the network, when appropriate. Some of these paths may be outside of the authority (as the council owns land in East and West Sussex) – providing links with surrounding Rights of Way networks. E.g. New Falmer permissive bridleway (link with the South Downs Way and Castle Hill National Nature Reserve) created in 2017. See **Appendix 17**
- Whenever routes are to be diverted or new routes created, heritage features will be considered – to ensure that heritage assets can be included within the implementation of any plans, and also to ensure that where fragile monuments might be adversely affected the proposed routes can be amended to take this into account (*Map heritage features for the working version of the Definitive Map*).

Summary:

The difficult financial climate means securing resources for improvements is very challenging. The authority needs to pursue an opportunistic approach to improving our Rights of Way and access, without diverting resources from delivering statutory maintenance work. The authority is not in a position to outline in advance all specific work for a variety of reasons including landowner / tenant permissions and resource constraints. The authority must achieve improvements in partnership with other council services, the National Park and neighbouring authorities; and usually by responding to opportunities as they arise.

Budget allocations for Rights of Way improvements have previously come from the LTP capital programme. With restricted internal funding, resourcing improvements to public Rights of Way and countryside access is a challenge. However, the Rights of Way network is of great value and can contribute towards many corporate policies and priorities. This presents the opportunity for improvement by developing delivery partnerships and securing funding

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from a wide variety of sources. This opportunistic approach to improving the network, where securing funding is possible, still requires direction and prioritisation.

Prioritisation Criteria for Rights of Way Improvements, the project must:

Improve public safety
Have landowner / tenant / occupier consent
Be fully resourced and deliverable to an acceptable standard or in a scale-able way
Improve connectivity of the network
Be of strategic importance to corporate priorities in: Brighton & Hove Local Transport Plan, City Plan, Open Spaces Strategy, Biosphere Plan, Tourism Strategy, Seafront Strategy, Health & Wellbeing Strategy
Have local public support and, therefore, likely to be used
Comply with the principles of least restrictive access as far as possible to improve accessibility
Provide access to local facilities (green spaces, public transport, local services, schools / universities, work places)
Where practical, provide multi-user routes, including linear and circular routes for walkers, cyclists, horse riders
Provide attractive links such as greenways from the coast, through urban areas, out to the South Downs
Be low maintenance and have long term affordability

The detailed Statement of Action for this ROWIP review can be found in the table at the end of the report (preceding the Appendix).

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Chapter 8: Performance Monitoring

The Key Performance Indicator for Rights of Way at Brighton & Hove is: percentage of public Rights of Way that are open and in good condition.

There are various ways to monitor the performance of the Rights of Way network in relation to this indicator:

- Public reporting of issues with the network – through the council website, on the 'report a problem' form on the Rights of Way page.
- Sample survey: Volunteer Path Wardens carry out a survey of the path(s) they have adopted four times a year (once each season).
- South Downs National Park Authority volunteers carry out sample audits on random Rights of Way across the different Highway Authorities. The National Park report on the same indicator and provide the results to the various highways authorities each year.
- Every 3 years a condition survey of the entire network is carried out. The last survey was completed in 2016. The next is scheduled for 2019.
- South East ADEPT Rights of Way group have initiated an annual benchmarking exercise between highways authorities in the South East of England. The first will be carried out in 2018.
- There is great value in maintaining the authority's participation in the National Highways & Transport Satisfaction Survey. The survey asks specific questions on accessibility and on the rights of way network. It allows Brighton & Hove to compare performance against other participating authorities and to analyse trend data to see how performance is changing over time.

The maintenance and improvement works carried out on the Rights of Way network are reported on to the Local Access Forum every quarter. The independent board of members help prioritise Rights of Way improvement projects. The authority reports on improvements made each year to Natural England through the Local Access Forum annual report.

Consultation Strategy for the ROWIP Review

Councillor Mitchell (briefing note)	June 2017
Frist Draft	September 2017
Consultation with the Local Access Forum	5th October 2017
Internal Consultation: Adrian Ash – City Infrastructure Rob Walker – City Parks Rich Howorth - Biosphere Mita Patel – Sustainability team Liz Hobden – Planning team Howard Bardon – Tourism team Simon Newell – Central Policy team Paul Campbell – Parks Projects team Andy Renault – City Transport Division (EEC) Deborah May – Section 106 / CIL Toni Manuel – Seafront Office	November 2017
ETS committee	23rd January 2018
External Consultation: Natural England SDNPA ESCC & WSCC National Trust Sussex Wildlife Trust	February – April 2018
Public Consultation Advertise in 2 local papers (12 weeks) & Comms Strategy	February – April 2018
Amendments & Publish	April / May 2018

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Statement of Action (Table 1)

Abbreviations used in the Statement of Action (*Methodology adopted from East Sussex County Council ROWIP*)

Projected cost column (based on approximate costs)

N	Negligible (within existing resources)
£	Less than £5,000
££	Between £5,000 and £15,000
£££	Between £15,000 and £25,000
££££	Between £25,000 and £50,000
£££££	More than £50,000
P	Mainly with existing staff / volunteer levels
PP	Some increase in staff / volunteers required
PPP	Significant increase in staff / volunteers required
C	Requires use of contractors

It must be stressed that this is a 10 year plan. The actions outlined and costs of implementation will have to be spread over the period of this ROWIP (2017 – 2027). There is a need to prioritise works and, if the aims and objectives are to be met, external funding through developer contributions and funding applications are essential.

Partners column

LAF	Local Access Forum
ESCC	East Sussex County Council
WSCC	West Sussex County Council
SDNPA	South Downs National Park Authority
RD	Riding for the Disabled
NE	Natural England
CW	Community Works
LMA	Land Management Agents
VPW	Volunteer Path Wardens
BIO	Biosphere (BHCC) / Biosphere Partnership
PP	Park Projects (BHCC)
GIS	GIS Team (BHCC)
Ra	Ranger Team (BHCC)
CTD	City Transport Division (BHCC)
Pl	Planning Department (BHCC)
To	Tourism Department (BHCC)
Se	Seafront Team (BHCC)
Co	Communications Team (BHCC)
Ph	Public Health (BHCC)
L	Legal (BHCC)
BCV	Brighton Conservation Volunteers
GG	Green Gym
Barch	Brighton & Hove Archaeological Society
SWT	Sussex Wildlife Trust

Maps, Tables & PDFs at the end of this report:
(preceding the Appendix)

Table 1: ROWIP Statement of Action
PDF 1: Volunteer Path Warden Leaflet
Map 1: Priority Crossing Points
Table 2: Priority Crossing Points
Map 2: Gateway Sites to the South Downs National Park
Map 3: Green Corridors (sheets 1 to 5)
Map 4: Missing Links, Network Gaps & Inconsistencies (sheet 1 to 2)
Table 3: Missing Links, Network Gaps & Inconsistencies

Table 1: ROWIP Statement of Action (Brighton & Hove City Council)

Aim 7.1 Increase the accessibility of the PRoW network

Objectives	Action	Target	Projected Cost	Potential Partners
7.1.1 Adhere to principals of least restrictive access	Replace gates with gaps / Stiles with gates	ongoing	£££ P	Ra VPW
	Asset Management Plan for rights of way furniture	ongoing		
	Instil user need assessment at early stage of design of schemes	ongoing	N P	Pl CTD
	Work with organisations such as Riding for the Disabled (pilot at Stanmer)	2018 onwards	N P	SDNPA RD
7.1.2 Improve safety through design of Multi-User paths	Create multi-user trails around Stanmer Park (Stanmer Restoration Project)	2018 onwards	££ P & C	SDNPA LMA PP
	Use funding bids to create more Multi-User paths in the network	ongoing	££££ P & C	CTD Pl
	Identify potential routes that link housing areas with work, services, schools, universities, the National Park	ongoing	N P	CTD
	Create downloadable maps of promoted routes on the council website	2018 onwards	N P	SDNPA
7.1.3 Surface improvements to increase access opportunities	Assess quality of surfaces: firm, level & well-drained surfaces for any new works	ongoing	N P	
	Consider natural hazards when planning new routes / improvements: slopes, sudden drops, overhanging vegetation	ongoing	N P	
	Creation of the England Coastal Path – Brighton & Hove section	2017 - 2019	£ P & C	Se To NE BIO SDNPA ESCC WSCC
	Collect data on the accessibility of the access network	2018	N P	Ra
	Provide described 'access trail' guides – downloadable from the council website	2019 onwards	N P	SDNPA
7.1.4 Integrated transport links	Add bus stop information on the online access map on the council website	2018	N P	

	Liaise with Parks Projects on bus links to Stanmer (part of Stanmer Restoration Project) and with the Highways Team on the Breeze up to the Downs service	2018 onwards	N P	PP CTD
	Promote bus services to urban fringe sites – links to network	2018 onwards	N P	CTD
	Seek funding to improve links to the network from the city's train stations	2018 onwards	£££ - £££££ P & C	BIO SDNPA ESCC WSCC
7.1.5 Promoted off-road rides for equestrians and cyclists	Map location of stables and proximity of bridleways / byways to identify gaps. Use development contributions to plug gaps (CiL/ S.106)	2018 onwards	££ P	Pl SDNPA
	Map city cycle network and proximity to bridleway / byway network to identify gaps. Work with Highways team to target cycle path improvements to plug gaps	2018 onwards	££££ P	CTD
	Creation of designated sites for adventure cyclists – using Stanmer as a pilot project	2018-2019	££ P & C	PP SDNPA
	Investigate the use of Toll Rides access arrangements & permissive access for equestrians	2019 onwards	N P	SDNPA
Aim 7.2 Make information more accessible				
Objectives	**Action**	**Target**	**Projected Cost**	**Potential Partners**
7.2.1 Improve online resources	Create online access map	2018	N P	GIS
	Ensure council website is up-to-date with legal event orders, registers etc	ongoing	N P	
	Create links to maximise information sharing	2018 onwards	N P	CTD SDNPA
	Improve use of technology – digital routes guides using App View Ranger	2018 onwards	£ P	SDNPA
7.2.2 Improve on the ground information	Improve signage from the highway (statutory requirement)	2017 - 2018	££ P & C	
	Improve intermediary signage at junction points	2017 onwards	£ P	
	Number assets (gates, stiles, fingerposts) to improve fault reporting	2017 onwards	N P	Ra
7.2.3 Improve working relationship with tenant farmers and land managers	City Parks attendance at Farm Cluster meetings – to report access issues	2017 onwards	N P	SDNPA LMA

	Regular meetings between City Parks & the Land Management Agents	2017 onwards	N P	LMA
	Regular discussion point on farm access issues at the quarterly Local Access Forum meetings	2018 onwards	N P	LAF
7.2.4 Work with land managers to improve access and reduce conflict	Improve signage on the ground so visitors are clear of access rights (ensure signage is in keeping with overall design approach of BHCC & SDNPA)	2017 onwards	N P	Ra SDNPA LMA
	Introduce an Access Code of Conduct (link to SDNPA 'Take the Lead' project)	2018 onwards	N P	SDNPA LMA
7.2.5 Improve volunteering opportunities	Create recruitment, training and survey materials for a Volunteer Path Warden Scheme	2017	£ P	Co
	Information on Community Works local volunteering DB	2018 onwards	N P	CW
	Work with Central Referral Point in Adult Social Care & Health to offer outdoor volunteering opportunities – green prescriptions	2018 onwards	N P	Ph
	Work with the developing Volunteer Portal on the council website	2018 onwards	N P	
	Work with existing volunteer groups on city wide volunteering activities	2018 onwards	N P	SDNPA SWT GG BCV
	Work with the Healthwalks scheme to promote access / guided walks to promote the network / volunteer path warden scheme	2018 onwards	N P	Ph
	Continue to support the work of the Local Access Forum to improve the PRoW network	ongoing	N P	LAF NE
7.2.6 Advertise promoted routes	Create downloadable trail leaflets on the council website for promoted routes: • England Coastal Path (Brighton & Hove) • Brighton & Hove Way • Discover the Heart of the Biosphere	2019 onwards	N p	SDNPA BIO To Se
	Promote a variety of circular routes for walkers, cyclists, horse riders and those with mobility issues	2020 onwards	N P	SDNPA
Aim 7.3 Improve connectivity to green spaces within Brighton & Hove				
Objectives	**Action**	**Target**	**Projected Cost**	**Potential Partners**
7.3.1 Improve links between urban areas, housing estates and green spaces	Identify and map PRoW links and gaps around urban green spaces	2019	N P	

	Work with Planning to use developer contributions (CiL / S.106) to fund improvements to links to green spaces	ongoing	££££ P & C	PI
	Improve accessibility at busy crossing points between rights of way and green spaces	ongoing	£££ P & C	CTD
	Work with planned transport projects to improve access to green space	2018 onwards	££££ P & C	CTD PI
Aim 7.4 Work with SDNPA and neighbouring authorities to improve access to the National Park & Biosphere Region				
Objectives	**Action**	**Target**	**Projected Cost**	**Potential Partners**
7.4.1 Reduce severance from the Nation Park	Identify crossing points of particular concern	2017	N P	LAF CTD
	Prioritise key crossing points for improvement – linked to development opportunities e.g. Stanmer Park Restoration Project; Toads Hole Valley development	2018 onwards	£££££ P & C	PI CTD LAF
	Work with SDNPA on their Walking & Cycling Strategy e.g. aspirational route between Stanmer and Ditchling Beacon	2019 onwards	££££ P & C	SDNPA ESCC LMA
7.4.2 Improve 'gateway' sites – access points to the National Park	Work with SDNPA to improve signage on the ground at gateway sites	2019 onwards	££ P & C	SDNPA LMA
	Highlight gateway sites on the online access map	2018	N P	
	Prioritise gateway routes out to the Downs for surfacing improvements	2017 onwards	££ P & C	SDNPA SAV
	Work on access improvements around Stanmer Park as part of the Stanmer Restoration project	2018 onwards	££ P & C	PP SDNPA LMA
7.4.3 Prioritise rights of way improvements along 'Biosphere Green Corridors'	Work with Planning at an early stage of new developments to improve connectivity of the PRoW network along green corridors	ongoing	££££ P & C	PI CTD BIO
Aim 7.5 Improve connectivity of the existing rights of way network				
Objectives	**Action**	**Target**	**Projected Cost**	**Potential Partners**
7.5.1 Reduce fragmentation of the network	Investigate claims for new PRoW promptly	ongoing	N P	L
	Fill in missing links on the Definitive Map	ongoing	N P	LAF
	Work on legal anomalies on the Definitive Map: gaps / cul-de-sac paths	ongoing	N	LAF

	and changes in status along a route		P	
	Ensure new developments help improve connectivity of the network	ongoing	N P	Pl
	Use Brighton & Hove's position as landowner to create additional access e.g. permissive paths / open access arrangements	ongoing	N P	LMA SDNPA
	Consider heritage features in the creation or diversion of any rights of way	ongoing	N P	Barch

Volunteer path warden Registration form

First name

Surname

Address

Postcode

Phone

Email

Path(s) I would like to adopt:

Description

Location

Path No / Grid Ref (if known)

Please return to the address below, or alternatively email the information to:
Cityparks@brighton-hove.gov.uk

Postal address:
Rights of Way, Cityparks, Stanmer Nursery
Stanmer Park, Brighton BN1 9SE
www.brighton-hove.gov.uk

This data will be held on an electronic database and only used for communications about volunteering with the council.

Tear off and send by post or electronically

Health benefits

By helping to maintain paths you will not only be keeping healthy yourself, but also contributing to helping others access the countryside – creating healthier and happier communities.

- A study by Green Gym conservation volunteers (2016) showed volunteers increased physical health by an average 33%, together with a reduction in social isolation
- A report by the Ramblers and Macmillan Cancer Support (2014) revealed that walking can prevent 37,000 deaths per year and slash the risk of heart disease, type 2 diabetes, Alzheimer's, stroke and cancer by 20-50%

Photo: Rich Howorth

Contacting us

For more information please contact the **Cityparks Team** at Stanmer Nursery, Stanmer Park, Brighton BN1 9SE.

Phone: **01273 292929**
Email: **Cityparks@brighton-hove.gov.uk**

To find out where Brighton & Hove's rights of way network is, and locate the paths you use regularly, have a look at the Highways Search Map on the council website: **www.brighton-hove.gov.uk/content/highway-search-information-map**

Volunteer path warden scheme

How to get involved

6217 Brighton & Hove City Council Communications Team

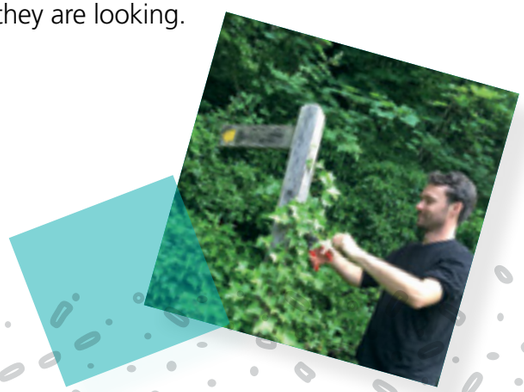
Brighton & Hove City Council

Become a volunteer path warden and adopt-a-path

Brighton & Hove has 150km of public footpaths, bridleways and byways. These paths stretch from the seafront, through the city and out into the South Downs National Park, all part of the UNESCO Biosphere – The Living Coast.

As part of our commitment to improving access we would like to inspect every path regularly, however, we don't have the resource to do this as often as we would like.

If you walk, cycle or ride the same paths regularly – we'd like you to help keep an eye on them and let us know how they are looking.



What we would like you to do:

The Volunteer Path Warden scheme encourages volunteers to adopt paths they use regularly and assist with their upkeep to ensure they are open and accessible for everyone.

This could include:

- Walking or riding the paths at least 4 times a year (once each season) to carry out an inspection
- Reporting any problems like faulty gates or stiles, or obstructions such as ploughed up fields
- Help with minor vegetation clearance - cutting back overhanging brambles around signs, gates and stiles
- Promoting responsible use of the path

We will provide:

- Initial induction and training (including a guidance manual)
- Help and advice with any rights of way questions
- Cover under our insurance policy whilst carrying out the role
- Loan of gloves and tools (for any clearance work)
- Path Warden ID card to show authorisation for tasks carried out

Any maintenance or repair issues reported will be added to our list, prioritised and then dealt with as soon as possible. We aim to inspect reported problems within 14 days (24 hours for safety matters). Safety issues are dealt with within 7 days. When we have fixed things you have told us about, we will let you know.

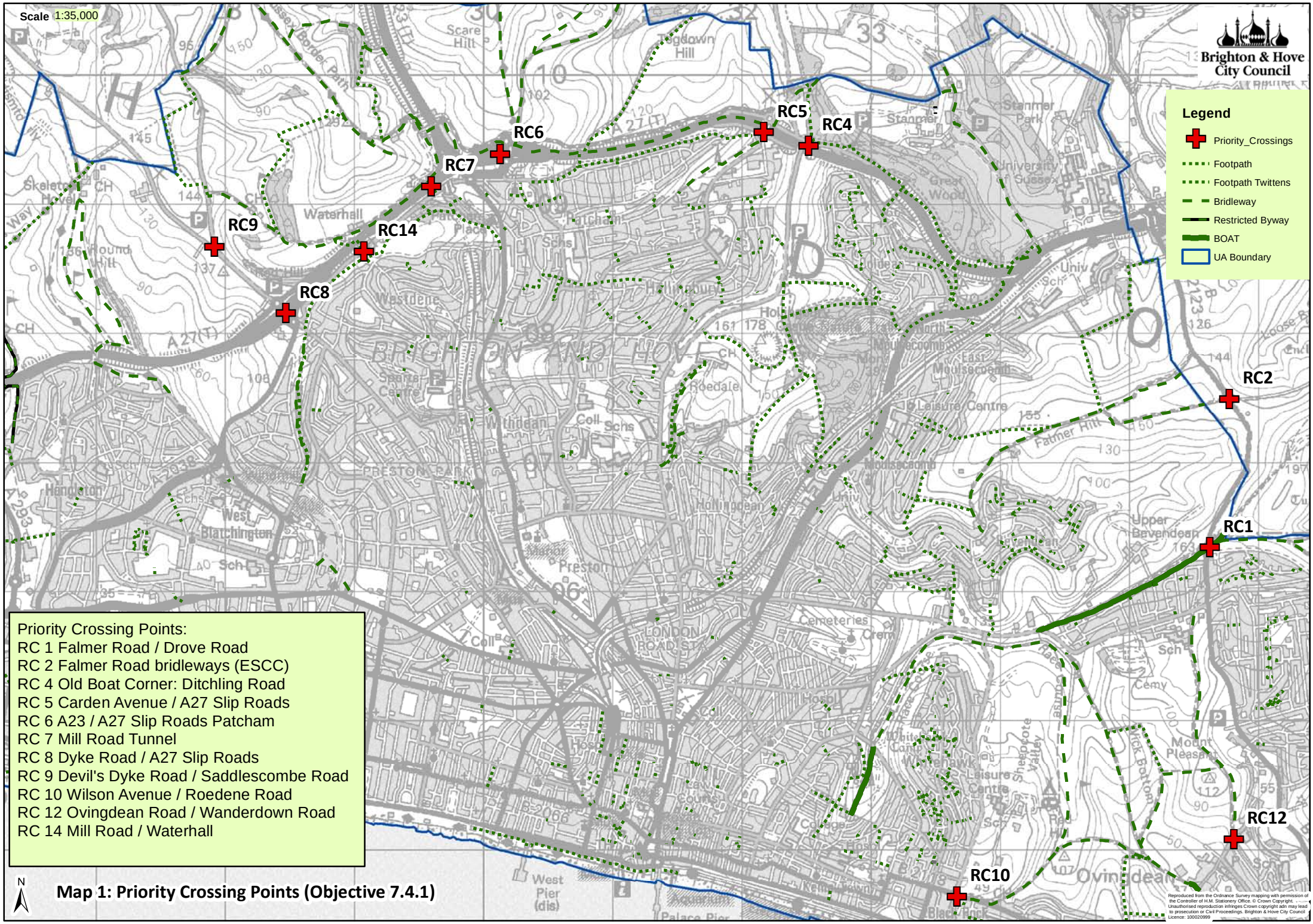

Scale 1:35,000
Brighton & Hove City Council
Legend
Priority_Crossings
Footpath
Footpath Twittens
Bridleway
Restricted Byway
BOAT
UA Boundary
RC1
RC2
RC4
RC5
RC6
RC7
RC8
RC9
RC10
RC12
RC14
Priority Crossing Points:
RC 1 Falmer Road / Drove Road
RC 2 Falmer Road bridleways (ESCC)
RC 4 Old Boat Corner: Ditchling Road
RC 5 Carden Avenue / A27 Slip Roads
RC 6 A23 / A27 Slip Roads Patcham
RC 7 Mill Road Tunnel
RC 8 Dyke Road / A27 Slip Roads
RC 9 Devil's Dyke Road / Saddlescombe Road
RC 10 Wilson Avenue / Roedene Road
RC 12 Ovingdean Road / Wanderdown Road
RC 14 Mill Road / Waterhall
N
Map 1: Priority Crossing Points (Objective 7.4.1)
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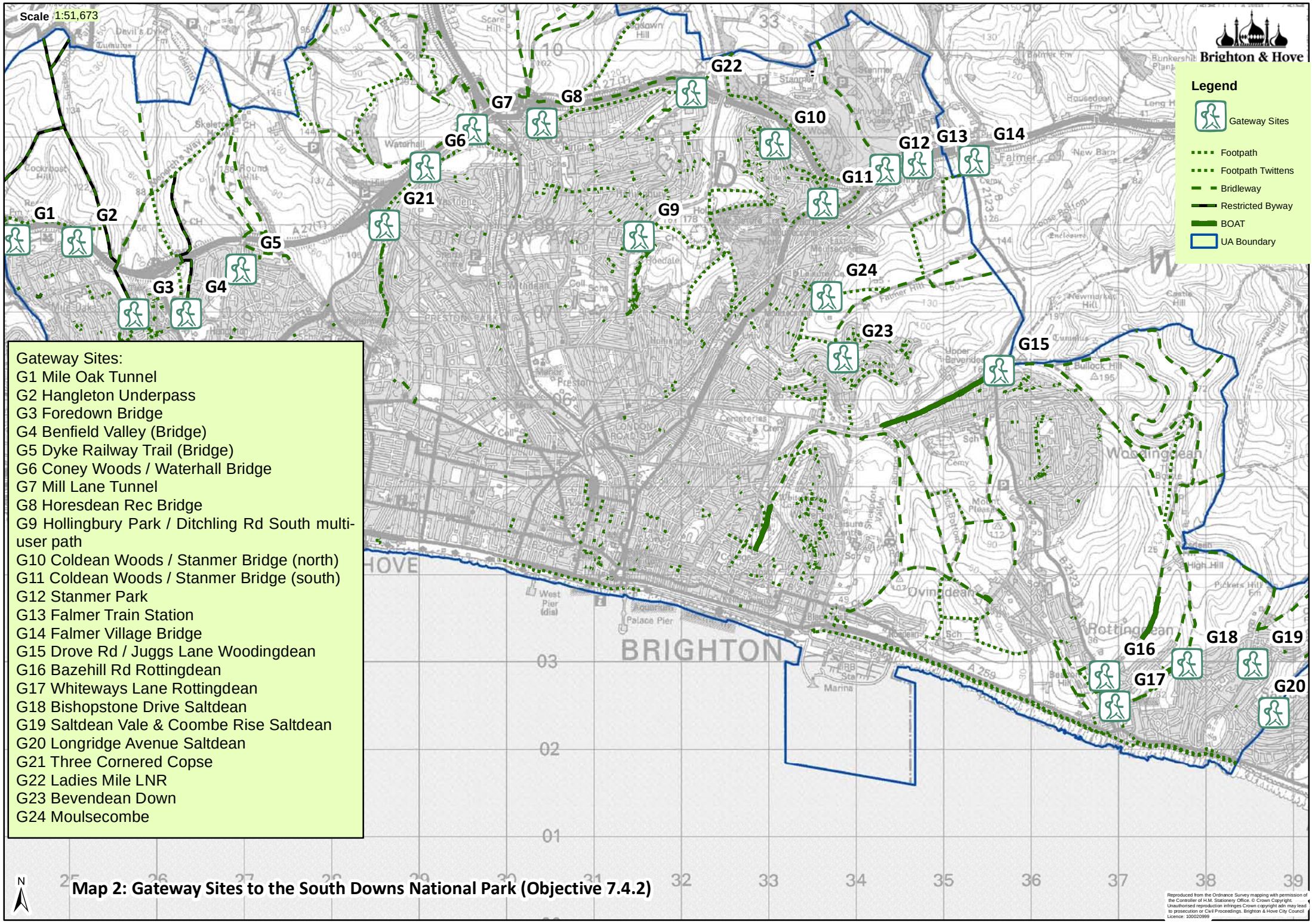
Table 2: Priority Crossing Points (LAF)			
Name	**Location**	**Proposed Improvements**	**Comments**
RC1	Falmer Road / Drove Road	Pedestrian Refuge	Currently 30mph but vehicles speeding u p /slowing down from nearby 60mph
RC2	Falmer Road / bridleway Crossing	Speed reduction*	60mph limit currently (in ESCC)
RC4	Old Boat Corner: Ditchling Rd / Coldean Lane	Increase bridge parapet height Lights*	High priority link from North Brighton to Stanmer & S. Downs. Bridge parapet too low for cyclists
RC5	Carden Avenue / A27 Slip Road	Pedestrian Refuge / lights*	Link between Ladies Mile / Patcham & Stanmer / S.Downs
RC7	Mill Road	Improve access under bridge	Link from Coney Hill / N. Brighton to Waterhall & S. Downs
RC8	Dyke Road / A27	Improve crossings of slip roads	Link Toad's Hole Development / Three Cornered Copse / Green Ridge to Downs
RC9	Devil's Dyke Rd / Saddlescombe Rd	Improve junction for riders / cyclists	Link from Waterhall to Devil's Dyke
RC10	Wilson Ave / Roedean Rd	Crossing*	Improve access to East Brighton Park
RC12	Ovingdean Rd / Wanderdown Rd	Crossing*	Important link between Woodingdean network & Rottingdean / seafront
RC14	Mill Road	Crossing*	Improve access between Green Ridge & Waterhall footbridge

*All measures are subject to further feasibility / design plans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Brighton & Hove
Legend
Gateway Sites
Footpath
Footpath Twittens
Bridleway
Restricted Byway
BOAT
UA Boundary
G1
G2
G3
G4
G5
G6
G7
G8
G9
G10
G11
G12
G13
G14
G15
G16
G17
G18
G19
G20
G21
G22
G23
G24
BRIGHTON
HOVE
Gateway Sites:
G1 Mile Oak Tunnel
G2 Hangleton Underpass
G3 Foredown Bridge
G4 Benfield Valley (Bridge)
G5 Dyke Railway Trail (Bridge)
G6 Coney Woods / Waterhall Bridge
G7 Mill Lane Tunnel
G8 Horesdean Rec Bridge
G9 Hollingbury Park / Ditchling Rd South multi-user path
G10 Coldean Woods / Stanmer Bridge (north)
G11 Coldean Woods / Stanmer Bridge (south)
G12 Stanmer Park
G13 Falmer Train Station
G14 Falmer Village Bridge
G15 Drove Rd / Juggs Lane Woodingdean
G16 Bazehill Rd Rottingdean
G17 Whiteways Lane Rottingdean
G18 Bishopstone Drive Saltdean
G19 Saltdean Vale & Coombe Rise Saltdean
G20 Longridge Avenue Saltdean
G21 Three Cornered Copse
G22 Ladies Mile LNR
G23 Bevendean Down
G24 Moulsecombe
N
Map 2: Gateway Sites to the South Downs National Park (Objective 7.4.2)
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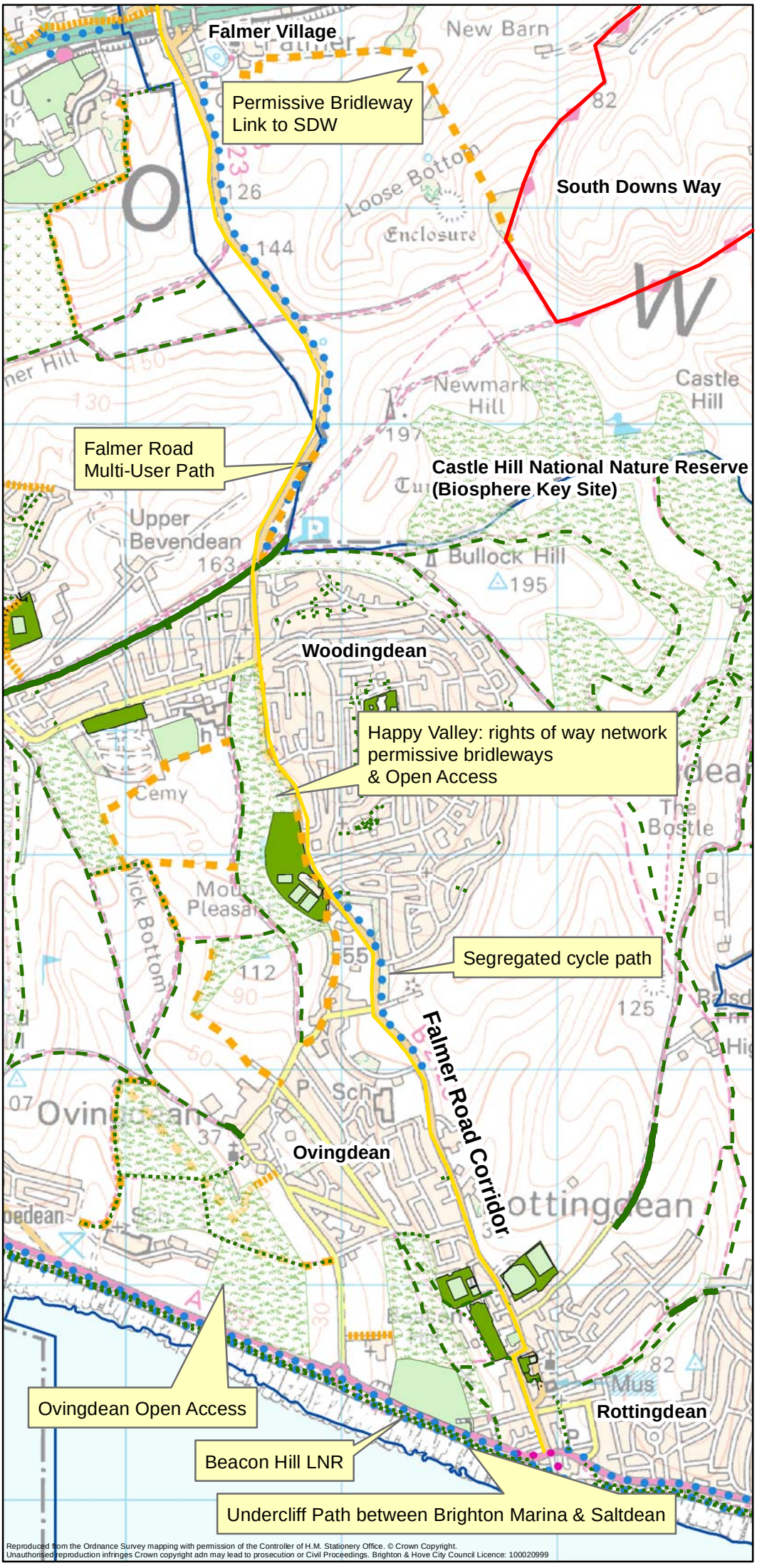

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Brighton & Hove City Council

Legend

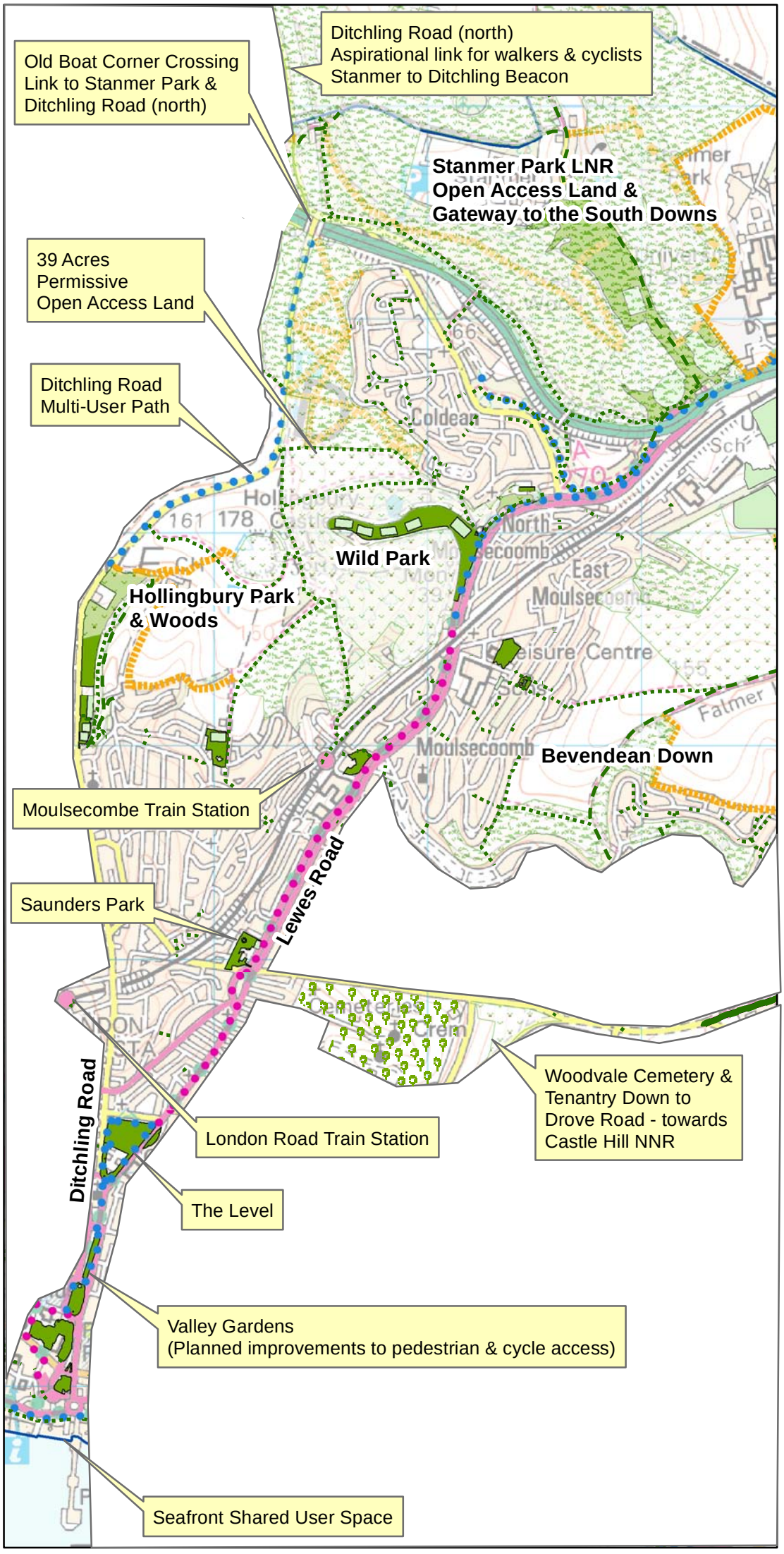
- Footpath
- Footpath Twittens
- Bridleway
- Restricted Byway
- BOAT
- Open Access Land
- Public Open Space
- Permissive_Footpath
- Permissive Bridleway
- Cycle Path (traffic-free)
- Cycle Path (on-road)
- Parks_and_Gardens
- Outdoor_Sports
- UA Boundary

Scale 1:25,000

N

Map 3: Green Corridors
Sheet1: Falmer Road

Existing Green Infrastructure



Brighton & Hove City Council

Legend

- Footpath
- Footpath Twittens
- Bridleway
- Restricted Byway
- BOAT
- Open Access Land
- Public Open Space
- Permissive_Footpath
- Permissive Bridleway
- Cycle Path (traffic-free)
- Cycle Path (on-road)
- Parks_and_Gardens
- Outdoor_Sports
- UA Boundary

Scale 1:25,000

N

Map 3: Green Corridors Sheet 2: Ditchling & Lewes Road

Existing Green Infrastructure

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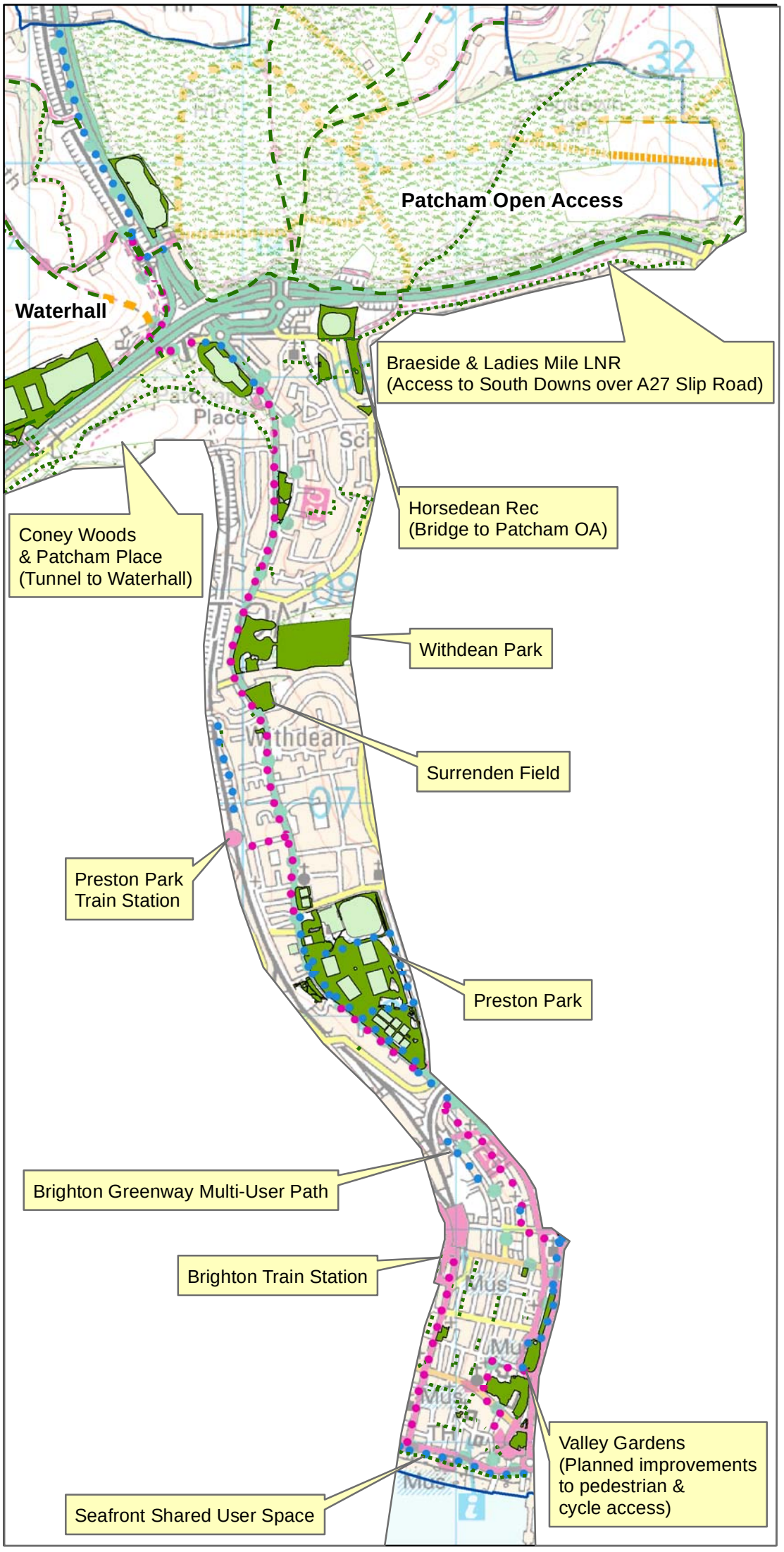

Brighton & Hove City Council

Legend

- Footpath
- Footpath Twittens
- Bridleway
- Restricted Byway
- BOAT
- Open Access Land
- Public Open Space
- Permissive_Footpath
- Permissive Bridleway
- Cycle Path (traffic-free)
- Cycle Path (on-road)
- Parks_and_Gardens
- Outdoor_Sports
- UA Boundary

Scale 1:25,000

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Map 3: Green Corridors
Sheet 3: London Road

Existing Green Infrastructure

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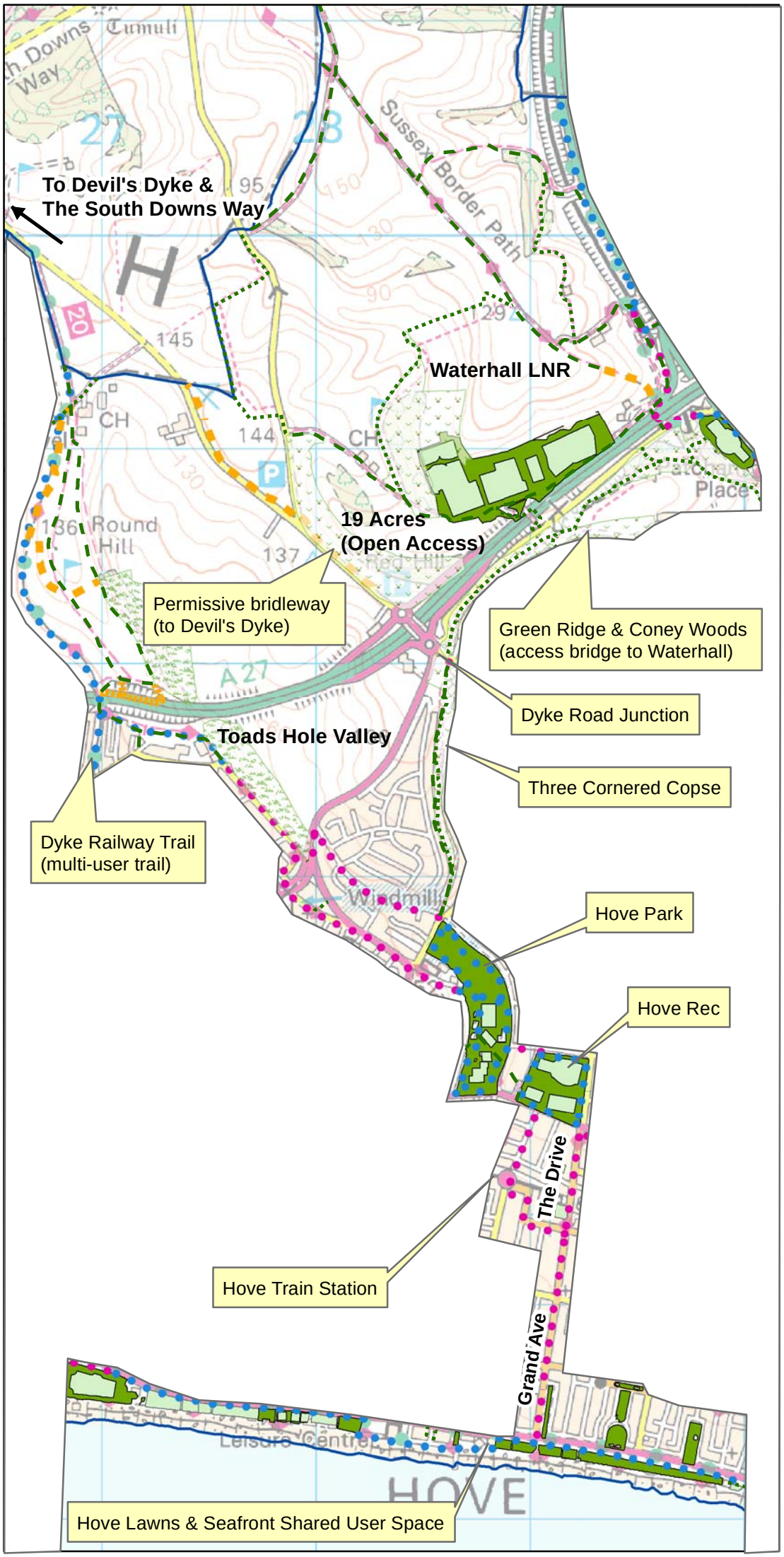

Brighton & Hove City Council

Legend

- Footpath
- Footpath Twittens
- Bridleway
- Restricted Byway
- BOAT
- Open Access Land
- Public Open Space
- Permissive_Footpath
- Permissive Bridleway
- Cycle Path (traffic-free)
- Cycle Path (on-road)
- Parks_and_Gardens
- Outdoor_Sports
- UA Boundary

Scale 1:25,000

N

Map 3: Green Corridors
Sheet 4: Hove Corridor

Existing Green Infrastructure

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Brighton & Hove City Council

Legend

- Footpath
- Footpath Twittens
- Bridleway
- Restricted Byway
- BOAT
- Open Access Land
- Public Open Space
- Permissive_Footpath
- Permissive Bridleway
- Cycle Path (traffic-free)
- Cycle Path (on-road)
- Parks_and_Gardens
- Outdoor_Sports
- UA Boundary

Scale 1:12,000

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Map 3: Green Corridors
Sheet 5: Portslade Corridor

Existing Green Infrastructure

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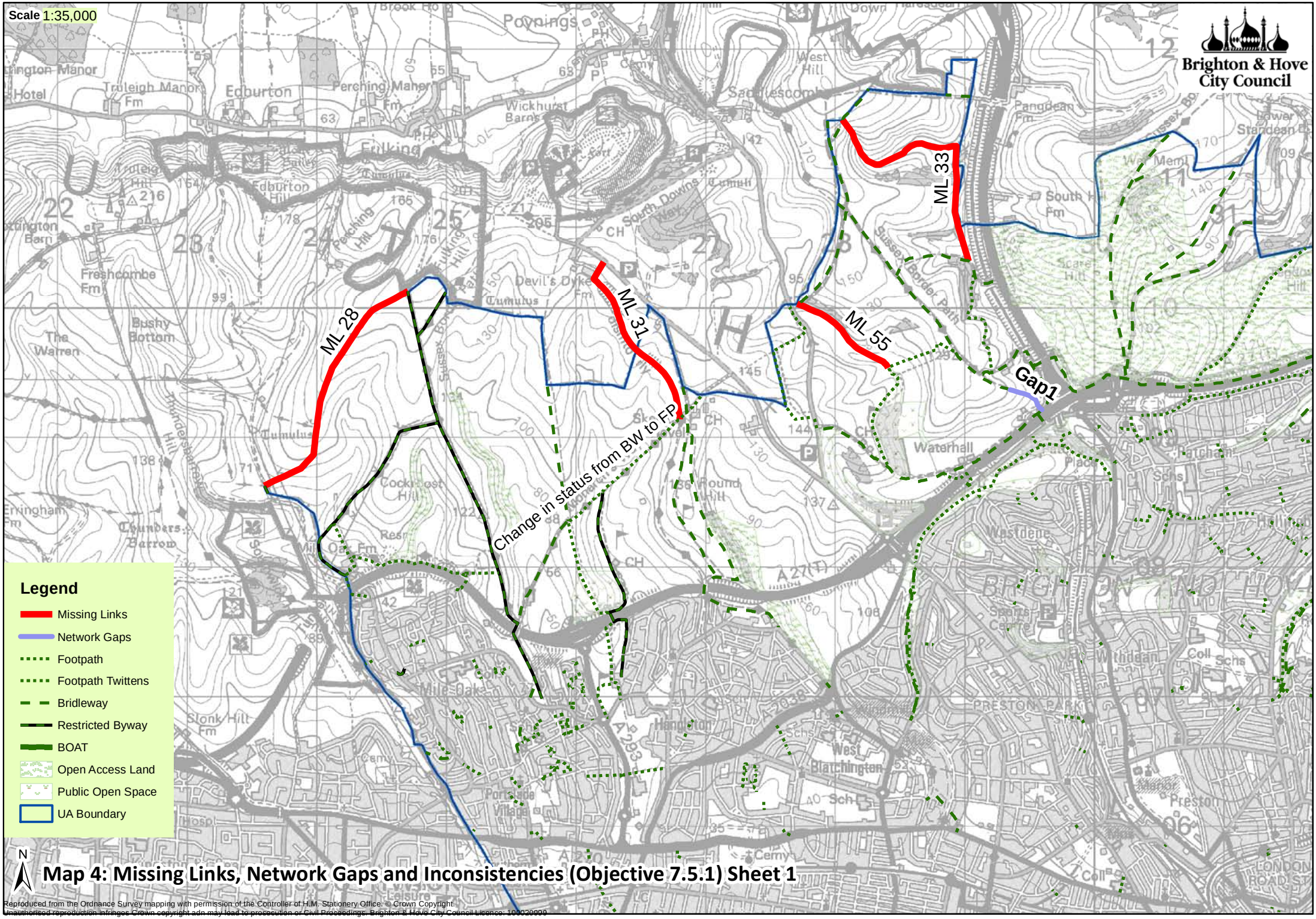

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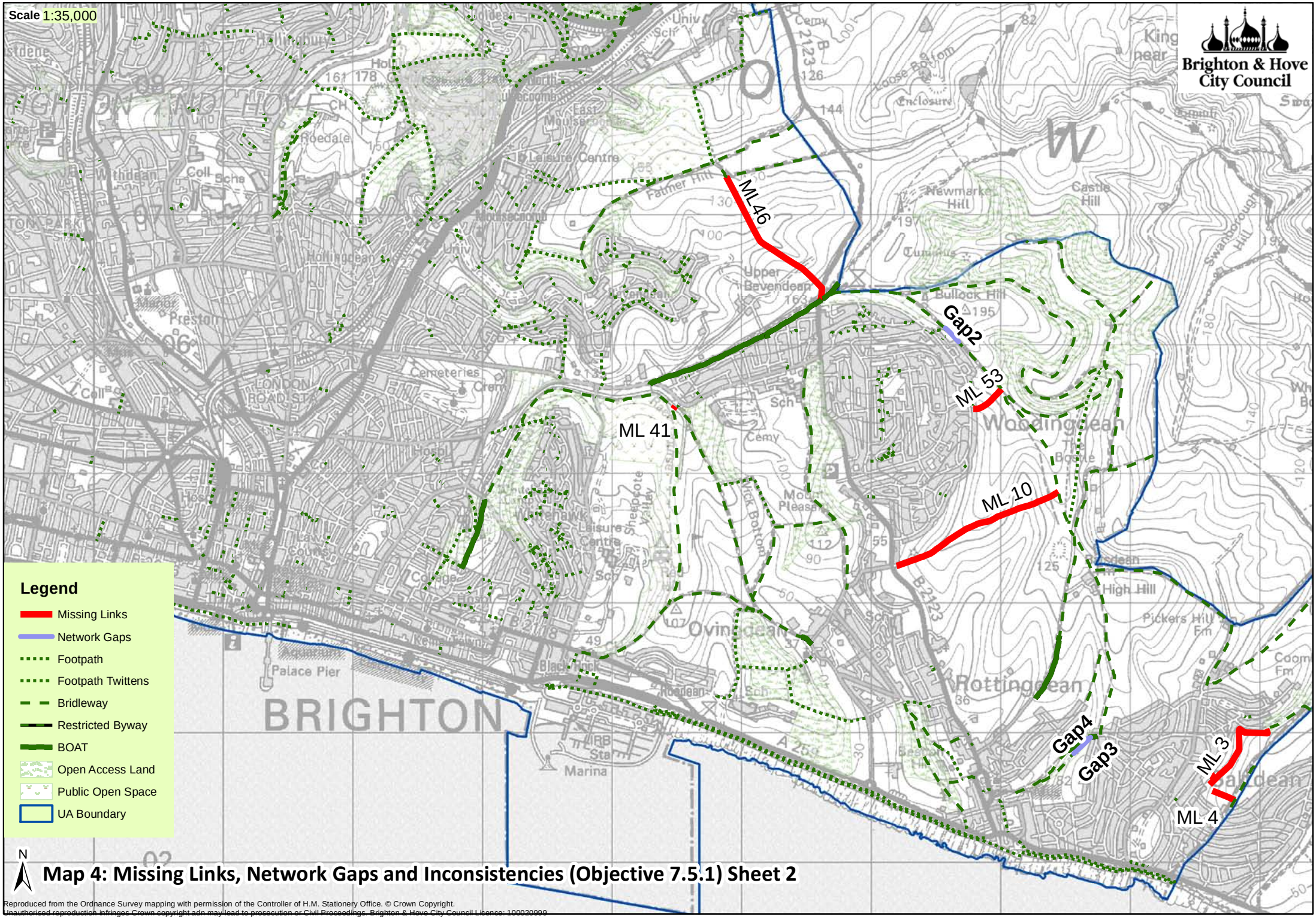

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Table 3 Prioritised Missing Links, network gaps and inconsistencies

Missing Links (identified by the Local Access Forum)

Missing Link Path No	Proposed Status & Highway Authority	From	To	Length km (mile)	Landowner / Occupier	Route / Comments
ML10	Bridleway BHCC	Point T Falmer Road, Woodingdean TQ 362043	Point U Bridleway 15, north of Balsdean reservoir TQ 374048	1.36 (0.84)	Part BHCC - freeholder Balsdean Farm - tenancy. Challoners & New Barn Farm - tenancy. Part Southern Water?	Possible creation with the consent from the landowners / occupiers. High priority - support from South Dwons Society, Friends of Woodingdean & Mid-Sussex Bridleways Group. Not supported by Balsdean Farm. High Priority
ML31	Footpath BHCC WSCC	Point BK Devil's Dyke Road TQ 262103	Point BL Footpath, near Brighton & Hove Golf Club & Dyke Railway Trail TQ 268092	1.4 (0.9)	Part Golf Farm - freeholder. Part Devil's Dyke Farm - freeholder.	Old Devil's Dyke Railway. Potential easy access route. Possible creation with the consent from landowners / occupiers. High priority - support from South Downs Society. High Priority
ML46	Footpath? BHCC	Drove Ave / Falmer Road junction TQ 3561 0634	Falmer Hill BW49 TQ 3487 0728	c1.2 (0.75)	BHCC - freehold. Upper Bevendean Farm - tenancy	Evidence of some current use. High priority support from South Downs Society. High priority
ML41	Bridleway BHCC	Point CB BWB41	Point CA BWB30a	0.01	Brighton Racecourse - Council freeholder, Race Course - leaseholder.	Supported by Ingleside Racing Stables. Medium priority.
ML28	Footpath BHCC WSCC	Point BE Restricted Byway / Bridleway / Footpath junction TQ 247101	Point BF Restricted Byway Hazleholt Bottom TQ 236086	2.0 (1.2)	BHCC - freeholder. Mile Oak Farm - tenancy. Possibly part Lower Paythorne Farm - freeholder.	Possible part re-alignment in adjacent field(s), one of which is now access land (see ML27). Possible creation with the consent of landowners / occupiers. Medium priority - support from South Downs Society. **Northern section from mound on Tenant Hill access land to Fulking Hill access land supproted by Mile Oak Farm Dec 2011 - negotiation underway.**
ML3	Footpath BHCC	Point E Shepham Avenue, Saltdean TQ 386026	Point F / Point G Greenbank Avenue / Coombe Rise TQ 386027 TQ 391030	0.86 (0.53)	Coombe Farm - freeholder. House with garden at end of Shepham Avenue - freeholder	The paths pass through the Quarry Field and one of the routes was subject to an unsuccessful footpath claim. Possible creation with the landowners consent. Low priority - support from Saltdean residents & South

						Downs Society. Not supported by Coombe Farm.
ML4	Footpath BHCC	Point H Shepham Avenue Saltdean TQ 386026	Point I Bridleway BWB1 TQ 388025	0.19 (0.12)	Coombe Farm - freeholder.	Possibly an old route that has not been used for many years. Low priority - support from Slatdean residents & South Downs Society. Not supported by Coombe Farm
ML33	Footpath BHCC (possibly WSCC)	Point BO Bridleway BWB84 TQ 281115	Point BP Bridleway BWB78 TQ 290104	2.2 (1.4)	BHCC - freeholder. Waterhall Farm - tenancy.	Part adjacent to CROW Act access land (in WSCC). Possible creation with the consent from the landowners / occupiers. Low priority - support from South Downs Society & Mid-Sussex Bridleways Group (as bridleway).
ML53	Footpath BHCC	Cowley Drive / Bexhill Road TQ 3681 0549	Footpath TQ 3702 0564	0.25 (0.15)	BHCC - freehold. Challoners & New Barn Farm - leasehold	Link at Woodingdean requested by resident. Evidence of use.
ML55	*Footpath?* *BHCC*	*Saddlescombe Road / BWB83* *TQ 2771 1003*	*NW corner of footpath FPB81* *TQ 2841 0954*	*0.9* *(0.5)*	*BHCC - freehold.* *Waterhall Farm & Waterhall Golf Club - leasehold*	*Evidence on pre-1949 OS maps.*

Gaps in the network

Gap No	Status	From	To	Length km (mile)	Landowner / Occupier	Route / Comments
Gap 1	Bridleway	TQ293093	TQ295092	0.3 (0.2)	S. Water	Sweet Hill Waterhall
Gap 2	Bridleway	TQ365061	TQ366060	0.2 (0.1)	S. Water	Norton Drive, Woodingdean
Gap 3	Byway	TQ376029	TQ376029	0.04 (0.02)	?	Whiteways Lane, Rottingdean
Gap 4	Bridleway	TQ376029	TQ375028	0.2 (0.1)	?	Whiteways Lane, Rottingdean

Change in status along the route

No	Status	From	To	Length km (mile)	Landowner / Occupier	Route / Comments
1	BW - FP	TQ255075	TQ269093	2.3 (1.4)	Part BHCC & part private	New Barn Farm