

Council Meeting

18 March 2008

Booklet 1

Recommendations

CABINET

12th February 2008

Cabinet Members Present:-
Councillor Ahmed
Councillor Blundell
Councillor Foster
Councillor Mrs Johnson
Councillor Noonan
Councillor O'Neill
Councillor Ridley
Councillor Taylor (Chair)

Non-Voting Opposition Representatives present:-
Councillor Benefield
Councillor Duggins
Councillor Mutton
Councillor Nellist

Employees Present:-
A. Bennett (City Services Directorate)
D. Blackburn (City Services Directorate)
L. Bull (Acting Director of Community Services)
F. Collingham (Chief Executive's Directorate)
T. Errington (City Development Directorate)
C. Forde (Finance and Legal Services Directorate)
C. Green (Director of Children, Learning and Young People)
S. Iannantuoni (Acting Head of Human Resources)
P. Jennings (Finance and Legal Services Directorate)
L. Knight (Customer and Workforce Services Directorate)
J. Lewis (Finance and Legal Services Directorate)
S. Manzie (Chief Executive)
J. McGuigan (Director of City Development)
C. Pullin (Children, Learning and Young People's Directorate)
C. West (Director of Finance and Legal Services)
C. Weyman (City Development Directorate)

Apologies:- J. Parry (Assistant Chief Executive)

RECOMMENDATION

201. Public Rights of Way Improvement Plan

The Cabinet considered a report of the Director of City Development, which sought approval of the first Rights of Way Improvement Plan (RoWIP) for Coventry, a copy of which was appended to the report submitted. The Cabinet noted that Scrutiny Board 3 had considered this matter at their meeting held on 5th December 2007, and that the report submitted had incorporated the comments received from that Board.

The Countryside and Rights of Way Act 2000 (the CROW Act) required all highway authorities to produce a Rights of Way Improvement Plan (RoWIP) by November 2007.

Although the approval for Coventry's RoWIP was being sought after the date required in the Act, many local authorities had yet to produce their plans. The Department for Environment, Food and Rural Affairs (Defra) was keen to see that progress had been made towards producing a plan, if a plan had yet to be finalised. Failure to publish a plan could give rise to adverse implications for Local Transport Plan (LTP) funding and Comprehensive Performance Assessments.

The Council had a duty to assert and protect the rights of the public to the use and enjoyment of any highway, which included rights of way. In addition, the Council had maintenance responsibility for adopted rights of way.

The Council was required to produce a definitive map and statement showing the rights of way that exist in their area. They had a duty to keep these maps up to date and to investigate any evidence that suggested a way had been left off the map in error, had been recorded incorrectly, or was included on the map in error.

The Council had only produced a partially complete Definitive Map and the RoWIP outlined actions to support the Council in progressing the project.

The RoWIP also developed a strategic view of the rights of way network, which reflected modern patterns of demand and land use and provided better provision for all current and future users. It looked at the extent to which local rights of way met the present and likely future needs of the public, of the opportunities provided by the network for exercise and other forms of open air recreation and the enjoyment of the area, and of the accessibility of the network to blind and partially sighted persons and those with mobility problems.

A Rights of Way Officer was appointed in 2007 and many of the actions of the RoWIP will be progressed by this member of staff. The Government was expecting that RoWIPs would be progressively incorporated into the LTP and reporting on delivery would be included within LTP Annual Progress Reports. Natural England had outlined a number of funding sources and the RoWIP would be used in bids for funding.

The built-up central area of Coventry was crossed by numerous routes, which people used on foot or bicycle as traffic-free routes and short cuts to reach facilities and services. These routes also, in some cases, provided convenient links to the canal, parks, open spaces and the countryside around the urban area, both within Coventry and to the surrounding areas of Warwickshire and Solihull. There were also many public paths within the green areas of the City, used for recreation. All the routes within the City make up the local network.

The RoWIP looked at these routes to see if they met the needs of Coventry residents and visitors to the City, and how they could be improved.

The process of developing the draft RoWIP had been influenced by a number of factors, including the statutory RoWIP guidance and the guidance from the Countryside Agency (now Natural England), the authority's statutory duties and powers, national, regional and local planning, transport and other policies, and a wide-ranging consultation with interested parties including the joint Warwickshire, Solihull and Coventry Local Access Forum, adjoining authorities and user groups, as well as individuals through a widely-

distributed Public Paths User Survey.

From the background research and consultation, it was found that there were five key issues with respect to the use of the local rights of way network, and so these had been adopted as the themes for the proposed RoWIP. Each of these themes was dealt with in turn in the proposed RoWIP and described the national, regional and local policies, objectives and priorities, which would drive their achievement. The proposals contained in the RoWIP would contribute towards the Transport Shared Priority objectives and wider Quality of Life objectives in the Local Transport Plan.

The report submitted outlined the various consultations that had taken place both within the Council and during the 12-week public consultation; summarised the responses received; and how those responses were addressed.

RESOLVED that the City Council be recommended to adopt the Rights of Way Improvement Plan as part of the West Midlands Local Transport Plan.



Coventry City Council

6.2.6

Public report

Report to

Scrutiny Board (3)
Cabinet
Council

5th December 2007
12th February 2008
19th February 2008

Report of

Director of City Development

Title

Public Rights of Way Improvement Plan

NOTE: This report has been amended since the Meeting of Scrutiny Board 3 on 5 December 2007

1 Purpose of the Report

- 1.1 This report seeks Cabinet approval of the first Rights of Way Improvement Plan (RoWIP) for Coventry.

2 Recommendations

- 2.1 The Cabinet is recommended to approve the Rights of Way Improvement Plan for Coventry, which is attached as Appendix 1.
- 2.2 The Cabinet is recommended to request Full Council to adopt the Rights of Way Improvement Plan as part of the West Midlands Local Transport Plan

3 Information/Background

- 3.1 The Countryside and Rights of Way Act 2000 (the CROW Act) requires all highway authorities to have produced a Rights of Way Improvement Plan (RoWIP) by November 2007.
- 3.2 Although the seeking of approval for Coventry's RoWIP is after the date required in the Act, many local authorities have yet to produce their plans. The Department for Food, Environmental and Rural Affairs (Defra) is keen to see that progress has been made towards producing a plan if a plan has yet to be finalised. Failure to publish a plan could give rise to adverse implications for LTP funding and Comprehensive Performance Assessments.
- 3.3 The City Council has a duty to assert and protect the rights of the public to the use and enjoyment of any highway, which includes rights of way. In addition, the City Council has maintenance responsibility for adopted rights of way.
- 3.4 The City Council is required to produce a definitive map and statement showing the rights of way that exist in their area. They have a duty to keep these maps up to date and to

investigate any evidence that suggests a way has been left off the map in error, has been recorded incorrectly, or was included on the map in error.

- 3.5 The City Council currently only has a partially complete Definitive Map and the RoWIP outlines actions to support the City Council in progressing this project.
- 3.6 The RoWIP also develops a strategic view of the rights of way network reflecting modern patterns of demand and land use and providing better provision for all current and future users. It looks at the extent to which local rights of way meet the present and likely future needs of the public, of the opportunities provided by the network for exercise and other forms of open air recreation and the enjoyment of the area, and of the accessibility of the network to blind and partially sighted persons and those with mobility problems.
- 3.7 A Rights of Way officer was appointed in 2007 and many of the actions of the RoWIP will be progressed by this officer. The Government is expecting that RoWIPs will be progressively incorporated into the Local Transport Plan (LTP) and reporting on delivery will be included within LTP Annual Progress Reports. Natural England has outlined a number of funding sources¹ and the RoWIP will be used in bids for funding.
- 3.8 Funding will come from three main sources:
 - (1) The RoWIP implementation will be one element of the annual Local Transport Plan programme. Members agree this overall programme on an annual basis. The 2008/09 programme proposals are due to be considered by Cabinet on the 25 March.
 - (2) From external grants and the ROWIP will be the framework for submission for these grants
 - (3) Opportunistic funding from development proposals that impact on Rights of Way.
- 3.9 The term "rights of way" includes all the public footpaths, cycle tracks, bridleways and restricted byways which are within the area of the authority, whether or not they are shown on the Definitive Map.
- 3.10 Jacobs was appointed in June 2006 to prepare the RoWIP and the process consisted of a number of key stages including information gathering, evaluation and consultation.

4 Proposals

- 4.1 The built-up central area of Coventry is crossed by numerous routes which people use on foot or bicycle as traffic free routes and short cuts to reach facilities and services. These routes also, in some cases, provide convenient links to the canal, parks, open spaces and the countryside around the urban area, both within Coventry and to the surrounding areas of Warwickshire and Solihull.
- 4.2 There are also many public paths within the green areas of the city, used for recreation. All the routes within the city make up the local network.
- 4.3 The RoWIP looks at these routes to see if they meet the needs of Coventry residents and visitors to the city, and how they could be improved.
- 4.4 The process of developing the draft RoWIP has been influenced by a number of factors, including the statutory RoWIP guidance and the guidance from the Countryside Agency (now Natural England), the authority's statutory duties and powers, national, regional and local planning, transport and other policies, and a wide ranging consultation with interested parties including the joint Warwickshire, Solihull and Coventry Local Access Forum, adjoining authorities and user groups, as well as individuals through a widely distributed Public Paths User Survey.
- 4.5 The Public Paths User Survey was circulated in December 2006, as well as being made available through the Central Library, Coventry Direct Express and the City Council's website. A summary of the results of the questionnaire are attached as Appendix 2.

¹ http://www.iprow.co.uk/gpg/index.php/ROWIP_Funding

4.6 From the background research and consultation it was found that there were five key issues with respect to the use of the local rights of way network, and so these have been adopted as the themes for the proposed RoWIP. Each of these themes is dealt with in turn in the proposed RoWIP, describing the national, regional and local policies, objectives and priorities which will drive their achievement. The proposals contained in the RoWIP will contribute towards the Transport Shared Priority objectives and wider Quality of Life objectives in the Local Transport Plan. The themes are:

- **Improving the accessibility** of paths for all current users and for all who would benefit from their use, so that people will more easily be able to walk or cycle between homes and facilities, such as local shops, schools, workplaces and recreational facilities, and enjoy recreation in green spaces.
- **Improving the quality of life** through the use of public paths, by encouraging people to walk, cycle or participate in horse riding to improve personal health, increase social interaction and reduce fear of crime and anti-social behaviour.
- **Reducing congestion** on roads and improving air quality by giving people an alternative to the car, especially for short journeys that are the most polluting.
- **Improving the safety** of the use of public paths, especially by integrating with safety schemes, particularly where rights of way cross busy roads.
- **Improving the recording** of the location of public paths and the kinds of use which can be made of them.

5 Consultation

- 5.1 An initial draft RoWIP was circulated amongst City Council teams for comment.
- 5.2 Amendments were made following this internal consultation, and as a result of discussion with the City Council's Communication Team.
- 5.3 A full 12 week public consultation was undertaken on the draft RoWIP between 24th August and 19th November 2007. A wide range of organisations and individuals were contacted about the consultation. Information on the consultation was also made available on the City Council's website and at all local libraries.
- 5.4 Twenty three responses were received. A summary of the comments received during the consultation, together with responses and changes made to the draft RoWIP, to produce the final proposed RoWIP are set out in Appendix 3.
- 5.5 In general the RoWIP was well received. Some of the key issues raised are given below together with our response are given below:

There are no costings of the various elements of the plan.

A costed annual action plan will be produced. An additional annual report will report on progress.

More links to children's play required

A meeting was held with the Policy Development Manager to discuss children and young people's links. National and local issues have been included.

Neighbourhood / residents group involvement important

The neighbourhood management centres and many residents groups were included in the consultation. Where user groups were identified as key partners in the action plans this has been updated to include resident groups.

Concern expressed about the impact on wildlife of path maintenance

Such issues are to be included in guidance documents.

Laws establishing Rights of Way and key documents to improve their accessibility should be referenced

Text on the Highways Act 1980 and BS 5709: Gaps, Gates and Stiles added.

An number of specific missing links / links that need improvement were suggested

The RoWIP doesn't detail specific routes/links. However details of links were noted for future action.

It would be useful to have definitions of the various sorts of paths

Definitions to be added to glossary.

The national, regional and local frameworks in which the RoWIP sits could be explored as a whole rather than within each theme text

The various strategies and policies have more direct relevance when connected to a theme and will be kept within each theme. It is an approach Warwickshire took in their highly regarded document.

There should be more references to the Public Path User Survey

The survey was used as a tool to produce the RoWIP and the actions in the plan are difficult to cross reference with the questionnaire and the responses received.

5.6 The report that went to Scrutiny Board (3) was noted and supported.

6 Other specific implications

	Implications (See below)	No Implications
Best Value	✓	
Children and Young People	✓	
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder	✓	
Equal Opportunities	✓	
Finance	✓	
Health and Safety		✓
Human Resources		✓
Human Rights Act		✓
Impact on Partner Organisations	✓	
Information and Communications Technology	✓	
Legal Implications	✓	
Neighbourhood Management		✓

	Implications (See below)	No Implications
Property Implications		✓
Race Equality Scheme		✓
Risk Management		✓
Climate Change and Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

7 Best Value Implications

- 7.1 There is an Audit Commission Performance Indicator (BVPI 178) which requires the Council to report on the percentage of total length of footpaths and other rights of way which were easy to use by members of the public. An action point in the RoWIP is to start undertaking the survey.

8 Children and Young People

- 8.1 Local rights of way can play an important part in improving links to where children play.

9 Coventry Community Plan

- 9.1 The RoWIP addresses many of the key themes of the Coventry Community Plan, including Health and Well-Being, Environment, Community Safety, Equalities and Communities, and Transport.

10 Crime and Disorder

- 10.1 Increasing the accessibility of paths will increase natural surveillance. Increasing in natural surveillance is an established technique to help reduce crime.

11 Equal Opportunities

- 11.1 Access to large parts of the local rights of way network by those with limited mobility is very difficult; accessibility improvements also benefit other sections of the population seeking an easy walking experience. There is no ready source of accurate information on the accessibility of routes, particularly for those with limited mobility, and the RoWIP recommends actions for survey work to be undertaken to give a better understanding of what improvements are required, and actions to make routes more accessible.

12 Financial Implications

- 12.1 The production of Coventry's ROWIP has been funded by the LTP.
12.2 The financial resources required to meet the proposed actions in the plan will be identified and sought, through an annual report of progress and programme setting. Actions will be programmed (based on prioritising objectives) once the relevant funding has been identified. Funding is currently available through the LTP for a number of the actions and other grants are also available where best practice can be identified.

13 Impact on Partner Organisations

- 13.1 Successful implementation of the RoWIP will require the involvement of partner organisations and other stakeholders. These groups have been identified in the action plans.

14 Information and Communications Technology

- 14.1 Better use of the Council's web site has been identified to provide more information on local rights of way in Coventry. Local rights of way pages need to be developed and maintained. The site should contain general information, copies of leaflets and promotion of the network, details, and progress on Public Path Orders and Definitive Map Modification Orders.
- 14.2 It is also recommended that map based web pages be developed for the definitive map, routes, inventory and interactive path defect reporting.

15 Legal Implications

- 15.1 These are outlined in section 3 of this report.

16 Climate Change and Sustainable Development

- 16.1 Four of the key themes in the RoWIP mirror the Transport Shared Priority objectives and wider Quality of Life objectives in the Local Transport Plan. Sustainable transport is at the heart of the three of these objectives (accessibility, quality of life and reducing congestion).

	Yes	No
Key Decision		√
Scrutiny Consideration (if yes, which Scrutiny meeting and date)	Scrutiny Board 3 5th December 2007	
Council Consideration (if yes, date of Council meeting)	19th February 2008	

List of background papers

Proper officer: Director of City Development

Author: Brian Smith, Traffic Design and Advice Telephone 024 7683 2043
(Any enquiries should be directed to the above)

Other contributors:

Steve Ancell, Transport Planner Jacobs, x3354

Rhoda Barnett, RoW consultant, Jacobs

Jasbir Bilen, City Development, x3277

Ewan Dewar, Finance, x2177

Trevor Errington, City Development, x1230

John Hall, Rights of Way officer, x3526

Ted Hiscocks, City Development, x2034

Nigel Mills, Policy and Sustainable Transport Team Leader, x2169

Mike Murray, Senior Planning Officer / Countryside Project Officer, x1292

Mark Smith, Senior Solicitor, Legal Services, x3037

Papers open to Public Inspection

Description of paper

Public Paths User Survey Summary

Draft RoWIP

Rights of Way Improvement Plan

Consultation Summary

Location

CC4 Reception

CC4 Reception

CC4 Reception

CC4 Reception

Appendix 1

Draft RoWIP

Appendix 2

Public Paths User Survey – Summary

Appendix 3

Consultation responses



Rights of Way Improvement Plan 2007 - 2017

Revised Draft

Under Section 60 of the Countryside and Rights of Way Act 2000



Coventry City Council

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1. Introduction

Legal background

The Countryside and Rights of Way Act 2000 (the CROW Act) requires all highway authorities to produce a Rights of Way Improvement Plan (RoWIP). The RoWIP must contain an assessment of the extent to which local rights of way meet the present and likely future needs of the public. It must address the opportunities provided by the network for exercise and other forms of open air recreation and enjoyment, the accessibility of the network to blind and partially sighted people and those with mobility problems. The term 'local rights of way' includes all the public footpaths, cycle tracks, bridleways and restricted byways which are within the area of the authority, whether or not they are shown on the legal record of public rights of way.

In the light of the findings of this assessment, the RoWIP must contain a statement of action which it is proposing to take to manage and improve the local rights of way network.

Local rights of way in Coventry

The built-up area of Coventry is crossed by numerous paths which people use either on foot or bicycle, as traffic free routes and short cuts to reach facilities and services. In some cases these routes also provide convenient links to the canal, parks, open spaces and the countryside around the urban area, both within Coventry and to the surrounding areas of Warwickshire and Solihull. There are also many public paths within the green areas of the city that are used for outdoor recreation. All the routes within the city make up the local network. This RoWIP looks at these routes to see if they meet the needs of Coventry residents and visitors to the city, and how they could be improved.

Coventry City Council, as the highway authority, is the body responsible for maintaining public rights of way¹ and keeping them free from obstruction. Also, as the surveying authority, it is the body responsible for the preparation and upkeep of the definitive map of public rights of way.

Preparation of the RoWIP

The process of developing this draft RoWIP has been influenced by a number of factors, which include the statutory RoWIP guidance, guidance from the Countryside Agency (now Natural England), the authority's statutory duties and powers, national, regional and local planning, transport, community safety and other policies, and a wide ranging consultation with interested stakeholders including the Warwickshire, Solihull and Coventry Local Access Forum, adjoining authorities and User and residents' groups, as well as individuals through a widely distributed Public Paths User Survey.

Themes

From the consultation there were five key issues established with respect to the use of the local path network which have been adopted as the themes for the RoWIP. The proposals will contribute towards the Transport Shared Priority objectives and wider Quality of Life objectives in the Local Transport Plan. The themes are:

1. **Improving the accessibility** of the network of paths and connections for anyone who would benefit from their use, to enable them to be able to walk or cycle between

¹ The Glossary in Appendix A gives some definitions of the various rights of way and paths.

homes and facilities, such as local shops, schools, workplaces and recreational facilities and enjoy recreation in green spaces.

2. **Improving the quality of life** through the use of public paths, by encouraging people to walk, cycle or participate in horse riding to improve personal health, increase social interaction and reduce the fear of crime and anti-social behaviour.
3. **Reducing congestion** on roads and improving air quality by giving people an alternative to the car, especially for short journeys that are the most polluting.
4. **Improving the safety** of the use of public paths, by integrating with safety schemes, particularly where rights of way cross busy roads.
5. **Improving the recording** of the location of public paths and their various uses.

Each of these themes is dealt with in turn in the RoWIP, describing the national, regional and local policies, objectives and priorities which will drive their achievement.

Actions

The actions that are proposed to be undertaken by the Council and its partners to secure the achievement of the themes form the core of the RoWIP. In deciding on these actions, regard has been taken of practicality, value-for-money and affordability. The actions are described in the tables which follow the themes.

Implementation

This RoWIP is closely linked with the Local Transport Plan, since its implementation will help to achieve many of the objectives. The rights of way staff at the Council will work closely with transport planning colleagues and partners to secure the resources necessary to carry out the proposed actions.

An annual action plan will be written containing actions and costings to be undertaken over the year. This action plan will also identify the lead team within a directorate. An annual report will detail the progress that has been made towards the objectives in the annual action plan. It is anticipated that as the Plan will eventually be incorporated into the Local Transport Plan, reporting on delivery will be included within LTP Annual Progress Reports.

The next steps

This draft RoWIP will be available for public consultation for a period of 12 weeks. Stakeholders and the general public will be able to make representations and all of these will be considered carefully. The draft plan will be amended in light of the representations and published as the final Coventry Rights of Way Improvement Plan.

2. Improving accessibility



Public paths should be available for use by all people regardless of their mobility and includes:

- people with children and pushchairs
- joggers/ runners
- those who have sensory or intellectual impairments or mental health problems
- those who lack information about where they can go or do not have access to private transport
- people who do not have the confidence to use the path network to reach facilities or to enjoy the countryside.
- those with restricted mobility - using walking aids or with reduced agility
- children and young people

None of these factors should prevent people from gaining the benefits which the use of non-motorised routes can bring.

National Framework

National research has shown that certain groups are under-represented among users of the countryside. These include people from minority ethnic groups, disabled people, people who live in inner cities, people with low incomes and both elderly and young people.

National legislation, policy and guidance is directed at ensuring that people of all backgrounds are encouraged to benefit from access to the natural environment. The statutory guidance for the production of Rights of Way Improvement Plans recognises that there will always be barriers to some users on some rights of way, but in many cases it would be relatively easy and inexpensive to open public paths to everyone. Some possible actions include:

- physical improvements to paths, such as removal of stiles, clear signage, increasing path width, improving surfaces, removing steps, installing bridges
- improving the safety of paths
- provision of suitable off-road links as well as sustainable transport to reach routes
- better information, such as signage for paths with destinations and distances and making information available so that people know where they can go, what they can do and can make decisions about the suitability of paths for their journey
- organisation of a programme of events with clear dates and locations, careful selection of leaders and a good publicity campaign aimed at local people.

Enforcement of the Highways Act 1980 could assist routes being convenient to use and easy to find and follow. BS 5709 sets a benchmark for what could be viewed as a 'reasonable' endeavour to accommodate the less agile.

The Natural England publication *By All Reasonable Means* outlines a framework for improving accessibility. It encourages land managers to identify standards and techniques that are appropriate for each location. The guide is based on the principle of Least Restrictive Access – an approach that aims for the highest access standards possible for a particular piece of work, whether planned improvement or ad hoc maintenance. It also sees access as a chain of events that start, for example, at home, where a decision to visit a site or route might be made, and where a visitor returns after experiencing the outdoors. It is clear that barriers to participation such as lack of time, fear of crime, feeling too tired from work and no motivation to take exercise are affecting different groups of people in different ways. Many of these barriers however, have been overcome in the best projects.

The Value of Public Space recognises the importance of access to open space and the Natural Environment for children's play. In *Child's Place Demos* and the Green Alliance found that the lack of access children from urban backgrounds have to natural environments is proving detrimental. In *Seen and Heard*, Demos stress that the freedom of children and young people to roam around and discover the world is crucial to their development. A significant portion of this takes place in public spaces from foraging adventures in the park to a simple walk to school. All children benefit from access to outdoor space.

Regional Framework

In the West Midlands Regional Spatial Strategy, Coventry is identified as a Major Urban Area. This means there will be a focus on urban renaissance, to make the area an increasingly attractive place to live, work, visit and invest. Increasing accessibility and mobility is a key objective. The role played by the provision of good quality walking and cycling routes, available for use by people of all abilities and life-styles, is acknowledged.

The West Midlands *Green Infrastructure Prospectus* recognises the importance of the network of open spaces to the economy, the environment and to the people. This network includes the waterways, gardens, woodlands, green corridors, wildlife habitats, street trees and open countryside that intersperse and connect cities, towns and villages. Increased connectivity and interaction in the Region's green infrastructure, provided by an improved network of public paths, will help to ensure a greater and more sustained delivery of benefits.

In the West Midlands Local Transport Plan, the importance of accessibility is recognised and the Metropolitan Authorities aim to embed accessibility considerations within all their decisions to raise awareness of accessibility issues with all other key service providers so that they also consider the impacts on accessibility when developing their policies, strategies and initiatives.

Local Coventry Framework

The Coventry Partnership's Environment Theme Group supports 'Stepping out', a programme that helps informal carers of people suffering from mental ill health to explore and discover local green spaces and the local countryside through a variety of activities. The project is managed by Warwickshire Wildlife Trust and is run in partnership with the Coventry Carers' Centre and the Neighbourhood Renewal Fund who support the Asian Mental Health Access Project. The Equalities and Communities Theme Group has a priority to promote equality of opportunity so that people from different backgrounds have better access to similar opportunities in life. The Transport Theme Group's priority is to achieve easier, safer, sustainable and more accessible transport for everyone. The Community Safety Theme Group aim to achieve safer, more confident communities by reducing crime, the fear of crime and anti-social behaviour.

The Coventry Development Plan has an overall objective for the safe, efficient and easy movement of people and goods throughout the city. It wants to see a network of pedestrian and cycle routes,

made safer by design, with priority being given to routes to defined centres, local shopping areas, schools, transport interchanges, local social, community, leisure and indoor sports facilities, employment sites and green space areas, with special attention paid to the needs of disabled people. Green space will therefore need to be accessible to all sections of the community.

The Coventry Green Space Strategy recognises the need to connect and link the green spaces to the surrounding countryside by the use of public rights of way, and to design facilities to meet the special needs of certain sectors of the community, including ethnic groups, elderly, women and disabled people. Rights of way need to be accessible, waymarked and linked to longer distance footpaths outside the city (A Coventry Way, Heart of England Way, The Centenary Way), including the rights of way network in the areas adjoining Coventry. The Coventry Green Space Strategy is currently being reviewed by the Council.

The city's walking and cycling strategies aim to improve the convenience and accessibility of walking and cycling.

The Council wants Coventry to be a growing, accessible city, where people choose to live, work and be educated and businesses choose to invest. Its equality strategy provides a single focus for the development of policy and activities to deliver the Council's commitment to equality. The Council believes that disabled people should enjoy the same civil rights as non-disabled people and be able to participate fully in society. Serious consideration needs to be given to the transport needs of older people.

The general condition of the network affects how well it is used. It is important that the basics are right if we are to encourage greater use of the network. The public path user survey showed that at least half the respondents would use paths within the built up areas of Coventry, in parks and open spaces and in the countryside areas, more if the paths were in a better condition. The survey also highlighted the need for more information about routes, and better signs and lighting in certain locations. Other desired improvements were more places to sit and rest, more stiles replaced with gates, and more circular routes. Nearly half the people consulted thought they would use paths more if there were better links to the countryside in Warwickshire and Solihull.

The increased use of rights of way by "legitimate" users could help to deter anti-social behaviour, littering, fly-tipping, substance abuse, environmental crime, wildlife crime etc., as well as increasing the general awareness of environmental and country issues. In addition, an increase in path usage can simplify maintenance, as undergrowth gets trampled and disturbed surfaces reconsolidated.

Coventry's Countryside Project has a responsibility for maintaining public rights of way in the rural countryside areas of the city. In other areas, Coventry does not currently have a comprehensive maintenance or inspection system of public rights of way in place, and no formal process for the public to report maintenance issues. This can lead to public dissatisfaction, as well as little understanding of the conditions of the rights of way network and of improvement progress. Monitoring of the condition of rights of way and systems to report problems therefore need to be put in place.

Access to large parts of the path network by those with limited mobility is very difficult but accessibility improvements also benefit other sections of the population seeking an easy walking experience. There is no ready source of accurate information on the accessibility of routes, particularly for those with limited mobility, so survey work needs to be undertaken to give a better understanding of what improvements are required.

The Council supports the central government's E-Government Strategy, which will make a real difference to the experience of people dealing with all areas of government, central and local. Through its Customer and E-Government Strategy, the Council is looking to adopt innovative approaches to reaching people currently excluded from services and democratic engagement. This

includes sharing information within and between the Council and other organisations so that services can be offered together, in ways that make sense to the public, and offer services of greater variety, convenience and efficiency to users.

One of the greatest barriers preventing people from utilising the rights of way network is a lack of information on routes. Nearly 60% of people who responded to the user survey thought that they would use paths if there was more information on routes. Even more people said they would use paths if there were additional circular routes. There have been leaflets produced for the Canal Greenway, Coundon Wedge and Sowe Valley. A Coventry Way Circular Walks booklet has recently been updated and describes 21 circular walks linking to the A Coventry Way (four of the walks come within the Coventry boundary and four touch the boundary), the Coventry Walks Website (www.coventry-walks.org.uk) also summarises the many walks in Coventry and links to other walking related web sites. However the series of 'Walking It' leaflets which were produced a number of years ago, together with guides to walks in Keresley and Allesley Parishes, are now out of print. To increase the awareness and use of routes a co-ordinated approach to publicity is required, making use of innovative and creative approaches as well as printed material. Improved promotion of routes also requires information on accessibility.

Lack of knowledge about the rights of way network and other recreational opportunities in the green space network deters many potential users. This needs to be tackled in partnership with other organisations, through better promotion and with targeted network improvements.

To achieve connectivity and permeability it is desirable to connect/link all public rights of way with current routes and spaces within the city to ensure a network of movement.

Key references

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Coventry City Council (2005) Coventry Community Safety Strategy 2005/08
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Coventry City Council (2006) Coventry Community Plan (2005 – 2010), revised 2006
Department for Transport (2007) Manual for Streets
West Midlands Regional Assembly (2007) Green Infrastructure A Prospectus for the West Midlands Region
Coventry City Council (2007) Something to do. A strategy to improve play opportunities for children and young people in Coventry
Demos (2007) Seen and Heard
Coventry City Council Implementing Electronic Government Statement (IEG5)



Action Plan: Accessibility

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Path networks and connections							
2.1	Ensure that good quality cycle and walking access is given high priority in major and minor developments, regeneration schemes (both into and through sites) and New Growth Points initiative e.g. Arena Park, Swanswell, New Deal for Communities Initiative. Seek developer contributions	Few facilities coming through	*	*		User and residents' groups Developers	Cycling Strategy 2.2.8
2.2	Where possible provide walking and cycling facilities that link green spaces, including where children play <ol style="list-style-type: none"> 1. Assess current provision and develop implementation plan 2. Implementation plan 		*	*	*	User and residents' groups Culture and Leisure Children, Learning and Young People's Directorate	Walking Strategy 2.7.1 Cycling Strategy 2.7.2 Culture and Leisure Service Plan Coventry University Hospitals Green Space Strategy Something to do.
2.3	Undertake a strategic study of demand and opportunities for a series of Greenways in the city. (Include consideration of potential routes around the city e.g. River Sherbourne corridor)	Feasibility study of one route in North East Coventry, Wood End to Prologis Park	*			User and residents' groups	Walking Strategy 2.2.5 Cycling Strategy 2.2.5 Coventry Community Plan
2.4	Implement Greenway programme			*	*		

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
2.5	Adopt model bylaws to permit cycling on designated routes through parks	Likely to be adopted in 2007	*			City Development Directorate	Cycling Strategy 2.7.1 Parks Strategy Green Space Strategy Coventry Development Plan
2.6	Cross county boundary routes 1. Identify all cross county boundary routes 2. Ensure consistency of route alignment and status		*	*	*	Warwickshire County Council Solihull MBC Warwickshire, Solihull and Coventry Local Access Forum Ramblers Association	Warwickshire Countryside Access and Rights of Way Improvement Plan
2.7	Develop network of routes 1. Map rights of way, other paths, green space network 2. Investigate missing links 3. Produce programme to complete links 4. Implement missing link programme	Coventry Development Plan and Green Space Strategy contain maps of the green environment and links. Funding being sought to extensions to Sowe Valley footpath to New Deal for Communities area and Baginton Fields	*	*	*	Warwickshire, Solihull and Coventry Local Access Forum Landowners including farmers	West Midlands Green Infrastructure Prospectus
2.8	Develop horse riding routes 1. Assess potential, demand and priorities for horse-riding routes and toll rides 2. Develop programme	One bridleway	*			Culture and Leisure Warwickshire, Solihull and Coventry Local Access Forum	

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
	3. Implement programme			*	*	British Horse Society Equestrian groups and stables	
Path Infrastructure							
2.9	Develop surfacing and Greenway guidelines for all users, include use of recycled, sustainable materials for maintenance/improvement works	Some Greenway guidance in the Pedestrian Design Guide	*				Walking Strategy 2.2.5 Cycling Strategy 2.2.1
2.10	Develop plan to remove stiles and unnecessary structures from rights of way, and replace with mobility facilities where appropriate, and implement. Seek to resolve conflict between users when this arises	Two-thirds replaced in rural countryside and green wedges	*	*		Culture and Leisure Warwickshire, Solihull and Coventry Local Access Forum User and residents' groups Landowners including farmers Parish Councils	
2.11	Improve path network 1. Survey path network identified in 2.7 to determine areas and routes for improvement, paying attention to accessibility issues, including audit of signs and waymarks, accessibility of structures, provision of secure handrails for steps and bridges, surface improvements, the provision of seats and resting areas 2. Develop programme of path improvement, prioritise 1) promoted walking trails and		*	*		Culture and Leisure Warwickshire, Solihull and Coventry Local Access Forum User and residents' groups Parish Councils	

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
	<p>routes (e.g. heritage trails, Sow e Valley, Canal)</p> <p>2) key routes for accessibility improvements. Incorporate high quality soft and hard landscaping</p> <p>3. Implement programme of path improvement</p>				*		
2.12	<p>Ensure that wherever owner/environmental constraints allow the option of 'least restrictive access' is applied wherever new path furniture is installed or existing furniture is replaced. Offer incentives to landowners agreeing to install least restrictive options</p>			*	*	Warwickshire, Solihull and Coventry Local Access Forum User and residents' groups	
Path Maintenance							
2.13	<p>Develop and implement inspection programme for all promoted routes, other well used routes and all other routes</p>	Limited inspection programmes in place		*	*	City Services Directorate Culture and Leisure User and residents' groups Landowners including farmers Parish Councils	
2.14	<p>Develop and implement a system for prioritising vegetation clearance and clearance of obstructions, and implement</p>	Maintenance undertaken in response to complaints or feedback from users and farmers		*	*	City Services Directorate Culture and Leisure User and residents' groups Landowners	

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
						including farmers Parish Councils	
2.15	Produce guidance for public rights of way maintenance staff and others working on the network to ensure that maintenance of field-edge and cross-field paths conforms to best practice with respect to surface quality, drainage, fencing, hedging, re-instatement after ploughing and clearance of vegetation, taking into account the needs of the less mobile and people with impaired vision, and the bird nesting and breeding seasons	Some guidance in the Pedestrian Design Guide	*	*		City Development Directorate Culture and Leisure	
2.16	Develop procedures for the use of recycled and sustainable materials for PRow maintenance/improvement works			*	*	City Development Directorate Culture and Leisure	
2.17	Develop network of path champions who report issues on 'their' paths, and undertaken basic upkeep. Champions to include local paths users, people from User and residents' groups, local community groups, local schools and children's environment groups.	Sustrans has rangers on their routes. The Coventry Way Association has a 'volunteer warden' system. In some areas dog walkers and other users remove litter and report problems to local residents' groups.			*	Culture and Leisure User and residents' groups Warwickshire, Solihull and Coventry Local Access Forum Children, Learning and Young People's Directorate Parish Councils	
2.18	Make reporting defects and other obstructions as easy as possible for path users and Council staff	Web based Cycle Infrastructure Report forms being developed	*	*		City Services Directorate Culture and Leisure Web Services Team User and residents' groups	
Surveys and Monitoring							

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
2.19	Undertake an annual BVPI 178 ² survey		*	*	*	City Services Directorate	
2.20	Establish a use monitoring programme for promoted and other well used routes	No monitoring at present		*	*		
Targeting hard to reach communities							
2.21	Target initiatives and promotion of the use of rights of way at disadvantaged communities	Appendix 1 of the Community Plan lists priority neighbourhoods and city-wide communities that experience disadvantage		*	*	Culture and Leisure Community, disability and minority groups	Coventry Community Plan
2.22	Special projects to encourage and inspire use of rights of way by non-users from disadvantaged groups	Appendix 1 of the Community Plan lists priority neighbourhoods and city-wide communities that experience disadvantage			*	Community, disability and minority groups	
2.23	Work with the ethnic and minority communities to identify and reduce perceived barriers of using rights of way			*		Ethnic and minority groups	
2.24	Support the growth of the "Stepping out" programme		*	*		City Development Directorate Warwickshire Wildlife Trust Asian Mental Health Access Project Coventry Carers'	

² BVPI 178 is the percentage of total length of footpaths and other rights of way which were easy to use by members of the public. In this context, "easy to use" means: a. signposted or waymarked where they leave the road in accordance with the authority's duty under s27 of the Countryside Act 1968, and to the extent necessary to allow users to follow the path; b. free from unlawful obstructions and other interference, (including overhanging vegetation) to the public's right of passage; and c. surface and lawful barriers (e.g. stiles, gates) in good repair and to a standard necessary to enable the public to use the way without undue inconvenience.

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
						Centre	

3. Reducing congestion and improving air quality



Traffic congestion on roads can be reduced if fewer journeys are made in motorised vehicles. Fewer vehicles mean less pollution of the air by exhaust gases and an improvement in the quality of the air. Actions which promote walking and cycling for access to facilities, including bus stops and railway stations and particularly for short journeys in urban areas, therefore greatly assist in the reduction of congestion and pollution.

National Framework

Relevant national legislation, policies and guidance includes objectives to reduce the need to travel (especially by car) and aims for a 60% reduction in carbon dioxide emissions by the year 2050. Policies ensure developments comprising housing, jobs, shopping, leisure and services offer a realistic choice of access by public transport, walking, and cycling. This is to be achieved by creating more direct, safe and secure walking routes, particularly in and around town centres, local neighbourhoods and to schools and stations and by encouraging more use of public rights of way for local journeys, including the provision of missing links in rights of way networks.

Local air quality is a key consideration in the integration between planning and transport. Local authorities are required under Part IV of the Environment Act 1995 to review and assess air quality in their areas, to designate air quality management areas (AQMAs) and draw up action plans where national policies and instruments alone appear unlikely to deliver the government's health-based national air quality objectives. These action plans will need to be closely integrated with and reflected in local transport plans and other local and regional planning and transport strategies, such as this Rights of Way Improvement Plan.

The Air Quality Strategy 2000 aims to provide a framework to help identify what we all can do to improve air quality. This includes the need to reduce motorised transport by providing safe and convenient walking and cycling routes.

Regional Framework

The West Midlands Regional Spatial Strategy stresses the need in Major Urban Areas to restructure transport networks to improve environmental quality. Specifically the guidance requires the adoption of transport policies which reduce the need for motorised travel and so tackle congestion, by encouraging behavioural changes with the provision of good quality, well-designed walking and cycling facilities. Policy T3 in the regional guidance is particularly relevant: "Development plans and local transport plans should provide greater opportunities for walking and cycling by:

1. developing safe, secure, direct, convenient and attractive networks which connect town centres, local facilities, educational premises, public transport interchanges, residential and employment areas
2. giving pedestrians and cyclists priority in residential areas and town centres
3. providing links between smaller settlements and centres and development of greenways and quiet roads
4. developing the National Cycle Network
5. making the most effective use of canal tow paths
6. expanding 'cycle & ride' and cycle carriage on public transport
7. ensuring that new developments and infrastructure proposals improve walking and cycling access."

The Regional Spatial Strategy also contains policies concerning air quality. Local authorities are reminded that they are required to review and assess air quality in their areas against objectives set out in the National Air Quality Strategy. Reducing the need for motorised travel will play a key part in improving air quality. The Transport Theme Group's priority is to achieve easier, safer, sustainable and more accessible transport for everyone.

The West Midlands *Green Infrastructure Prospectus* recognises that sustainable urban transport networks support economic improvements and help to reduce air pollution and carbon emissions, while the West Midlands Local Transport Plan 2006 acknowledges that a greater use of rights of way will help reduce congestion and contribute towards cleaner air.

In *The West Midlands Local Transport Plan*, the importance of air quality is recognised and in particular how it affects everyone in the West Midlands whether or not they make journeys. Poor air quality not only degrades the overall quality of life but, more importantly, it undermines the national Shared Priority of promoting healthier communities and improving health inequalities. It recognises that traffic is a major source of the gaseous emissions that contribute to poor air quality

Local Coventry Framework

The Coventry Partnership's Environment Theme Group has a priority to see more people travelling in ways that are less damaging to the environment, including public transport, cycling and walking. The Transport Theme Group's priority is to achieve easier, safer, sustainable and more accessible transport for everyone.

The city's walking and cycling strategies aim to promote and encourage walking and cycling, and the city's climate change strategy that is currently being prepared will emphasise the need to reduce travel by car.

The contribution that the rights of way network can make to assisting non-motorised travel is being increasingly recognised, although rights of way are traditionally regarded as a leisure or recreational resource. To address this, we need to promote a culture of using the rights of way network for 'function' as well as leisure, by identifying and protecting paths that connect people

from the places where they live to the places where they want to go, such as shops, healthcare facilities, schools and employment sites.

The Public Paths User Survey showed the measures which people considered could be taken to make the use of paths more attractive to all sections of the community. These are discussed in the previous section of this plan. In particular, the provision of better lighting and surfacing of alleyways in built up areas, with more frequent removal of litter and rubbish, would encourage people to walk to facilities, rather than drive. The actions proposed in the previous section would also contribute to the reduction of congestion and improvement of air quality, by increasing the use of non-motorised modes of transport.

There was also a desire for improvements to encourage cycling, such as more cycle parking at key amenities, the segregation of cyclists and walkers and the clearing of broken glass from cycleways.

Key references

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- Department for Environment, Food and Rural Affairs (2000) Air Quality Strategy
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- Department for Communities and Local Government (2001) Planning Policy Guidance 13: Transport
- Department for Communities and Local Government (2004) Planning Policy Statement (PPS) 23: Planning and Pollution Control
- Department for Transport (2004) Delivery of the National Cycling Strategy, A Review
- West Midlands Regional Assembly (2004) West Midlands Regional Spatial Strategy
- Coventry City Council (2004) Coventry Walking Strategies
- Coventry City Council (2004) Coventry Cycling Strategies
- Coventry City Council (2005) Coventry Community Safety Strategy 2005/08
- Coventry City Council (2006) Coventry Community Plan (2005 – 2010), revised 2006
- West Midlands Regional Assembly (2007) Green Infrastructure A Prospectus for the West Midlands Region.
- Coventry City Council (2007) Draft Climate Change Bill



Action Plan: Reducing Congestion and Improving Air Quality

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Making shorter journeys easier on foot and cycle							
3.1	Identify paths that provide short cuts to school, commuter, shopping and bus routes	Limited number of RoW on definitive map	*	*		User and residents' groups	
3.2	Develop and implement a programme of path upgrade and improvements for paths that provide short cuts to school, commuter, shopping and bus routes			*	*	Coventry Primary Care Trust	
Sustainable transport routes (walking and cycling)							
3.3	National Cycle Network 1. Carry out feasibility studies of missing sections for routes 52 and 53 2. Develop programme for completing routes 3. Implement	Route 52 (canal) completed. Sections of Route 53 (south) carried out in co-ordination with PrimeLines	*			Sustrans	Cycling Strategy 2.2.6
			*		*		
3.4	National Cycle Network Links 1. Carry out feasibility studies of links into routes 52 and 53 2. Develop programme for completing links 3. Implement	Windmill Road link National Cycle Network route 52 partly constructed	*			Sustrans	Cycling Strategy 2.2.6
			*		*		
3.5	Undertake an audit of urban public rights of way suitable for improvement and promotion as sustainable transport routes			*			

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
				*			
3.6	Promote recreational routes that are served by good public transport links			*		Coventry Primary Care Trust	
3.7	Cycle parking at key amenities on paths such as visitor centres, cafes and shops		*				
	1. Review cycle parking						
	2. Produce a programme on installation						
	3. Implement Programme						

4. Improving safety



Reducing the amount of vehicle use and congestion by providing people with an acceptable alternative mode of transport, and the inclusion of public paths in safety schemes, especially where they cross busy roads, will help to achieve road safety targets.

National Framework

The government's strategy for improving road safety during the period 2000-2010 is the document *Tomorrow's Roads: safer for everyone*. This includes a chapter on safety for pedestrians, cyclists and horse riders. It is recognised that these people are vulnerable road users and improving their safety is very important. Local Transport Plans are the key to improving conditions for these users. Suggested measures are the provision of well-planned pedestrian routes, such as footpath networks linking housing to schools, shops and public transport, well-designed and positioned crossings, safe and convenient cycle networks and off-road horse riding routes. It is recognised that there can be safety conflicts between walkers, cyclist and horse riders on routes free of motorised traffic. The design of such routes as well as the education of users is relevant in reducing such conflict. Personal security is also a perceived issue on many urban rights of way.

To encourage walking and cycling, safety and convenience have to be combined. Solutions which satisfy one but not the other will not help in the long run. The *Manual for Streets* (MfS) approach is to improve safety through design and planning. Good planning and design can help to reduce the deterrent effects that traffic has on walking and cycling. Crossing roads should also be easier. The general approach outlined in MfS is to consider reducing the volume or speed of traffic first, before looking to provide formal crossings at street level which are safe, convenient and where people want to cross. People find bridges and subways unsafe, difficult or too time consuming and they are tempted to risk dodging the traffic. Where street level crossing is really not possible, good design is essential to encourage people to use bridges and subways.

The lack of a usable network for horse riders means that they must use roads where they are at more risk. Roads are increasingly dangerous to use due to the speed and volume of traffic, bad driver behaviour, the obstruction of verges, slippery surfaces and the failure to provide suitable crossings or horse margins.

In *A Child's Place Demo* and the Green Alliance highlight that children and young people say that they are concerned by traffic. The provision of road crossings and reducing the impact of traffic on our roads will help address these concerns.

Regional Framework

Policy T1 in the West Midlands Regional Spatial Strategy states that measures will be taken to improve the safety of the transport system. These will include the provision of good quality, well designed walking and cycling facilities. It is stressed that pedestrians and cyclists are vulnerable to accidents, and it is therefore vital that action is taken to improve the environment for these users.

In the West Midlands Local Transport Plan, it is recognised that the safety of road users is of prime importance for all transport initiatives within the West Midlands.

Local Coventry Framework

The Coventry Partnership's Transport Theme Group's priority is to achieve easier, safer, sustainable and more accessible transport for everyone. The Coventry Development Plan has an overall objective to promote new roads and road improvements where they will increase safety. It recognises that green space is only accessible if it can be approached, entered and moved around in safety and with ease by pedestrians. The city's walking and cycling strategies aim to improve the safety of pedestrians and cyclists. This work will also support the Health and Wellbeing Theme Group with their priorities in relation to reducing accidents.

The rights of way network needs to become an environment in which people feel safe and comfortable to walk and cycle. The fear of the speed and volume of motor traffic, and the lack of crossings, deters people from making active travel choices, as well as reducing their quality of life in general. Issues surrounding road safety and personal safety, whether real or perceived, can make the use of the green space network unpleasant. The Ring Road and A roads in Coventry act as barriers to movement.

Something to do recognises that safeguarding the safety of children accessing the places to play is a very important of the local public agenda.

Safe traffic routes are a key requirement for all people who use the road network to reach connecting paths on the public rights of way network and to the natural environment.

The Public Paths User Survey showed that nearly a quarter of the people who responded did not feel safe using public paths and thought that using the paths is dangerous. Poorly lit and badly surfaced alleyways between houses were a particular cause for concern, with over half the people stating that they would use paths in the urban areas of Coventry more if they were better lit. The presence of groups of young people on paths at night deterred many people from using them. Cycling on footpaths was perceived as a hazard by walkers. The lack of completely off-road cycle routes, with the need to share roads with motor vehicles or cross busy roads, was thought to be a real safety problem and a deterrent to cycling. Horse riders thought that provision for safe riding was woefully lacking.

Key references

Department for Transport (2000) Encouraging walking: advice to local authorities

Department for Transport (2000) Tomorrow 's Roads: safer for everyone
Coventry City Council (2001) The Coventry Development Plan 2001 (1996 – 2011)
Department for Communities and Local Government (2001) Planning Policy Guidance 13:
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Department for Transport (2003) Urban Safety Management Guidelines
Demos / Green Alliance (2004) A Child's Place
West Midlands Regional Assembly (2004) West Midlands Spatial Strategy
Department for Environment, Food and Rural Affairs (2005) Strategy for the Horse Industry in
England and Wales
Coventry City Council (2006) Coventry Community Plan (2005 – 2010), revised 2006
Department for Transport (2007) Manual for Streets

Action Plan: Improving Safety

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Making paths safer							
4.1	Work closely with Police to ensure effective enforcement to deter dangerous and/or illegal use of public rights of way (e.g. where motorised vehicular rights do not exist)			*			
4.2	Provision of lighting 1. Develop a plan to address the issue of providing lighting on routes in urban areas not adjacent to the adopted highways network 2. Implement lighting plan		*		*	City Development Directorate Chief Executive Directorate Culture and Leisure	
4.3	Through involvement with the planning system, encourage developers and planners to adopt 'design-out-crime' principles (e.g. access and movement, surveillance and community ownership) in the layout of new developments, including well-designed cycling and pedestrian routes					Chief Executive Directorate	Coventry Development Plan BE 21
Making links safer							
4.4	Crossing facilities 1. Identify where paths and links are disconnected by major roads and establish safer crossing facilities feasibility programme i.e. ring road, 'A' roads. 2. Undertake feasibility studies at crossing locations, taking into	Ring Road Crossing Assessment undertaken.		*		Traffic and Network Management Highways Agency User and residents' groups	
				*	*		

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
	consideration the Manual for Streets philosophy						
	3. Implement safer crossings			*	*		
4.5	Road links 1. Identify where links are joined by surfaced roads and establish safe highway verges and safe off road routes feasibility programme 2. Undertake feasibility studies at road links 3. Implement safer links programme			*	*	Traffic and Network Management Highways Agency User and residents' groups	
4.6	Assess potential and implement "quieter lanes" schemes	Quiet Lane study undertaken in 2007	*	*			
4.7	Make available advisory information of 'safe walking on rural roads'						

5. Improving quality of life



Walking, cycling and horse riding can enhance the quality of life in many ways. Physical well-being is improved through exercise, both during recreation in quiet rural areas and while making journeys to shops, school, work and other facilities. Segregation of walkers and cyclists from traffic reduces the stress of noise as well as fears for safety through conflict with vehicles. It also makes journeys much more pleasant, and often quicker. Use of green spaces in towns and rights of way in the countryside makes people feel good, brings enjoyment of tranquillity, attractive landscapes, wildlife and historical associations, and often the benefits of social interaction. Both physical and mental health improves as a result. Everyone can benefit from exercise.

National Framework

People in England are more inactive than they used to be, and their health is suffering as a result. A big part of the problem is our increasing reliance on motorised transport. The government has given strong support to improving people's health by increasing the amount of exercise which they take. In the 2004 White Paper *Choosing Health – making healthy choices easier*, it is recognised that over a third of people are not active enough to benefit their health and rates of walking and cycling have fallen over the last 25 years. It is stated that there will be new opportunities for people who want to be more active through cycling and walking, and improvements to the physical condition of rights of way and the promotion of their use will play a big part in this.

In the White Paper, *Saving Lives – Our Healthier Nation*, it is recognised that physical activity is one of the key factors of good health. A physically active lifestyle, including walking, cycling or participation in sport, reduces the risk of coronary heart disease and stroke and promotes good mental health.

It was concluded from the Countryside Recreation Network research published in its paper *A Countryside for Health and Wellbeing: The Physical and Mental Health Benefits of Green Exercise*, that engagement with nature can make positive contributions to our health, helps us recover from pre-existing stresses or problems, has an 'immunising' effect by protecting us from future stresses and helps us to concentrate and think more clearly. Nature is to be found not only in the countryside, but also in urban green spaces, beside streams, canals and rivers, and hedges and verges that run along town pathways. A fitter and emotionally more content population would clearly cost the economy less, as well as reducing individual human suffering. This increases support for, and access to, a wide range of green exercise activities for all types of people and should produce substantial economic and public health benefits. Improvements to public paths, such as surfacing, signage, and the provision of information, are among the measures which would be of benefit.

The 'obesity crisis' is now one of the most publicised threats to the nation's health. In *Seen and Heard*, Demos highlight that 20 per cent of 4-year olds are overweight, while 8.5 per cent of 6-year olds and 15 per cent of 15 year olds are obese. Children's play is recognised as an important part of a child's well being, healthy growth and development.

In *The Value of Public Space*, CABI stress that access to good quality open spaces and natural environment helps to improve our physical and mental health by encouraging us to walk more and to simply enjoy a green and natural environment. It can provide with moderating-intense activity that is seen as crucial to the development of good physical and mental health.

In the document *Encouraging walking: advice to local authorities* the government acknowledges that walking is good for people and good for communities. Walking can help improve personal health and fitness, which in turn can benefit business by reducing sickness absence and health care costs. Regular walking can help elderly people keep flexible and co-ordinated; particularly reducing the risk of falls. By increasing mobility, people remain independent, which is important in maintaining quality of life. We want to create conditions in which people will choose to walk rather than walking only if there is no alternative.

The National Cycling Strategy recognises that cycling is a healthy, enjoyable, economic and efficient means of travelling. In the review of the delivery of this strategy, the government reiterates that it is committed to encouraging more cycling because cycling has the potential to contribute to the achievement of important objectives in the fields of transport, public health and liveability.

The Strategy for the Horse Industry in England and Wales stresses that equine interests must work with government to develop the social, educational and health benefits of association with horses. While it is vital to increase participation for economic reasons, there are other very good reasons for drawing new people into riding, broadening its appeal, and increasing awareness of its potential contribution to wider social issues. These include educational attainment, personal and social development, sport and recreation, physical health and fitness, mental health, disability and social exclusion.

Regional Framework

One of the strategic objectives of the West Midlands Regional Spatial Strategy is to make the Major Urban Areas increasingly attractive places where people want to live, work and invest. It is stated that access to quality green space can contribute greatly to the region's urban renaissance, improving the quality of life in urban areas by providing opportunities for sport and recreation and supporting biodiversity. Maintaining, enhancing and, where appropriate, increasing the amount of green space is, therefore, an important factor in considering the most efficient use of land. In doing so, regard should be paid to Natural England's guidelines of people in towns and cities having accessible green space on foot or cycle within 300 metres of their homes. Development plan policies should create and enhance urban green space networks, ensuring that adequate protection is given to key features such as parks, footpaths and cycleways, river valleys, canals and open spaces, identifying the areas where new physical linkages between these areas need to be made, and linking new urban green space to the wider countryside. The Regional Spatial Strategy emphasises that recreational resources are an important part in the overall quality of life of the region.

The West Midlands has one of the highest proportions of overweight or obese people. The West Midlands Regional Assembly recognises that ensuring the good health and well-being of the region's population is of paramount importance and cannot be achieved through access to good healthcare services alone. It is looking to increase the number of people using the region's countryside and green spaces, in particular to work to meet emerging standards for accessible local green space.

Local Coventry Framework

A key aim of the Coventry Partnership and the Community Plan is to improve the quality of life of everyone, particularly those living in priority neighbourhoods. In particular, the Coventry Partnership's Health and Well Being Theme Group has a priority objective to improve the health and well-being of people, focusing on those in most need. The Environment Theme Group has a priority to provide cleaner, safer and greener neighbourhoods and public spaces. To this end it wants the people of Coventry to see neighbourhoods, parks and open spaces as more attractive and enjoyable places to be. The Coventry Community Safety Partnership aims to reduce crime, the fear of crime and anti-social behaviour. The local neighbourhood warden scheme flag up and address community concerns, and support the Neighbourhood Outreach Workers scheme; outreach workers aim to decrease anti-social behaviour through informal youth work. The Equalities and Communities Theme Group has a priority to increase the quality and choice of local facilities and local public services including cultural and leisure opportunities. One of the priorities of the Cultural Partnership Group is to ensure that Coventry's cultural life, including libraries, sport, physical activity, parks and open spaces, heritage and arts, fulfils the needs of communities.

Coventry's Green Space Strategy recognises the need to ensure that green spaces are enjoyed by all sections of the community, by making all local residents aware of the opportunities for recreation in Coventry's green spaces.

Coventry's Strategy for Parks recognises the significant role parks, woodlands and open space play in providing opportunities for relaxation and recreation, and their contribution to promoting good health as well as personal, social and family development.

The Quality of Life section in the Coventry Household Survey 2003 – 2005 notes that while the satisfaction level with the quality of access to parks and open spaces appears to be high, gaps have been observed between priority neighbourhoods and the rest of the city. Moreover, parks and open spaces appear as an issue in the top ten of "things that need most improving" in the neighbourhood. This is important given the relationship between quality of green space and quality of life overall, and suggests that more needs to be done, especially in priority neighbourhoods.

The city's walking and cycling strategies aim to protect and enhance local and end trip facilities (such as cycle parking), and improve the attractiveness and quality of the walking and cycling environments.

The Coventry Community Safety Strategy 2005-08 has a priority theme of reducing crime, fear of crime and anti-social behaviour, important issues if alleyways are to be kept open. As part of the responses to the Coventry Community Safety Audit 2004, the Strategy recognises the need to improve the local environment and people's quality of life. This can be partly achieved by 'designing in maintenance and designing out crime'.

Coventry's Local Cultural Strategy: Vision, Themes and Priorities for the Improvement of Cultural and Leisure Opportunities in Coventry between 2004 and 2010, has as a priority the safeguarding, maintaining and improving of leisure land uses and facilities – green spaces, woodlands, footpaths, wildlife habitats, nature conservation and informal recreation.

To really target improvements for health effectively, we need to work with colleagues in the health service (e.g. Primary Care Trusts). There are a number of existing projects, strategies and initiatives in Coventry that we will be able to make connections with these groups to deliver improvements.

If efforts to encourage people to take advantage of the network, particularly for health benefits, are to succeed, then ways need to be found to motivate people and give them a purpose to walk or cycle, such as to reach a desired location, or view something interesting. Some people may need

supervised activities. In order to make exercise easy for people to fit into their lives, route development needs to focus on routes close to where people live so they can walk or cycle. Priority also needs to be given to maintaining routes which are incorporated in Travel Plans and Health Walks.

Key references

Coventry City Council (1994) Green Space Strategy for Coventry
Coventry City Council (1996) A Strategy for Coventry Parks
Department for Transport (1996) National Cycling Strategy
Department of Health (1999) Saving Lives – Our Healthier Nation
Department for Transport (2000) Encouraging walking: advice to local authorities
Department for Communities and Local Government (2001) Planning Policy Guidance 13: Transport
Department for Communities and Local Government (2002) Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Department for Transport (2004) Delivery of the National Cycling Strategy, A Review
Department of Health (2004) Choosing Health – making healthy choices easier
CABE Space (2004) The Value of Public Space
Coventry City Council (2004) Coventry Walking Strategies
Coventry City Council (2004) Coventry Cycling Strategies
Coventry City Council (2005) Coventry Community Safety Strategy 2005/08
Coventry City Council (2004) Coventry's Local Cultural Strategy - Vision, Themes and Priorities for the Improvement of Cultural and Leisure Opportunities in Coventry between 2004 and 2010
Countryside Recreation Network (2005) A Countryside for Health and Wellbeing: The Physical and Mental Health Benefits of Green Exercise
Department for Environment, Food and Rural Affairs (2005) Strategy for the Horse Industry in England and Wales
Coventry City Council (2006) Coventry Community Plan (2005 – 2010), revised 2006
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Walking the Way to Health Initiative: www.whi.org.uk

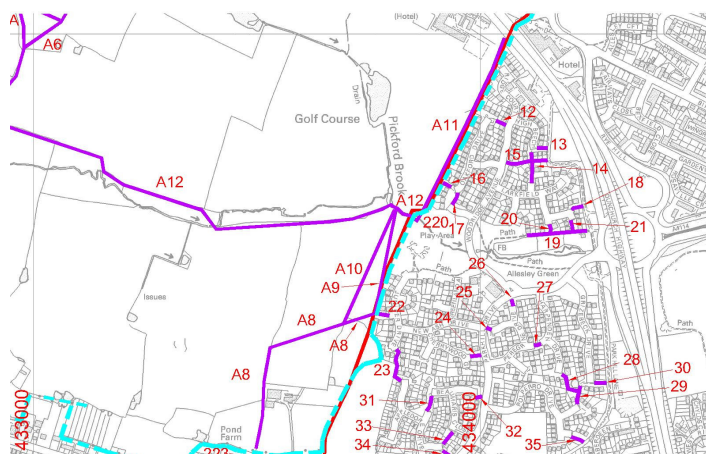


Action Plan: Improving the Quality of Life

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Promotion and publicity							
5.1	Develop a plan for maintaining and promoting walking trails in an appropriate and consistent way	Varying levels of repair and methods of marketing to be identified	*			Culture and Leisure Warwickshire, Solihull and Coventry Local Access Forum User and residents' groups	Walking Strategy 2.2.4 Coventry Development Plan AM8 Coventry Culture Strategy Heritage Strategy
5.2	Update and re-launch 'Just walk it' leaflets accompanied by orientation boards	Six leaflets produced giving ideas for walks, mainly in the North and West of the city	*			Culture and Leisure User and residents' groups	Walking Strategy 2.7.2
5.3	Develop and promote a series of promotional leaflets for advisory cycling routes, linking to/from Coventry and taking in green spaces and corridors	Cycle map for Coventry mainly shows on road advisory routes	*	*		Culture and Leisure Sustrans	Cycling Strategy 2.2.20
5.4	Promote specific routes in innovative ways, including routes that link with public transport, publicity material for young people		*	*		Centro Bus operators Children, Learning and Young People's Directorate	
5.5	Develop and apply an accessibility 'grading' system for all paths, new and existing routes, and use in all information			*		Warwickshire, Solihull and Coventry Local Access Forum Disability Groups	
5.6	Support the development of the Coventry Walking Forum	Forum set-up in 2007. Two meetings held	*			City Development Directorate Community Services Rambling groups	

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Web page development							
5.7	Develop and maintain website, containing general information, copies of leaflets, details, and progress on Public Path Orders and Definitive Map Modification Orders	Limited information on RoW pages but active webmasters	*	*		Finance and ICT Directorate Coventry Walks Website Let Walk It team Walking Forum	Customer and E-Government Strategy
5.8	Develop map based web pages with definitive map, routes, interactive path defect reporting, inventory, etc	None for RoW. Council web site has interactive maps for 2004 Indices of Deprivation and Street Works	*	*		Finance and ICT Directorate Coventry Walks Website	Customer and E-Government Strategy
Health							
5.9	Support the development and sustainability of the Coventry Lets Walk project	14 weekly walks across the city	*			Community Services City Development Directorate Coventry Primary Care Trust Walking Forum Community Groups Walking Groups	Walking Strategy 2.7.1
5.10	Develop and promote lunch time walks, targeting employers who are part of the Travel Wise scheme or have travel plans and identify possible routes for lunchtime walks	CCC has a monthly series of lunch time walks	*	*		Travel Wise	

7. Recording



The definitive map and statement are the legal record of the location and status of public rights of way. They provide the basis for all public rights of way work, so it is essential that they are kept up to date to allow accurate information about rights of way to be available to the public, planners, landowners and prospective developers. These documents are the source for the routes shown as public rights of way on Ordnance Survey maps. Much of the implementation of the Action Plans, under each of the themes described above, depends on having an accurate record of public paths.

National Framework

Legislation places a duty on the surveying authority, the Council, to keep the definitive map and statement under continuous review, and to make any changes which it finds are necessary.

The Countryside and Rights of Way Act (CROW Act) 2000 introduced a deadline of 2026, after which all historic rights which are not recorded on the definitive map and statement will be extinguished. These could be rights over routes which are not shown at all on the map and statement, or higher public rights, such as horse riding or vehicular rights, over routes recorded as footpaths. Natural England is running a project called Discovering Lost Ways to systematically research relevant historical records to find evidence of unrecorded rights of way and to submit this to surveying authorities so that they can make definitive map modification orders to add the rights to the definitive map and statement.

Public paths can also be added to the map and statement in some circumstances if evidence of long-term use by the public is found.

Regional Framework

Progress in recording rights of way in the surveying authorities within the West Midlands is very varied. A few have an almost up to date record, but most have a backlog of applications of paths to add to their definitive maps and statements, as well as known anomalies in the documents. This is mainly due to years of under-resourcing.

Local Coventry Framework

The centre of Coventry was formerly a County Borough, and was previously excluded from the duty to prepare a definitive map and statement. However, following the introduction of the Wildlife and Countryside Act 1981, the Council must now produce these documents, and keep them under continuous review. A start has been made on this with the publication of a map and statement which show around 200 rights of way within the former County Borough area. In 1974 the Council inherited part of Warwickshire's map and statement for the areas of Allesley and Keresley, which include 43 rights of way and small parts of the areas of Rugby and Bedworth, which include three rights of way.

The task ahead is to prepare a complete map and statement for the whole of the Council's current area. This will involve:

- Researching the evidence for the existence of unrecorded rights of way within the former County Borough area. A start has been made on this, with the collection of evidence for around 80 rights of ways. The necessary legal orders, called definitive map modification orders, must now be made to add these paths to the map and statement, such orders are advertised and there may be objections made to them, in which case Public Inquiries may be held. There are possibly around 300-400 further paths which might be public rights of way and, if they are, should be shown on the map and statement. The evidence for these needs to be researched and assessed before Definitive Map Modification Orders can be made. The Natural England Discovering Lost Ways project may also find additional rights of way within Coventry, which will need to be recorded.
- Dealing with formal applications made to the Council that rights of way should be added to the map and statement. There are currently 26 such applications outstanding and more are expected to be received. It is however likely that many of these paths are included in those already researched.
- Preparing modification orders to show on the map and statement legal changes, such as diversions, which have been made to public paths in the past. These modification orders are called legal event modification orders, and they are not advertised since the legal changes to the paths have already been confirmed. There is a backlog of more than 100 of these changes.
- Preparing one definitive map and statement which is an amalgamation of the documents for the former County Borough, Allesley, Keresley, Rugby and Bedworth areas which are now within the city of Coventry. This will be called a Consolidated Definitive Map and Statement. This process cannot be carried out until all the outstanding Legal Event Modification Orders have been made, but a working version has been prepared.

The very large number of unrecorded public rights of way means that it is essential to prioritise this work. A draft priority statement has therefore been prepared and approved by the Council's Cabinet. This is attached in Appendix B, and will be adopted as the formal priority statement following any changes agreed following the receipt of any comments.

Access for the public to information about the definitive map and statement should be improved. It would benefit the public if other access rights, including permissive paths, could be recorded and made available alongside the definitive documents.

Key References

UK Parliament (1981) Wildlife and Countryside Act 1981

UK Parliament (2000) Countryside and Rights of Way Act 2000

Natural England (2006) Discovering Lost Ways project (www.countryside.gov.uk/LAR/Access/DLW)

Coventry City Council (2007) Draft Statement of Priorities for Making Modification Orders to Amend the Definitive Map and Statement (Appendix B)

Action plan: Recording

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
Recording							
7.1	Employ a full time rights of way officer to oversee the production of an up to date consolidated definitive map and statement	Appointment has been approved	*	*	*		
7.2	Agree a priority statement and matrix for making Definitive Map Modification Orders	Statement of Priorities produced (Appendix B)	*				
7.3	Produce an action plan for the production of an up to date consolidated definitive map and statement	Very incomplete documents	*			User and residents' groups	Walking Strategy 2.3.1 Cycling Strategy 2.3.1 Green Space Strategy R28
7.4	Implement the action plan for the production of an up to date consolidated definitive map and statement		*	*	*	User and residents' groups Landowners including farmers	
7.5	Identify and establish a map/register of existing permissive routes	No register produced	*				
7.6	Establish a map of other paths that need to be maintained at the public expense and kept open		*			City Services Directorate	

Ref.	Action	Baseline Position	Timescale (years)			Key Partners and stakeholders	Other strategy cross ref.
			1-2	3-4	5+		
7.8	Develop system so that Planning Department consults with the Rights of Way officer on all planning applications which might affect a public right of way whether or not shown on the definitive map.	Ad hoc consultation at present	*				

Appendix A

Glossary

Glossary of terms

Bridleway	For pedestrians, horse riders and bicyclists (who must give way to people on foot) or on horseback
Byways open to all traffic (BOATs)	Carriageways over which the right of way is on foot, on horseback and for all vehicular traffic (including mechanically propelled vehicles), but which are used mainly for the purposes for which footpaths and bridleways are used (i.e. by walkers and horse riders).
Canal tow path	A tow path is legally a part of the navigation of a canal or navigable river. It may or may not also be a public right of way. Sometimes a public right of way runs over a part of the towpath but it is now British Waterways Board policy not to dedicate tow paths along its canals as public rights of way, although it generally allows the public to use them.
Cycle Track	A way over which there is a right of way on pedal cycles and possibly also on foot. Cycle tracks are not recorded on the definitive map and statement and, if a footpath or bridleway is legally changed to a cycle track, it should be removed from the definitive map.
Footpath	The right of way is on foot only
Permissive path	A permissive path is a path which the landowner permits the public to use, with the intention that it should not become a public right of way. A permissive path may be no more than a way, the use of which is not normally objected to by the landowner. But it may also be a way that has been the subject of a formal agreement between the landowner and a local authority, such that the agreement or licence might provide for the way to remain available to the public for a stated period (e.g. five years) after which it may lapse or be renewed.
Quiet Lanes	Quiet Lanes are a Natural England initiative, which has the support of the Department for Transport. Quiet Lanes are minor rural roads which are appropriate for shared use by walkers, cyclists, horse riders and motorised users. They should have low traffic flows travelling at low speeds. Cars are not banned from Quiet Lanes and the use of Quiet Lanes is shared. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic.
Restricted Byways	Carriageways over which the right of way is for all types of traffic except mechanically propelled vehicles. Currently most of these are former Roads Used as Public Paths (RUPPs) re-designated on mass, by the Countryside and Rights of Way Act 2000, on 2 May 2006. Part 6 of the Natural Environment and Rural Communities Act 2006, will curtail the recording of public rights of way for mechanically propelled vehicles on the definitive map and statement. However the Act makes it possible for many rights of way that would formerly be recorded as byways open to all traffic to in future be recorded as restricted byways instead.
Sustrans	Sustrans is one of the UK's leading sustainable transport charities. It coordinates the development of the National Cycle Network. It also promotes cycling and walking as healthy forms of transport.
Toll Route	Horse riding route through farmland for which a toll is paid by the horse rider.

Appendix B

Draft Statement of Priorities for making Modification Orders to amend the Definitive Map and Statement

Draft Statement of Priorities for making Modification Orders to amend the Definitive Map and Statement

Background

The Council has a duty under Section 53 of the Wildlife and Countryside Act 1981 to continuously review the Definitive Map and Statement to ensure that they are a correct legal record of all public rights of way.

Errors in the Map and Statement are corrected by making legal orders called Modification Orders. The effects of such orders when confirmed can be to:

- Add a previously unrecorded right of way
- Upgrade an already recorded right of way when it is found to have higher rights e.g. a footpath upgraded to a bridleway
- Downgrade an already recorded right of way when it is found to have only lesser rights e.g. a bridleway downgraded to a footpath
- Remove a route which is found not to be a public right of way
- Correct other errors in the Map and Statement

Anyone may apply to the Council for a modification order to be made, or the Council may initiate an order itself if it believes this to be necessary. Each case requires extensive research to collect and assess the available evidence, which can be documentary, evidence of use of the route, or a combination of both. This process is very time-consuming.

The majority of the Council's area was previously excluded from the duty to maintain a Definitive Map and Statement, and therefore there is a large back log of routes to be investigated to see if they are public rights of way and if proved should be added to the Map and Statement.

It is therefore necessary for the Council to have a system of prioritising the necessary work.

Principles

The highest priority will be given to those cases which would produce the most benefit for local people if the rights were correctly recorded on the Definitive Map and Statement.

Prioritisation scheme

An application to make a Modification Order or the discovery by the Council of the need to make such an order will be given the highest priority if correctly recording the route of the Map and Statement would:

- Substantially improve public safety
- Improve access to the green areas of the Coundon Wedge and the Sow e Valley
- Improve links from urban areas to the surrounding countryside
- Improve links to the long distance paths which run near to Coventry such as the A Coventry Way, the Heart of England Way and The Centenary Way
- Safeguard rights which would otherwise be lost through development
- Enable enforcement action to be taken more effectively
- Improve non-motorised access to facilities
- Assist the achievement of actions specified as a high priority in the Rights of Way Improvement Plan

Other factors which would increase priority are:

- Where a case involves substantially the same evidence as for a route already under investigation or about to be investigated or
- Where significant costs incurred in other functions of the Council would be saved

Rights of Way Improvement Plan

Further copies of this document are available from:

Steve Ancell
Jacobs
Coventry Point
Market Way
Coventry
CV1 1EA

e-mail: steve.ancell@jacobs.com

This document can also be downloaded from Coventry City Council's website at www.coventry.gov.uk/rowip

**If you need this information in another format or language
please contact 024 7683 3633 or e-mail:
steve.ancell@jacobs.com**

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January 2008

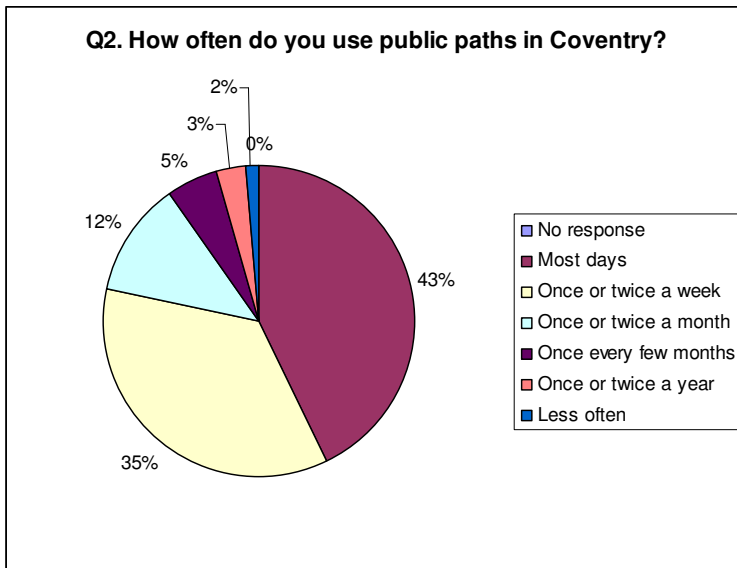
Public Paths User Survey - Summary

136 responses. 47 paper returns, 89 web entries.

Q1. What types of public paths do you use?

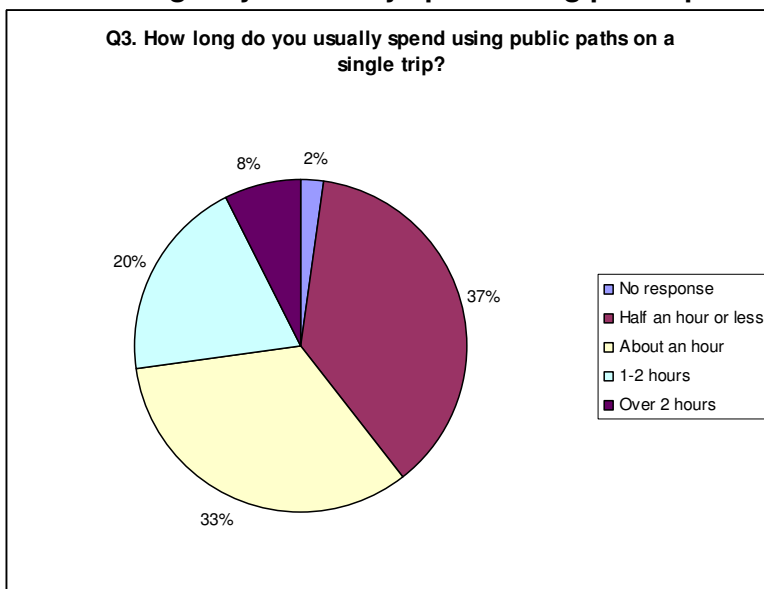
- 73% Within built up areas of Coventry e.g. alleyways
- 79% In parks and open spaces within Coventry
- 52% In Countryside areas of Coventry e.g. Allesley & Keresley parishes and Coundon Wedge
- 39% Paths that connect to the countryside and parks in other counties e.g. Coventry Way
- 3% Don't use public paths

Q2. How often do you use public paths in Coventry?



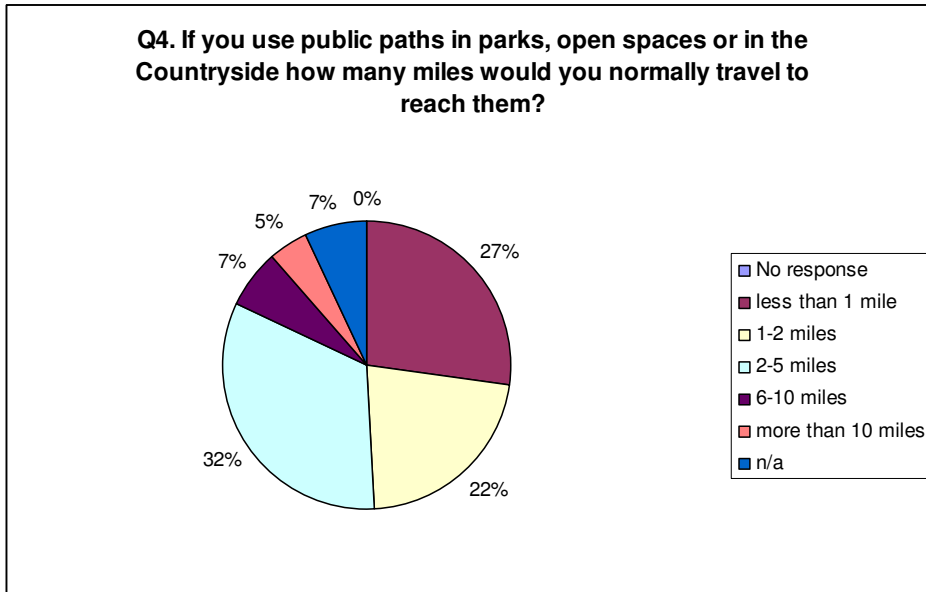
77% use public paths on a weekly basis.

Q3. How long do you usually spend using public paths on a single trip?



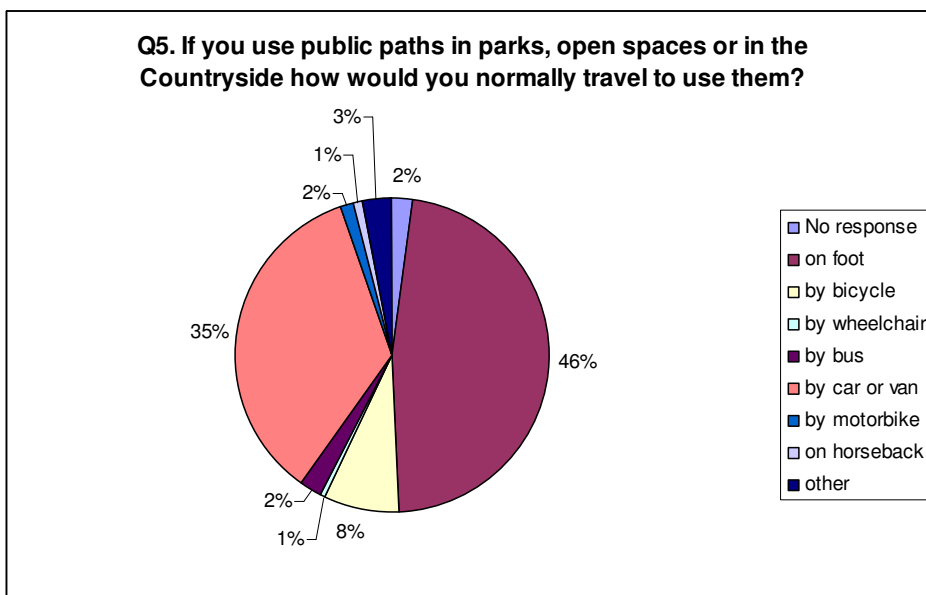
69% use public paths for up to an hour.

Q4. If you use public paths in parks, open spaces or in the Countryside how many miles would you normally travel to reach them?



49% normally travel less than 2 miles to reach public paths

Q5. If you use public paths in parks, open spaces or in the Countryside how would you normally travel to use them?

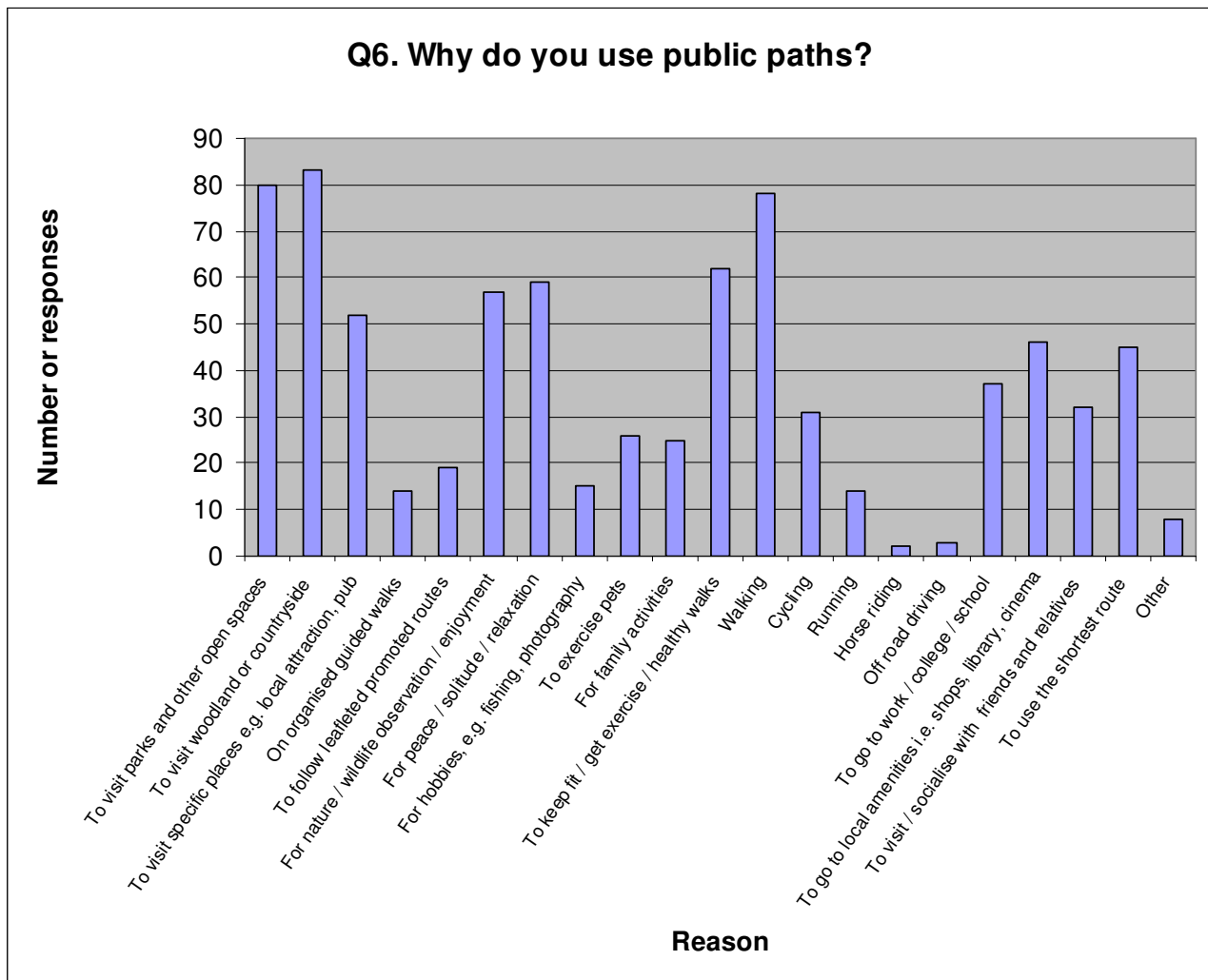


46% normally walk to public paths.

Other responses included:

- Car or by foot depending on distance from my home
- As a group we use foot, cars and wheelchairs

Q6. Why do you use public paths?

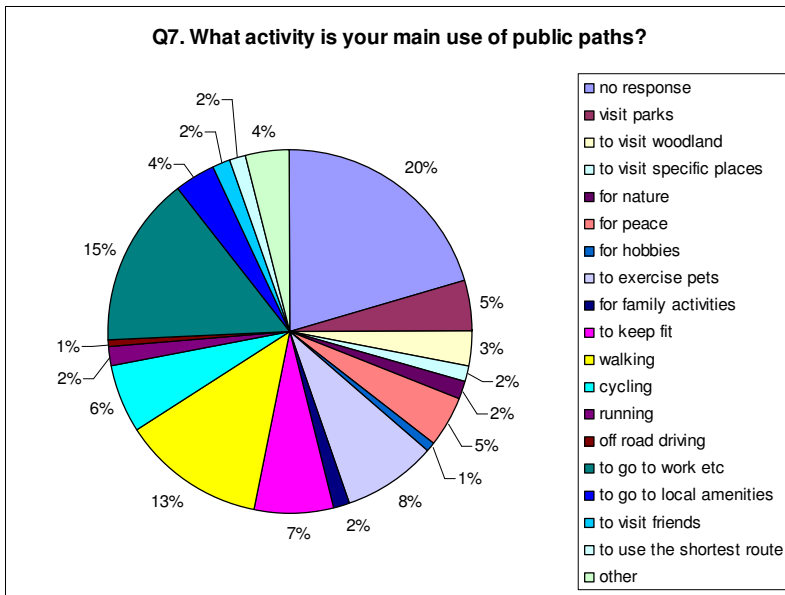


The main reasons for using public paths were 1) To visit parks and other open spaces, 2) To visit woodland or countryside, 3) Walking

Other reasons for using public paths were:

- Survey for www.coventry-walks.org.uk
- Geocaching
- Work related
- To escape traffic congested roads
- Researching public paths
- To avoid using roads
- For access to shopping facilities (Alvis retail park)
- Part of job, visiting parents

Q7. What activity from question 6 is your main use of public paths?

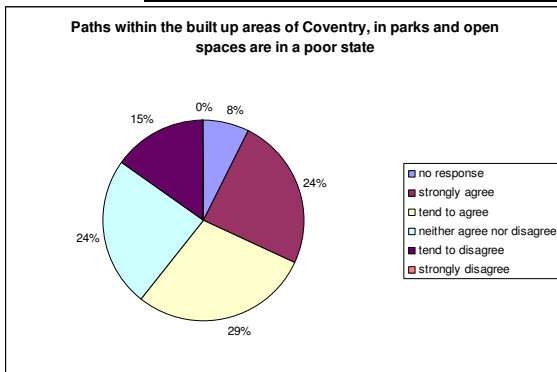


The main use of public paths was for going to work (15%) and walking (13%). There were a large number of questionnaires returned with no response, this was due to the problem of the paper questionnaire referring to activities from question 4 and not question 6; this will have confused a few people.

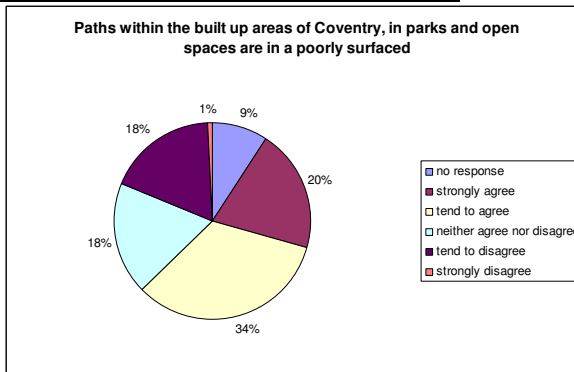
Other reasons for mainly using public paths were:

- Geocaching
- horse riding
- annual walk
- most frequently used as a short cut
- work related, otherwise to visit woodland or countryside

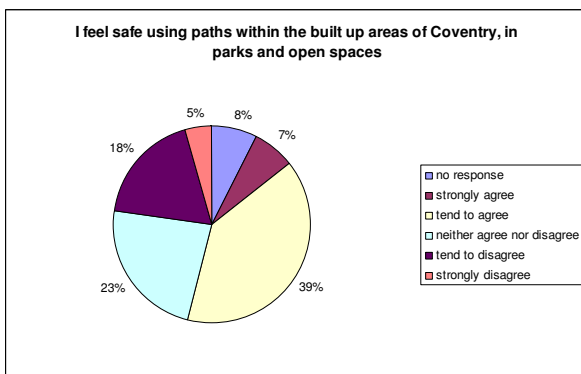
Q8. Paths within the built up areas of Coventry, in parks and open spaces:



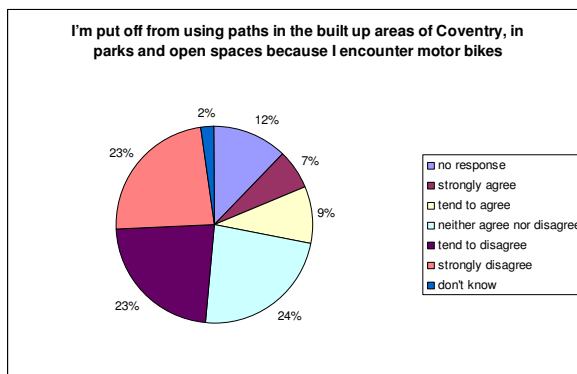
53% agree that paths are in a poor state
15% disagree that paths are in a poor state



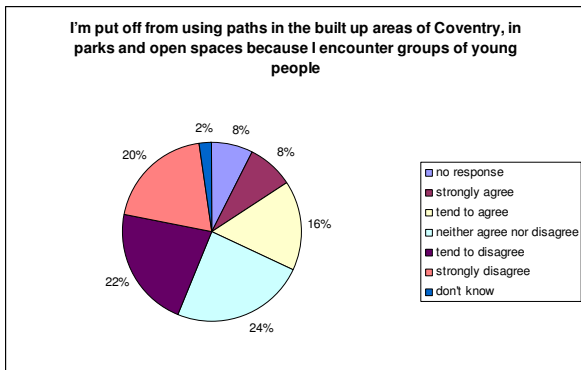
54% agree that paths are poorly surfaced
19% disagree that paths are poorly surfaced



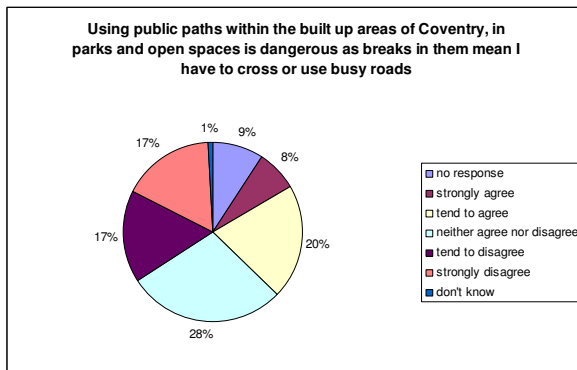
46% feel safe using paths
23% don't feel safe using paths



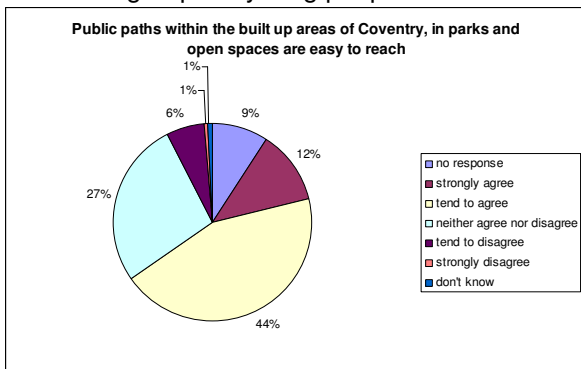
16% are put off using paths because they encounter motorbikes
46% are not put off using paths because they encounter motorbikes



24% are put off using paths because they encounter groups of young people
44% are not put off using paths because they encounter groups of young people

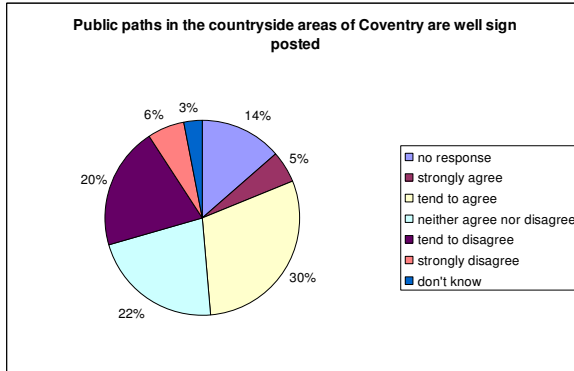
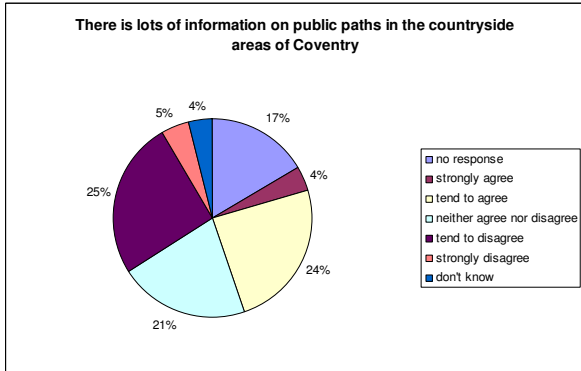


28% feel using paths is dangerous
34% feel using paths is not dangerous



56% feel that paths easy to reach
7% feel that paths are not easy to reach

Q9. Paths in the Countryside areas of Coventry:

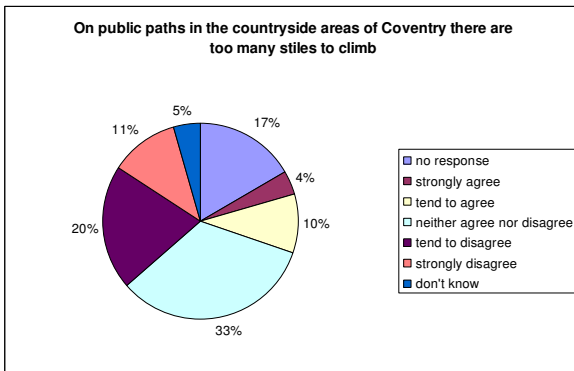
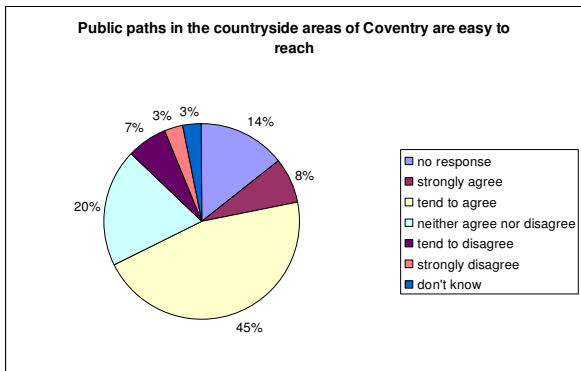


28% agree there is lots of information on paths

35% agree paths are well sign posted

30% disagree there is a lot of information on paths

26% disagree paths are well sign posted

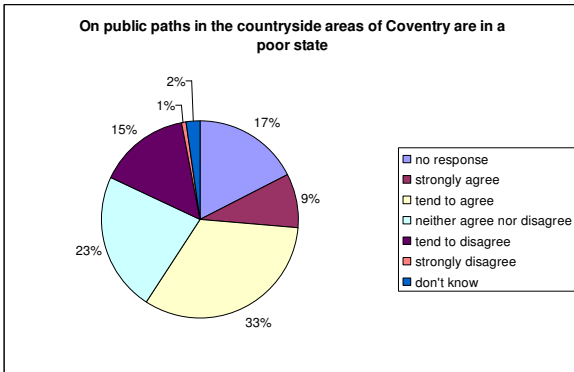
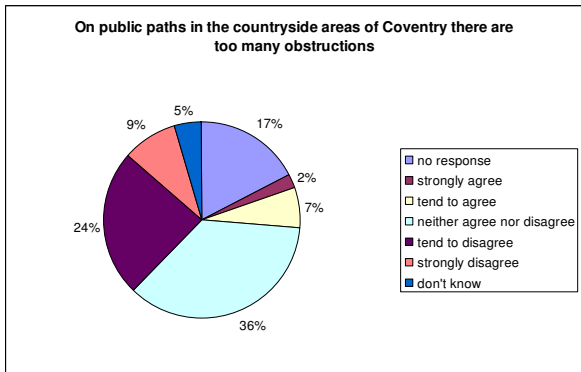


53% agree paths are easy to reach

14% agree there are too many stiles to climb

10% disagree paths are easy to reach

31% disagree there are too many stiles to climb

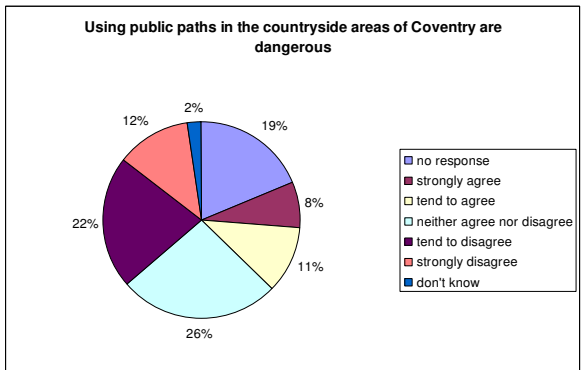


9% agree that there are too many obstructions

42% agree paths are in a poor state

31% disagree that there are too many obstructions

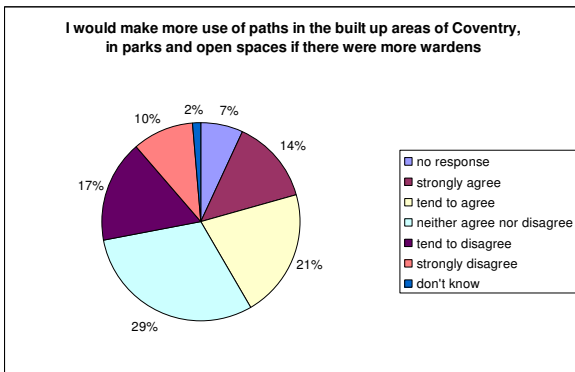
26% disagree paths are in a poor state



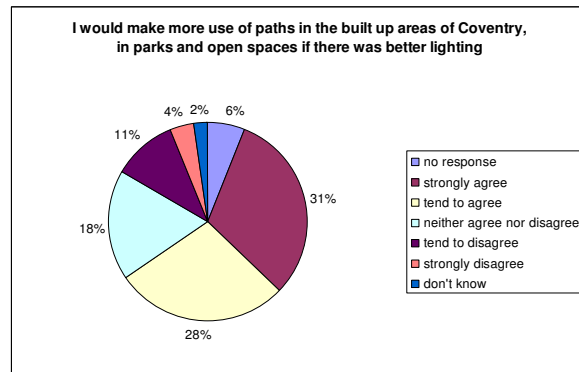
20% agree using paths is dangerous

34% disagree using paths is dangerous

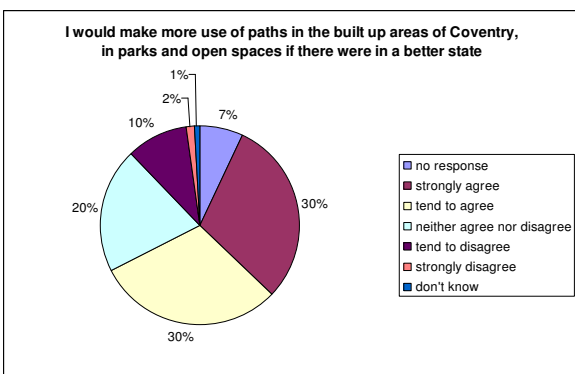
Q10. I would make more use of public paths within the built up areas of Coventry, in parks and open spaces if



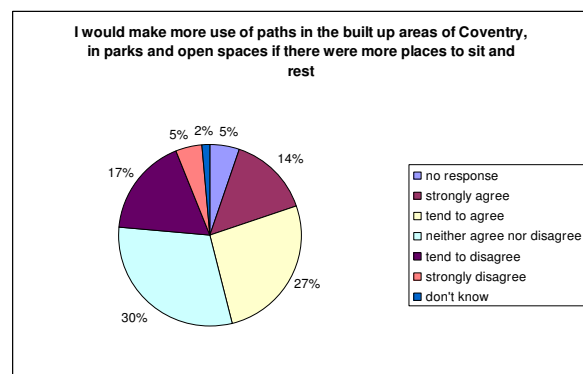
35% would use paths more if there were more wardens
27% wouldn't use paths more if there were more wardens



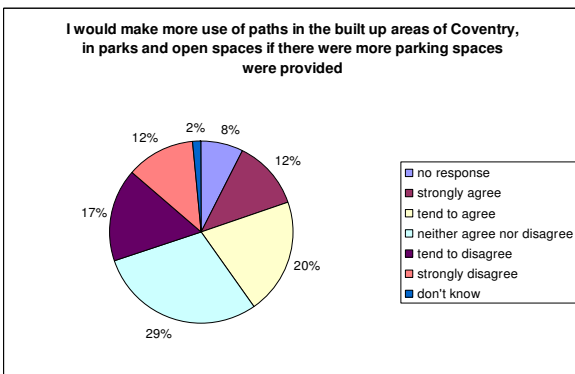
59% would use paths more if there was better lighting
15% wouldn't use paths more if there was better lighting



60% would use paths more if there were in a better state
12% wouldn't use paths more if there were in a better state

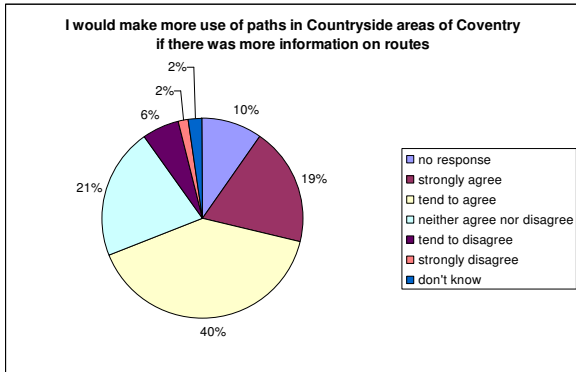


41% would use paths more if there more places to sit and rest
22% wouldn't use paths more if there more places to sit and rest

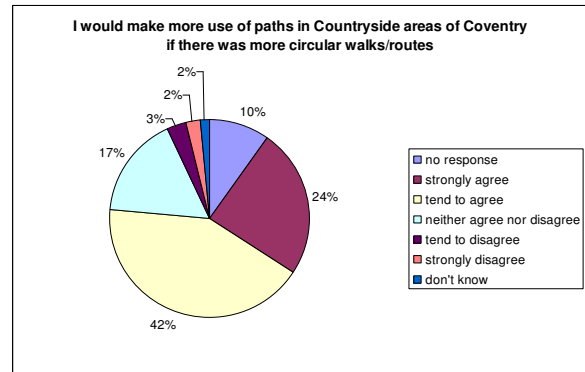


32% would use paths more if there were more parking spaces
29% wouldn't use paths more if there were more parking spaces

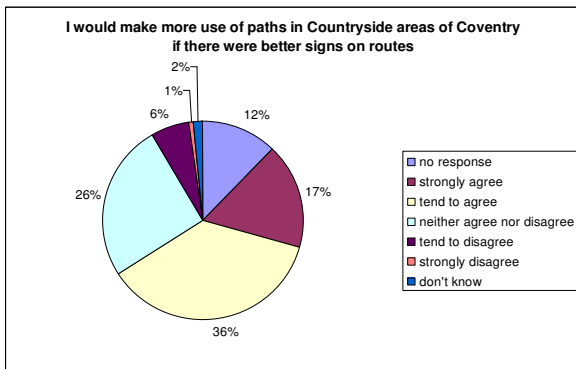
Q11. I would make more use of public paths in Countryside areas of Coventry if



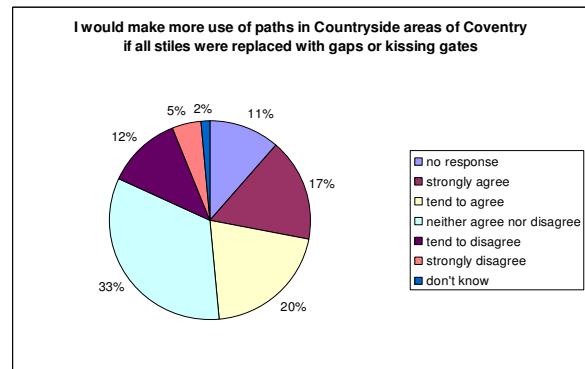
57% would use paths more if there was more information on routes
7% wouldn't use paths more if there was more information on routes



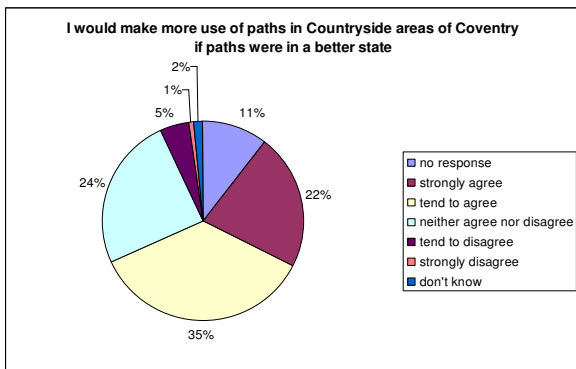
66% would use paths more if there were more circular walks/routes
5% wouldn't use paths more if there were more circular walks/routes



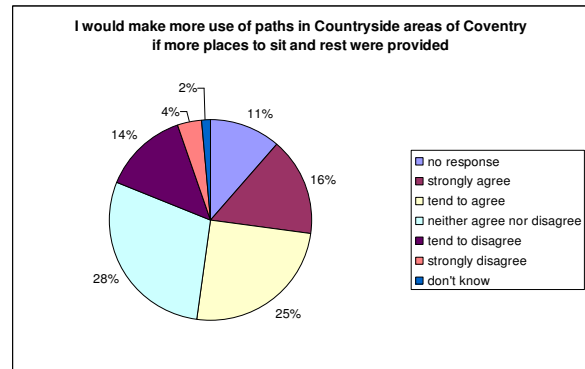
53% would use paths more if there were better signs on routes
7% would use paths more if there were better signs on routes



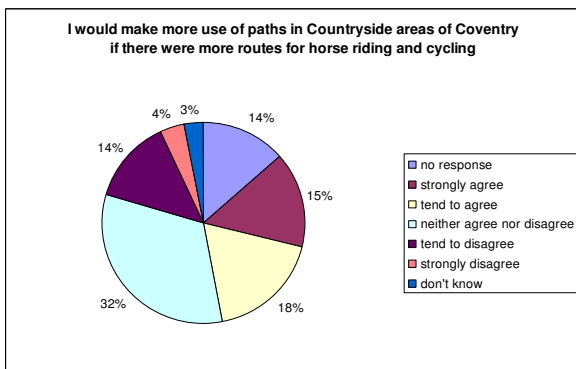
34% would use paths more if stiles were replaced with gaps or kissing gates
17% wouldn't use paths more if stiles were replaced with gaps or kissing gates



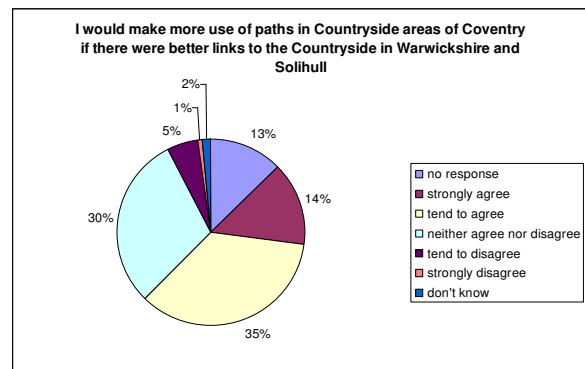
57% would use paths more if they were in a better state
6% wouldn't use paths more if they were in a better state



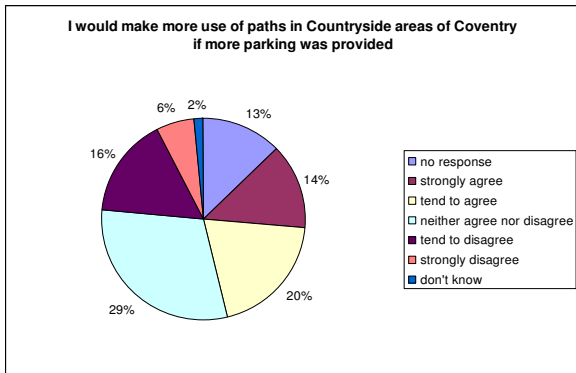
41% would use paths more if more places to sit and rest were provided
18% wouldn't use paths more if more places to sit and rest were provided



32% would use paths more if there were more routes for horse riding and cycling
28% wouldn't use paths more if there were more routes for horse riding and cycling

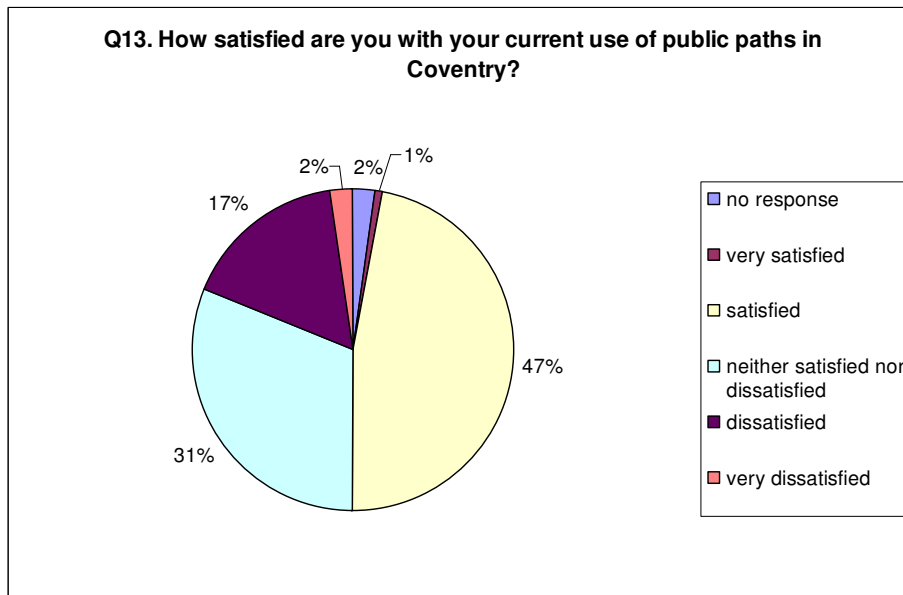


49% would use paths more if there were better links to the Countryside in Warwickshire and Solihull
6% wouldn't use paths more if there were better links to the Countryside in Warwickshire and Solihull

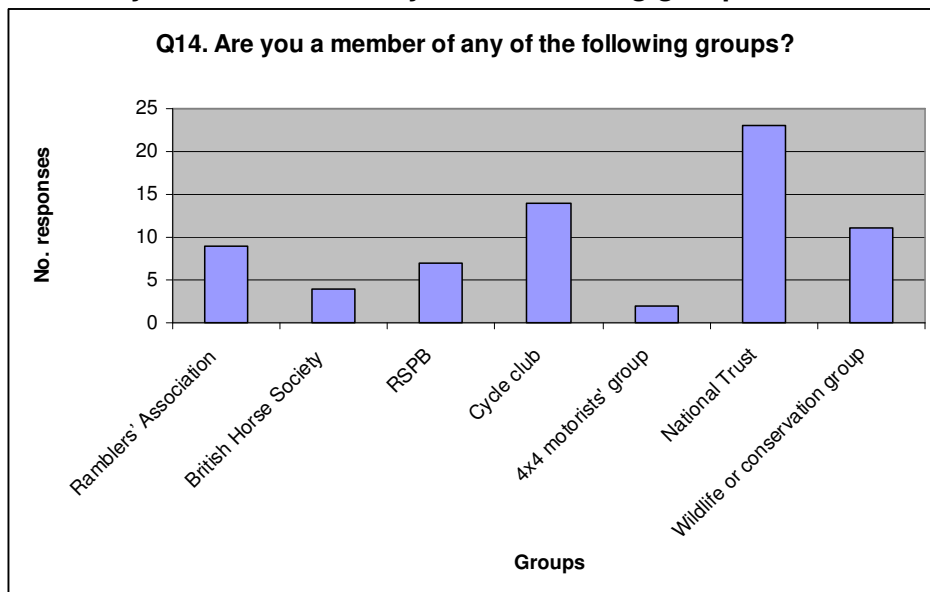


34% would use paths more if more parking was provided
 44% wouldn't use paths more if more parking was provided

Q13. How satisfied are you with your current use of public paths in Coventry?



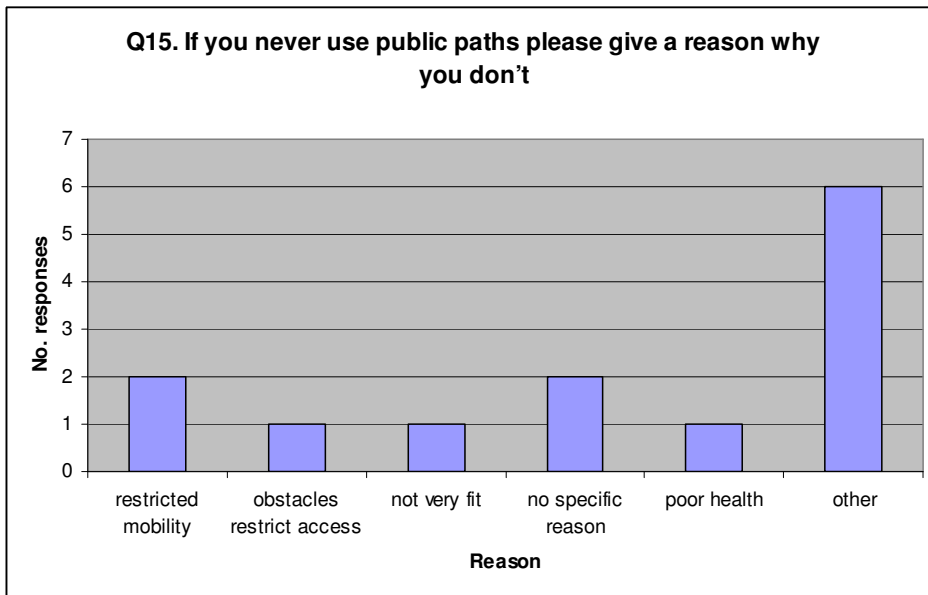
Q14. Are you a member of any of the following groups?



Other groups mentioned:

A Coventry Way Association	5
Alvis Walking Group	1
Canoe Club	2
Coventry and Warwickshire Accessible Transport Committee	1
Coventry Friends of the Earth	1
Geocaching Association's	2
Group of friends who meet up	1
National Childbirth Trust	1
Over 50 walking group	1
Parish Council	1
Pedestrian associations	1
Railway Ramblers	1
Scouts	1
Long Distance Walkers Association (LDWA)	1
Orienteering	1
Visually Impaired Sighted Teamdam Association (V.I.S.T.A.)	2
Walking for Health	1
Warwickshire, Solihull and Coventry Local Access Forum	1
YHA	1

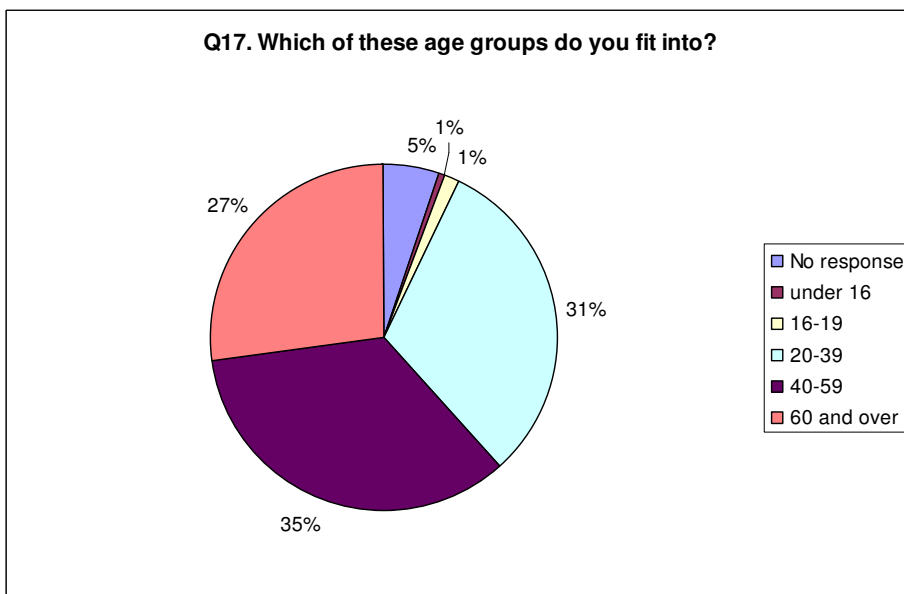
Q15. If you never use public paths please give a reason why you don't



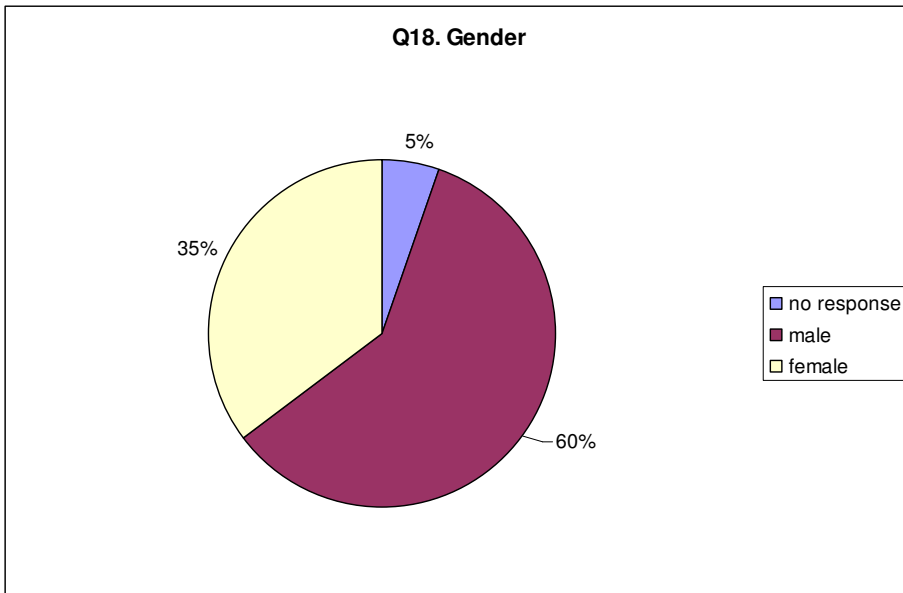
Although only 4 people said they didn't use public paths, 13 people completed this question. Other responses given were:

- Other hobbies take up my time
- I live outside Coventry
- Purely for safety reasons
- Bad state of pavement

Q17. Which of these age groups do you fit into?

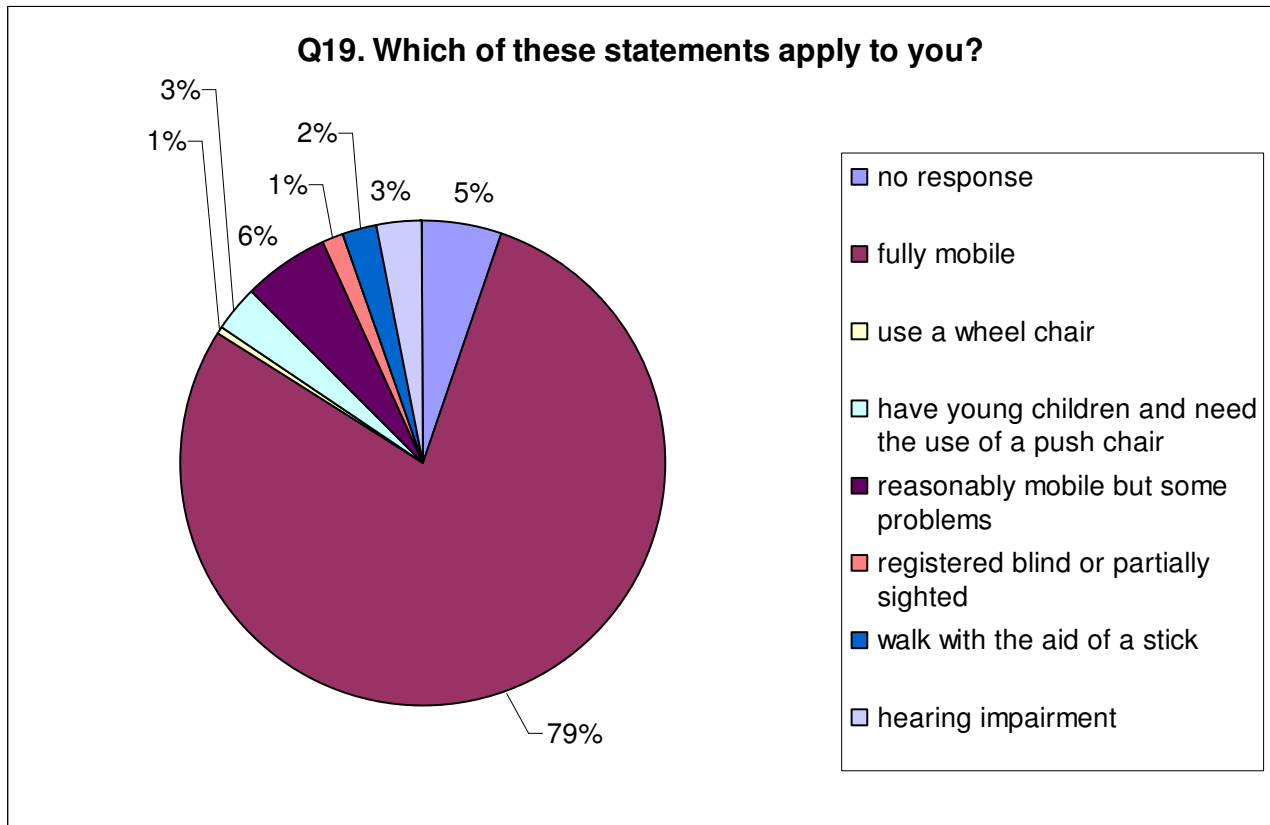


Even split for ages greater than 20, younger age groups poorly represented.

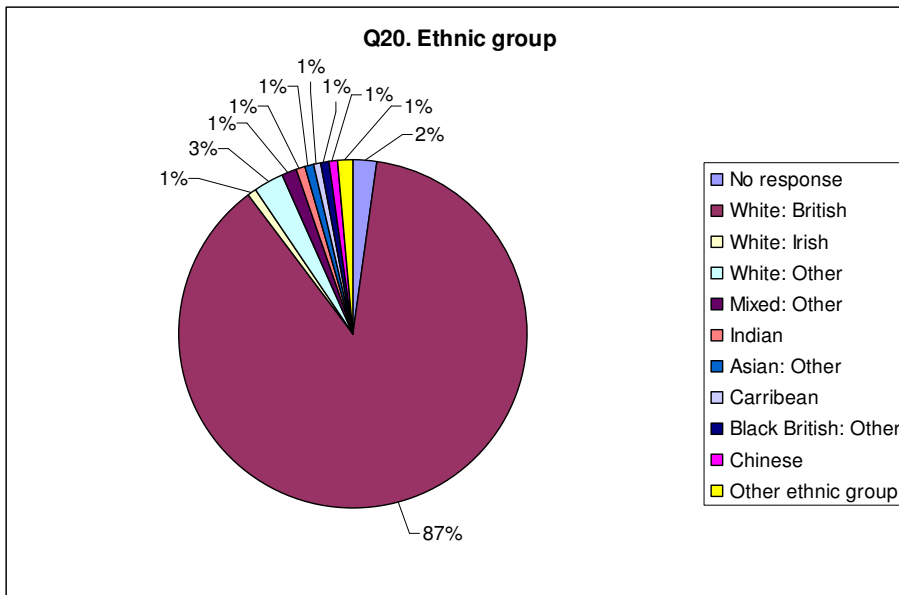


More male returns than female ones.

Q19. Which of these statements apply to you?



Q20. Ethnic Group



61 people have indicated that they want to be consulted in the draft Rights of Way Improvement Plan.

Q12. Have you any other comments / suggestions on how public paths in Coventry can be improved ?

This issue is also linked to sustainable transport i.e. cycle paths etc. In many European cities (and some in the UK) such resources are utilised as 'safe' cycle & walking routes for people to commute to work & shops etc. rather than spending money on the dangerous side of the road cycle paths (which many drivers ignore) maybe this could be an alternative where possible. provided the correct surface, lighting, security (in urban areas CCTV?) etc was implemented.

Joined Up Thinking! Wherever possible work towards creating a full network of paths, allowing any journey to be made with minimum need to use busy roads. Also link to bus routes, car parks, etc.

I exercise my dog in the Memorial Park. In the summer it is very busy with runners and other dog walkers. Due to the lack of lighting the park is almost deserted after 5 in winter. I recently went to the councils fireworks display in Longford Park and there is very well lit. I would like to see the same in the Memorial Park.

Regular maintenance is important.

Parking, especially around the Coundon Wedge footpaths would be very useful

I think provision for walkers is quite good in the built up and countryside areas of Coventry although some paths could be better surfaced. However as a horse owner/rider, provision is woefully lacking. Over the past few years some of the places which were open to riding e.g. Wainbody Wood/ Crackley Woods have been eliminated or restricted. It would have been marvellous if a bridle path could have been made around the perimeter of the Memorial Park. Coventry's very own "Rotten Row"!

Police/wardens moved youngsters on - stopping them from hanging around in large groups- causing litter due to alcohol consumption and smoking etc.

Barriers to prevent bikes etc being ridden on footpaths

More bins for dog mess and perhaps some actual fines being given to irresponsible dog owners. Notices about fines should be at eye level - in my area the signs are above head height so they are not noticeable

Ensure the legal people take fly tippers to court when evidence is collected

Ensure that paths are maintained on a regular schedule, rather than ad-hoc

Ensure that the weed spraying teams get on to them in summer

Routine maintenance of paths, particularly in the Memorial Park seems poor or non-existent. Gullies have not been emptied for years and it is impossible to walk through the park on the paths, without needing to clean/change shoes when I get to work. Country paths are, I think a different case. I expect to need to wear boots etc to do those sort of walks, so the surface is less important, at least for the reasonably able bodied.

Although I am aware of most route, promotion of where the footpaths are e.g. through leaflets, is a benefit.

General maintenance e.g. cutting back growth is also very important.

A limit on stile height, say 25" from top platform to top rung.

Good maintenance in areas regularly overgrown with bracken/brambles/nettles.

Alleyways in built up areas between houses are often poorly lit and badly surfaced so it is easy to twist your ankle in the poor light!

In local parks, there are not many benches and flowers to encourage wandering through them (unless you live near Memorial Park/Top park) or information boards.

I also enjoy a walk in the Countryside, but it seems most of the areas of natural beauty in the City are inaccessible - by the river at Whitley Abbey it is overgrown and surrounded by industry, likewise on the way

to Baginton and the rest of the river seems to run through "rough" housing areas, making it unappealing to go there.

I recently tried to find listed walks on the internet and couldn't find any I could print off with directions!

The City Centre also has some fantastic historic sites, but again poor planning and redevelopment has meant that streets are "cut off" and made to use subways or just opportunities missed, like the new site opposite Whittle Arch - why not open up the river here and make more of the old Victorian cobbled area that links with Burges? Most people don't know this exists. A sad, wasted opportunity by Council planners.

If more parking is to be provided, this should be for those who those who need it most, e.g. the disabled.

There is a great need for more cycle parking at key amenities on paths such as visitor centres, cafes and shops.

We use an OS map to find countryside walks - however its hit and miss whether we come across an interesting circuit. be good to have more written guides - well publicised.

Get the litter and rubbish cleared up, do this before the spring and the undergrowth starts to hide it, have the areas inspected afterwards to make sure the job is done properly, get locals to show you where to start, make a campaign about litter in each area and if necessary get the locals involved. I can certainly show you where it is in cv2

ALLEYWAYS BETWEEN PROPERTIES IN OUR AREA ARE NOT USED BY WALKERS EXCEPT THOSE TAKING DOGS ACROSS THE FIELDS OR A SHORT CUT TO EITHER BUS STOPS OR MAIN ROAD TO LOCAL SHOPPING CENTRE THE FOOTPATH TO THE FIELDS HAS BEEN IMPROVED AND RESURFACED BUT ALL THE PATHS LEADING BETWEEN PROPERTIES HAVE NOT SURFACE POOR LIGHTING NON EXISTANT THEREFORE ONLY USED IN DAYLIGHT OR REVELLERS RETURNING FROM EVENINGS OUT - MAKE A NOISE ONLY TO MAKE THEM SEEM BRAVE AS WITH THE POOR LIGHTING.

The Council should maintain a website with a printable map showing all the cycling routes and footpaths in Coventry. User should be able to input their destination and have the website work out the quickest, safest, most scenic route by bike or walking.

I am sure these are the usual comments - farms plough up across fields where we should be walking across, plough too near to the edge. put barb wire across fence. During our walk yesterday (Withybrook Wander) we passed through a farm where the farmer was most objectionable, stating that we had gone through the wrong gate, although we had followed the signs, the stated that the signed has been put on the wrong gate and that we were making a mess of his concrete drive with our muddy boots. The walk was excellent generally, with some good kissing gates installed, but would suggest that inside the dates some sort of hard standing is made as it was exceptionally muddy inside some of the gates. This walk I got from the Coventry Way and shall be doing more with friends.

Whatever part your departments has with the upkeep of the paths, keep up the good work, I am sure that it is on ongoing battle! I found sections 8 - 11 hard to complete as I needed to scan across the page, it would have been easier to view on screen all in one view.

Improved lighting, especially in winter would be of great assistance to dog walkers, this should also enable dog foul to be more easily cleaned up.

Bins for dog waste, emptied regularly.

THE NEW CIRCULAR WALK IN mEMORIAL pARK IS USEFUL BUT I WAS SHOCKED AT ITS WIDTH WHICH SEEMED TO BE MORE FOR VEHICLE ACCESS. I THINK WE NEED TO BE CAREFUL IN Coventry THAT WE DON'T CONCRETE over everything natural. (In the past I think the roads driven through Hearsall Common and Coundon Wedge were vandalism and environmentally degrading. Youths causing anti social behaviour, including the use of motor bikes must be stopped. I regularly have motor bikes going up and down on the pavement in front of my house.

As councillor for a century ward, I would like more facilities for different groups i.e. horse/pony riding, walkers, general walking. Play facilities particularly as would get children involved! A separate facility for

motorised bikes etc would be beneficial. Disabled and their wheelchairs and scooters should be catered for i.e. new firm pathways - also highway pavement planned continuous access.
I use the bridge at Central Six every day and when it is frosty etc the bridge becomes very icy/slippery and with this in mind I feel something should be done to grit it or alter the surface so that it is not so dangerous

The cycle ways around the Coventry arena need to be completed: at the moment they are a danger to cyclists wanting to cross the A444. Why should cyclists have to get off and walk across roads: car drivers don't get out and push their cars? Coventry - get serious about cycling - don't just tick the PI boxes. Take a look at what they do in Milton Keynes.

Some styles and fences are difficult to cross because of bad maintenance.

Footpath No 313 which runs from Fivefield road to Tamworth Road a source of contention for many years. The land owners object to the right of way! (Landowners at the Fivefield Rd end DURHAM HOUSEFARM) and refuse access to COVENTRY CITY COUNCILS countryside team to install kissing gates these need to be installed as they provide better access than stiles.

Big difference between open spaces and public paths. All public paths should be properly recorded on the definitive map - not just those that have recently been adapted (mainly on housing estates). In general footpaths in Coventry are in good condition, free from protruding edges. They are however far from, I use a mobility scooter obviously I use public footpaths and it's a rock and roll ride.

Dustbin day is a particular nightmare with the bins causing obstruction and excessive litter

They should all be re-drawn on the definitive map. If paths are closed for crime etc they should be close only at night to maintain links and allow legitimate use by day.

The nearest easy walking route for myself is the canal towpath from the basin to Hawkstrey Junction, 5 and a half miles, However I will NEVER walk any section of this on my own due to the high level of criminal activity. I thought there were wardens based at the canal basin who are supposed to patrol the path on bicycles, I have yet to speak to anyone who has ever spotted them. Do they still exist? As for the police we never see them, is this because they are in other areas of the city? I feel unsafe, how must women feel?

I am a retired teacher from Coventry and use many of the park routes on a regular basis- I also exercise my dogs daily by walks. The presence of a warden in many areas of the parks would be a bonus.

Don't take away the stiles but make sure there are enough places to rest.

It would be great if all of the Memorial parks paths had been resurfaced, not just the new part of it. Generally, the resurfacing of the paths in the parks (Memorial, Allesley in particular) would be good as we take the children who bring their ride-ons which don't work well on the corroded surfaces, can even be dangerous. Pushing a pushchair can also prove tricky in those conditions.

In town, I think the ring roads subways are awful to use as a pedestrian as they are badly lit claustrophobic, dirty and quite intimidating. It would be great if a different solution could be found for them!

Locally, there is a concern about the condition of the Chain Gardens Public Right of Way, Spon End, which dates back to at least the early 19th Century. It does not meet ANY of the criteria of the RO.WIP improvement plan. Yesterday, Jan 4th, it was virtually unusable due to a large area of flooding, several inches deep, where the path leaves the rest of the Quches Industrial Estate. It is in desperate need of refurbishment. As a wheelchair user the path is virtually unusable during inclement weather becoming waterlogged and muddy (becomes resurfacing) foliage closing in causing limited access, barriers, by bridge, are un-necessary one is sufficient.

Better connectivity more paths within easy walking distance from home

Access to public space has a direct impact on quality of life, but having access to public space is not all that matters. Just as important are the planning, design and management of that space. Well managed and accessible local countryside and urban green spaces need to be valued and adequately resourced in order to maximise opportunities to improve the quality of life of Coventry citizens and the sustainability of the city.

I would like to walk along the Wedge Road in the evenings but in the winter months this is not possible due to no lighting on the length of the road.

Readily available leaflets available from libraries etc. Metal seats less susceptible to vandalism. Path side signs and boards etc are very often vandalised.

I would like a safe cycle route to use with family, i.e. no main roads to cross, well surfaced etc. Live near Coundon Wedge but find it very difficult to access on bikes. Usually end up putting bikes onto car and go to Stratford cycleway or Warwickshire County Parks (Kingsbury Water Park etc.)

By removing kissing gates e.g. on Kenilworth Road to woodlands. By developing sustrans proposals for route 53 from Eastern Green to Coventry Centre. By generally improving cycling provisions. Keep 4x4's off any paths.

The state of affairs these days is the safety aspect and regrettably nothing can be done to alleviate this, nothing.

As a totally blind person I would love to use your walk a) if the information was in braille, large print and on tape. b) if they were better maintained, c) better lighting for my partially sighted friends, and if I can get to these places by public transport i.e. on a Sunday there should be proper cycle paths on the road and should not be on the pavements which are already in a bad state of repair.

Segregation of cyclists and pedestrians is much safer and more pleasant for both parties.

More cycle paths as many cyclists use the paths for cycling

Access to public paths in countryside areas by bike are limited by poor availability of connectiveness of cycle paths and 'off road' routes Existing cycle ways in town are disjointed and in many cases not well separated from vehicular traffic, making unattractive to less experienced riders. As a result, fewer people can actually read the country-side routes which do offer good cycling opportunities.

I have pressed for the development of a Sherbourne Valley footpath since the completion of the Lowe Valley footpath, possibly 20 years ago. I have recently pursued this with the developers of the Whitely Business Park - St Modern, Application 12 Dec 2006. As a result, this development will now provide approx 3/4 mile of the path, from the Jaguar Research Centre access road to the Stonebridge Water Reserve. I shall be pleased to meet you to discuss further possibilities for the path system.

We have to create sizeable public parkland in Coventry, apart from the War Memorial Park, how we don't have parkland near the central area of the metropolis i.e. lake view park. Spon End estate could easily be a sizeable park with river if there was sensible low retail housing provided elsewhere. We very much need outdoor and indoor public swimming pools and tennis courts, bowling greens etc.

Ref	Name	Address/ Organisation	Overall Opinion	Specific Comments	Outline Proposal Response	Proposed Changes
R1	S.G Wallsgrove	The Ramblers Association	Generally Pleased	1) There is no mention of whether there has been any co ordination with the RoWIPs of Warwickshire or Solihull, which adjoin Coventry.	RoWIP has been discussed at a number of LAF meetings. Action 3.6 references to cross boundary routes. Reference to LAF and adjoining authorities mentioned under preparation of the RoWIP on page 1	None
				2.) All the paths recorded on the original Definitive Map, prepared by Warwickshire, need to be included on the consolidated map, not just those in the areas added to Coventry in 1974 since other parts were added to the city in the 1960's	Implicit in bullet point 4 on page 32.	None
				3.) The priority list on page 43 is not clear and is open to misunderstanding particularly the reference to 'safeguarding rights which would otherwise be lost' I read this as including all applications for routes based on historical evidence (i.e. they came into existence before 1949) since they will be lost in 2026 if not recorded.	Will add 'through development' to bullet point	Done
				4) The greatest problem, however, is the lack of any costings for the various elements of the plan, which could imply a lack of commitment by the Council to actually implement the plan, once approved.	A costed annual action plan will be produced. An annual report will be produced to report on progress.	Add text this effect in the introduction under "Implementation" section
R2	Un-named Questionnaire Response	-	Agrees	1) Finds the pedestrian underpasses in Coventry intimidating and thinks there should be more recognition of this in the draft plan as to the difficulties Coventry has in its roadways.	Include in action 5.4 and under Coventry Framework on page 22.	Added "The Ring Road and A roads in Coventry act as barriers to movement." At end of 2d paragraph under Coventry Framework.
				2) Other people with interests e.g. bird watchers, local historians should help schools make full use of the environment.	More relevant to the Green Space strategy	None
R3	Claire Sangster	LAF		1) On page 3, thinks the abbreviations should be used in the text	The communications team wanted any abbreviations in the plan to be written out in full to make the plan easier to read.	Glossary in current format will be removed
				2) On page 3, wants to know the difference between, Coventry Culture Strategy (CCS) and the Cultural Strategy (CuS)	These are the same document, and repeated in error.	Glossary in current format will be removed.
				3) On page 5 the word 'to' is missing in the writing 'do not have access 'private transport'	Agreed.	To added
				4) On page 5 she questions the description of – 'The guide is based on the principle of Least Restrictive Access – an approach that aims for the highest standards possible for a particular piece of work.	Re-write to make clearer.	The guide is based on the principle of Least Restrictive Access – an approach that aims for the highest access standards possible for a particular piece of work, whether planned improvement or ad hoc maintenance.
				5) On page 6, she asks the question: Should there be other organisations which have aims in this area?	LTP should be mentioned in some of the themes.	A statement has been added under the Regional Framework for the accessibility, air quality and road safety themes referring to the LTP.
				6) On page 7, the last letter(s) are cut off.	This was a printing error, and didn't appear on all the copies.	None
				7) On page 7 she asks – What about using local radio and local TV – and backdrop to weather or local TV news.	This could be considered to be an innovative and create approach under action 6.4	None
				8) On page 9, the page number is in the incorrect place. Needs to be bottom of page not side (bottom of table) this is not just on this page. All pages where the tables have been put in the page number are in	Word has limited formatting of headers and footers when using portrait and landscape pages together. This problem will be resolved in the final version when it will be produced in desktop publishing	None

Ref	Name	Address/ Organisation	Overall Opinion	Specific Comments	Outline Proposal Response	Proposed Changes
				the incorrect place.	software.	
				9) On page 9, she says that if the column for Key Partners and stakeholders, and the column for Other Strategy ... had abbreviations for the groups, and then reduced the width of the baseline position column then it may be possible to save as much space to not need Page 14.	The communications team wanted any abbreviations in the plan to be written out in full to make the plan easier to read.	None
				10) On page 18 she suggests that changing the column widths could keep the table on to one sheet of paper thus saving paper. The timescales should be shortened, as they had been widened since the previous table, and the action column widened instead.	In the final version these issues will be addressed by graphic designers.	None at this stage.
				11) On page 21 she points out that there should be a comma on the end of the first sentence as it is before a title of a document which should also be in inverted commas.	Italics used to highlight document name	Document names in italic
				12) On page 23 again the table should be able to be put on one page by reducing column width of timescales and baseline position, increase action and it will fit.	Formatting issues to be addressed in final version	None at this stage
				13) On page 25 there shouldn't be an 's' on the end of 'beside' – besides streams.	Agreed.	Removed.
				14) On page 25 she questions ; 'such as locations, surfaces, signage, and the provision of information'	Removed locations and slightly change text	Now reads: Improvements to public paths, such as surfacing, signage,
				15) On page 26, need a comma after 'In its document. (Also an inverted comma after it and before s [its]	Disagree. But sentenced changed to make reading easier.	Changed to: In the document <i>Encouraging walking: advice to local authorities</i>
				16) Found the use of document names in the text confusing. They need to be highlighted with inverted commas or italics.	Italics will be used.	Done
R4	Un-named Questionnaire Response	-	The document is well written, researched and most comprehensive	None		
R5	Un-named web Questionnaire Response (AF11309E)			1) Actions, proposals, consultations and surveys should include local residents and residents groups	Residents' groups were on the consultation list. Where user groups have been identified as a key partner and stakeholder residents' groups have been added.	User groups changed to: User and residents' groups.
				2) Neighbourhood inclusion is vital.	See comment above.	See above
				3) Path maintenance/development should take wildlife i.e.: nesting/breeding seasons into account	Will include in action 3.15	Action 3.15 changed to: Produce guidance for public rights of way maintenance staff and others working on the network to ensure that maintenance of field-edge and cross-field paths conforms to best practice with respect to surface quality, drainage, fencing, hedging, re-instatement after ploughing and clearance of vegetation, taking into account the needs of the less mobile and people with impaired vision, and the bird nesting and breeding seasons
				4) Action 3.17 Develop network of path champions. This is currently happening in some areas were dog walkers and other users remove litter and report problems to local residents groups.	Add to base line position.	Added
				5) More back ground information is required, especially at a neighbourhood level.	Neighbourhood management centres were consulted. Where they give examples of current practice it will be included in the plan.	None

Ref	Name	Address/ Organisation	Overall Opinion	Specific Comments	Outline Proposal Response	Proposed Changes
				6) Would like to see covered the impact on wildlife/natural environment. RoW clearing will affect flora and fauna, animal habitats and bird/insect feeding patterns.	See response to point 3.	See point 3
R6	Un-named web Questionnaire Response (AF11325E)		It is a great idea, I just hope it comes to fruition before too long and is not one of those good initiatives that dies a death and is never heard of again.	1) Only lip service seems to have been paid to facilities for horse-riding. Over the past few years areas have been closed to horses	There is currently only 1 bridleway in Coventry. Action 3.8 is all about developing horse riding routes, including toll routes	None
				2) How are links being developed with agencies relevant to these plans? E.g. BHS, Ramblers, cycling clubs etc?	The LAF has been consulted about the plan. Key partners and stakeholders are identified in the action plans, and these will be involved as the action plan develops.	None
				3) It would be interesting to know where it is proposed more provision could be made for walking/cycling/horse-riding.	The accessibility action plans highlights the need to assess current provision of routes, and identify and access new and missing links.	None
R7	Un-named web Questionnaire Response (AF11576E)		On the whole it is a good document, but could be improved through our suggestions	1) The actions need real financial investment.	This is recognised, and a costed annual action plan will be produced.	Production of annual action plan added in Introduction
				2) The themes are good, but should there not be one aimed at young people specifically?	Accessibility, safety and quality of life are important issues for young children. More emphasis on young people's issues under these themes will be added.	Added children and young people to list that Public paths should be available to. In accessibility section, at end of National Framework added: <i>The Value of Public Space</i> recognises the importance of access to open space and the Natural Environment for children's play. In <i>Child's Place</i> Demos and the Green Alliance found that the lack of access children from urban backgrounds have to natural environments is proving detrimental. In <i>Seen and Heard</i> , Demos stress that the freedom of children and young people to roam around and discover the world is crucial to their development. A significant portion of this takes place in public spaces from foraging adventures in the park to a simple walk to school. All children benefit from access to outdoor space. Under safety theme added: In A Child's Place Demo and the Green Alliance highlight that children and young people say that they are concerned by traffic. The provision of road crossings and reducing the impact of traffic on our roads will help address these concerns. Something to do recognises that safeguarding the safety of children accessing the places to play is a very important of the local public agenda.

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						<p>In Quality of life theme added:</p> <p>The 'obesity crisis' is now one of the most publicised threats to the nation's health. In Seen and Heard, Demos highlight that 20per cent of 4-year olds are overweight, while 8.5 per cent of 6-year olds and 15 per cent of 15 year olds are obese. Children's play is recognised as an important part of a child's well being, healthy growth and development.</p> <p>In The Value of Public Space, CABE stress that access to good quality open spaces and natural environment helps to improve our physical and mental health by encouraging us to walk more and to simply enjoy a green and natural environment. It can provide with moderating-intense activity that is seen as crucial to the development of good physical and mental health.</p>
				3) You should use the Active People for baseline activity indicator. Informal cycling and walking are one of the indicators for this.	These indicators are for general walking and cycling and not directly connected with use of RoW and other paths.	None
R8	R. A. Lloyd		None expressed	3. Improved accessibility		
				<p>Possible users should include:</p> <ul style="list-style-type: none"> joggers/ runners - implying the need for quick and safe use of paths and boundary structures those with restricted mobility - using walking aids or with reduced agility 	Agreed.	Added as users
				<p>National Framework</p> <p>The starting point ought to be the law establishing Rights of Way. Many users would be satisfied if the requirements of the Highways Act 1980 were enforced, which alone would lead to the paths being convenient to use and easy to find and follow. Historically, the rights of those with mobility difficulties, impaired senses, assistance dogs, mobility aids, baby carriers/buggies etc. have not been upheld in the context of Rights of Way, but this situation has now been corrected by statute, in the form of the Disability Discrimination Acts 1995 and 2000, and the Human Rights Act 1998. A key document to cite is British Standard 5709, which requires the least restrictive option for boundary structures, and sets the benchmark for what would be held in a court of law as a "reasonable" endeavour to accommodate the less agile.</p>	<p>Reference to be made of Highways Act 1980 and BS 5709</p> <p>Reference to be made of BS 5709 to further outline standards on 'least restrictive options' to be used.</p>	<p>Added the text:</p> <p>Enforcement of the Highways Act 1980 could assist routes being convenient to use and easy to find and follow. BS 5709 sets a benchmark for what could be viewed as a 'reasonable' endeavour to accommodate the less agile.</p>
				<p>Local Coventry Framework</p> <p>More benefits of improving the network could be given. Increased use of rights of way by "legitimate" users could help to deter anti-social behaviour, littering, fly-tipping, substance abuse, environmental crime, wildlife crime etc., as well as increasing the general awareness of environmental and country issues. In addition, an increase in path usage can simplify maintenance, as undergrowth gets trampled</p>	Agreed	Added suggested text after paragraph ending Warwickshire and Solihull.

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				and disturbed surfaces reconsolidated.		
				<p>Key references</p> <p>Add: the three Acts and BS 5709 mentioned above.</p>	Only Highways Act 1980 to be added. Disability Discrimination Acts 1995 and 2000 already in list. BS 5709 to be added.	Added: "UK Parliament (1980) Highways Act 1980", BS 5709
				<p>Action plan</p> <p>3.7 Develop network of routes</p> <p>Missing links on the west side of Coventry include:</p> <ul style="list-style-type: none"> The continuation of Solihull path M201 north-easterly from the footbridge at SP 2713 7780. The route is currently blocked by an enclosed games field on the south side of Tanners Lane and a field adjacent to Duggins Lane, which has no apparent public access. Paths joining Solihull paths M209 and M213 at the Massey Ferguson Football Field. Access south to Duggins Lane from SP 2719 7849 is possible by informal routes through Floyd's Field. There is no current route east through the new housing development on Banner Lane from SP 2705 7908. A N-S public footpath through St Andrew's churchyard and graveyard, Upper Eastern Green SP 2716 8030. Formal recognition of the public rights of way in the recreation ground in Upper Eastern Green around SP 2735 8045. 	Missing links not detailed in action plan, but links noted for further action.	None
				<p>3.9 Surfacing guidelines</p> <p>A document needs to be developed defining minimum standards for field-edge paths, cross field paths, roughness, drainage, fencing, hedging, reinstatement, clearance of vegetation etc, stating where responsibility lies. It should also be made clear that trampling and fouling of the surface of the right of way by livestock is also an obstruction issue, but one which needs to be balanced against the advantages of natural vegetation control by grazing and browsing.</p> <p>Farmers are allowed to disturb cross-field paths to simplify ploughing, but generally reinstatement is poor. A walkable surface becomes re-established on well-used paths, but not on less popular routes. The usual method - driving the tractor down the line of the path - is often unsatisfactory, as the width is less than the stipulated 1 m, consolidation is incomplete, and the tread pattern, when dry, is ankle-turning. A possible remedy is to use a plain roller to re-establish the path, either drawn or self-propelled. CCC could help by having a loan scheme for such equipment.</p>	Enforcement of the RoW 1990 Act regarding ploughing and cropping of RoW would cover these issues.	Add to action 3.15: best practice on field-edge paths, cross field paths, roughness, drainage, fencing, hedging, reinstatement, clearance of vegetation,

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				<p>3.10 Removal of stiles The substantial efforts to eliminate stiles (on the western fringe of Coventry) are appreciated. However, a person with mobility limitations etc has a legal right of access to all parts of the network, so if a person with difficulties gives notice of an intention to use a route that is currently inaccessible, there should be a policy in place to take immediate action.</p>	Disability Discrimination Act doesn't demand immediate action, but is about making reasonable adjustment. The land owner may also object.	None
				<p>3.12 Path furniture British Standard 5709 covers all requirements for boundary structures, and consideration could be given to providing this (or abstracts) free of charge to land owners. Ordinary self-closing pedestrian gates are far more accessible than kissing gates, and concerns about the gates being left open are misplaced, if the gate is in good condition. It should be noted that most kissing gates of timber construction fail to comply with BS5709, as the standard triangular refuge is too restrictive. When made in wood, the refuge must be of quadrilateral plan.</p>	Agree	Reference made to BS 5709 in National Framework text
				<p>3.14 Vegetation clearance A policy could be developed which sets out standard rewards to land occupiers for maintenance beyond statutory requirements (for instance surfaces and undergrowth) and standard charges on land occupiers for extra maintenance work done by the Highways Authority on hedges, cropped areas, boundary structures etc. A lack of hedge trimming is a problem on field-edge paths, as the walker is forced onto a narrow line or onto the ploughed area itself. Some edge paths have been inadvertently ploughed in the past, or have been deeply rutted. In bad cases, maintenance would require cutting back the hedge, clearing out the field drainage, mowing the undergrowth, ploughing the path surface, adding soil as required, and then reconsolidating the surface with a roller.</p>	The RoW Act 1990 outlines legal requirements and thus standards policy not required.	None
				<p>3.18 Reporting of defects Occasional signs could indicate how reporting should be done, while marking identification codes on boundary structures or waymarks would improve the accuracy of reports. The system needs to be user-friendly, possibly with alternative methods. An on-line form would suit some, but others might find it easier to submit data on-line in a standard format - path reference, grid reference, subject, nature of problem, date.</p>	All reporting options will be looked at as the action doesn't exclude any option. However, it is not expected that extra signs will be installed to out line reporting procedure. Don't want additional clutter.	None
				Add:		None

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				Leaflets could be circulated encouraging users to do incidental maintenance - some walkers already go equipped with secateurs and sticks for control of vegetation.	The Council doesn't want to encourage this. It may lead to criminal damage and the Council may be blamed.	
				No mention is made of the maintenance of bridges, which can be a critical issue.	Inspection of bridges would form part of general inspection programme under action 3.13.	None
				In agricultural areas, the Rural Payment Agency (RPA) are obligated to take enforcement action (including abatement of the agricultural subsidy) if the farmer fails to meet Good Agricultural and Environmental Condition standards. GAEC Standard 8 requires compliance with the Highways Act 1980. However, the RPA have refused to take action unless the Highways Authority has already taken action. Clearly, if RPA local inspectors worked in cooperation with CCC, many problems would be resolved more quickly and easily.	This is a National Policy Issue. The system is cumbersome. Far better for the Council to deal with the issues by talking to the land owners.	None
				5. Improving safety		
				Action plan 5.5 Road links Some sections of road-walking have been created by earlier footpath diversions, and a policy needs to be developed to prevent any further occurrences, and to find ways of reversing the effect of these earlier diversions.	Such considerations would form part of the feasibility studies to make road links safer to use. To emphasis types of likely links change road to highway verges and safe off road routes	road changed to highway verges and safe off road routes
				Add: A number of hazards arise from poor maintenance. Barbed wire or electric fencing alongside paths and adjacent to stiles, and the poor grip and alignment of some stile treads are particular issues. The responsibility for any damage would rest with the occupier of the land.	This is standard practice.	None
				Narrow rural roads are challenging for pedestrian safety, and CCC could produce and distribute advisory information on "safe walking on rural roads, particularly in poor visibility". Although never pleasant, it will remain a necessity, and risks can be minimised by a disciplined approach to conduct and equipment. It should be borne in mind that for foot travel and running-type exercise, the tarmac roads almost invariably provide a quicker route than cross-country paths.	Agreed.	Added new action: Make available advisory information of 'safe walking on rural roads'
				6. Improving quality of life Action plan 6.1. Maintaining and promoting Public footpaths have a serious "image problem".	Will publicise opening up of routes, and this will be included in the promotion plan.	None

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				Many people will not venture from the road-side when confronted with a difficult or overgrown stile or gate, even when well-signed. There needs to be good coordination between maintenance and publicity - once a route has satisfactory accessibility and waymarking, an all-out effort should be made to attract new users.		
R9		Warwickshire, Solihull and Solihull Local Access Forum		Warwickshire included a small section on monitoring.	Add similar section saying that a costed annual action will be costed, and annual report on the action plan progress will also be produced.	Add text this affect in the introduction under "Implementation" section
				P1. Bullet point 1. Add improve network of paths and connections.	Agreed	Changed the first line to: Improving the accessibility of the network of paths and connections for anyone who
				P2. Bullet point 4. Where rights of way cross busy roads should be a high priority. They need to be identified and addressed.	Covered by action 5.4	None
				Where Coventry Way and Centenary Way mentioned they should be referred to as A Coventry Way and The Centenary Way i.e. page 6	Agreed	Done as suggested.
				Page 8. Move Coventry City Council (2006) Something to do. Above DfT (2207) manual for streets.)	The year of publication should be 2007	Changed date of publication
				The LAF should be referenced as Warwickshire, Solihull and Solihull Local Access Forum through out the document. Not Local access Forum (Warwickshire, Coventry & Solihull)	Agreed	Done as suggested
				Throughout document, where landowners are identified as a key partner, farmers should be added and vice versa.	Agreed, but farmers are landowners; need to put "landowners including farmers"	In key partners column replaced reference to landowners or farmers to Landowners including farmers
				Action 3.16. Road scrapings could be used. Someone asked what happens in Coventry.	Don't need to reference use of road scrapings, will be included as part of procedures in action	None
				Action 3.17. Someone asked who Sustrans were.	Put in glossary	Added Sustrans, Sustrans is one of the UK's leading sustainable transport charities. It co-ordinates the development of the National Cycle Network. It also promotes cycling and walking as healthy forms of transport.
				Action 3.17. Include Parish Path Partnership in Warwickshire in baseline position.	This is not relevant as it is not in Coventry	None
				For some actions under Reducing congestion and Improving Air Quality, Health Organisations could be added as a key partner.	Agreed	Added Coventry Primary Care Trust as key partners for actions 4.3 and 4.7
				The Actions 4.4 and 4.5 are supported but would wish to see the implementation brought forward.	Before NCN routes and links can be implemented feasibility studies and route design need to take place. It is unrealistic to expect implementation within 2 years.	None
				Page 22. Under key references Regional Spatial Strategy has replaced RPG 11.	Agreed.	RPG 11 reference replaced with Regional Spatial Strategy

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				Page 24. A quiet lane should be defined, what it is meant to be and what are its benefits. [Members where interested in the report, would like a copy and will include at a future meeting]	Agreed. Also to avoid confusion on what quiet lanes are, the term has been changed to 'Quieten the lanes'.	Quiet Lane term added to glossary with the definition: Quiet Lanes are a Natural England initiative, which has the support of the Department for Transport. Quiet Lanes are minor rural roads which are appropriate for shared use by walkers, cyclists, horse riders and motorised users. They should have low traffic flows travelling at low speeds.
				The SatNav network should not include any Quiet Lane schemes.	This is a National issue and not relevant to a local RoWIP.	None.
				Action 6.3. should be undertaken in 1-2 years, not 3-4.	Developing the routes will take time so timescale to be changed to 1-2 and 3-4	Timescale changed to 1-2 and 3-4
				Action 6.8 should be undertaken in 1-5 years not 3+	Agreed	Timescale changed to 1-2 and 3-4
				In action plan: Recording on page 33 add action: "Planning Department must consult with RoW officer on planning applications." Make reference to specific Country and Planning Regs. which state that planning department have to consult with highway department.	Agree, although don't need to stress planning department consultation with highway department as already happens	Action added: Develop system so that Planning Department consults with the Rights of Way officer on all planning applications which might affect a public right of way whether or not shown on the definitive map.
				P43. Add to end of prioritisation scheme bullet point "Safeguard rights which would otherwise be lost" the text "through development"	Agreed	Added text as suggested
R10		West Midlands Planning Aid Service	The production of this Rights of Way Improvement Plan is to be welcomed.	As regards improving accessibility, except for purely local movement it is essential that pedestrian routes should have a clear and attractive identity and continuity, distinguishing them from the minor routes upon which the presence of strangers to the locality might be more noticeable and questionable. This identity is best achieved by fitting the housing and other adjacent development to the route, rather than by threading a route through a layout that has been determined by other considerations. In existing development, the identity of the major routes should be emphasized by landscaping, surfacing and street furniture, in addition to obvious things like signposting. Publicity for the network is highly desirable, but making the network easily recognisable on the ground as such is even more important.	These general points are more suited to design guidelines and not so relevant to rights of way.	None
				The necessity of providing ramps as well as steps is generally recognised. However, with the ageing of the population it needs to be borne in mind that it is not only the user of a wheelchair who may be of limited capabilities. The person accompanying the wheelchair, and pushing it up slopes, may well also be of at least middle age, and the permissible maximum slope for a ramp should be specified with that in mind. In this context, existing specifications may well allow ramps to be too steep.	These points are more suited to design guidelines and not so relevant to rights of way.	None
				Pedestrian routes should be made safe for all categories of legitimate user to use freely. These	The desire for segregation is discussed at the end of chapter 4.	None

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				users include the very young, who should be enabled to walk on the route safely without being subject to close control. They also include people of limited mobility, and people with limited sight or hearing. For these reasons the mixing of motor vehicles with pedestrians on undifferentiated space should be allowed only with the utmost caution, since without clear visible and recognisable tactile demarcations all of these people are likely to be put in danger. It is doubtful whether young children and aids such as guide dogs or hearing dogs can be trained to recognise the risks.		
				The mixing of cyclists with pedestrians on shared surfaces is also of doubtful safety, especially where the cycle movement is relatively long-distance and where higher cycling speeds are therefore to be expected. The presence of cyclists also reduces the freedom of young children to walk freely; their parents may well recognise the apparent danger and control them more closely than they would on, say, an open field, but although the result of their care may be to minimise the actual rate of injury the degree of control necessary to achieve this is itself an infringement of the liberty of the child to enjoy the walk as a matter of recreation rather than just travelling from A to B. The apparent lack of statistics showing increased injury arising from mixing cyclists with pedestrians should therefore not be taken to indicate that there is necessarily no detriment.	The desire for segregation is discussed at the end of chapter 4.	
				3.9 The guidelines should ensure that all manhole and duct covers in cycleways are relocated clear of the route, or fitted with surfacing material that is closely similar to that on the rest of the route and is at exactly the same level.	Noted.	None
				3.10 A major cause of obstruction to pedestrians is the use of footpaths and roadside footways for parking vehicles. While this may ease traffic flow on the road it can cause danger to pedestrians and, especially, users of baby buggies, wheelchairs and electric buggies. There should be a policy of installing bollards, including kerbside bollards, where this occurs, especially on major routes.	This is more of a problem in urban pavements not covered by the RoWIP.	None
				3.13 Manhole and similar covers should be required to be maintained to the same standard, and kept at the same level, as the surfacing on the rest of the route.	Where they are not at the same level they would be considered a trip hazard and thus would be levelled	None
				3.17 The notion of having recognised path "champions" to report faults on "their" length of a route is particularly welcome.	General comment	None
				5.3 The need to design crime out of communities is now well recognised. However, the uncritical application of specialised advice given with only that	These points are more suited to design guidelines and not so relevant to rights of way.	

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				purpose in mind can result in an unattractive layout devoid of planting or anything else that might give cover to a criminal, and easily supervised from a passing police car. Such advice should be considered in a balanced manner together with the other factors that go to make for a pleasant environment.		
				7.2 It is important to prioritise the making of Definitive Map Modification Orders, without which there is no conclusive record of the public rights. However, given the present deadline after which all still unrecorded historic rights will be lost, the aim must be to complete the coverage of all historic rights before the deadline is reached.	The Council is aware of the importance of this, and chapter 7 outlines what is required.	None
				7.3 As 7.2. Historic rights are always at risk, especially when development is likely and complete coverage is essential not only for major routes but also of minor routes which may still have considerable local significance.	As above.	None
R11	Lesley Burton			<p>I am anxious to re-instate two paths in my area into Bridleways and hope you might be able to help. Both paths are in the Allesley/Corley area. One is the continuation of the Meriden Shafts Bridleway from Harvest Hill Lane across to the end of the drive by Hollyberry Hall Farm onto Clay Lane/ Watery Lane. (84/28 on the Landranger Map) The new owners (c. 17 years ago) have built a stile there. I have a friend who has an old map showing this as a bridleway. There are many people including myself who remember riding this path regularly within the last 20 years. This would make a good circular route incorporating quiet lanes.</p> <p>The other route in question is from the corner in Watery Lane just below Elkin Wood leading up through the fields to Tidbury Castle Farm and out onto Wall Hill Road. According to the previous owners Fred and May Smith (now both deceased) this path was an old Green Road/ Drivers route.</p> <p>There is nominal off road riding around this area and with 'Sat. Nav's' bringing more traffic through the lanes I am anxious to try and preserve/restore any we might have.</p>	Specific paths are not discussed in the plan. However, these will be looked at in developing the path network.	None
R12	Charlotte Morgan	West Midlands South Area Access Specialist, Natural England	It was very interesting reading and brings home the reality of the City Council situation to the public.	<p>Executive Summary:</p> <p>The addition of this part of the document will provide context for the ROWIP.</p>	The Introduction does this.	None
				Introduction:	The Introduction covers the background information	None

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				The introduction is a useful place to set out what the ROWIP is, how it has come about and what it sets out to achieve. Some background should be included to set out the state of the ROW network and any/all other access and recreation opportunities in the City.	which is considered to be necessary	
				Consultation: A list of those consulted through the Public Path User Survey added as an appendix would be useful to gauge the breadth of interest. The summary of the findings could be usefully collated as part of the scene setting in the introduction/exec summary. They would also provide the evidence for actions in the theme chapters.	The survey was used as a tool to produce the RoWIP and the actions in the plan are difficult to cross reference with the questionnaire and the responses received.	None
				Framework: The framework in which the ROWIP sits could be explored as a whole, in an earlier section, rather than within each theme. This would provide a picture as to its relevance and position within the City Council priorities.	Putting the framework under each theme gives the actions more relevance. It is the approach taken by Warwickshire in their RoWIP and is reflected in the LTP.	
				Glossary: This should be moved to the back of the document rather than be placed in the main body.	Agreed.	Glossary is an Appendix.
				Themes 3, 5, 6, are particularly relevant to the City Council and as such useful in this document. A heading to identify a thematic over view of the comments received through the Public Path User Survey that are relevant to each section would be useful and would provide evidence upon which the actions are then based.	We feel this is unnecessarily complicated.	None
				Theme 3 – Page 5 – please incorporate the idea that access and recreation is wider than just ‘use of public paths’ and includes access to the natural environment as a whole.	Agreed	Under National Framework, in the first sentence in second paragraph changed “the use of public paths” to “from access to the natural environment.”
				Theme 4 – Is the inclusion of ‘improving air quality’ relevant to the ROWIP? The air quality title may give rise to confusion within the context of the ROWIP. It links better with 6 – quality of life. An alternative title and direction for this theme could be ‘improving sustainable transport’, thus creating strong links with the LTP.	This theme mirrors that are in the West Midlands LTP.	None
				Theme 7 – I think that this section should be earlier in the ROWIP as it is the baseline for the ROWIP	The ordering of the themes doesn’t matter. As the RoWIP is to be integrated into the LTP. We feel the	

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				and actions required here underpin many of the rest.	LTP themes should be presented first.	
				Page 26 – any reference to English Nature, Rural Development Service or Countryside Agency should be changed to Natural England. This should follow through the whole document.	Agreed	Change references as suggested.
				<u>Actions:</u> There are a good number of actions, which is good as this is an aspirational document, however some could be rationalised or collated to make the document smarter. This could be facilitated by additional columns which would identify which themes an action is relevant to.	We feel that there is very little overlap with the actions. Although some actions could be considered to overlap more than one theme we have chosen the most suitable theme.	None.
				It is envisaged that the document would be useful to funding bids and with that in mind it is suggested that some idea of cost and resource requirement be linked to each action.	A costed annual action plan will be produced. An annual report will be produced to report on progress.	Add text this affect in the introduction under "Implementation" section
				Priority of action is also a useful tool for identifying projects for funding.	Priority of actions is reflected in the timescale to undertaken each action.	None
				Links to other strategies are useful to maintain as they can contribute to a project's desirability where it ticks more than one box!	General comment	None
				'Quick wins' are useful to identify as they can boost the launch of the plan and provide some timely highlights to create inertia to continue with implementation.	The annual action plan will include quick wins.	None
				The baseline position column – how useful is this? It could perhaps be incorporated into the information introducing each theme as part of the assessment of the current ROW/recreation and access provision within the City and its fitness for purpose.	We feel it is appropriate to each action.	None
				3.1 – Add developers as stakeholders – they should be 'encouraged' through planning guidance and enforcement.	Agreed	Stakeholders added
				3.11 and 3.19 – is this BVPI and is not being phased out.	3.11 is not a necessarily a BVPI survey. The reduced indicator set is only out for consultation, and if agreed will come into operation on 1 st April 2008.	None
				3.15 – should this not be basic training for staff anyway?	Yes, but this training is lacking at present	None
				3.16 – not an accessibility issue – should be in the Sustainable theme.	There is no sustainable theme. As it is connected to path maintenance we feel it should be left in current theme.	None
				3.17 and 3.11 – Parish/Area Path Wardens as Key Partners	There are no Parish/Area Path Wardens at present, but will put Parish Councils as key partners	Added Parish Councils as key partners in both actions.
				3.24 – no timescales	Agreed.	Timescale set was 1-2, 3-4 years.

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				4 – Where Key partners and stake holders is blank – insert someone/organisation to lead if none then leave as Coventry City Council.	This column is not to identify the lead organisation, but ones that would support the action. Lead organisations/teams will appear in the annual action plan.	None.
				4.8 and 4.9 – these could be consolidated.	Agreed.	Action consolidated
				5.3 – Key Partners – Planning Dept. Other Strategy – Supplementary Planning Guidance.	Agreed.	Planning team added as key partner. Coventry Development Plan BE 21
				<u>Constraints:</u> Should there be a section about potential constraints on the implementation of the ROWIP, or potential conflicts? For example: Encouraging the public out into the wider countryside to appreciate the environment but this putting pressure on those vulnerable sites.	The plan is a positive document and don't feel this is necessary.	None
				Management of expectations; another useful section noted in another ROWIP was 'Resources' which showed existing job roles and numbers with budget and other funding streams available.	An annual action plan will be used to identify resources.	None
R13		Coventry and District Natural History and Scientific Society		How realistic are the time scales quoted?	Only estimates at this stage	None
				Would like to have seen maps showing where the paths and RoW are in Coventry.	Not possible as very incomplete definitive map	None
				We agree that more information on routes is needed, as well as better signage.	A general comment	None
				Some footpaths have poor surfaces and overhanging bushes which cause difficulty for the visually impaired. Paths should be inspected more often.	In actions 3.13 and 3.14 it is proposed to develop better inspection routines and vegetation clearance	None
				Improving safety is very important – better lighting essential	In Action 5.2 we propose to develop a lighting plan	None
				Safe crossing of major roads must be implemented.	General comment	None
				Grade the paths according to accessibility – for disables; for push chairs	Action 6.5 proposes developing an accessibility 'grading' system. Disabilities and use of push chairs will be covered by this system.	None
				Some existing paths have staggered "barriers" that are not push chair friendly. Gates ("kissing" type) are more suitable.	Noted.	None
R14	Bob Watson and Stan Veasey			3.8 Horses and people need separate paths. It makes it difficult for disabled and elderly walkers to use paths that have been cut up by horse's hooves.	Agreed, but not always possible	None
				3.11 By making paths accessible to everyone it may encourage vandals to use them for their own means. Be aware of this and possible damage to benches and signs etc. Balance practicality with aesthetic appeal.	If more people use paths then it increases natural surveillance. Increasing in natural surveillance is a technique to help reduce crime. The law-abiding majority should not be punished.	None
				3.17/3.17 The Coventry Way Association has a 'volunteer warden' system to keep their paths clear and useable at little or no cost.	Add to baseline position.	Add to baseline position: The Coventry Way Association has a 'volunteer warden' system

Ref	Name	Address/ Organisation	Overall Opinion	Specific Comments	Outline Proposal Response	Proposed Changes
				Do minority people want to use paths?	The Council has a priority to promote equality of opportunity so that people from different backgrounds have better access to similar opportunities in life.	
				Section 4. Traffic congestion. This could be reduced considerable by speeding up road works. This would also improve time keeping by buses and encourage their use.	Not relevant to RoWIP	None
				If business encouraged their employees to cycle to work by supplying better cycle storage facilities, changing rooms and showers, it would ease congestion.	Not relevant to RoWIP	None
				Regional Framework 5. Many canal towpaths are not wide enough for cycling along or for large numbers of walkers.	Improvements to the towpaths can benefit all the community as shown by improvements to Coventry Canal.	None
				Local Coventry framework. More thought needs to be given to non-motorised users when planning new roads/improvements (particularly large traffic islands and junctions)	Not relevant to RoWIP	None
				Removal of letter from buses would make them nicer to use and encourage people to use then to get to and from the various paths	Not relevant to RoWIP	None
				Section 5. Improving safety. 5.4 Review timing on traffic light controlled pedestrian crossings. Once button is pushed lights should change within 15/20 seconds (unless they have just changed). Long delays encourage pedestrian has gone and the traffic is stopped for no reason.	Not directly relevant to RoWIP. The Cycling and Walking Strategies aim to address this issue.	None
				Section 6. Quality of life. Encourage walking from an early age via schools, walking buses and parents walking their children to school. Develop more safe cycling routes to schools and amenities.	Not directly relevant to RoWIP, such promotion is undertaken by the Council's School Travel Plan Officers. Actions 4.1 and 4.3 looks to identify and improve paths that provide short cuts to schools, etc/	None
R15	Un-named Questionnaire Response		The document is so wide-ranging and comprehensive that I cannot think of anything to add to it.			
R16	Christine Hemming	British Waterways		BW seeks clarification about the details of the proposals and the precise nature of the proposed upgrading/improvements including clarification of the maintenance arrangements of BW assets which may be affected by any proposals.	None are being planned. We would work with BW if proposals were being developed.	None.
				BW would seek further details of precise proposals as these are developed. As a general rule we would not wish to designate any of the towpaths as public rights of way. Horse riding is not permitted on the towpaths for health and safety reasons.	This is not being proposed to designate any of the towpaths as public rights of way.	None
R17	Un-named web Questionnaire Response (AF12917E)			Would like to see dedicated cycle routes through the City centre.	Noted.	None
R18	Un-named web Questionnaire	Coventry & Warwickshire		It was interesting to note that one factor raised was even if action is taken to improve accessibility and	Accessibility grading will be used in developing a prioritising system for path maintenance (action	None

Ref	Name	Address/ Organisation	Overall Opinion	Specific Comments	Outline Proposal Response	Proposed Changes
	Response (AF13005E)	Accessible Transport Committee		routes, these must be maintained otherwise people with restricted mobility cannot use them.	3.14)	
				Making things accessible for wheelchair users - to be aware that "one size" does not fit all, there are different types/sizes of wheelchairs and scooters. Need consultation with disabled groups for their input and for them to trial the plans.	Agreed. Consultations take place on most projects, and disabled groups are on the standard consultation list.	None
				Need consultation with disabled groups for their input and for them to trial the plans.	Agreed. Consultations take place on most projects, and disabled groups are on the standard consultation list.	None
				Awareness needs raising within the general public to the difficulties experienced by disabled people and how by just being a bit more aware and thoughtful life can be made much more easier, i.e.. dropped kerbs - not parking over them, cycle paths - deaf people cannot hear cycles approaching (well, for that matter, neither can hearing pedestrians).	Not relevant to RoWIP	None
				Raise awareness in schools of the facilities available.	Agreed.	In action 6.4 added to action: publicity material for young people and added as key partner: Children, Learning and Young People's Directorate
				Needs to be consultation between planning and suppliers, i.e.. encouraging people onto public transport - but public transport not meeting people's needs in frequency, type of vehicle, route, etc.	Agreed.	In action 6.4 added bus operators as key partner.
R19	Un-named web Questionnaire Response (AF13005E)		It is a very good plan to happen over the next few years. We would like to be sure it will all happen			
R20	Mr William Rogers		The RoWIP is welcome but it should be supported with substantial funding	New bridleway on both sides of Coundon Wedge Drive linking Staircase Lane and service bridge required.	Action plan doesn't include specific route improvements but suggestion will be filed for future consideration.	None
				Much greater professional effort needs to be applied in cleaning up and repairing the wear and tear that greater access will bring.	Actions 3.13 and 3.14 recognise that improved inspection and maintenance routines need to be put in place.	None
				The North-brook pool urgently needs de-silting, the handicapped trail needs repair, a cleanout of the River Sherbourne from Allesley to Town is long over due and it this isn't the only wahtercourse in the City with problems.	Action plan doesn't include specific improvements but suggestion will be filed for future consideration.	None
				Paid countryside carers to bolster the efforts put in by volunteers are required.	Actions 3.13 and 3.14 recognise that improved inspection and maintenance routines need to be put in place.	None