

**BRISTOL CITY COUNCIL  
PUBLIC RIGHTS OF WAY AND GREENS COMMITTEE  
27 OCTOBER 2008**

**DRAFT RIGHTS OF WAY PUBLIC PATH ORDER POLICY**

(Report of the Director of City Development)

(Ward: All)

**Purpose of Report**

1. To advise the committee of the draft joint Public Path Order policy and request their views and suggestions on its content, prior to approval at a later date.

**Background**

2. The Rights of Way Improvement Plan, which was published in November 2007, sets out a number of statements of action under the theme of improving maintenance and safety. Statement of Action 1.4, reads '*Develop joint diversion policy including standards for diverted paths*'. The timescale for Action 1.4 was 1-2 years; therefore the proposed deadline for the adoption of the joint policy would be approximately March 2009.
3. An initial draft of the policy has been set out with input from the Joint Local Access Forum. This is attached at Appendix 1. It is proposed that the draft be put before members of this committee to invite their comments and suggestions by 14 November prior to taking the draft to a wider consultation with interested groups and others.
4. The consideration of these cases is a statutory function and the decision whether to make an order is a quasi-judicial one. Should an order be made to create, divert or stop up a footpath, any barriers to the use by the public of that path would be dealt with under Highways act legislation and are set out in the criteria within the policy.

**Procedure**

5. The members are requested to forward any comments or suggestions that they may have to the author of the report.

**Liaison**

6. Joint Local Access Forum – see appendix 1

**Conclusion**

7. Any comments raised will be taken into account in the final draft of the joint policy that will be submitted for approval to the Executive Member for Sustainable Development.

<b>Consultation</b>	External – Joint Local Access Forum
<b>Appendices</b>	Appendix 1 – Public Path Order Policy Appendix 2 - Joint ROWIP Business Plan/Statement of Actions dated August 2008
<b>Policy Implications</b>	This will become the joint policy framework as required by the Joint Rights of Way Improvement Plan published by Bath and North East Somerset, Bristol City and South Gloucestershire Councils
<b>Resource Implications</b>	There are no resource implications
<b>Legal Implications</b>	The draft policy will be checked by the Legal Services Team and appropriate representations (if any) will be made. (Kevin Hill, Principal Solicitor (Planning & Highways))
<b>Other Approvals Necessary</b>	Executive Member (Sustainable Development)
<b>Recommended:</b>	That the report be noted

**Local Government (Access to Information) Act 1985  
Background Papers**

Joint Rights of Way Improvement Plan published November 2007

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Draft v3 – 11 August 2008

## Changes to the Path Network Public Path Order Policy

### Introduction

#### Joint Rights of Way Improvement Plan 2007 - 2011 “Box 3C Public Path Orders

*The creation, diversion or extinguishment of public rights is by Public Path Order. There are various grounds for making a public path order, for instance to enable development or in the interests of the landowners or of the public. In a similar manner to definitive map modification orders, these orders consider legal tests and objections and may lead to independent inquiry. Recent changes in legislation have broadened the grounds for public path orders, which can now be promoted for reasons including crime prevention and security; health and safety on school premises; and nature conservation..”*

The power to make public path orders is currently at the discretion of local authorities.

An Equalities impact assessment has been considered in the drafting of this policy.

### Applications for Path Orders

All applications for Public Path Orders (creations, diversions and extinguishments) will be assessed against the appropriate legislative tests and the criteria set out in this policy below. The Council will only exercise its discretion to make an order if it is satisfied that the order is capable of being confirmed (i.e. it believes the legislative tests are met) and it is reasonable to do so with reference to the criteria.

Generally proposals will only be acceptable where they maintain existing links to connecting paths and offer at least a comparable alternative path or provide new links to other paths. Consideration should be given to whether there is an alternative to altering the public right of way. Councils will seek to enhance the network wherever possible by improvement to the current route and network.

Application forms will contain guidance notes for the applicant, including the factors given below. It will set out the likely costs to the applicant. Guidance on the alteration of public paths is contained within the Booklet ‘**CA 142 ‘A guide to definitive maps and changes to public rights of way’**’, available on the Natural England Website.

We aim to process applications for changes to the path network within 9 months, but this is dependent upon the availability of staff. Applications will normally be dealt with in chronological order of receipt. However the Council reserves the right to prioritise some applications out of sequence for instance if the resulting order affects development; offers substantial improvement to the network; or requires to be expedited for any other reason.

Applicants for a path order will be expected to:-

- provide an initial assessment of their proposal against the legislative tests and additional criteria;
- agree in writing to meet all reasonable costs associated with making the order;
- pay all costs to set out any new line of the path on the ground;

*(In exceptional circumstances the Council may agree to waive costs in whole or in part.)*

An application for the extinguishment of a path will not be encouraged unless there is a general benefit to the network or the accuracy of the Definitive Map and Statement.

The Council has developed its procedure for dealing with path order applications in accordance with government guidance and best practice. An application form and guidelines are available from the Council. These guidelines cover the consultation process, form of orders and charging.

### **Effect of Public Path Orders and existing Public Rights of Way**

**A path order will not become operative until it is confirmed or certified where required. No path is to be obstructed or disturbed until an order has been finalised. All paths should be open and available for public use until such time as an order has come into operation. The case officer may agree to waive this requirement where it is deemed appropriate having regard to all the circumstances of the particular case; for example where there is a longstanding obstruction the applicant should ensure that there is a clear reasonably convenient way around the obstruction, or where the obstruction is a large expanse of water or has previously been quarried away and the legal line would be dangerous.**

### **Legislative Tests**

The legislative tests that a particular application must meet depend upon the type of order being sought. Although not an exhaustive list, the principle orders and tests are set out below:

- *A new right of way may be created where it can be shown that there is a need for it (section 26).*

## APPENDIX (5) 1

- *A right of way may be extinguished where it is not needed for public use (section 118).*
- *A right of way may be diverted where it can be shown that it is in the interest of the relevant landowner and/or the public to do so, but only where:*
  - i) the diverted route would not be substantially less convenient to the public; and*
  - ii) the diversion would not alter any point of termination of the path, other than to another point on the same highway, or a connected highway. The effect the diversion would have on public enjoyment of the path as a whole must also be taken into account before a decision is made (section 119).*
- *A right of way which crosses a railway may be extinguished (section 118A) or diverted (section 119A) where it can be shown that it is expedient to do so in the interests of public safety, but only if it is not possible to make the crossing safe.*
- *A right of way may be extinguished (section 118B) or diverted (section 119B) for reasons of school security {for the purpose of protecting pupils and staff from violence; threat of violence; harassment; alarm or distress arising from unlawful activity; any other risk to their health and safety arising from such activity}, or, if it falls within a [designated high crime](#) area, for [reasons of crime prevention](#).*
- *A right of way may be diverted in order to protect a Site of Special Scientific Interest (section 119D).*
- *A right of way may be gated (i.e. closed off) where it can be shown that it is expedient to do so to tackle crime or anti-social behaviour. Gating a right of way does not extinguish the public right, but it makes it an offence to exercise the right (section 129A).*
- *A path may be diverted or stopped up if it is necessary to enable development to take place.*

NB. Gating Orders – Sections 129A to 129G of the Highways Act 1980 allow authorities to make (or vary or revoke) gating orders on public highways other than trunk roads, special roads and classified roads. Gating orders may be used where the authority consider that a highway is facilitating high and persistent levels of crime and/or anti-social behaviour that adversely affects local residents or businesses, and is supported by the local Crime Partnership or local police. Please refer to local authority policy on Gating orders.

### Additional Criteria

This section sets out the criteria against which the Council will assess any application for a Public Path Order. It is perhaps the most important part of the policy in that it establishes how the Council intends to exercise its discretion in deciding whether or not to make a Public Path Order once it is satisfied that the legislative tests are met. It should be stressed that the Council will seek to take a balanced view of the assessment against all the criteria as a whole. The criteria are:-

- **Connectivity.** Any new proposed route should maintain links to existing paths and where possible offer links to improve the connectivity of the network. Under very few circumstances will proposals be considered that alter road crossings of paths except where it improves the safety to users.
- **Equalities Impact.** Proposals should seek to improve access for all, particularly those with mobility or visual impairments. Careful consideration should be given to the choice of infrastructure (also see “Gaps & Gates” below) and gradient. Whilst steps may be acceptable in some circumstances, there is a preference to see appropriately graded ramps / slopes. New routes should not introduce any significantly increased gradients compared to the existing path. Any application will be assessed according to its impact on equalities, particularly in line with current recommendations within government guidance, legislation on the least restrictive option. The proposed new route should incorporate where appropriate features to improve access for the mobility impaired user, e.g. ramps rather than steps, gaps rather than gates or stiles. Authority for steps and stiles will only be given in exceptional circumstances. Any proposed route should offer improvement to any existing gradient where possible.
- **Gaps & Gates.** Where the alternative route crosses boundaries (hedges, fences, etc.), gaps are the preferred option in line with the principle of least restrictive access. If a gap is not practicable e.g. there is a requirement for stock control, gates will be acceptable provided they are of a standard agreed by the Council. The Council will seek to minimise the number of structures on the new route. Generally, the new route must not result in a greater number of structures and any structures must be of an equal or less restrictive nature compared with the existing route. Stiles will only be agreed in exceptional circumstances. The Council may record structures as part of the order or, if appropriate, may authorise them separately under s147 Highways Act 1980. Nonetheless, the consultation process will seek to

make clear to the public the proposed structures on the new route.

- **Maintenance.** The proposed new route should not result in any significantly higher maintenance liability for the Council. Applicants may be required to enter into a maintenance agreement with the Council under which they will take on the maintenance responsibility for the new route.
- **Safety.** Any proposed route must take into account the safety of users. A new route should not introduce additional hazards. It should not encourage or be likely to encourage antisocial behaviour or criminal activity.
- **Status.** Where possible and appropriate, consideration should be given to establish routes that offer increased opportunities for other users – for instance for proposals that seek to divert a footpath and establish the new route as a bridleway.
- **Width.** The width of any new proposed path must be clearly defined. Proposals that will lead to the enclosure of new paths will be discouraged unless agreement is made with the Council as to provision of surface and maintenance (see below). The minimum width for a proposed path will generally be as follows:-  
Footpath – Minimum 2 metres;  
Bridleway – Minimum 3 metres, (4 metres if enclosed);  
Restricted Byway – minimum 5 metres.
- **Features of Interest.** Any proposal must not remove public access from any feature of interest or place of resort other than in exceptional circumstances and the new route should not result in lower quality or diversity of views for the user.
- **Development.** Where a path is being diverted for development it should not follow estate roads as this is contrary to Circular 1/08 (Government Guidance).

### Background Information and relevant guidance

Relevant legislation:-

- *Highways Act 1980*
- *Town and Country Planning Act 1990*
- *The Disability Discrimination Act (DDA) 1995*
- *The Disability Discrimination Act (DDA) 2005*
- *The Countryside & Rights of Way Act (CROW) 2000*
- *The Human Rights Act 2000*

Guidance Notes:-

- Circular 1/08. *The revised circular gives advice to local authorities on recording, managing and maintaining, protecting*

*and changing public rights of way. This new guidance replaces previous advice and guidance in circulars: 2/93, 3/93, 17/90, 18/90 and 32/81, which are now no longer valid.*

<http://www.defra.gov.uk/wildlife-countryside/issues/public/rowcircular1-08.pdf>

- The Planning Inspectorate Guidance on procedures for considering objections to Definitive Map and Public Path Orders in England December 2007  
[http://www.planninginspectorate.gov.uk/pins/appeals/rights\\_of\\_way/public\\_path\\_orders\\_01.htm](http://www.planninginspectorate.gov.uk/pins/appeals/rights_of_way/public_path_orders_01.htm)

- CA142 'A guide to definitive maps and changes to public rights of  
of  
Countryside Agency now Natural England

<http://naturalengland.communisis.com/naturalenglandshop/docs/CA142.pdf>

- CA 215 – 'By all reasonable means: inclusive access to the outdoors for disabled people'  
<http://naturalengland.communisis.com/naturalenglandshop/docs/CA215.pdf>

- 'Rights of Way: A guide to law and practice' by John Riddall and John Trevelyan, Ramblers' Association. Email –  
[bluebook@london.ramblers.org.uk](mailto:bluebook@london.ramblers.org.uk)

- Rights Of Way Review Committee, Practice Guidance Notes 1: Code Of Practice On Consultation Over Changes To Rights Of Way *Third Edition December 1999*  
<http://www.ramblers.org.uk/footpaths/pdf/PGN1.pdf>

- Statutory Instrument 1993 No. 407 The Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993  
[http://www.opsi.gov.uk/si/si1993/Uksi\\_19930407\\_en\\_1.htm](http://www.opsi.gov.uk/si/si1993/Uksi_19930407_en_1.htm)





## **JOINT RIGHTS OF WAY IMPROVEMENT PLAN JOINT BUSINESS PLAN**

### **Background**

Our Joint Rights of Way Improvement Plan (ROWIP) was adopted in November 2007. It sets out our plans for developing and improving the rights of way network in Bristol, Bath and North East Somerset and South Gloucestershire. (For the time being a separate ROWIP covers North Somerset).

In the ROWIP we put forward a Statement of Action and an outline 5-year programme. We promised to set out the financial implications and detailed proposals in a Joint Business Plan. This is our first Joint Business Plan and we focus in particular on action we intend to take in 2008/09.

### **Funding**

Between the three authorities we have almost £300,000 to spend on capital projects in 2008/09 to improve the network in addition to the revenue funding we put towards maintenance. Other potential sources of funding are from Joint Local Transport Plan programmes. Bristol City and South Gloucestershire Councils were successful in their bid for funding for Cycle Demonstration City and the works programme for this project will be determined by September this year. It is envisaged that many improvements can be made for walking and cycling from these funds.

### **Joint Business Plan**

Our Joint Business Plan is set out in the following schedule and summarises our programme of work for 2008/09. Among the schemes and initiatives we propose for the first year of the ROWIP are:

Theme	Statement of Action Task
<b>1. Improving Maintenance and Safety</b> <ul style="list-style-type: none"> <li>• Vegetation schedule revision (South</li> <li>• Implementation of a CAMS- integrated GIS and management database (Bath and North East Somerset)</li> <li>• Full survey of the rights of way network (Bristol)</li> <li>• Classification of routes being trialled</li> <li>• Joint diversion policy for discussion and adoption</li> </ul>	1.1 1.2 1.2 1.3 1.4
<b>2. Signing Routes</b> <ul style="list-style-type: none"> <li>• Review of signs in Bristol (part of network survey).</li> <li>• Install/ repair signs at junctions of paths with metalled roads</li> <li>• Additional signpost information to be piloted building on work carried out on Cotswold Way and other promoted routes</li> </ul>	2.1 2.2 2.3
<b>3. Providing Information</b> <ul style="list-style-type: none"> <li>• Specifications for joint website and future online mapping</li> <li>• Promotional material e.g. Monarchs Way (Bristol and South Gloucestershire)</li> <li>• Initiatives flowing from DEFRA Diversity Action Plan</li> <li>• Promotion of public transport access, e.g. Severn Beach railway stations (Bristol)</li> </ul>	3.1, 3.2 3.3 3.6 3.8
<b>4. Improving Access for Local Travel</b> <ul style="list-style-type: none"> <li>• Upgrading of multi-user route surfaces (Bath and North East Somerset, South Gloucestershire)</li> <li>• Frome Valley Walkway surface and infrastructure improvements (South Gloucestershire)</li> <li>• Projects to improve surfaces on well used links, e.g. routes to schools (All Councils)</li> <li>• Installation of gates, kissing gates and bridges</li> </ul>	4.1 4.1 and 4.3 4.2 4.3

<ul style="list-style-type: none"> <li>• Schemes to enhance safety, e.g. realignment of junction of footpath with A368 in Chew Valley (Bath and North East Somerset)</li> </ul>	4.4
<ul style="list-style-type: none"> <li>• Discussion with JLAF and user groups to identify gaps in network</li> </ul>	4.6

Schemes cover all three Council areas unless specified

**For more information please contact**

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 Rights of Way Improvement Plan: [www.rowip.org.uk](http://www.rowip.org.uk)

## JOINT ROWIP BUSINESS PLAN

Tasks	Work required	Resources	Latest progress/ issues	Target/ completion date
<b>Theme 1 – Improving Maintenance and Safety</b>				
1.1 Develop consistent Rights of Way Management Standards (ROWMS) for maintenance including cutting, cleansing, improvement and promotion	Define scope of ROWMS. Draw up standards taking into account route classifications (Task 1.3)	Officer time. Revenue budget implications	Management Standards Working Group set up. Scope of ROWMS being assessed. Detailed standards will depend on outcome of Task 1.2	2010/11
1.2 Undertake full infrastructure and network condition surveys	Draw up specification for surveys; investigate options for implementation; carry out surveys.	1 FTE Surveyor needed for approx 2 years plus management/ supervision by each Council	Scope of work being assessed. Bristol proceeding. In Bath & North East Somerset and South Gloucestershire full infrastructure and condition survey carried out on Cotswold Way National Trail Options for carrying out other surveys being investigated	Bristol 2008/09  B&NES and South Gloucestershire 2009/10
1.3 Classify all routes in line with the ROWIP	Look at classification using similar method to Wiltshire, Kent and Cornwall with 3 simple classes – basic to enhanced level of use. Desktop study then fieldwork. Classify links along paths	Officer time	Potential classification being trialled in each council area in 2008/09	2010/11
1.4 Develop joint diversion policy including specification of standards for new paths	Examine current approaches, identify future options, develop joint policy.	Officer time	Diversion Policy Working Group set up. Draft policy being developed for consultation with Members and Joint Local Access Forum	2008/09

<b>Tasks</b>	<b>Work required</b>	<b>Resources</b>	<b>Latest progress/ issues</b>	<b>Target/ completion date</b>
1.5 Develop an improved strategy for managing the Definitive Maps and Statements and legal order work	Examine current approaches, identify future options, develop joint policy	Officer time in developing strategy. Resources needed in carrying out Definitive Maps and Statements and legal order work to be identified	Working Group discussed outputs with focus on dealing with applications and a statement of priorities. Current legal packs being assessed  Bristol undertaking a scoping exercise in 2008/09 to determine the scale of work required to consolidate the Definitive Map	Ongoing
<b>Theme 2 – Signing Routes</b>				
2.1 Complete a full review of signage in the area and produce signage guidelines	Inventory of signs. Identify deficiencies. Examine options for enhancements. Draw up guidelines	Officer time. Surveyor(s) needed for Task 1.2	Signage Working Group set up. Inventory depends on progress with Task 1.2. Signing options being assessed. Pilot schemes being organised to test options	Bristol 2008/09  Bath & North East Somerset and South Gloucestershire 2009/10
2.2 Ensure that 90% of path junctions with metalled roads are signed outside urban areas	Identify gaps in provision. Install new signs as appropriate	Officer time. Capital/ revenue expenditure to be identified	Gaps in provision to be identified through Task 1.2 inventory	2009/10
2.3 Ensure that signposts carry additional information for users where appropriate	Install signs as defined by Task 2.1 guidelines	Officer time. Capital / revenue expenditure to be identified	Scope of works depends on outcome of Task 2.1 and pilot schemes. Focus on major recreational and utility routes	2010/11

<b>Tasks</b>	<b>Work required</b>	<b>Resources</b>	<b>Latest progress/ issues</b>	<b>Target/ completion date</b>
<b>Theme 3 – Providing Information</b>				
3.1 Creation of a common website to promote PROW and give a single point of contact	Examine current approaches, identify future options, develop joint website with down loadable leaflets and forms and trip planning	Officer time plus set up costs	Publicity and Communications Working Group set up. Specification being drawn up, taking account of good examples from elsewhere and linking with Greater Bristol Bus Network travel+ and Cycling City initiatives	2009/10
3.2 Develop online mapping as an interactive tool available on joint website	Being assessed as part of work on Task 3.1	Officer time plus Revenue expenditure to be identified	Scoping exercise being undertaken in connection with Task 3.1	2010/11
3.3 Develop targeted promotional material (including equestrian, disabled and motorised users)	Proactive press strategy and marketing needed, standardise layout and DDA compliant	Officer time. Revenue expenditure to be identified	Scope of strategy and marketing being assessed and links with Greater Bristol Bus Network travel+ and Cycling City initiatives and Task 3.1. Routes for disabled ramblers being identified  Material being produced for selected routes, e.g. Monarchs Way	Ongoing
3.4 Provide information, guidance and support to landowners	Examine current arrangements and future options. Implement	Officer time. Revenue expenditure to be identified	Potential use of websites being investigated and links with Task 3.1	2009/10

<b>Tasks</b>	<b>Work required</b>	<b>Resources</b>	<b>Latest progress/ issues</b>	<b>Target/ completion date</b>
3.5 Provide information in a range of formats and/or languages (links to 3.6)	Information to be provided on request, as needed	Officer time Revenue expenditure to be identified	Links with Task 3.3. Best practice being investigated including audio guides	Ongoing
3.6 Explore opportunities for increasing participation of minority groups in countryside access in light of the DEFRA Diversity Action Plan	Overarching issue to be taken into account in each task. Implications of DEFRA action plan to be assessed	Officer time Revenue expenditure to be identified	Publication of DEFRA Diversity Action Plan awaited	Ongoing
3.7 Promote improvement works and provide feedback on completed maintenance through press and newsletters	Examine options for promotion. Implement through press, newsletter and other media	Officer time Revenue expenditure to be identified	Links with Tasks 3.1 and 3.3. Working Group assessing possible formats for publicity including use of websites	Ongoing
3.8 Promote PROW that can be accessed by public transport	Being investigated by Communications Working Group taking account of good practice in place with Cotswold Way National Trail website and booklet	Officer time Revenue expenditure to be identified	Input into promotion of Severn Beach circular walks and Monarchs Way	Ongoing

Tasks	Work required	Resources	Latest progress/ issues	Target/ completion date
<b>Theme 4 – Improving Access for Local Travel</b>				
4.1 Identify improvements to enable travel for all by foot / on bike to:		Capital / revenue expenditure to be identified	Progress with Accessibility Action Plans:	Ongoing
▪ employment	Linked with Accessibility Action Plans for Aztec West/ North Fringe/ Cribbs Causeway.		S Gloucestershire Travel Forum and travel plan officers active; <i>Accession</i> mapping undertaken	
▪ health services	Linked to Accessibility Action Plans for Bristol Health Service Plan (BHSP)/ Southmead/ Royal United Hospital and to Active Bristol and Healthy Walking Initiative		<i>Accession</i> support provided for BHSP	
▪ education	Linked with school travel plans (links to Task 4.2).		School travel plans actively being produced	
▪ leisure	Linked with Task 4.6 and Parks and Green Spaces Strategy for Bristol		Schemes implemented to upgrade routes e.g. bridleways and Frome Valley Walkway	
▪ transport nodes	Linked with <i>Access for All</i> small stations schemes and with Greater Bristol Bus Network scheme		Successful <i>Access for All</i> 2008/09 funding bid for Severn Beach line and Patchway stations. Greater Bristol Bus Network scheme given go ahead by DfT May 2008	
4.2 Provide safer and shorter routes identified in Task 4.1 to enable easy access to and from public transport links and schools	Consider scope of work/ Joint Local Transport Plan links/ interface between rights of way and school travel plan officers	Capital expenditure to be identified	Discussions with school travel plan and public transport officers	Ongoing
4.3 Identify and carry out improvements for people with mobility difficulties and visual impairments	Identify potential improvements. Implement	Officer time. Capital / revenue expenditure to be identified	Discussions with access/ disability officers	Ongoing



<b>Tasks</b>	<b>Work required</b>	<b>Resources</b>	<b>Latest progress/ issues</b>	<b>Target/ completion date</b>
4.4 Identify road safety improvements that enable increased use of routes	Consider scope of work/ Joint Local Transport Plan links/ interface between rights of way and road safety officers	Officer time. Capital expenditure to be identified	Discussions with road safety officers	Ongoing
4.5 Work with employers and educational establishments through travel planning to promote use of local rights of way	WEPO to consider scope of work/ JLTP links/ interface between PRow and travel plan officers	Officer time	Discussions with travel plan officers	Ongoing
4.6 Identify gaps in the wider recreational network that will improve accessibility and connectivity	To be determined	Capital / revenue expenditure to be identified	Joint Local Access Forum invited to put forward suggestions	Ongoing
4.7 Produce joint guidance to secure appropriate improvements and additions to the PRow network through planning processes.	Assess impact of Dec 2007 Rights of Way Review Committee Practice Guidance Note 6. Agree scope, format and content of guidance	Revenue expenditure to be identified	Planning Liaison/ Development & Planning Guidance Working Group set up. Potential standard Planning Note being considered for issue with planning application forms	2009/10
4.8 Identify improvements and additions needed to the PRow network associated with regeneration and significant housing and employment growth	Assess implications of Housing Growth Point proposals and green infrastructure initiatives	Capital / revenue expenditure to be identified	Input into Development Plan and Supplementary Planning Documents/ Area Action Plans/ Proposals Maps under discussion	Ongoing
4.9 Carry out improvements to fill the gaps identified in Tasks 4.1, 4.6 and 4.8, subject to funding	Dependent on outcome of Tasks 4.1, 4.6 and 4.8	Capital / revenue expenditure to be identified	Schemes being implemented in 2008/09 under Task 4.1. Impacts of intervention being monitored	Ongoing