



North Somerset Council  
Rights of Way  
Improvement Plan  
2nd Edition  
2022-2032

This plan explains how the Council will aim to provide a better experience for all users of the Public Rights of Way network in North Somerset.

[North Somerset Council Public Rights of Way Team](#)

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## 1. Foreword

Thank you for taking the time to review the second edition of our Rights of Way Improvement Plan (RoWIP 2022) for North Somerset Council. I would like to reassure you that we have thoroughly reviewed all the consultation responses which have provided valuable insights to our thinking and many have been incorporated into this final.

This Plan sets out the Council's Vision and Objectives for the Public Rights of Way (PRoW) network and outlines the actions we believe we will need to focus on during the next ten years.

Ensuring visitors and local people alike can enjoy the beauty and tranquility of large parts of the North Somerset countryside is important and the rights of way network is a valuable resource for this. It contributes to people being able to lead a healthy lifestyle whether enjoying the fresh air, appreciating wildlife and the landscape, improving fitness and well-being, exploring on foot, on mobility scooter, by bike or by horse, or simply to walk the dog.

In North Somerset it is recognised that in addition to enabling people to enjoy the countryside, the rights of way network should also provide sustainable options for travelling to school or work and for accessing local services such as shops, health facilities or to reach public transport. The network should provide a safe, traffic-free, carbon-free alternative to increasingly busy roads and lanes. These paths contribute to the district being a special place in which to live, work and visit, and the positive impact they have on the rural economy cannot be overlooked. All these are acknowledged within this Plan.

Finally, we need to ensure we target resources to manage the PRoW network even more efficiently, focussing where action is most needed over the next ten years. We recognise there is real concern about the connectivity of the network and the safety of crossing or using roads to link paths. We will seek to maximise opportunities to improve the network through Council Policies, Local Plans and Parish Neighbourhood Plans.



**Councillor Solomon**  
Executive Member for  
Neighbourhoods and  
Community Services

## 2. Overview

### What are Public Rights of Way?

A public right of way is a path that everyone has the legal right to use on foot and mobility scooter and sometimes using other modes of transport (e.g. horses, horse-drawn carriages, bicycles).

535 miles /  
860  
kilometres of  
Rights of  
Way

Gates - 3000  
Signposts - 1881  
Stiles - 815  
Culverts - 407  
Bridges <5m - 241  
Bridges >5m - 81

1155 Footpaths, covering 432 miles/695 km  
110 Bridleways covering 75 miles/121 km  
56 Restricted Byways, covering 27 miles/44 km  
1 Byway Open to All Traffic (BOAT) covering 0.5 miles/0.75 km

The Countryside and Rights of Way (CROW) Act 2000 placed a legal obligation on all Local Authorities to produce a Rights of Way Improvement Plan (RoWIP) to outline their aims for managing and improving local public rights of way (PRoW) in their area and to review, amend or rewrite this plan at least every 10 years.

Our first RoWIP (2007-2017) was updated in 2010 and was due for review in 2020. This is therefore our second RoWIP, the production of which has been delayed due to the Covid restrictions and workload pressures.

Through this Plan North Somerset Council (NSC) will manage the PRoW provision for the benefit of the physical and mental wellbeing of walkers, equestrians, cyclists and those with visual or mobility difficulties.

The main aims of this document are to:

- summarise the extent to which local public rights of way meet the present and likely future needs of the public
- summarise the opportunities provided by local public rights of way
- summarise the accessibility of local public rights of way
- detail the proposed action we will take for the management of local public rights of way and for securing an improved network

This Plan has been completed following a wide-ranging consultation exercise with users. The final version will be made available on the Council's website.

### Our Vision

*A connected, accessible and well-maintained network of local public rights of way that meets current and future needs of users, encourages them to engage with the natural environment, promotes health through use for exercise and leisure, helps reduce carbon emissions through use for sustainable travel, promotes the use of multi-user routes to ensure the best value for both the public and use of public money, providing a safe and enjoyable environment for all.*

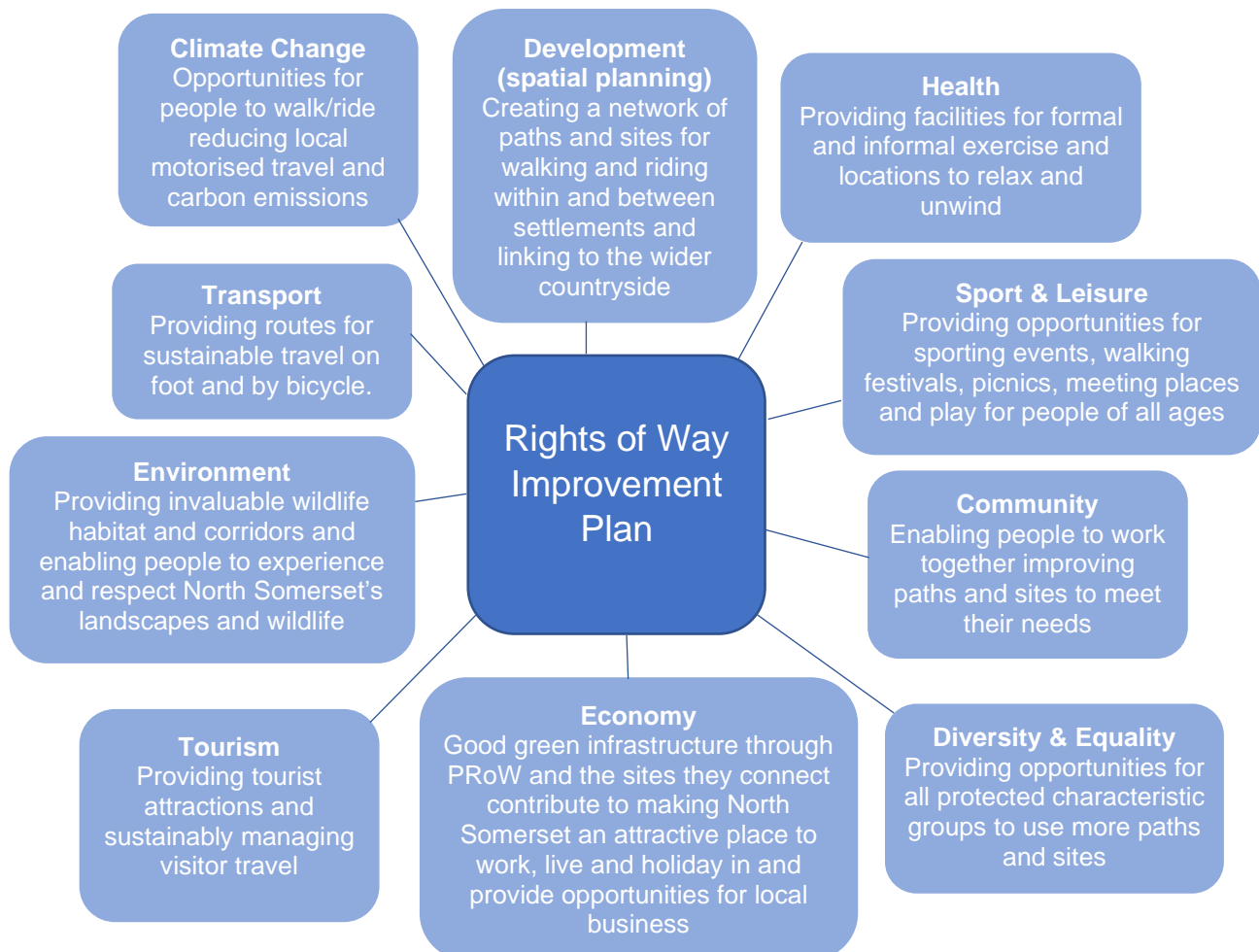
### 3. Background

Public Rights of Way (PRoW) are a valuable resource for North Somerset residents and visitors alike, allowing access to the beauty and tranquillity of large parts of our countryside. The PRoW network provides a safe alternative to increasingly busy roads and lanes. They enable people to enjoy the outdoors and appreciate wildlife and the landscape whether on foot, on mobility scooter, by bike or by horse. They form part of everyday life for many, providing access to shops, workplaces, educational and health services as well as being a vital link to public transport.

North Somerset has a PRoW network of around 860 kilometres/535 miles, consisting of Footpaths, Bridleways, Restricted Byways and one Byway Open to all Traffic (see Table 1 for definitions). These are illustrated on our [Definitive Map](#) which North Somerset Council maintains as an accurate record through continual review and makes available to the public.

North Somerset also has other sites and routes which provide access opportunities such as permissive paths, green lanes, cycle tracks, parks and common land and the forthcoming Natural England National Trail, the England Coast Path.

#### Strategic Context for the North Somerset RoWIP



## 4. Overview of North Somerset

North Somerset is a mix of coastline and countryside with towns and villages spread evenly. The north easterly region of the district lies adjacent to the Greater Bristol conurbation. North Somerset's land area of approximately 375sq km is bordered by Bristol City and Bath and North-East Somerset Councils, and the county of Somerset. Approximately 42km of coastline along the Severn Estuary forms the district's north-western boundary.



Figure 1 The area of North Somerset

Approximately 215,052 people live in North Somerset, of which around 70% live within the main urban areas of Weston-super-Mare, Clevedon, Nailsea and Portishead. The area's resident population increases each year through visitors. Such a substantial increase not only represents a significant potential market for leisure-related tourism, but also represents higher potential usage of local rights of way.

North Somerset is generally prosperous, but some communities have greater needs and problems relating to unemployment, low income, environmental conditions and accessibility. Levels of deprivation within North Somerset are generally low, however, parts of Weston-super-Mare are amongst the most deprived in the country, have no access to private cars and suffer from limiting long term illness.

The landscape of North Somerset is highly varied, with open moors and river flood plains contrasting with ridges, gorges and rolling farmland. The natural environment in our region contributes substantially to the identity, sense of place and quality of life in

the district, as well as its economy and attractiveness as a place in which to live and invest.

The predominantly rural setting throughout North Somerset coupled with its varying geology and topography has resulted in a landscape of great nature conservation value which is reflected in the number of international, national and locally designated sites throughout the area. This includes: 4 Special Areas of Conservation (SAC) including the Severn Estuary European Marine Site (which is a SAC, Special Protection Area (SPA) and Ramsar site); 56 Sites of Special Scientific Interest (SSSI); 2 National Nature Reserves (NNR); 13 Local Nature Reserves (LNR) and the Mendip Hills Area of Outstanding Natural Beauty (AONB).

The geographical location of North Somerset makes it an attractive tourist destination. Its combination of coastal setting, beautiful countryside, accessibility via the M5 and Bristol Airport, and close proximity to Bristol, the City of Bath (a World Heritage Site), Cheddar Gorge, Wells and the rest of Somerset make it a versatile location which could appeal to a wide tourist market.

The district is made up of a number of key attractions; coastal towns such as Weston super Mare, Clevedon and Portishead; Tyntesfield, the National Trust's Estate; Ashton Court Estate and Leigh Woods and the section of the England Coastal Path which passes through our District (Aust to Brean) where works have commenced and which is hoped to be completed by the end of 2023. Our element of this is to be known as the North Somerset Tidal Trail.



Figure 2 Collage of North Somerset Landscapes



## 5. Overview of the North Somerset PRow Network

### Key Statistics

The PRow network in North Somerset is 860 km in length consisting of Footpaths, Bridleways, Restricted Byways and one Byway Open to All Traffic (BOATs), as seen in Table 1.

Type of PRow	For use by	Symbol	Km	Miles	%of total
Footpath	Walkers, mobility aid users		695	432	80.8
Bridleway	Walkers, mobility aid users horse riders and cyclists		121	75	14
Restricted Byway	Walkers, mobility aid users horse riders, cyclists and horse drawn carriages		44	27	5
BOAT	Walkers, mobility aid users horse riders, cyclists, horse drawn carriages and motor vehicles		0.8	0.5	0.2

Table 1: Length of PRow by type (Jan 2022)

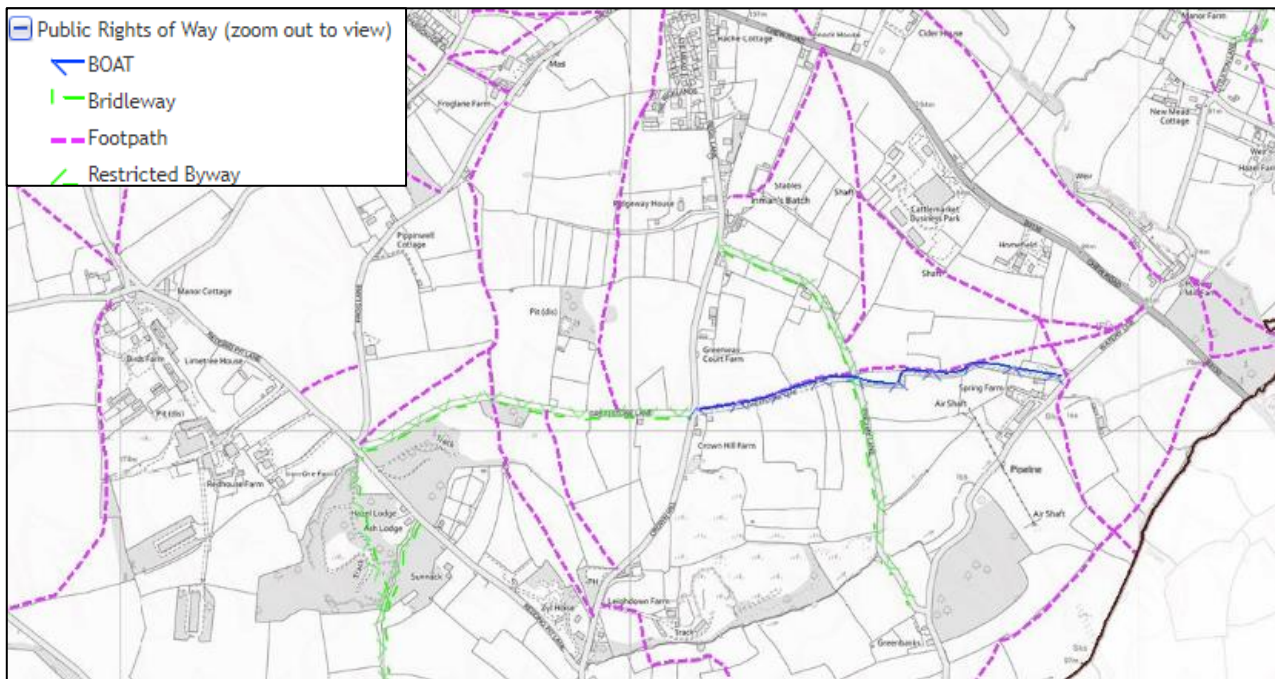


Figure 3 Example of PRow in North Somerset

## Trends in Use

Usage of our public rights of way has increased since the start of the Covid pandemic. One indication of this greater usage is through higher numbers of issues reported to the PRow team (see Figure 4) which increased 17% in the two years following the start of the pandemic.

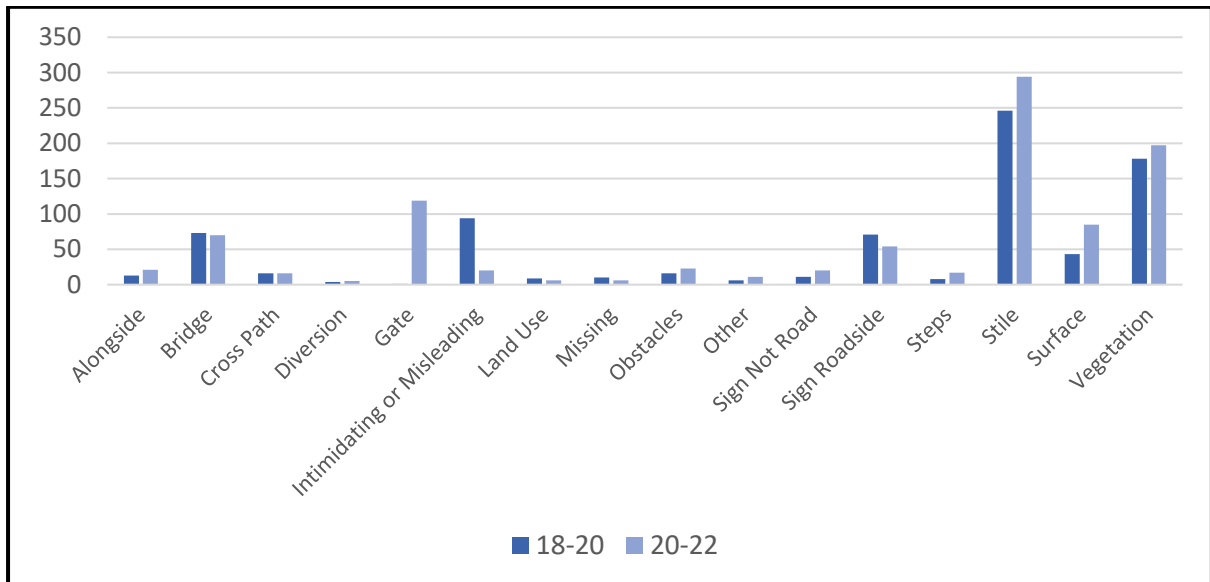


Figure 4 Number of PRow issues reported pre and post Covid 19

Whilst most of the length of the Strawberry Line is not a public right of way, counter data from the Winscombe section where multiple rights of way intersect also demonstrates an increase during the first year of the pandemic (see Figure 5).

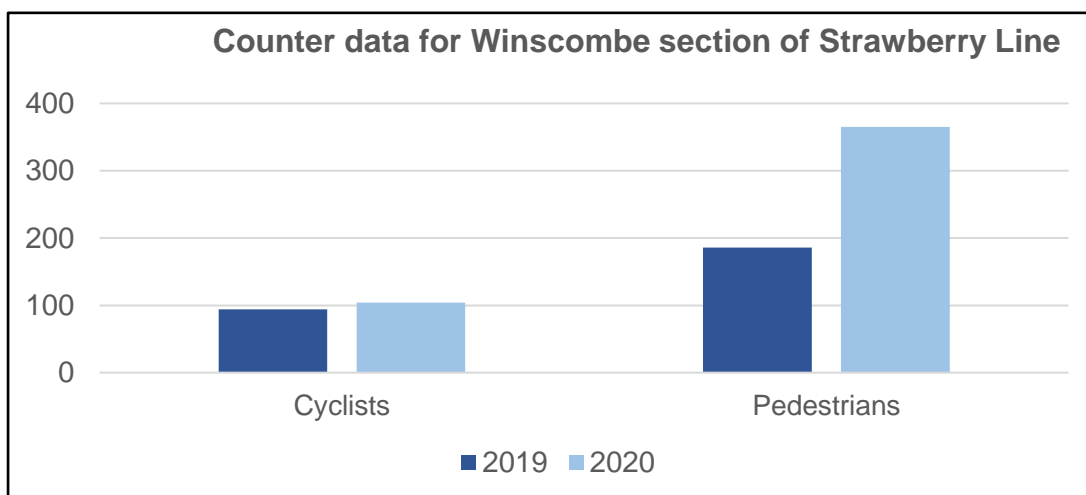


Figure 5: Increase in average daily cyclist and pedestrian counts pre and post-Covid outbreak

Data from visitor counters in the Mendip Hills Area of Outstanding Natural Beauty have shown an increase of up to 54% in visitor numbers for paths on Bleadon Hill and 31% on Crook Peak between 2019 and 2021.

## Rights of Way Users

A wide variety of users enjoy our rights of way, including but not exclusive to:

**Walkers** – the use ranges from residents using routes for dog walking and family outings to regular, dedicated users such as ‘ramblers’ and tourists exploring new areas. Their use can be both recreational and for commuting. Walkers comprise the largest percentage of PRow users.

**Horse riders** – these use local rides (bridleways, restricted byways, byways open to all traffic and quiet roads) for daily recreation and horse exercising. Some riders will box their horses to areas further afield. The majority of these bridleways have no access or facilities for horse transport.

**Cyclists** – these range from family rides along even level routes to all-terrain use incorporating the road network for connectivity. Cycling along the network is also used for commuting.



Figure 6 Collage of some PRow Users

**Carriage drivers** – whilst such use is limited, this can involve the whole family giving access to the countryside for users who are unable to use it by other means.

**Motorised vehicle users** – in North Somerset there is only one Byway Open to All Traffic (BOAT) making motor vehicle opportunities for lawful off-road recreational driving by motorbikes and 4 x 4 vehicles very limited. This type of route requires greater maintenance investment per length of route to maintain in a safe condition because of the heavier levels of use. An increase in provision has been requested by some BOAT users.

**Users with access needs** – this can include disabled people, such as those who are blind or partially sighted, those with a mobility impairment\*<sup>1</sup> and those with other

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<sup>1</sup> RoWIP guidance defines “mobility impairment” in its broadest sense. For example people with either temporary or permanent mobility impairment can include older people, younger people, pregnant women, people experiencing ill health, carers of people with visibility and mobility impairment, people who use pushchairs to carry young children and people who use wheelchairs or Electrically Propelled Vehicles (EPVs).

sensory impairments or conditions that may limit access or confidence to enjoy the PRoW network. These users can enjoy exploring the PRoW network in a wide variety of ways including via many specific modes of transport, however the availability of facilities such as parking, toilets, benches and route information are often of greater importance to ensure an enjoyable experience.

## Mapping of the PRoW Network

The PRoW network in North Somerset is recorded on the Definitive Map which is regarded as the legal record of public rights of way. That historic data has been transposed into an electronic format and all the changes made to our network have been incorporated within this and it is known as the Working Copy of the Definitive Map. It can be located on the North Somerset website under [Definitive Map](#) (see Figure 7).

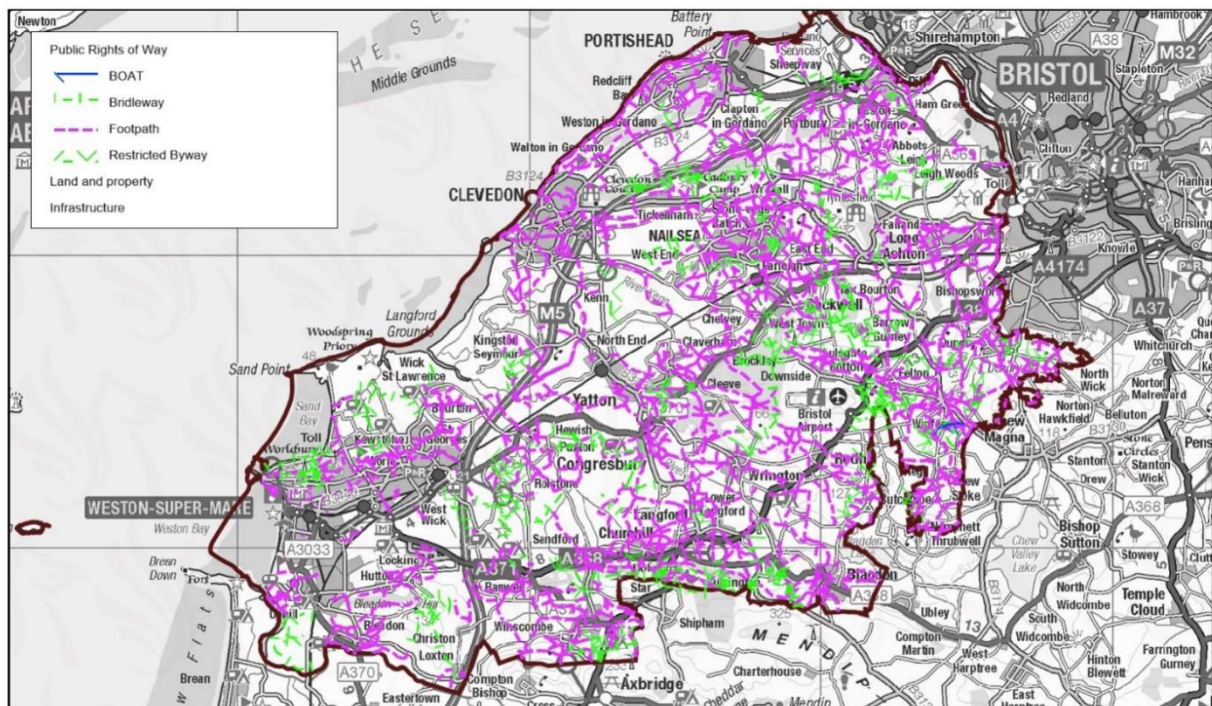


Figure 7: Public Rights of Way Network, May 2022

## Alternative Types of Access

In addition to Public Rights of Way there are many other ways residents and visitors can enjoy the countryside and coast of North Somerset that connect to and complement the network.

Other access includes:

- Open Access land such as Felton Common, Common Hill in Walton-in-Gordano and Black Down
- The developing England Coast Path - The footpaths which follow our

coastline will soon become part of the England Coastal Path (North Somerset Tidal Trail). This will further encourage residents and visitors to enjoy the countryside and coast of North Somerset.

- Promoted trails such as the Gordano Round, Backwell and Nailsea Round, the Forest of Avon Trail, West Mendip Way, the Monarch’s Way, the Butcombe Trail, the Limestone Link and the Strawberry Line.

## Current Identified Issues with our PRoW

### Accessibility of Routes

Our routes have a wide variety of users and consideration is required to ensure the network meets the accessibility needs of our ageing population, people with limited mobility and those with disabilities. This will include identification of routes where barriers are creating access issues, working with landowners to install furniture to improve this and creating more circular routes suitable for those with limited mobility.

Order	Barrier type	Who is excluded by it?
1	Large Gap (greater than 1,100mm)	-
2	Chicane (greater than 1200mm - and less than 1.6m length)	Large mobility scooters and adapted cycles and some wheelchairs, scooters, pushchairs dependant on the extent of the offset of the barriers
3	Two-way gate	Can impede those with difficulty with dexterity and reach
4	One-way gate	Non-self-closing can impede those with difficulty with dexterity and reach Self-closing can impede some users of mobility scooters
4a	Kissing gate with RADAR by-pass	Requires more effort than most gates and can impede those with difficulty with dexterity and reach and those with large pushchairs
5	Kissing gate, latched	Generally more difficult to use than latchless ones. Impedes use by some mobility vehicle users and pushchairs
6	Smaller kissing gate (box type)	All wheelchairs, scooters and pushchairs
7	Smaller kissing gate (triangle type)	The above plus some child-carrying back packs
8	Squeeze stile (narrow gap in dry stone wall)	All wheelchairs, scooters and pushchairs, plus some others with limited mobility, larger people, some pregnant people, the less agile and many dogs.
9	Ordinary stile modified to make it more accessible for example three steps instead of two	A large proportion of wheelchairs, scooters and pushchairs, plus some others with limited mobility, larger people, some pregnant people, the less agile and many dogs.
10	Ordinary stile or stone step stile	As above
11	Ladder stile	As above

Figure 8 A hierarchy of barriers can be referred to, with the least restrictive option at the top.



*“A multi-user public right of way is one which permits the following groups of vulnerable non-motorised users to use it: walkers, cyclists, horse riders and carriage drivers; the exception to non-motorised users is for the use of electric wheelchairs and mobility vehicles to ensure that those with more limited mobility are also included.”*

## Public Involvement in Creating New Access

The Council acknowledges the existing PRoW network does not always provide the opportunities users seek but has limited capacity to deliver new routes. This is for several reasons, namely due to funding constraints but also requires the agreement of the landowner. If agreement is not forthcoming but the Council considers that there is a necessity to create a route, this can be investigated but will allow the landowner to claim compensation from the Council.

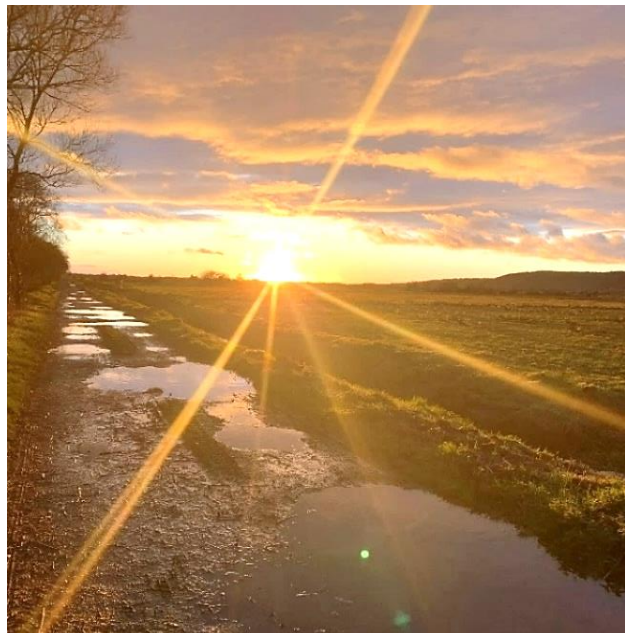
Community and user groups can get involved, for example through developing neighbourhood plans which will influence and identify improvements on routes in the vicinity of planning development areas. For further details of whether your area has one, or is developing or reviewing one, contact [North Somerset planning authority](#) or [parish council](#).

Communities can also be proactive in creating new access, whether permissive path or a PRoW. What will be required is feasibility on the ground; gaining support from residents and local councils/councillors, Local Access Forums (LAFs); and landowner permission.

## Risks from Climate Change

Improved PRoW can play an important role in helping to address climate change. The UK Government is committed to reducing greenhouse gas emissions across the economy by at least 80% on 1990 levels by 2050. Changes to transport and how we travel will need to take place if we are to make a significant contribution to this target.

The Department for Transport is encouraging local authorities to help mitigate climate change by developing more sustainable transport systems, facilitating behaviour change and reducing the need to travel. In our region vehicles comprise 40% of our carbon emissions which amounts to 625,000t tonnes CO<sub>2</sub>e annually.



Improving PRow and creating a safe and attractive environment will enable people to walk, ride and cycle for journeys and/or to use public transport and will reduce carbon emissions.

North Somerset is experiencing hotter, drier summers and warmer, wetter winters. It is predicted that there will be more frequent extreme weather events and rising sea levels - 80cm higher by 2080. These climatic trends will have an impact on people's use and enjoyment of PRow and public green space as well as to our current working practices to maintain and improve them.

As part of our action plan we are proposing that we monitor the impacts of climate change on our network, identify areas that are most vulnerable and develop plans to mitigate or adapt to the new weather patterns.

Predicted Climate Change	Implications for RoWIP/Site management in North Somerset
Warmer dryer summers	Increased visitor numbers. Increase in walking, riding and cycling. Increased pressure on paths/sites and communities. Dry and dusty paths prone to erosion. Possibly increase in conflict between different user activities. Increased pressure on promoted routes especially coast paths.
Warmer wetter winters	Wet and muddy paths prone to erosion. Difficult to use routes safely.
Storms	Increased coastal erosion and potential impact on network of paths in the coastal corridor. Obstructions – fallen trees.
Flooding	Washout of paths – gullies.
Vegetation	Lengthening growing season requiring more frequent vegetation clearance.

Table 2 Climate change implications for management North Somerset's PRow and countryside sites

## 6. Legal Obligations and Rights of Way

There are a number of obligations on the Council and landowners in relation to public rights of way and continuing to fulfil these requirements is one of the areas covered by our 2022 action plan.

### Land Ownership

The land occupied by a PRow is very rarely owned by the Council. As the Highway Authority North Somerset Council has the following obligations:

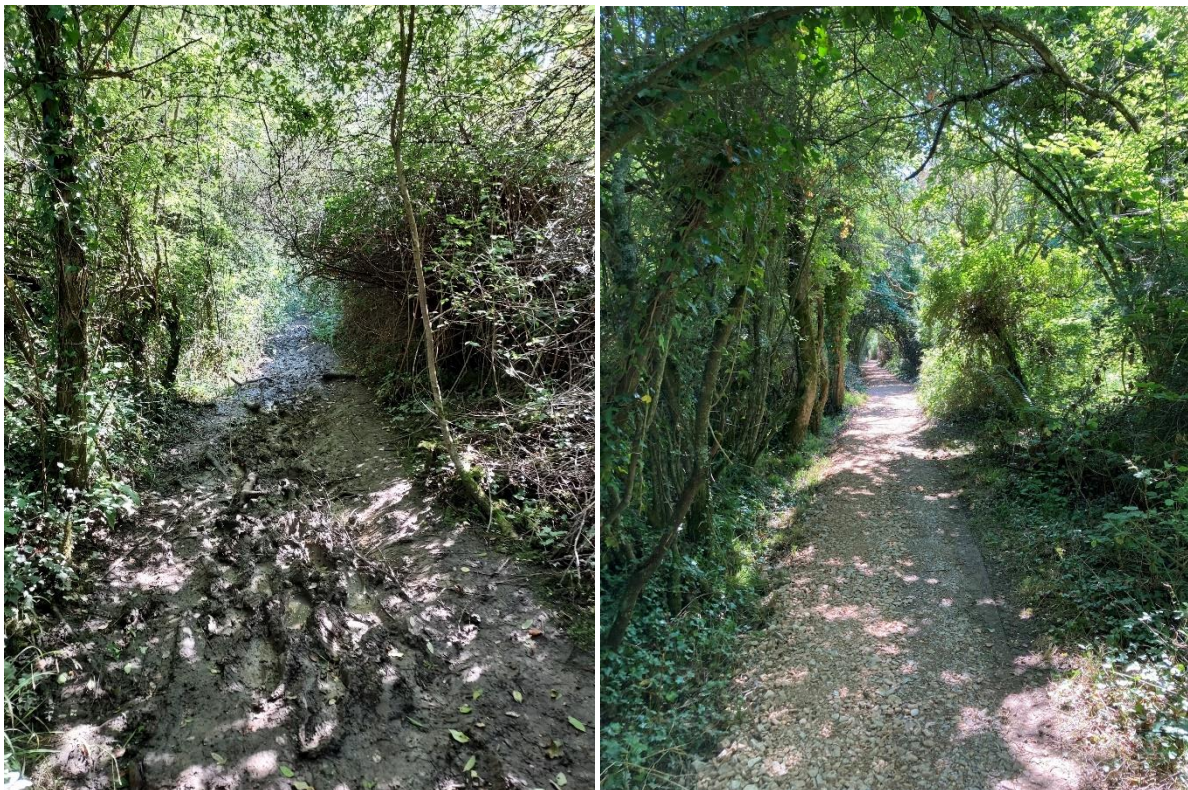
- keep the surface of PRow which are maintained at public expense in a fit state for public use (see Figure 10)
- make sure obstructions are removed



- maintain some bridges over natural watercourses, including farm ditches
- provide at least a 25% contribution to landowners' costs for replacing and maintaining structures for the control of animals, e.g. gates or stiles, on completion of the work to a satisfactory standard
- make sure there are no notices that prevent or discourage the use of a public right of way
- add signs where a public right of way leaves metalled roads
- make sure the public's rights to use a public right of way are protected
- make sure landowners carry out their duties, and take action if they don't

The landowner is responsible for keeping a PRow free from obstruction which includes side and over-hanging vegetation and crops and the maintenance of structures such as gates and stiles.

Therefore, responsibility of a PRow is shared between the landowner and the Council. The management and maintenance of the 860 km of PRow in North Somerset is administered by the Public Rights of Way Team through working with landowners, use of volunteers including the Woodspring Ramblers Association and via accredited contractors. The Council will aim to work with landowners to resolve PRow issues. Failure on the part of either the Council or the landowner to fulfil their duties may result in legal action.



*Figure 10 Example of a surfacing improvement on Monarch's Way*

## Definitive Map and Statement

The official record relating to PRoW is called the Definitive Map and Statement and the original documents are available for inspection at the Council's offices by appointment or a digital working copy is available on our [website](#). The Council have a statutory duty to ensure that the Definitive Map for the area is kept under review and that as soon as is possible all required changes will be made. This map, which commenced with the Definitive Map of 1956 has continued to evolve recording all changes which are made through Modification Orders ( Figure 11) and Public Path Order (

Figure 12) processes.

**Definitive Map Modification Orders** (DMMOs) amend the map and statement to ensure that it is a correct record of the public's rights.

DMMOs are about whether rights already exist, not about whether they should be created or taken away.

There are 4 types of modifications which can be made to the Definitive Map made using DMMOs:

- Adding a public right of way to the Definitive Map
- Altering the status of a public right of way already recorded e.g. footpath to bridleway to record additional rights
- Altering the status of a public right of way already recorded e.g. bridleway to footpath to remove recorded rights
- To remove a recorded right of way where evidence shows this has been incorrectly recorded

*Figure 11 Definitive Map Modification Order definition*

**Public Path Orders** (PPOs) make changes to the Definitive Map and Statement.

There are 3 types of PPOs

- Public Path Creation Orders which create new public rights of way or upgrade existing public rights of way
- Public Path Extinguishment Orders extinguish existing public rights of way
- Public Path Diversion Orders alter the alignment of an existing public right of way

*Figure 12 Public Path Order definition*

## Inspection and Maintenance

Due to the capacity of the PRoW Team, inspection and maintenance of the 860km of rights of way network is predominantly reactive. However, bi-annual schedules of maintenance works are issued to our contractor relating to footpaths which are routes to schools and also prioritise more popularly used routes such as the Gordano Round, Monarch's Way and Coast Path. Issues which are reported to the Council by the public are assessed ensuring that health and safety issues are addressed first. The Council will contact landowners regarding matters that they are responsible for according to priority and resources available.

## Working with Volunteers

Over the last 10 years the Council's Access Officer has developed a strong working arrangement with Woodspring Ramblers Association who initially undertook minor improvement works. They have now been trained to undertake a variety of valuable projects including installation of furniture, replacing bridges and vegetation clearance. Going forward further work should be undertaken to encourage other volunteer groups throughout the district such as Friends of the Land Yeo and parish council volunteer groups to work with the Council on projects important to them.



## Reporting and Recording Issues on the Network

The public can report PRoW issues online and by telephone. These are investigated and prioritised depending on their impact on users and health and safety criteria. When an issue is identified it is recorded on our Countryside Access Management System (CAMS). This IT system was introduced in 2008 to record structures on our network and enable issues to be logged thereby improving the efficiency and reporting capabilities as well as enabling more efficient maintenance plans to be formed.

## Improving Accessibility

The Council aims to establish a public rights of way network which embraces least restrictive access, preferring gaps over gates (where stock proofing is not required) and gates over stiles. For several years, the Council has been working with landowners by providing gates for them to replace existing stiles, thereby improving accessibility.

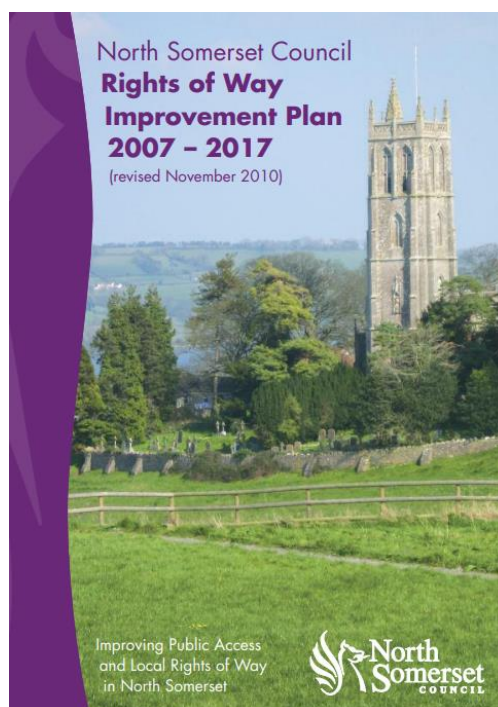
We have replaced 1021 stiles with gates since 2010. There remain 797 stiles which could be replaced with the landowner's permission.



## 7. The Importance of a RoWIP

The Rights of Way Improvement Plan 2007 – 2017 (revised to 2020) was first published in response to the requirements laid down in the Countryside and Rights of Way Act 2000. The RoWIP analysed the Public Rights of Way network (PRoW) and how it met the needs of local people, visitors and user groups. Its aim was to provide a plan of action for North Somerset Council to improve the network, to consider health and wellbeing, the local economy and to protect the environment.

During its preparation there was considerable consultation with users, visitors and landowners and the RoWIP aimed to address the opportunities and issues raised. The results of that consultation helped to define the content of the first Plan and may still be relevant to this revised RoWIP 2022.



However, the public sector has seen significant change since the last Plan was produced in 2010. Climate and Ecological Emergency declarations focusing on carbon reduction and nature recovery, coupled with economic growth aspirations to significantly increase housing and population means that there are increasing pressures on PRoW networks.

In addition the recent Covid-19 pandemic has defined nationally the growing need for outdoor recreation for health and wellbeing. There is an even greater requirement to have a clear, evidence-based, prioritised plan to target limited resources whilst giving the greatest public benefit. A new approach is necessary, delivering across multiple policy areas and integrating activity across local authority services and partner organisations.

RoWIP 2022 aims to identify how North Somerset Council will manage the Rights of Way Network for the benefit of all users and abilities. It also outlines ways in which improvements, such as provision of new routes and major works could be achieved over and above routine maintenance and examines the impacts of climate change on the network. The content of the original RoWIP 2007 – 2017 may still be relevant so should be considered as a relevant reference document to this Plan.

Effective targeting of resources together with reflecting the way PRoW improvements are identified and prioritised are key to this Plan. The Plan should not therefore be read in isolation as it will influence, and be influenced by, other plans and strategies such as:

North Somerset Council Corporate Plan 2020 - 2024  
 North Somerset Council Green Infrastructure Strategy 2021  
 North Somerset Draft Local Plan 2038  
 North Somerset Climate Emergency  
 Joint Local Transport Plan 4 2020  
 Active Travel Strategy  
 National Planning Policy Framework  
 North Somerset Economic Plan 2017 - 2036  
 Health and Wellbeing Strategy 2021 - 24  
 North Somerset Core Strategy 2017  
 Parish Council Neighborhood Plans

Figure 13 List of plans and strategies that influence and are influenced by the RoWIP

Raising the strategic profile of the PRow network through this Plan will help increase awareness amongst policy makers and influence neighbourhood plans. Securing developers' contributions, those from Parish Councils and internal council funding will generate critical resources and investment for PRow improvements to address issues such as accessibility.

### Progress since RoWIP1

In preparation for RoWIP 2022 the Council consulted with our town and parish councils and received 191 nominations in relation to improvements to PRow in their areas (see Appendix A). These consisted of suggestions including: reinstating/diverting/creating PRowS or permissive paths, installing gates, repairing stiles/gates/bridges, improving signage, resurfacing works, vegetation clearance, obstruction removal and connection of one or more PRowS.

Access to some time-limited, one-off funding allocated by North Somerset Council and using Section 106 funds has enabled progress with these nominations and through these works we are already achieving a key aim of the Council to replace stiles with gates, as seen in Figure 14 below. Using this funding we have so far installed/completed:

- 12 Bristol Gates
- 105 Pedestrian Gates
- 76 Kissing Gates
- 23 Bridges



- 9 Surface Works
- 3 Horse Gates

Since 2010 we have undertaken the following:

- 1021 stiles have been replaced with gates
- 322 bridges have been repaired/replaced
- 303 finger posts with signs have been installed
- 1050 vegetation issues have been resolved
- 316 fallen trees have been cleared



Figure 14 Before and after shots of stile replacements with kissing gates

Whilst there has been a delay with producing RoWIP 2022, work on the Public Rights of Way network between 2020 and 2022 has continued, with regular maintenance, seasonal works, legal work and responses to various issues by the public, groups and organisations, increasingly so during and following the pandemic. As an example, between 1 January 2020 and 1 January 2022 the PRow team logged 975 issues which had been reported or observed and despite the hinderance of Covid-19, 634 of those have since been completed.

We have made progress with the establishment of the England Coastal Path and the first completed stretch from Aust to Brean Down was officially opened in June 2022. We have also continued to work to address PRow-related issues and opportunities within new developments, commenting on average on 50 planning applications annually.

The PRow team have also worked with internal departments on a variety of issues including Planning (e.g. South Bristol Link Road to avoid route severance or creating diversions of PRow), Green Infrastructure Strategy (e.g. ensuring PRow enhancement and provision was included), Active Travel (e.g. Strawberry Line extension and coast-to-coast route) and continued to develop the Digital



Management System (CAMS) to better understand our network by recording assets including furniture, waymarking and surfacing.

## 8. Consultation on this RoWIP

This document was presented for public consultation between August and October 2022. Following consultation amendments have been made. A summary of the consultation responses can be found in Appendix B.

### Anticipated Outcomes of the Consultation

There are a number of areas of this document where we sought public comments. The first of these related to PRoW user requirements and whether these have changed since our consultation on this subject for RoWIP1.

The following list of user requirements were identified during consultation for RoWIP1 and we sought views on whether these still exist and what new ones needed inclusion. Following consultation additional requirements were identified and these have been listed in the final column of the table below.

User Type	Requirements	Current Provision	Shortfall	Proposed additions
<b>Mobility, visually and other impaired users</b>	Routes suitable for use. Good information about routes. Suitable facilities (e.g. parking)	Limited routes identified for specific use.	Limited percentage of network available. Insufficient targeted information provided.	Parking, consideration of gate widths, path widths/inclines
<b>Casual Walker</b>	Safe, clean and interesting environment for people and children. Good information (for example website, leaflets and on the ground waymarking)	860km of public right of way plus 500ha of area-wide access and permissive access over private land	Need to continue reducing obstructions, ensure adequate signage and improve surfacing where possible to increase 'ease of use'.	Connection with public transport, safer crossings over highways, greater variety of routes
<b>Walkers with Dogs</b>	Means of passing through stiles. Facilities for dog mess and drinking. Areas in which dogs can run free legally and without affecting livestock.	860km of public right of way plus 500ha of area-wide access and permissive access over private land	Need for greater education amongst dog owners about responsible behaviour and risks to livestock. Need for routes with suitable facilities.	Requirements deemed sufficient



<b>Ramblers</b>	Variety of routes. Good access furniture. Continued mechanism for dealing with complaints and definitive map problems	860km of public right of way plus 500ha of area-wide access and permissive access over private land. Backlog of Legal Orders for processing. Procedure for handling complaints moved online.	Need to increase 'ease of use'. More publicity/promotion. Backlog of Legal Orders has been reduced, however work still to be done	Requirements deemed sufficient
<b>Cyclists</b>	Variety of route options with good connectivity, including routes free of difficulty (for example avoiding dangerous road crossing and steep hills). Improved publicity and promotion	280km of public rights of way and cycle tracks plus permissive routes. Fragmented network. Information on some routes published.	Small percentage of local rights of way available for cyclist and very little permissive. Poor connectivity. Need to improve information online and through publications	Better segregation
<b>Utilitarian users (walkers and cyclists)</b>	Safe, off-road network that links residential areas and key destinations (for example schools, places of work and shops). Good all-weather surfaces.	Existing network of highways, including public rights of way, footways and cycle tracks plus permissive paths.	Connectivity of links between trip generators.	Fully gated routes to villages, safer connections at roads
<b>Horse riders</b>	Routes that are free of obstructions, well signposted, waymarked, free from vegetation, suitable surfaces, safe to use and form circular routes at least five miles long.	123km of public rights of way and 1.5km permissive route. Fragmented network, minimal publication of routes. Roadside verges could	Only small percentage of local rights of way available for horse riders, very little permissive use available. Poor connectivity, few circular routes, limited information.	Path widening, vegetation control, disabled users

		offer possibilities.		
<b>Carriage Drivers</b>	Adequate parking. Good length of route.	38km of public rights of way.	Small length of route publicly available. Poor connection.	Requirements deemed sufficient
<b>Off Road Motorists</b>	Unsurfaced routes that are free from obstruction and have character. Challenging natural gradient and surface. Reasonable length and interesting topography. Routes that would not be damaged by light vehicle use.	0.7km of public right of way	There is negligible provision for off-road driving on local rights of way in North Somerset. These routes require greater investment due to degradation by vehicles.	Requirements deemed sufficient

Figure 15: PRow user requirements as identified in RoWIP1 together with 2022 consultation additions

In addition to establishing the current position on user requirements, we also sought to confirm whether our objectives, statement of action and corresponding action plan are fit for purpose or whether amendments were required. The objectives and action plan were both updated to reflect consultation feedback.

## 9. RoWIP 2022 Objectives

### Key Themes

Within our Rights of Way Improvement Plan 2007 – 2020 four ‘Key Themes’ were identified:

1. Vision and culture
2. Working practices and processes
3. Services and facilities
4. Communication and education

We consider that these are still relevant and they have been reproduced within this document. Within the action plan we have broadly translated these four themes into the activity required to deliver improvements.

### Theme 1 - Vision and Culture – having the right approach

To achieve our objectives we need to maintain our culture of continuous improvement. We have developed this RoWIP 2022 to:

- Develop policies to provide a clearer statement of what we intend to do.
- Develop a more forward looking, creative approach to developing, managing and promoting local PRow by focusing our work on meeting identified needs.
- Ensure local PRow are given appropriate recognition when determining Planning Applications, economic regeneration, tourism development, Strategic Transport and decision making in line with the hierarchy of highway users.
- Increase the number of people using local rights of way by improving the quality of their experience and promoting health and social benefits in the community.
- Promote alternatives to car travel, encouraging adoption of more sustainable modes of transport to help reduce carbon emissions.

### Theme 2 - Working practices and processes – having the right tools

We have developed this RoWIP 2022 to:

- Develop procedures for encouraging the development of new access opportunities using a criterion led approach, with priority to be given to routes that would:
  - Be of value to those with disabilities and mobility impairment.
  - Create routes for horse riders and cyclists.
  - Provide links that allow circular routes to be created.
  - Re-align routes so that the resulting route is more convenient and/or safer to use.
  - Link urban areas to the countryside, especially in areas where provision is currently poor.

- Create better partnerships, greater joined-up working with key stakeholders and wider community involvement.
- Work more closely with landowners and Defra to develop more permissive access to meet specialist demand.
- Maintain appropriate engagement with the Local Access Forum.
- Improve the execution of legal processes, including handling Orders and keeping the Definitive Map under review.
- Respond more effectively and efficiently to user needs as resources allow.
- Develop, apply and uphold an inspection programme as resources allow.
- Develop, apply and uphold an enforcement policy as resources allow.
- Seek to secure higher levels of funding/resources for maintenance and development activities, including external funding.
- Make sure we have the information we need to judge our efficiency and effectiveness, for example clear data on the numbers of improvements made, miles of footpaths opened, obstructions removed etc.
- Continue to report on applications to change the network to the Council's PRow Sub-committee.

### **Theme 3 - Services and Facilities – doing the right things**

We have developed this RoWIP 2022 to:

- Establish a system of prioritisation of limited funding and staff resources to enable the following:
  - Improve the network condition by keeping it free of obstructions and with surfaces appropriate to usage and, in some situations, facilities such as street lighting, benches, other access furniture.
  - Improve connectivity between existing routes within the overall network and to local communities (including, for example, schools, shops, places of work).
  - Provide better signage and way-marking.
  - Remove unnecessary barriers to access, applying a policy of least restrictive option.
  - Provide a range of routes to meet the variety of needs of the community and its visitors.
  - Encourage development of new routes, either permanent or permissive, where these generate sufficient benefits to users (for example, by linking network fragments, by allowing better use by commuters to school or work).

### **Theme 4 - Communication and education – publishing the right information**

We have developed this RoWIP 2022 to:

- Establish a system of prioritisation of limited staff resources to enable the following:
  - Make the Definitive Map more readily available to those who want to see it.

- Provide better promotion of key routes through a variety of forms of communication.
- Provide better signposting to information about countryside access, including the local rights of way network, to as wide a range of potential users as possible
- In developing promotional material, make sure that information is included to educate the users about the area they will be passing through and how it is managed.
- Promote greater recognition of the value of good access.

Since 2010 we have developed records relating to the maintenance of the network. This has shown us that ease of use of our network has improved, however further improvement is required.

## Strategic Aims

The RoWIP1 themes have been translated into 7 key strategic aims:

### Ref Strategic Aim

1	Increase our PRow Network through establishing effective connections
2	Seek opportunities for improved strategic routes
3	Improve routes to make them more accessible and enjoyable for all
4	Encourage visitors to our region
5	Support opportunities for the PRow Network to help address the Climate Emergency through enabling sustainable travel
6	Support opportunities for the PRow Network to help address the Ecological Emergency through native planting, enhancing connectivity and engendering a better understanding of our natural environment
7	Contribute to sustainable development, improved health outcomes and enhanced quality of life for our communities

## Objectives

These aims are supported by 5 specific objectives, our Statement of Action which equally support the key themes:

### Ref Key Objectives

1	Provide a timely and effective maintenance and enforcement policy for the PRow network
2	Improve connectivity on the PRow network
3	Improve accessibility for all users
4	Improve awareness of the PRow network (e.g., promotion/signage) and its benefits (e.g., for health), understanding of the responsibilities of PRow users (e.g. behaviour) and landowners and the knowledge and confidence relevant to each type of user
5	Increase routes other than footpaths to address the inequality of PRow provision across North Somerset

These objectives will be achieved through the following main areas of activity and these are presented in more detail, together with our proposed actions, under the same 14 headings in Action Plan:

**Ref Action Plan Activity**

<b>1</b>	Reactive maintenance on the PRow network
<b>2</b>	Undertake proactive maintenance of the PRow network
<b>3</b>	Increase Landowner Engagement
<b>4</b>	Maintain the Definitive Map and Statement
<b>5</b>	Process Public Path Order applications
<b>6</b>	Process Definitive Map Modification Order applications
<b>7</b>	Update and maintain S31(6) and S53 registers online
<b>8</b>	Enable promotion of PRow network via a wide variety of means
<b>9</b>	Maintain asset management records on PRow network
<b>10</b>	Investigate and enable improvement to the network
<b>11</b>	Undertake engagement with the planning process
<b>12</b>	Keep under review consultation and legislative changes
<b>13</b>	Create initiatives, campaigns and communication to engage users
<b>14</b>	Maintain and improve partnership and stakeholder relationships

## 10. Our Action Plan

The Action Plan sets out the activities that North Somerset Council, along with its partners, need to focus on over the next ten years to secure better management and improvement of the PRow network in North Somerset. The foremost priority is to meet the statutory duties of the Council.

### Improvement Schemes

The Council alone cannot deliver an improved access network that will meet the needs of all. The Council will, within available resources and where appropriate, work with partners to seek to gain improvements. Improvements could include major surfacing and bridge replacements and creation of new routes.

Some larger scale PRow improvement works will need resources to be identified. These could be funded through the Council's Joint Local Transport Plan 4 (JLTP4). Suitable schemes would need to be identified during inspections, via reports from the public or through the Walking and Cycling Strategy.

Access improvements can also be achieved via the planning system. The Council reviews all planning applications affecting PRow and comments as appropriate. It also works closely with planning authorities, developers and user groups to seek gains for communities to mitigate local development.

Schemes will need to be developed to a stage that demonstrates whether or not they are viable. Often referred to as a feasibility study, it may at this stage be demonstrated that an idea cannot be delivered as it is simply not possible to build it 'on the ground' or gain the necessary permissions. However, when a feasibility study can evidence that a scheme could be achieved, the next stage is for it to be fed through the correct channels to be prioritised for funding and delivery.

Drove roads are a common characteristic which could offer excellent opportunities for walkers including disabled users, horse riders and cyclists and may extend to carriage drivers. However, these routes would need large investment due to the waterlogged surface conditions which currently are problematic.

A starting point for any new scheme will be to consider who could benefit from a new route, such as walkers, cyclists, horse riders and the disabled, and be as inclusive as possible. Often the aim will be to achieve at least bridleway status, as this is the legal right of way which encompasses all vulnerable user groups. The eventual outcome invariably is a balance of the needs of all stakeholders, including users and landowners/managers. It may be that because of topography, landowner permission or other robust and defensible reasons, a lesser status may have to be delivered.

## Partners – Initials Used

LAF – Local Access Forum	NE – Natural England
HE – Highways England	NT – National Trust
FA – Forest of Avon	NFU – National Farmers Union
FC – Forestry Commission	NR – Network Rail
PC – Parish Council	DF - Defra
CLA – Country Landowners and Business Association	SLMC – Strawberry Line Management Committee
GR – Gordano Round Group	NR – Nailsea Round
JLTP – Joint Local Transport Plan	BR – Backwell Round

Activity	Timescale	Key Partners	Funding Stream
<b>1. Reactive maintenance on the PRow network</b>			
Reactive work will include vegetation clearance, repair or replacement of structures, replacement or installation of signage and surface repairs			
a) Manage reports from the public: <ul style="list-style-type: none"> <li>respond in accordance with published timescales and priorities</li> <li>investigate reports, such as health and safety/total obstruction,</li> <li>arrange works with contractors or landowners as required</li> <li>increase awareness of how to report problems</li> </ul>	On-going	NSC PRow Team NSC Contractors Landowners	NSC revenue Landowners
<b>2. Proactive maintenance of the PRow network</b>			
a) Develop an inspection and maintenance programme in partnership with Parish Council and volunteer groups: <ul style="list-style-type: none"> <li>liaison with PCs</li> <li>plan and undertake inspections</li> <li>log and prioritise work</li> <li>carry out agreed maintenance work</li> </ul>	Commence discussion within year 2022/2023	NSC PRow Team PCs NSC Contractor NSC Volunteers	NSC revenue



<ul style="list-style-type: none"> <li>landowner engagement on priority issues</li> </ul>			
b) Deliver an annual summer surface vegetation clearance programme <ul style="list-style-type: none"> <li>review paths included in annual clearance schedule including routes to schools</li> <li>allocated clearance schedule</li> <li>carry out clearance</li> </ul>	Routes to school prior to Autumn term and Summer term annually	NSC PRoW Team NSC Contractor NSC Volunteers	NSC revenue
c) Deliver small scale improvements, including those suggested by Town and Parish Councils (see appendix), such as bridges, boardwalks, steps and vegetation clearance, prioritised to reflect health and safety needs.	Ongoing	NSC PRoW Team NSC Volunteers NSC Contractors	NSC revenue Section 106/Community Infrastructure Levy income
d) Climate change is leading to increased flooding and periods of drier weather resulting in surfacing issues for the network. Monitor these so that a management mechanism can be devised for the network as a whole.	Ongoing	NSC PRoW Team	NSC revenue
e) Investigate purchase of CAMS Mobile to improve productivity, information availability and flexibility.	2022	NSC PRoW Team	NSC revenue/Section 106 funding
f) Report on progress with maintenance	Ongoing	NSC PRoW Team	NSC revenue
<b>3. Landowner engagement</b>			
a) Engage with landowners to inform and encourage them to undertake their PRoW responsibilities: <ul style="list-style-type: none"> <li>provide advice about land management affecting rights of way on their land</li> <li>initially through direct contact notifying them of issues and expected outcomes</li> <li>where necessary through legal enforcement if work is not carried out within an acceptable timeframe and to the required standard</li> </ul>	Ongoing - this will be on a case-by-case basis dependent on issues being raised	NSC PRoW Team NSC Legal Services Landowners	NSC revenue Landowners
b) Work with landowners to deliver a gate for stile replacement programme to secure improved accessibility	Ongoing	NSC PRoW Team Landowners PCs	NSC revenue Section 106/Community Infrastructure

			Levy income Landowners
c) Seek through upgrade of existing literature a proactive approach towards securing landowner cooperation in keeping PRoWs open and available, i.e. during ploughing and cropping	Revised by 2024	NSC PRoW Team DF CLA NFU PCs	NSC revenue
<b>4. Definitive Map and Statement</b>			
a) As required by the Wildlife and Countryside Act 1981, Highways Act 1980, Town and Country Planning Act 1991, including the forthcoming Deregulation Act: <ul style="list-style-type: none"> <li>To keep under review the accuracy of the Working Copy of the Definitive Map</li> </ul>	Ongoing	NSC PRoW Team NSC Planning	NSC revenue
<b>5. Process Public Path Order applications</b>			
a) To process PPO Applications which will divert and extinguish PRoW, seeking enhancements and improvements which are of benefit to the public where possible	Within 6 months of receipt	NSC PRoW Team NSC Planning	Self-funding
b) Significantly reduce the backlog of definitive PPO applications	By 2024	NSC PRoW Team	NSC revenue
<b>6. Process Definitive Map Modification Order applications</b>			
a) Collate and process new Definitive Map Modification Order (DMMO) applications within a reasonable timescale	Initial consultation to be undertaken within 12 months of receipt	NSC PRoW Team	NSC revenue
b) Significantly reduce the backlog of Definitive Map Modification Order Applications and maintain outstanding applications below 10.	By 2025	NSC PRoW Team	NSC revenue

<b>7. Update and maintain S31(6) and S53 registers online</b>			
a) Establish and maintain the S31(6) register online	Ongoing		NSC revenue
b) Establish an accessible Section 53 register on the council website detailing active DMMOs	Summer 2022	NSC PRow Team	NSC revenue
<b>8. Promotion of PRow</b>			
a) Ensure that the NSC website is developed to provide up to date information on the PRow network, landowners' responsibilities and assistive literature explaining how NSC will work with landowners and partners	2022/2023	NSC PRow Team	NSC revenue
b) Assist partners in promoting and advertising promoted routes, such as the Gordano Round, Nailsea and Backwell Round, Forest of Avon Trail and Strawberry Line	2023/2024	NSC PRow Team FA SLMC NR BR GR	NSC revenue Funding from partners
c) Make greater use of on-site signage, including QR codes to inform the public about rights of way and seek engagement	2023/24	NSC PRow Team	NSC revenue
<b>9. Asset management on PRow network</b>			
a) Continue to replace, record, and update infrastructure data on the PRow network (signs, bridges, steps, gates, stiles, etc.), including location, type and condition. CAMS data will record completion of replacement.	Ongoing	NSC PRow Team	NSC revenue Section 106/Community Infrastructure Levy income
b) Investigate increased usage of counters to capture data to better understand user numbers	2023/24		
c) Report on progress with asset management	Ongoing		
<b>10. Improvements to the network</b>			
a) To identify routes which could be considered suitable for upgrading with less restrictive structures and develop a program of projects	2022/2024	NSC PRow Team PCs User Groups	NSC revenue Landowners
b) Following consultation with Parish Councils to identify suitable routes requiring surface improvements which have most benefit to the public (i.e. safe routes to school, establishment of circular routes for less able users)	2022/2024	NSC PRow Team PCs NSC Planning NSC Highways LAF Landowners	NSC revenue Section 106/Community Infrastructure Levy income Landowners

		Community and User Groups Grant Bodies	
c) Establish a list of priority major works to existing PRow (typically surfacing over 100m and large bridges), including schemes which will need funding through capital investment.	Ongoing subject to capital availability	NSC PRow Team JLTP	NSC capital
d) Identify locations for improved connectivity, including severed routes	2026	NSC PRow Team PCs User Groups	NSC revenue Section 106/Community Infrastructure Levy income Landowners
e) Identify locations for safety improvements at junctions with highways	2028	NSC PRow Team PCs User Groups NSC Highways	NSC capital
f) Identify routes which can be upgraded to accommodate a greater variety of users, including segregation and provision of additional facilities for those with impairments	2027	NSC PRow Team PCs User Groups	NSC capital Section 106/Community Infrastructure Levy income Landowners
g) Identify, map and promote routes which are specifically suitable for those with mobility impairments, aiming for a minimum of at least one per parish.	2027	NSC PRow Team PCs User Groups	NSC revenue Section 106/Community Infrastructure Levy income Landowners
<b>11. Engagement with the Planning Process</b>			
a) To seek, through planning applications, enhancement and improvement opportunities through S106 funding, Community Infrastructure Levy or developer build to the affected or neighboring PRow network according to their status, having regard for potential upgrade.	Ongoing	NSC PRow Team NSC Planning NSC Highways PC LAF	NSC revenue Section 106/Community Infrastructure Levy income

		Developers User Groups Public	
b) To deliver action plan objectives from Green Infrastructure Strategy including identifying areas where PROW/nature conflicts may arise.	2023	NSC PROW Team NE Landowners	NSC revenue Section 106/Community Infrastructure Levy income
c) To ensure that a Supplementary Planning Document giving guidance for development which affects PROW is included in local planning documents	2023	NSC PROW Team	NSC revenue
<b>12. Consultation and legislative changes</b>			
a) England Coastal Path development with NE. Continue to engage with consultation process ensuring future roles and responsibilities are clearly understood in regard to maintenance, legal processes and on-going liabilities. Ensure ongoing management and maintenance is embedded in PROW working practice.	2024	NSC PROW Team NE Landowners	NSC revenue Natural England capital/revenue Landowners
b) Engage with other consultations over the lifetime of this Plan that have an impact of PROW (Deregulation Bill, Green Infrastructure Strategy, JLTP, Corporate Plan to ensure any changes are for the benefit of North Somerset residents and visitors.	Ongoing	NSC PROW Team NSC Legal Services Central Government LAF Landowners	NSC revenue
<b>13. Initiatives and campaigns</b>			
a) To review and engage with initiatives and campaigns that seek to inform and positively influence users of the PROW network (Parish Council walking groups, Ramblers, Countryside Code, Green Infrastructure Strategy, North Somerset Life, Facebook, Ordnance Survey)	Ongoing	NSC PROW Team LAF User Groups	NSC revenue
b) Establish dialogue with organisations and departments which	Ongoing	NSC PROW Team	NSC revenue

actively encourage activities leading to a healthy lifestyle and who could promote use of the PRow network.		Public Health organisations NSC Sport and Active Lifestyles Team	
<b>14. Partnership and Stakeholder relationships</b>			
a) Ensure continuity of LAF, providing support to the Chair in line with government guidance to include: <ul style="list-style-type: none"> <li>• Dedicated NSC Forum Officer</li> <li>• Appointment of members</li> <li>• Annual election of Chair and Vice Chair</li> <li>• Agreed cycle of meetings</li> <li>• Agenda, minutes, annual report available on NSC website</li> </ul>	Ongoing	NSC PRow Team NSC Legal and Democratic services LAF	NSC revenue
b) Create a landowner forum to facilitate good relationships	Q1 2023	NSC PRow Team Landowners	NSC revenue

# 11. Implementation and Progress Monitoring

## Delivering the Plan

The draft Plan was published for public consultation and the comments received have helped to shape the development of this final version of the Plan, its objectives and our proposed actions. We sought comments from local town and parish councils, government organisations and agencies, local and national user groups, the North Somerset Local Access Forum, local community interest groups and the residents of North Somerset, amongst others.

The process of preparing this Plan has been led by North Somerset Council in its capacity as the local highway authority. Whilst we are required to prepare the Plan, there is no legal requirement nor extra funding to implement it. However, there are a number of income streams which we can access. These are section 106 development funding, Community Infrastructure Levy, capital funding from North Somerset Council and external grant bodies. These funding streams will help us to achieve significant improvements and derive benefit for our residents and visitors.

The existence of this RoWIP will provide evidence to grant bodies that we are committed to developing and improving the PRoW network in North Somerset. The continued enthusiasm and collective effort of many key players and decision-makers is therefore fundamental to its implementation and by association, its success. They will continue to play a critical role in delivering the actions. Without the support of these stakeholders and the injection of additional funding, minimal improvements will be able to be delivered each year.

## Monitoring

We recognise that many of the actions proposed in our Statement of Actions are aspirations that will be dependent on the availability of sufficient resources. We will monitor and report on each year's activity in the form of an annual report. This will include reporting on what projects have been achieved. This will be submitted to the LAF for their comment and placed on the Council website. We will also provide regular updates on improvement schemes via social media channels to update residents and visitors on our progress and encourage greater usage of our PRoW network.

## 12. Appendices

### Appendix A. Town and Parish Council route improvement nominations

Parish	PROW Ref / Unrecorded	Description of Route	Proposed change	Status
Abbots Leigh	LA1/11?	Reinstatement of the PROW from the end of Church Road in Abbots Leigh village (grid ref 547743) through to Oak Lodge in Leigh Woods (grid ref 551744).	Additional route	Not currently achievable*
Abbots Leigh	Unrecorded	Creation of a permissive path from grid ref 546734 on path LA 1/1 to Leigh Woods at grid ref 548741.	Additional route	Not currently achievable*
Abbots Leigh	Unrecorded	Reinstatement of a historic path from the A369 at grid ref 546734 to Upper Farm at grid ref 544726	Additional route	Not currently achievable*
Abbots Leigh	Unrecorded	Reinstatement of a historic path from near the Church in Abbots Leigh (at grid ref 544740) to opposite Freeways (at grid ref 541744) on the road from the A369 to Leigh Court.	Additional route	Not currently achievable*
Abbots Leigh	LA1/11	LA 1/1 near the Beggar Bush Lane traffic lights (grid ref 553732)	Access Improvement	Scheduled or Complete
Abbots Leigh	LA1/6	3 stiles on the LA1/6 footpath between the A369 end of Blackmoor Road at grid ref 534744 and its exit onto the road to St Katherine's School (at grid ref 531749)	Access Improvement	Scheduled or Complete
Abbots Leigh	LA1/4/50	Wooden stile at entrance to Abbots Pool wood	Access Improvement	Not currently achievable*



Abbots Leigh	LA1/1/20	Wooden stile on path at Stoke Leigh Lodge	Access Improvement	In progress
Backwell	LA2/32/20	Between Westfield Rd and Westleigh school. Stone pavement to clear up muddy surface. Route between the Westfield estate and the primary school	Surface Improvement	In progress
Backwell	ST 489 691 ST 489 692	Replace stiles with gates. Footpath cuts across fields next to Leisure centre.	Improve Access	In progress
Backwell	Across all paths in the Backwell parish	Continue to replace all stiles with gates. All existing routes not already converted.	Improve Access	In progress
Backwell	ST 490 695	Upgrading existing path - Footpath that goes under railway bridge joining Backwell Common with the fields adjoining fields near Leisure Centre	Surface Improvement	In progress
Backwell	ST 489 693 (suggests LA2/24/30)	Replace stiles with gates Route to Pitt Lane NW of village	Access Improvement	In progress
Backwell	ST 487 696 (suggests LA2/29/10)	Replace stiles with gates Footpath en route to Dibden's farm	Access Improvement	Scheduled or Complete
Backwell	LA2/7b	Footpath / Bridlepath descending from Jubilee Stone to Churchtown. Signposts or gate for cyclists	Additional direction signs	Scheduled or Complete
Backwell	Link between LA2/49 and LA4/14	Replace or relay footpath Path just outside the parish border linking Brockley & Backwell)	Additional route	Not currently achievable*
Backwell	ST 471 687 to point W (suggest LA2/33)	Signposts required on existing Grove Farm estate	Additional direction signs	Scheduled or Complete

Backwell	ST 474 680 to point NW (suggest LA4/13)	Signposts required on existing Grove Farm estate	Additional direction signs	Scheduled or Complete
Backwell	LA2/13/10	A gate that could do with replacing sooner rather than later is the one by Sores Court	Access Improvement	Not currently achievable*
Backwell	LA2/13/10	The one at the Dark Lane end of the path that runs across the fields behind Oakley Close needs a new gate.	Access Improvement	Not currently achievable*
Backwell	LA2/26/30	Small path across one field to driveway to house	Access Improvement	Scheduled or Complete
Backwell	LA2/29/10	Footbridge with worn away area when stepping off	Surface Improvement	Scheduled or Complete
Banwell	Unrecorded	Create a cycle way	Additional route	Not currently achievable*
Banwell	Unrecorded	Havage Drove running from 411620 Nye Road to 405618 Boxbush Lane.	Additional route	Not currently achievable*
Banwell	PROW AX3/3?	Stonebridge Farm to Whitecross Lane	Additional Route	Still to be addressed
Banwell	AX3/51/10	Stile at end not fit for purpose	Access Improvement	In progress
Barrow Gurney	New Link to Monarchs Way	An important arterial route linking Barrow Gurney to Long Ashton.	Additional route	Still to be addressed
Barrow Gurney	Part of Cycleway 344	Important link to the A38, A2 public transport to Bristol and Bristol Airport.	Major vegetation clearance	Scheduled or Complete
Barrow Gurney	LA3/9/10, LA3/9/20, LA3/12/10 and LA9/15/10	An important arterial route linking Barrow Gurney village and the Barrow Court area to Flax Bourton.	Access Improvement	Not currently achievable*

Barrow Gurney	LA3/2, LA3/2, LA3/3, LA3/6, LA3/6, LA3/20, LA3/10, LA3/10, LA3/10, LA3/10 and LA3/10	A high interest circular route	Access improvement and additional signage	Not currently achievable*
Barrow Gurney	LA3/14, LA3/25, LA7/32, LA3/13, LA7/32, LA7/29, LA12/6, LA3/27, LA3/1 and LA3/2.	Another circular route that commences by the village green	Surface Improvement and new PROW to be created through Oatley Park.	Not currently achievable*
Barrow Gurney	LA3/10, LA3/17, LA3/23, LA19/84, and LA3/14	Another circular option that commences by the village green.	Access Improvement	Not currently achievable*
Barrow Gurney	LA3/11/10	An arterial route linking Naish Lane residents to Barrow Gurney village centre.	Access Improvement and additional signage	Not currently achievable*
Barrow Gurney	Unrecorded	This route would provide a more topographically level and direct route to access A370 based public transport. This new route is the most requested by parishioners and would be Priority 1 if there were to be a viable proposal.	Additional route	In progress
Barrow Gurney	LA3/16/10	This PROW commences with a badly broken unsafe wooden stile.	Access Improvement	Not currently achievable*
Barrow Gurney	LA3/1/10	This PROW does not exist as featured on the Definitive Map.	Access Improvement	Not currently achievable*
Barrow Gurney	LA3/25/10	The route on the definitive map no longer exists.	PROW reinstatement	In progress

Blagdon	AX5/23/30	Street End Lane - south into the woods	Access Improvement	Not currently achievable*
Blagdon	AX5/21/20	Stile	Access Improvement	Not currently achievable*
Blagdon	AX5/23/30	Stile	Access Improvement	Not currently achievable*
Blagdon	AX5/30/10	Garston Lane leading to the waterworks	Access Improvement	Scheduled or Complete
Blagdon	AX5/5 and 5/6	Score Lane Housing estate to Mendip Hills	Access Improvement	In progress
Blagdon	AX5/13 and 5/15	link to Burrington Combe for the village via Luvers Lane	Access Improvement	In progress
Blagdon	AX5/1	Link former council houses at Dipland Grove to the main village	Access Improvement	In progress
Blagdon	AX5/24/20	Busy path out of Rickford	Access Improvement	In progress
Bleadon	AX6/01/10	Commences on to the Walborough Reserve from the uphill end of Bleadon at the Toll Road	Access and Surface Improvement	Not currently achievable*
Bleadon	AX6/10	Goes in parallel to Purn Way through the allotments and up to Celtic Way	Access, Signage and Surface Improvement	Scheduled or Complete
Bleadon	AX6/12	Purn Way Westdown Cottage	Access, Signage and Surface Improvement	Not currently achievable*
Bleadon	AX6/18	Mearcombe Lane to Shiplate Slait	Access Improvement	In progress
Bleadon	AX6/21	Hellenge Gate nr Spindlewood House Shiplate Rd	Access Improvement	Not currently achievable*

Bleadon	Goes left via Purn Hill SSI and right on to Purn Lane	Commences on Purn Way and links to Purn Lane across the edge of the SSI - on a pathway which does not go on to the actual hill	Upgrade to Bridleway	In progress
Brockley	LA4/6/10; LA4/6/20; LA4/6/30		Access Improvement	In progress
Brockley	LA4/16/10	Bowling Green in Brockley Woods to A370	Additional Signage	Scheduled or Complete
Brockley	LA4/4/20	A370 to junction with LA4/4/10	Access Improvement	Scheduled or Complete
Brockley	LA4/5/10	Brockley Court Farm to Brockley Elm	Access and Signage Improvement	Scheduled or Complete
Brockley	LA2/49	Along Brockley Combe Road to Potshole triangle	Additional route	Not currently achievable*
Burrington	AX10/30/10	Rickford Lane/Burrington Lane (east) - restricted byway	Access and Signage Improvement	Scheduled or Complete
Burrington	AX10/30/20	Rickford Lane/Burrington Lane (middle) - footpath	Access and Signage Improvement	Scheduled or Complete
Burrington	AX10/30/40	Rickford Lane/Burrington Lane (west) - restricted byway	Access and Signage Improvement	Scheduled or Complete
Burrington	AX10/101/10	Rickford (The Batch) to Bourne Lane	Access and Signage Improvement	Scheduled or Complete
Burrington	AX10/108/10	Copthorne Lane (bridleway)	Surface Improvement	In progress

Burrington	AX10/104/10	Bourne Lane to Emley Lane	Access and Surface Improvement	In progress
Burrington	AX10/109/10	Langford Lane (near Bath Road) to A38 (Havyatt Green and to former rail track near bus stops near Yew Tree Close	Access Improvement	Scheduled or Complete
Burrington	AX14/13/10	Bath Road (A368) Peartree Ind Est to A38 (footpath)	Access Improvement	In progress
Burrington	AX/10/118/10	Langford Green Farm to Langford Court Lodge (footpath)	Additional direction signs	Scheduled or Complete
Burrington	AX10/37/10	Link Lane to Langford Green Farm (footpath)	Access and Signage Improvement	In progress
Burrington	AX10/113/10	Langford Lane past Langford Court to A38 and Lower Langford (footpath) links with AX10/120/20 (below)	Additional direction signs	In progress
Burrington	AX10/120/20	Bath Road (A368) near Brook towards Langford Court (footpath) linking with AX10/113/10	Additional direction signs	In progress
Burrington	AX5/24/10	route out of Rickford to Boune Lane	Access Improvement	In progress
Burrington	AX10/35/10	Small path from A368 to A3134	Access Improvement	In progress
Churchill	AX14/34, AX14/36	Route commences off Ladymead Lane and ends in Church Lane, Churchill	Surface Improvement	In progress
Churchill	AX14/21/10	Connects the A368 (Greenhill Road) east of Sandford to Churchill Green west of the Academy.	Surface Improvement	Not currently achievable*
Churchill	AX/14/66 and AX/14/67	Connects Greenwell Lane to Bakers Lane	Access and Surface Improvement	Scheduled or Complete

Churchill	AX14/67/20	Connects Bakers Lane to Stock Lane	Access and Surface Improvement	Scheduled or Complete
Churchill	AX14/44/60	Connects the Mushroom farm to Churchill Primary School, Pudding Pie Lane	Access Improvement	Scheduled or Complete
Churchill	AX14/53; AX14/67, AX14/68, AX14/69 and AX14/66	Connects Stoke Lane to Blackmoor	Access, Signage and Surface Improvement	Scheduled or Complete
Churchill	AX29/45/20 AX29/45/30 AX29/45/40 AX29/46/30	Route connecting the A368 (Greenhill Road) in Sandford to Churchill Green, but substantially further west of the Academy.	Access and Surface Improvement	Scheduled or Complete
Churchill	AX 14/24/20 to AX14/26/40	Route commences at Churchill Green to join footpath AX14/26/40 around boundary of Churchill Academy.	Access Improvement	Scheduled or Complete
Churchill	AX 14/26/40	Connects with AX14/24/20 and AX 14/ 25/10 and follows the 3 G sports pitches	Signage Improvement	Scheduled or Complete
Churchill	AX14/26/25 links with AX/14/25/10	Connects with AX 14/ 26/45 and follows the hedgerow boundary of the Leisure centre fields up to corner of these fields and junction with AX 14/28/15, AX14/28/10 and AX14/25/20.	Surface Improvement	In progress
Churchill	AX14/28/10 connects with AX14/27/10	Follows the hedgerow and connects up with AX14/27/10.	Access Improvement	Scheduled or Complete
Churchill	AX14/27/10	Crosses through various fields and joins Honey Hall Lane.	Access and Signage Improvement	Scheduled or Complete

Churchill	AX14/30/10 links with AX16/30/20	Links two villages	Access and Signage Improvement	Scheduled or Complete
Churchill	AX16/30/20	Walk along Honey Hall Lane in an East to West direction until you reach start of AX 16/17/10	Access and Signage Improvement	Scheduled or Complete
Churchill	AX 16/17/10	From Honey Hall Lane, continues through various fields, to join AX14/25/20, AX14/25/10, AX14/28/10 and AX14/28/15.	Access and Signage Improvement	Scheduled or Complete
Churchill	AX14/25/20		Access and Signage Improvement	Scheduled or Complete
Churchill	AX14/42/30	Ladymead Lane going westwards along north side of shared utility site (Western Power/ BT)	Surface Improvement	Scheduled or Complete
Churchill	AX14/16/30 AX14/16/40	Route through Wyndhurst Farm from Lower Langford across the A38 to arable land and then to the Bath Road	Access Improvement	Scheduled or Complete
Clapton in Gordano	unrecorded	New path - route commences at the junction of Clapton Lane and B3124 and ends at the junction between Clapton Lane and Moor Lane	Additional route	Not currently achievable*
Clapton in Gordano	LA5/26a/10	Busy walking route next to M5 on hilly grass fields	Access Improvement	Scheduled or Complete
Clapton in Gordano		Failand Lane to A369	Access Improvement	Not currently achievable*
Cleeve	LA 6/4	Rear of Italian Restaurant (A370) and crosses Cleeve Court fields to Plunder Street	Signage and Surface Improvements	Scheduled or Complete
Cleeve	LA 6/2	Between properties No 44 & No 46 Main Road (A370) climbing to KINGS WOOD	Access Improvement	Scheduled or Complete



Cleeve	LA 6/9	No 50 & No 48 Bishops Road, heads east to Brockley crossing Meetinghouse Lane & Littlewood Lane	Access Improvement	Scheduled or Complete
Cleeve	LA 6/11	Commences at the main gate to Holy Trinity Church (A370), heading north it links to Route 6/9	Access Improvement	Scheduled or Complete
Cleeve	LA 6/17	Upgrading existing path route alongside Goblin Combe Camp, Cleeve Hill Road	Access Improvement	Scheduled or Complete
Cleeve	LA6/14, LA6/12 & LA6/13/25	Littlewood Lane to Main Road	Access Improvement	Not currently achievable*
Cleeve	LA6/10/30	Path along hedge line	Access Improvement	Scheduled or Complete
Clevedon	Suggest LA22/28	The Ripple from Edward Rd/ Edward Rd south to School	Surface Improvement	In progress
Clevedon	LA22/37	The Zig Zag Dial Hill Rd to Hill Road	Surface Improvement	Scheduled or Complete
Clevedon		The Coastal Path Marine Terrace towards Portishead	Surface Improvement	Scheduled or Complete
Clevedon	LA22/6/50		Access and Surface Improvement	Scheduled or Complete
Clevedon	LA22/41/10	Donkey Path Victoria Rd to Elton Rd	Surface Improvement	Scheduled or Complete
Clevedon	LA22/30, LA22/6, LA22/7 and LA22/8	Strawberry Hill Chestnut Grove to Walton Road	Access Improvement	Not currently achievable*
Clevedon		Old Park Rd to Lime Kiln Lane	Surface Improvement	Not currently achievable*
Clevedon	LA22/55/10	Alexandra Gardens Alexandra Rd to Hill Road	Surface Improvement	Not currently achievable*

Clevedon		Footpath Gardens Rd to Hill Rd	Surface Improvement	Not currently achievable*
Clevedon		Footpath Kings Road to Old Park Road	Surface Improvement	In progress
Clevedon	LA22/2710 & LA22/26/10	Footpath from Gold Club to coastal path	Access and Surface Improvement	Scheduled or Complete
Clevedon	LA22/19/70, LA22/19/80	Footpath through estate running along river bank	Surface Improvement	In progress
Clevedon	LA22/51/10	Footpath linking Clevedon to Kingston Seymour	Access improvement	Scheduled or Complete
Clevedon	LA22/15/20	Route from Nailsea Wall to Clevedon	Access Improvement	Scheduled or Complete
Congresbury	Ax16/2/10 & Ax16/27/10	Millennium green to Wier	Surface Improvement	Not currently achievable*
Congresbury	AX16/27/20	New housing development to river Yeo	Surface Improvement	Not currently achievable*
Congresbury	AX16/56/10	Access to Strawberry Line	Surface Improvement	Scheduled or Complete
Congresbury	Ax16/7/20 at ST4365 62144	Footpath from village to Golf club	Access Improvement	Not currently achievable*
Congresbury	AX16/17/10 at ST 43341 61241	Path from Village to Churchill School	Access Improvement	Scheduled or Complete
Congresbury	AX16/17/10 at ST 43254 61103	Path from Village to Churchill School	Access improvement	Scheduled or Complete
Congresbury	AX16/25/10	A370 to Smallway	Surface Improvement	Scheduled or Complete
Congresbury	AX16/37/20	Drove rd from sports ground to tarmac path AX17/37/10	Surface Improvement	Scheduled or Complete
Congresbury	AX16/37/20	Drove rd from sports ground to tarmac path AX17/37/10	Surface Improvement	Scheduled or Complete

Congresbury	AX16/10/10 to AX14/59/10	Currently busy section of B3133	Additional Route	Not currently achievable*
Congresbury	AX16/23/10 ST 434636 - 432636	From Church field to Strawberry line	Surface Improvement	Not currently achievable*
Dundry	Unrecorded	A new footpath from Dundry Village Hall, Crabtree Lane to Church Road.	Additional route	Not currently achievable*
Dundry	LA7/33/10 and LA7/33/20	Route commences on Highridge Road and proceeds south east down a short track to Dundry Lane	Surface Improvement	Scheduled or Complete
Flax Bourton	LA9/3/20	Re-route away from Festival Way Cycle Path along North Side of railway between LA9/5/20 and LA9/1/30.	Additional Route	Not currently achievable*
Flax Bourton	unrecorded	Festival Way mixed use cycleway from Farleigh Green LA12/2/10 to Station Road LA9/6/10.	Surface Improvement	Not currently achievable*
Flax Bourton	unrecorded	Festival Way mixed use cycleway from LA9/1/30 Railway Bridge to LA9/6/10 Station Road	Surface improvement	Not currently achievable*
Flax Bourton	unrecorded. disappeared from record.	Jcn LA9/3/10 and LA9/2/10 to Restricted Byway LA9/5/10 to reinstate diagonal field path shown on 1980's O/S maps.	Additional Route	Not currently achievable*
Flax Bourton	unrecorded	LA9/6/10 or LA9/22/10 to Jubilee Inn	Additional Route	Not currently achievable*
Flax Bourton	LA9/8/10	Re-route from Jcn LA9/9/10 to Field Entrance at bend in Station Road	Additional Route	Not currently achievable*
Flax Bourton	LA9/5/10	Restricted Byway from A370 to LA9/3/20	Surface Improvement	Still to be addressed
Flax Bourton	unrecorded	North end of LA9/6/10 to School west side of Station Road inside hedge.	Surface Improvement	Not currently achievable*
Flax Bourton	unrecorded. Previously permitted path.	LA9/13/10 to LA9/14/10	Additional Route	Not currently achievable*

Flax Bourton	LA12/2/10	Old Weston Road to B3130	Surface Improvement	Scheduled or Complete
Hutton	AX18/7/30	Lodwell Farm to The Bury	Surface Improvement	Still to be addressed
Hutton	AX18/8/10	Track from gate adjacent to the reservoir	Surface Improvement	Scheduled or Complete
Hutton	AX18/4/10	Canada Coombe, via gate through field of sheep to stile	Access and Surface Improvement	In progress
Hutton	AX18/9/10	Main Road to Elmhurst Playground	Surface Improvement	In progress
Hutton	AX18/2/10	Ascending footpath alongside the quarry at Upper Church Lane	Access Improvement	Not currently achievable*
Hutton	AX18/9/10	Hutton Hill - Oakland Drive to Des Phippen Park	Access and Surface Improvement	Still to be addressed
Hutton	AX18/2/10	Start of footpath at Upper Church Lane	Access and Signage Improvement	Scheduled or Complete
Hutton	AX18/10/10	Start of route at Banwell Road	Signage Improvement	Scheduled or Complete
Kewstoke	N/A	Extending the existing footpath will provide a safe route for locals in particular Children	Additional route	Not currently achievable*
Kewstoke	AX19/2	Kewstoke Road to W.S.M boundary on Worlebury Hill	Access Improvement	Not currently achievable*
Kewstoke	AX19/5	Bottom of Monks Hill to Worlebury Park	Signage Improvement	Not currently achievable*
Kewstoke	AX19/6	Norton Lane to Kewstoke Road	Signage Improvement	In progress
Kewstoke	AX19/7	Bridleway at entrance to Woodspring priory - Elmsley Lane to County road	Access Improvement	Not currently achievable*

Kewstoke	AX19/8	Beach Road to Elmsley Lane	Access Improvement	In progress
Kewstoke	AX19/10	Bridleway Myrtle Farm Lane to Collum Lane	Access Improvement	Not currently achievable*
Kewstoke	N/A	Crookes lane from Kewstoke Village Hall to Chip shop	Additional Route	Not currently achievable*
Kewstoke	N//A	Proposed Footpath from Village School to Anson Road	Additional Route	Not currently achievable*
Kingston Seymour	LA 11/7/10	North from Back Lane, past Riverside Farm and into Kenn Parish by two different routes	Access Improvement	Scheduled or Complete
Kingston Seymour	LA 11/11/10	East from Bullocks Lane to end at private fields. Was dissected when the M5 was built	Access and Signage Improvement	Scheduled or Complete
Kingston Seymour	LA 11/5/10	North from Ham Lane to Middle Lane	Access Improvement	Not currently achievable*
Kingston Seymour	LA 11/10/10	North from Ham Lane to Middle Lane	Access Improvement	Scheduled or Complete
Kingston Seymour	LA 11/9/10	North from Ham Lane to Middle Lane	Access Improvement	Scheduled or Complete
Kingston Seymour	LA 11/4/30	South from Ham Lane as far as the motorway	Access Improvement	Not currently achievable*
Kingston Seymour	LA 11/3/30	South from Yew Tree Farm to a crossing over the M5	Signage Improvement	Scheduled or Complete
Kingston Seymour	LA 11/13/20	South west from Yew Tree Farm to link with LA 11/12/10 and LA 11/13/30	Signage Improvement	Scheduled or Complete
Kingston Seymour	LA 11/12/10	South from Ham Lane at Moorside Farm to junction with LA 11/13/20 and LA 11/13/30	Signage Improvement	Scheduled or Complete
Kingston Seymour	LA 11/13/30	South from junction described in LA 11/12/10	Signage Improvement	Scheduled or Complete
Kingston Seymour	LA 11/1/10	Continuation of LA 11/13/30 towards motorway at Phipps Bridge	Signage Improvement	Scheduled or Complete

Kingston Seymour	LA 11/2/10 & LA 21/31/30	From the south side of the motorway heading north east	Access and Signage Improvement	Still to be addressed
Kingston Seymour	LA 11/3/10	South east from the motorway bridge to link with LA 21/31/30, LA 11/6/10 and another that goes into Yatton Parish.	Signage Improvement	In progress
Kingston Seymour	LA 11/4/10	North east from motorway crossing to link up with LA 11/4/40	Access Improvement	Scheduled or Complete
Kingston Seymour	LA 11/6/10	North east from junction with LA 11/3/10	Signage Improvement	Scheduled or Complete
Kingston Seymour	LA21/31/10	Continuation of LA 11/6/10	Access Improvement	Scheduled or Complete
Kingston Seymour	LA 11/4/40	South from Lampley Road motorway bridge alongside M5	Surface Improvement	Scheduled or Complete
Long Ashton		Developing a strategic route Festival Way from B3128 to B3130	Surface Improvement	Not currently achievable*
Long Ashton	LA12/12/60	Upgrade existing path Old PROW from Parsonage Farm footbridge to B3128 near Park and Ride	Surface Improvement	Not currently achievable*
Long Ashton		Widen existing PROW network. From car park at NE corner go Ashton Hill Woods to the entrance to the Tyntesfield Estate	Additional Route	Not currently achievable*
Long Ashton		Widen existing PROW network. From PROW on north side B3130 by Kingcott Mill estate to PROW on footbridge over the railway 200m to the east on the B3130	Additional Route	Not currently achievable*
Long Ashton	LA12/5/95	Add a new path. Track crossing Yanley Quarry landfill site between Community Forest Path and PROW from Yanley Farm to Hanging Hill Wood	Additional Route	Not currently achievable*

Long Ashton		Provide safe crossings to Ashton Court. Community Forest Path at Church Lodge entrance to Ashton Court	Access Improvement	Not currently achievable*
Long Ashton	LA12/28/10	Keeds Lane	Surface Improvement	Scheduled or Complete
Long Ashton	LA12/6/20	Muddy pathway along section of Monarchs Way	Surface Improvement	Scheduled or Complete
Long Ashton	LA12/32a/10	Path fallen away	Surface Improvement	Not currently achievable*
Long Ashton	LA12/25/10	junction with B3128	Signage Improvement	Scheduled or Complete
Nailsea	LA13/49/10	Drove roads between LA13/49/10 and Manmoor Lane as Bridleways and create a new field edge Bridleway	Additional Route	Not currently achievable*
Nailsea	LA2/35/20 & LA13/29/10	Upgrade route to Nailsea and Backwell Station from Youngwood. Footpath between Nailsea and Backwell Station and Youngwood Lane	Surface Improvement	Scheduled or Complete
Nailsea	All Rights of Way within residential areas	Signposting to Town Centre All Rights of Way in residential areas	Signage Improvement	In progress
Nailsea	LA13/23, LA13/23, LA13/23	PROW which run alongside the public highway to utilise paths towards the town centre	Access and Signage Improvement	In progress
Nailsea	PROW crossing a road	Dropped Kerbs on All Rights of Way crossing roads	Surface Improvement	Not currently achievable*
Nailsea	LA16/17/20 & LA16/18/30	Creation of new PROW linking two existing PROW	Additional Route	Not currently achievable*
Nailsea	LA13/1/90	Improvements and repairs to Nailsea Round	Access Improvement	Scheduled or Complete
Nailsea	LA13/1/20	Improvements and repairs to Nailsea Round	Access Improvement	Scheduled or Complete

Nailsea	LA13/1/20	Improvements and repairs to Nailsea Round	Surface Improvement	Scheduled or Complete
Nailsea	LA13/1/20	Improvements and repairs to Nailsea Round	Access Improvement	Scheduled or Complete
Nailsea	LA13/1/90	Improvements and repairs to Nailsea Round	Access Improvement	Scheduled or Complete
Nailsea	LA13/50/10	Improvements and repairs to Nailsea Round	Access Improvement	Scheduled or Complete
Nailsea	LA13/7/10	Improvements and repairs to Nailsea Round	Surface Improvement	Still to be addressed
Nailsea	LA13/7/10	Improvements and repairs to Nailsea Round	Access and Surface Improvement	Still to be addressed
Nailsea	LA13/2/20	Improvements and repairs to Nailsea Round	Access Improvement	Still to be addressed
Nailsea	LA13/7/10 & LA13/7/20	Wooden gate on a bank overlooking wooden bridge structures that are too short for the flooded area and starting to decay	Access Improvement	In progress
Nailsea	LA13/26/30	Short path with stiles on either end	Access Improvement	Scheduled or Complete
Nailsea	LA13/27/40	two stiles at location could be changed to gates	Access Improvement	Scheduled or Complete
Pill & Easton in Gordano	LA8/8/20	Footpath through services but no connectivity with neighbouring routes	Access Improvement	Not currently achievable*
Pill & Easton in Gordano	LA8/30/10	Upgraded Between the top of cross lanes towards the Rudleigh Inn	Surface Improvement	Scheduled or Complete
Pill & Easton in Gordano	Unrecorded	Path around the edge of the field to link with other PROWs	Additional Route	Not currently achievable*
Pill & Easton in Gordano	unrecorded	Rear access new cycle path (dual use) from Sturmey Way in St.Katherine's park.	Additional Route	Not currently achievable*



Pill & Easton in Gordano	unrecorded	New Path Pathway runs along the side of the field next to The White House	Access Improvement	Scheduled or Complete
Pill & Easton in Gordano	unrecorded	Track from Brandon house to Happerton lane	Surface Improvement	Not currently achievable*
Pill & Easton in Gordano	LA8/22/10 and LA8/26/20	Upgrading	Access Improvement	Scheduled or Complete
Pill & Easton in Gordano	LA8/54/10	Upgrading restricted byway from A369 to combe lane, through Hails wood by walking up the stream.	Access Improvement	Not currently achievable*
Pill & Easton in Gordano	LA8/68/10	Footway across the Northbound side of the Avonmouth bridge to form a circular walk across the saltmarsh and back round to the village	Access Improvement	Not currently achievable*
Pill & Easton in Gordano	LA1/6/60	Upgrade From the A369 to Cabots way	Access Improvement	Scheduled or Complete
Pill & Easton in Gordano	LA8/12/40	Path alongside allotments	Surface Improvement	Still to be addressed
Pill & Easton in Gordano	LA8/29/10	Path at Upper Happerton Farm	Access Improvement	Scheduled or Complete
Pill & Easton in Gordano	LA8/39/10	Footpath down to Happerton Lane	Surface Improvement	Scheduled or Complete
Portbury		Cross route across land with numerous stiles and overgrown vegetation	Access Improvement	Not currently achievable*
Portishead	LA23/15/10	Field from Highdown school/ entering Portishead Downs via a stile and then joining with LA14/6/40.	Additional Route	Not currently achievable*
Portishead	LA23/4/20	Gordano Round from Sugar loaf beach to end of Kilkenny fields.	Surface Improvement	Not currently achievable*
Portishead	LA23/4/10	Gordano Round from East Wood to Portbury Wharf and Nature reserve	Additional Route	Not currently achievable*
Portishead	Various - recorded	Gordano Round - in its entirety	Signage Improvement	Not currently achievable*

Portishead	LA23/4/15	Gordano Round Coastal Path - maintenance due to erosion into sea	Surface Improvement	Not currently achievable*
Portishead	LA23/15/10	Gordano Round Coastal Path - maintenance - wooden bridges	Access Improvement	Scheduled or Complete
Portishead	LA18/4/30 to LA18/4/10	Blackberry Lane off Valley road to Weston-in-Gordano	Surface and Signage Improvement	Not currently achievable*
Portishead	Unrecorded	Improve access from North Weston to Weston Big Wood by confirming a ROW between Clevedon Road and WBW behind Hollis Avenue.	Additional Route	Not currently achievable*
Portishead	LA14/4/10, LA14/8/20, LA14/143/10, LA14/6/40	Avon Wildlife and Weston Big Wood and PROW paths	Signage Improvement	Scheduled or Complete
Portishead	LA14/11/20	Between Hillcrest Road and Nore Road - Kingsway	Access Improvement	Not currently achievable*
Portishead	LA23/2/10	East Wood, issues with obstacles, structural surface	Surface Improvement	Not currently achievable*
Portishead	LA15/15/20	This network of paths is regularly impassable at certain times of the year. We propose that the height of the path is raised and has a camber so that the flood water will run off the path.	Surface Improvement	Not currently achievable*
Portishead	LA15/15/20	Nature reserve paths don't have full continuity despite the fact that the nature reserve out to the marina and back is a well established walking loop.	Additional route and access improvement	Not currently achievable*
Portishead	LA23/231/20	Step section of path, public request for handrail and surface very uneven	Access Improvement	Scheduled or Complete
Puxton	AX24/1/10	Maintain existing path. Commences on A370 at 402644 going south to meet footpath going along the river from Waterman's Bow.	Access Improvement	Not currently achievable*

Puxton	AX24/25/10	Maintain existing path. Right of Way on May's Lane, between Maysgreen Lane and Puxton Lane	Surface Improvement	Scheduled or Complete
Puxton	AX16/46/20	Maintain existing path. Foot path off Puxton Road at Willow Farm	Surface Improvement	Scheduled or Complete
Puxton	AX16/52/30	Maintain existing path. footpath gate at The Elms 401648	Surface Improvement	Scheduled or Complete
Puxton	AX28/25/20	Improve signage. Bridge across Oldbridge River 391646	Signage Improvement	Scheduled or Complete
Puxton	N/A	Upgrade a permitted path. Connects footpaths at Phipp's bridge SW to Oldbridge river	Access Improvement	Not currently achievable*
Puxton	AX24/15/10	Path from Crossmans farm to Mayfield Lane	Access Improvement	Scheduled or Complete
Tickenham	Joins LA 16/3	Proposed footpath at the old Tickenham Garden Centre from Old Lane to public bridleway LA 16/3	Additional Route	Not currently achievable*
Tickenham	Joins footpaths LA 16/17, LA 16/18, LA 16/19 and LA 16/21	Proposed footpath taking obvious route along the south bank of the Land Yeo	Additional Route	Not currently achievable*
Tickenham	Joins LA 16/24 and LA 16/3	Proposed footpath old Tickenham Garden Centre to Washing Pound Lane	Additional Route	Not currently achievable*
Tickenham	LA 16/6	Footpath between Cadbury Camp Lane West and Barrow Court Farm	Access Improvement	Not currently achievable*
Tickenham	LA19/20/10	Two wooden stile and one stone stile that cuts across a busy ben d in the road, over grass fields for sheep	Access Improvement	Not currently achievable*
Weston in Gordano	LA18/4/10	Route from Big Wood to Walton in Gordano	Access Improvement	Scheduled or Complete

Winford	LA19/2/10	Prospect House, Old Hill	Access and Signage Improvement	Scheduled or Complete
Winford	LA7/3/10	From Littleton Court to Littleton Lane	Access Improvement	Not currently achievable*
Winford	LA19/68/10	Chapel Lane to Kentshare Farm	Access Improvement	Scheduled or Complete
Winford	LA19/49/10 to LA19/49/30	Long Cross to Winford village and Primary School	Access Improvement	Not currently achievable*
Winford	LA19/45/20 & LA19/10/10	From close Winford village - Frog Lane to Old Hill	Access Improvement	Not currently achievable*
Winford	LA19/40/05	Ricklands to Greatstone Lane	Access Improvement	Not currently achievable*
Winford	LA19/38/30&50	Opposite Leighdown farm to Frog Lane Farm	Access Improvement	Scheduled or Complete
Winford	LA19/5/10	Birds Farm	Access and Surface Improvement	Not currently achievable*
Winford	LA19/57/60 to 57/40	From A38 - Lulsgate Quarry - Stanshalls Lane	Access and Surface Improvement	Not currently achievable*
Winford	LA19/23/10	Strode	Access Improvement	Not currently achievable*
Winford	LA19/32/10	Strode	Access Improvement	Not currently achievable*
Winscombe & Sandford	27	Maxmills Lane to Barton Rd	Access Improvement	Scheduled or Complete
Winscombe & Sandford	41	Hill Road, Methodist Church, across disused railway, and right angled turn to Station Road	Access Improvement	Scheduled or Complete
Winscombe & Sandford	45	Along Greenhill Lane to end of Sandmead Grove	Access Improvement	Scheduled or Complete

Winscombe & Sandford	46	Greenhill Road and onwards to Old Drove	Access Improvement	In progress
Winscombe & Sandford	AX29/35/20	From Barton Road to a narrow lane and onto Church Road, nearly opposite The Lynch	Access Improvement	Scheduled or Complete
Winscombe & Sandford	AX29/9/20, AX29/8/40	From A38 adjacent to Netherdale Caravan Park past Hale Drove	Access and Signage Improvement	Scheduled or Complete
Winscombe & Sandford	31	Route commences from A38 proceeds north easterly to Oakridge & Sidcot School	Access Improvement	Scheduled or Complete
Winscombe & Sandford	38	Parson's Rd to Barton Rd	Access Improvement	Scheduled or Complete
Winscombe & Sandford	23	From Winscombe Hill along Barton Drove to join 39	Access Improvement	Scheduled or Complete
Winscombe & Sandford	10	Across A38 from Fullers Lane to Junction with 8	Access Improvement	In progress
Winscombe & Sandford	AX29/35/20	Broken wooden gate and muddy gateway	Access Improvement	Scheduled or Complete
Winscombe & Sandford	AX29/1	Well Close to Brae Rise	Access Improvement	Scheduled or Complete
Winscombe & Sandford	AX29/11	Link running from Yadley Lane to Eastwell Lane	Access Improvement	Not currently achievable*
Winscombe & Sandford	Ax29/67	Sandford Wood to Uplands	Access Improvement	Not currently achievable*
Winscombe & Sandford	AX/66a	Sandford Wood	Access Improvement	Scheduled or Complete
Winscombe & Sandford	AX3/51	Lox Yeo River, path running alongside of river lost that used to be a footpath before WW2	Additional route	Not currently achievable*
Winscombe & Sandford	AX29/30	Footpath from bridle way	Access Improvement	Scheduled or Complete
Wraxall and Failand	LA 20/36 and The Grove, Wraxall	Cross field route to join path at OS 714494 and LA 20/36 at o.s.719489	Additional Route, Access	Scheduled or Complete

			and Surface Improvement	
Wraxall and Failand	LA 20/60 and LA 20.72	Roadside path between entry to Tyntesfield at junction Horserace Lane/Clevedon Road and Jctn Flax Bourton Rd/ Oxhouse Lane	Surface Improvement	Not currently achievable*
Wrington	Unrecorded	New Bridleway from Wrington to Strawberry Line.	Additional Route	Not currently achievable*
Wrington	AX30/1/10-40 and AX30/2/10-30	Upgrade gates and remove stiles to circular path from Ladywell to West Hay Rd. Starts and ends on Broad St - full details in Wrington Accessible Proposal 2	Access Improvement	Not currently achievable*
Wrington	AX30/53/10	Replace inaccessible gates with pedestrian gates. part of popular circular walk around Wrington popular in particular with elderly.	Access Improvement	Scheduled or Complete
Wrington	Unrecorded	Inclusion of new path near Stoney Croft House. Connect paths AX30/4/10 with AX14/58/10 along the line of the disused railway.	Additional Route	Not currently achievable*
Wrington	AX30/32/40	Replace old stiles with pedestrian gates. Part of very popular round walk on Old Hill from Wrington	Access improvement	Scheduled or Complete
Wrington	AX30/32/2 & 30 and AX30/35/20	Replace old stiles with pedestrian gates. Popular route from Wrington to Redhill along top of Old Hill	Access Improvement	Scheduled or Complete
Wrington	AX30/42, AX30/38, AX30/31, AX30/54	Upgrade gates on popular route to Old Hill / Meeting House Farm. Starts and Ends on Broad St - full details in Wrington Accessible Proposal 1	Access improvement	Not currently achievable*
Wrington	AX30/31/10	Very popular footpath from Old Hill to Meeting House Farm.	Surface Improvement	Not currently achievable*

Wrington	AX30/48/10	Replace difficult stile with pedestrian gate. Footpath that enables a circular walk around Goblin Combe	Access Improvement	Scheduled or Complete
Wrington	AX30/14/10	Upgrade path in Lye Cross. Part of a circular walk from Wrington that avoids walking down busy A38.	Access Improvement	Scheduled or Complete
Wrington	AX30/71/10	Path from Wrington Hill to Bridleway	Access Improvement	Scheduled or Complete
Wrington	AX30/62/20	Path from Burrington to Wrington arriving at A38	Access Improvement	Scheduled or Complete
Wrington	AX30/70/20	Three stiles on footpath from A38 to Winters Lane	Access Improvement	Scheduled or Complete
Yatton	LA/21/44/20	Proceeds up on to Cadbury Hill from Kissing gate (the Claverham vista)	Surface Improvement	Not currently achievable*
Yatton	AX16/36/10	runs from the Woodhill entrance NE across to Blind Lane entrance to Henley Wood Cottage	Access Improvement	Scheduled or Complete
Yatton	LA21/11	From Scout hut on High St Claverham linking to Jasmine Lane	Access and Surface Improvement	Still to be assessed
Yatton	LA21/31 and LA21/40	Runs from North End Road nearly opposite Ham Lane both sides of the Little River	Access and Surface Improvement	Scheduled or Complete
Yatton	Junction of LA21/22 and LA6/7	Runs from Warners Close in Cleeve to the extension at the end of Chapel Lane in Claverham	Access Improvement	Scheduled or Complete

\* The "Not currently achievable" status has been given to a number of improvement suggestions. This is for a variety of reasons but includes: lack of landowner consent, the proposal is not on a PRoW, on inspection the suggested improvement was not required (e.g., gate in satisfactory condition, surfacing not degraded), archaeological/heritage constraints, improvement is not possible due to grazing requirements, a legal application will be required. Where feasible (e.g., where landowner consent could not be obtained) these will be revisited.

## Appendix B. Summary of Consultation Responses

### Q1

Are you answering this consultation as an individual or organisation?

This is a must-answer question because the questions later are slightly different for organisations and individuals



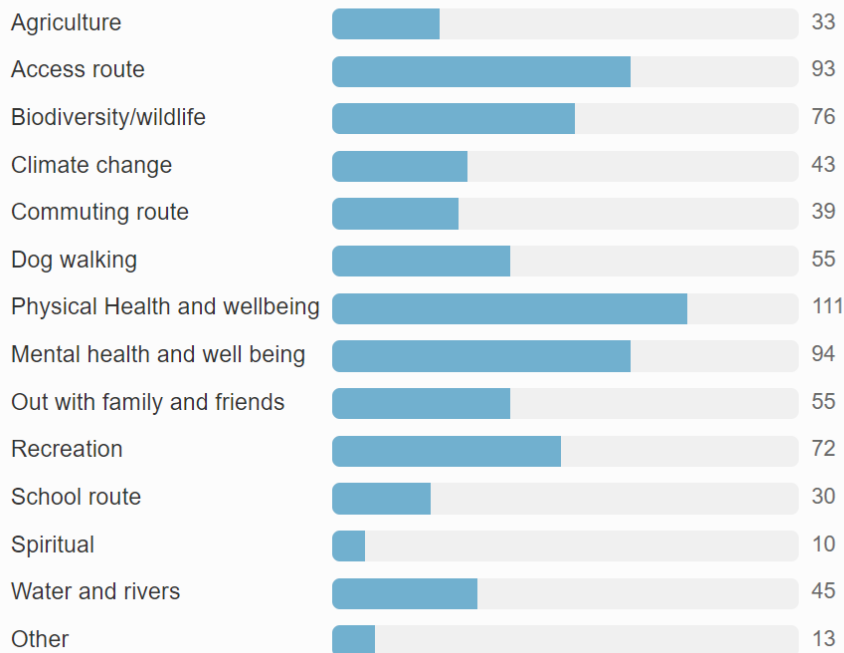
Below is a list of organisations who responded.

Abbots Leigh Parish Council
Axbridge Bridleways Association
Backwell Parish Council
Barrow Gurney Parish Council
Churchill Parish Council*
Clapton in Gordano Parish Council
Cleeve Parish Council
Clevedon Ramblers*
Disabled Ramblers
Dundry Parish Council
Flax Bourton Parish Council
Hutton Parish Council
Kewstoke Parish Council
Kingston Seymour Parish Council
Locking Parish Council
Long Ashton Parish Council
Nailsea Town Council
North Somerset Local Access Forum
Portishead Town Council
Ramblers
The British Horse Society
The Monarch's Way Association
Tickenham Parish Council
Tickenham Parish Council
Winford Parish Council
Woodspring Ramblers
Wraxall & Failand Parish Council
Wroughton Parish Council*
Yatton Ramblers



## Q2.1

Which elements of North Somerset Public Rights of Way network (PRoW) network do you consider most important?



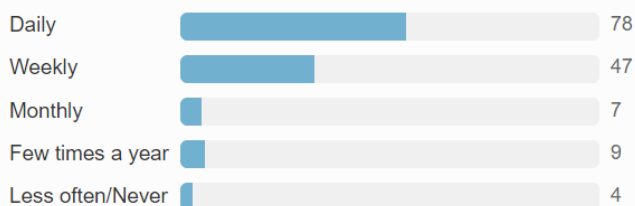
'Other' important elements responses included:

- Better access on all routes by upgrading them to allow access for horse riders and cyclists.
- We need old bridleways open to keep horses off the roads
- Horse riding
- Bridleways
- Reduce the speed limit on Brockley Lane to 20mph
- Horse-riding
- Safety
- Cycling, really important to be able to cycle from Yatton to Clevedon and from pier to pier.
- Bridges
- Easy contact to NSC
- The danger to users on foot because of mixed walking/cycling routes

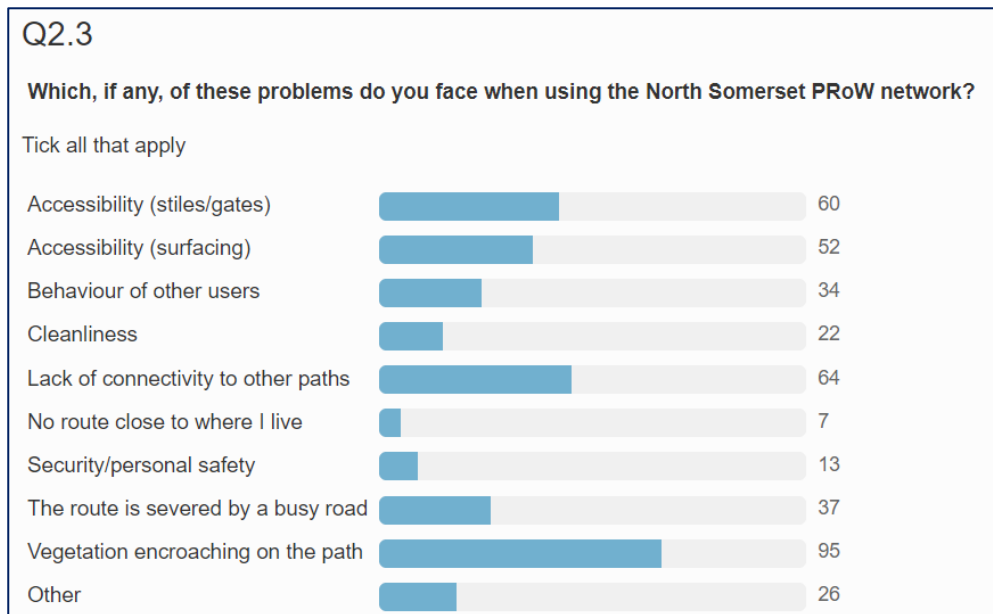
## Q2.2a

How often do you use the North Somerset Public Rights of Way network?

Tick one



## Individual responses to question 2.3

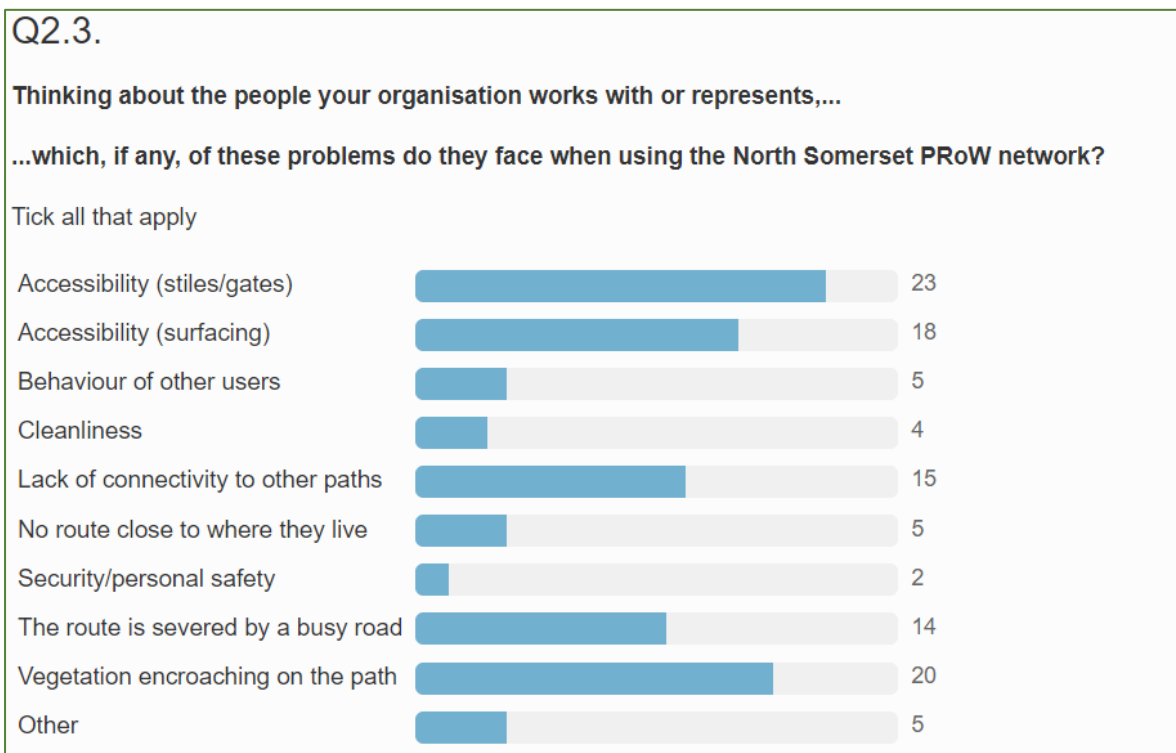


'Other' problems included:

- Parking & access for people with limited mobility (not blue badge)
- Unable to gain legal access on horse and bicycle on paths which could easily accommodate such use
- Damage and water logging due to horses and cyclist
- Locked gates with private property signs on routes that according to the definitive map are open to the public
- Need for Bridge repair on Clevedon Coast path
- As a horse rider I am excluded from most routes such as the strawberry line. Many bridleways are dangerous or impassable due to obstructions and overgrowth. Routes do not join up, forcing me onto road
- People with a dog, or more often, multiple dogs, often not on leads.
- Lack of adequate draining on the unsurfaced pathways around Nailsea
- Dogs, in particular mess and urine. A bags of dog mess being left lying on the ground and hung in vegetation
- Most bridle ways have to be reached by riding on busy roads
- We need to make Brockley Lane that connected the PRow network, less dangerous for walkers, cyclists, horse riders, by reducing the speed limit on this lane to 20mph should improve things.
- Not enough off road bridle paths
- Often signage unclear, mud & vegetation (stinging nettles, brambles, homeowners' perimeter hedging) so deep it's difficult to get through, especially at gates, styles. Fences & pathway collapses. Dog poo.
- Fencing off paths which run along field edges inevitably means that in 10-20 years a hedge develops naturally along the fence line. This means that the path loses its view and becomes an "alleyway"
- Dog Fouling
- dogs - barking, jumping, urinating/fouling
- Lack of signage

- Signage
- Lack of Byway Open to All Traffic due to consequences of CROW and NERC
- Use of PRow by cyclists on footpaths and motor cyclists on bridleways
- Cyclists using footpaths.
- Risk to life
- Footpaths that cross Backwell Bow are dangerous to cross, due to visibility, traffic, fast bikes...
- Cows blocking path
- PRow paths are not always accessible. I refer to land owned by NS Council and maintained by them.

### Organisational responses to question 2.3



'Other' problems provided by organisational consultees included:

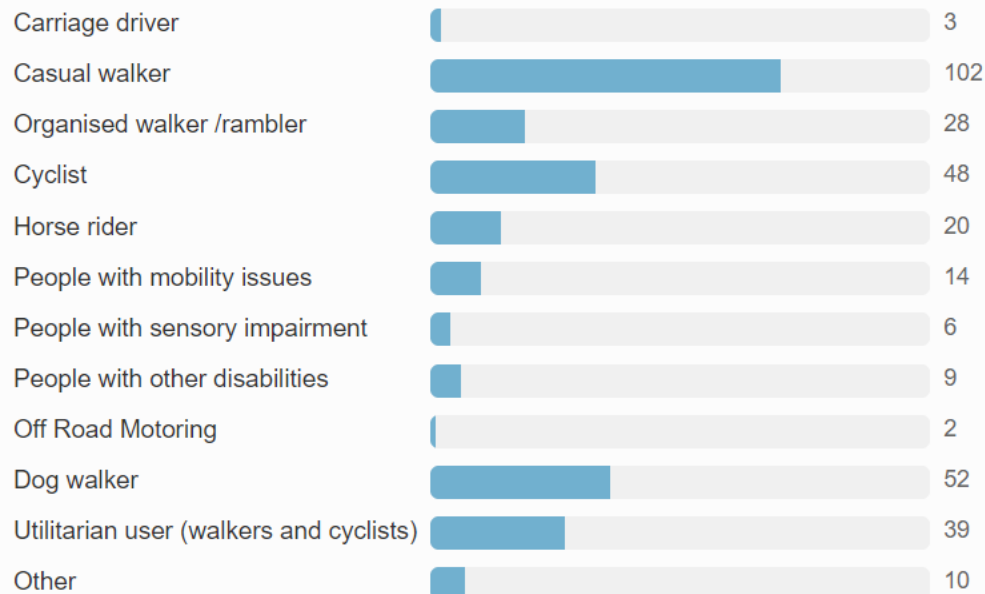
Response
1. accessibility for non ambulant users and 2. lack of progress with Definitive Map Modification Orders
Landowners can experience difficulties with those using the PRow, who either are not aware of, or do not understand the Countryside Code, particularly when there is livestock grazing.
friction between conflicting uses
Cleeve's stiles have been changed but other adjoining Parishes not changed.
A severe lack of Waymarking posts in certain parts of the route

## Individual responses to question 2.4

### Q2.4

Which of the following best describes your use of or interest in the North Somerset PRow network?

Tick all that apply



'Other' responses included:

- Brockley Lane, - many Lorries, Cars driving far too fast down it, they have no concerns for walkers, cyclists & horse riders
- Runner/jogger
- Plant recording/botany
- Farming
- Writing about routes to encourage use by others
- I use the paths on the Portbury Wharf Nature Reserve for wildlife monitoring and producing self-guided trails
- health and wellbeing, exercise

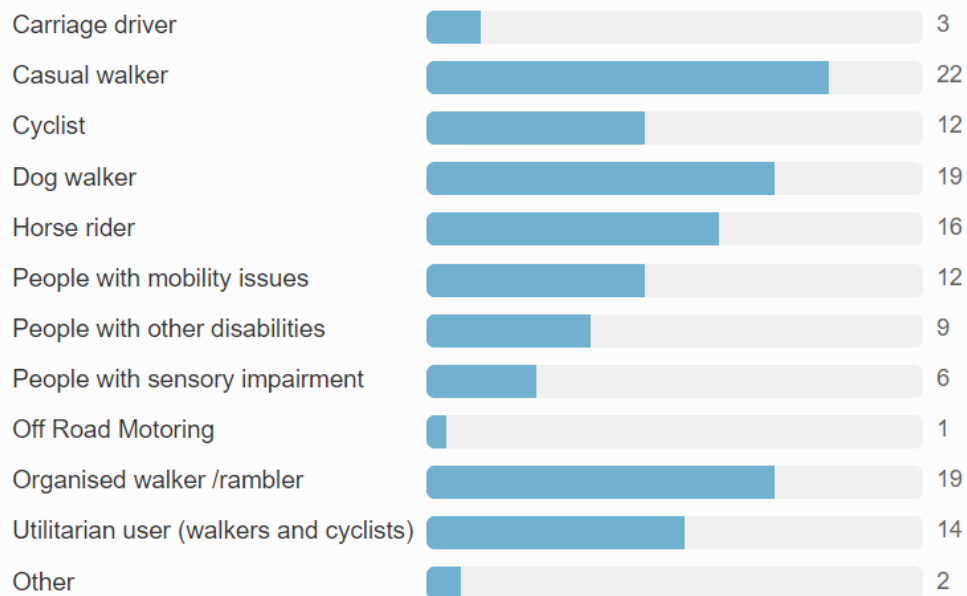
## Organisational responses to question 2.4

### Q2.4.

Thinking about the people your organisation works with or represents...

...which of the following best describes their interest in the North Somerset PRoW network?

Tick all that apply



'Other' responses included:

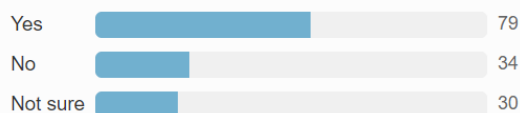
- Landowners and farmers.
- The Spinney PROW AX20/3/30 has been highlighted as a safe pedestrian route to schools - this is not the case, its in a very poor condition, uneven, slippery surface, overgrown vegetation.

## Individual responses to question 3.1

### Q3.1

On page 22 and page 23 of the [Improvement Plan](#), we set out what we think the different types of PRoW users need from the network.

Please take a look at that section of the document and tell us if what we think covers everything you need as a user?

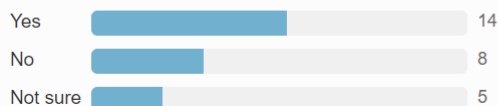


## Organisational responses to question 3.1

Q3.1.

On page 22 and page 23 of the [Improvement Plan](#), we set out what we think the different types of PRow users need from the network

Please take a look at that section of the document and tell us if this covers the needs of the people your organisation works with or represents?



Responses to Question 3.2 have been summarised into the following updated list of user requirements:

User Type	Proposed ROWIP 2022 User Requirements			Post-consultation additions
	Requirements	Current Provision	Shortfall	
<b>Mobility, visually and other impaired users</b>	Routes suitable for use. Good information about routes. Suitable facilities	Limited routes identified for specific use.	Limited percentage of network available. Insufficient targeted information provided.	Parking, consideration of gate widths, path widths/inclines
<b>Casual Walker</b>	Safe, clean and interesting environment for people and children. Good information (for example website, leaflets and on the ground waymarking)	860km of public right of way plus 500ha of area-wide access and permissive access over private land	Need to continue reducing obstructions, ensure adequate signage and improve surfacing where possible to increase 'ease of use'.	Connection with public transport, safer crossings over highways, greater variety of routes, greater levels of signage
<b>Walkers with Dogs</b>	Means of passing through stiles. Facilities for dog mess and drinking. Areas in which dogs can run free legally and without affecting livestock.	860km of public right of way plus 500ha of area-wide access and permissive access over private land	Need for greater education amongst dog owners about responsible behaviour and risks to livestock. Need for routes with suitable facilities.	Requirements are what existing resources allow
<b>Ramblers</b>	Variety of routes. Good access furniture. Continued mechanism for dealing with complaints and definitive map problems	860km of public right of way plus 500ha of area-wide access and permissive access over private land. Backlog of	Need to increase 'ease of use'. More publicity/promotion. Backlog of Legal Orders has been reduced, however work still to be done	Requirements are what existing resources allow

		Legal Orders for processing. Procedure for handling complaints moved online.		
<b>Cyclists</b>	Variety of route options with good connectivity, including routes free of difficulty (for example avoiding dangerous road crossing and steep hills). Improved publicity and promotion	280km of public rights of way and cycle tracks plus permissive routes. Fragmented network. Information on some routes published.	Small percentage of local rights of way available for cyclist and very little permissive. Poor connectivity. Need to improve information online and through publications	Better segregation
<b>Utilitarian users (walkers and cyclists)</b>	Safe, off-road network that links residential areas and key destinations (for example schools, places of work and shops). Good all-weather surfaces.	Existing network of highways, including public rights of way, footways and cycle tracks plus permissive paths.	Connectivity of links between trip generators.	Fully gated routes to villages, safer connections at roads
<b>Horse riders</b>	Routes that are free of obstructions, well signposted, waymarked, free from vegetation, suitable surfaces, safe to use and form circular routes at least five miles long.	123km of public rights of way and 1.5km permissive route. Fragmented network, minimal publication of routes. Roadside verges could offer possibilities.	Only small percentage of local rights of way available for horse riders, very little permissive use available. Poor connectivity, few circular routes, limited information.	Path widening, vegetation control, disabled users
<b>Carriage Drivers</b>	Adequate parking. Good length of route.	38km of public rights of way.	Small length of route publicly available. Poor connection.	Requirements are what existing resources allow
<b>Off Road Motorists</b>	Unsurfaced routes that are free from obstruction and have character. Challenging natural gradient	0.7km of public right of way	There is negligible provision for off-road driving on local rights of way in North Somerset. These routes require greater	Requirements are what existing resources allow

	and surface. Reasonable length and interesting topography. Routes that would not be damaged by light vehicle use.		investment due to degradation by vehicles.	
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### Question 3.3

This question asked:

We want to make sure that you are not disadvantaged by the PRow draft Improvement Plan. This could be because of:

- age
- sex
- disability
- ethnicity
- other 'protected characteristic' (as defined in the [Equality Act 2010](#)).
- aspects of identity which are not protected characteristics, such as location, wealth and anything else you think relevant.

Please let us know if there is anything you think we should include in the proposals, to ensure that you are not disadvantaged because of any aspect of your identity.

This question was answered 52 times (albeit some answers were not related to the question or were acknowledging no disadvantage). The responses fell into the below categories:

age	sex	disability	ethnicity	other protected characteristic	other aspect of identify
2	3	14	0	1	7

**Question 4.1 posed the following question:**

**The five objectives of the improvement plan are:**

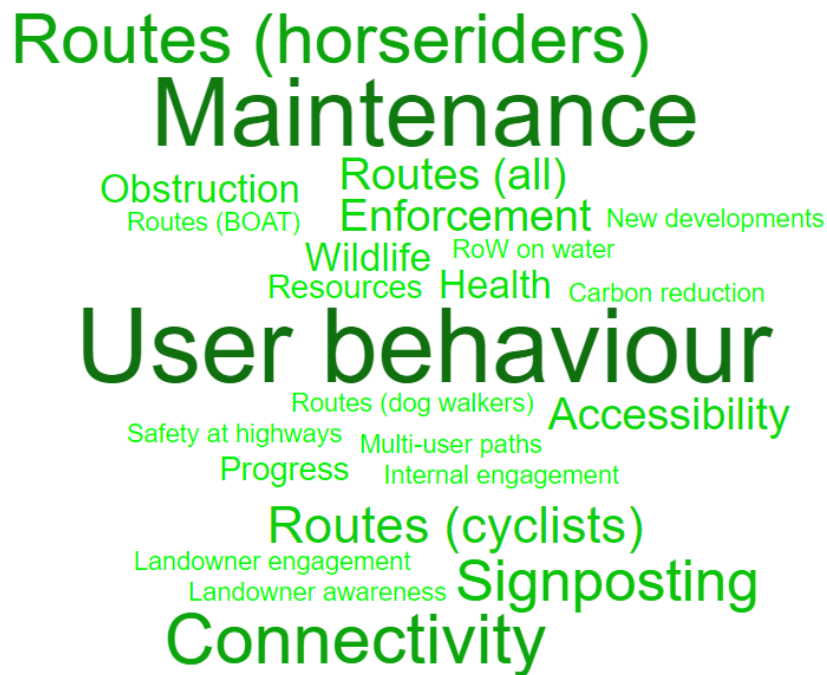
- Provide an effective maintenance policy for the PRow network
- Improve connectivity on the PRow network
- Improve accessibility for all users
- Improve awareness of the PRow network and its benefits, understanding of the responsibilities of PRow users and the knowledge and confidence relevant to each type of user
- Increase routes other than footpaths to address the inequality of PRow provision across North Somerset



Do you think these are a the right set of objectives for improving the North Somerset PRoW network?



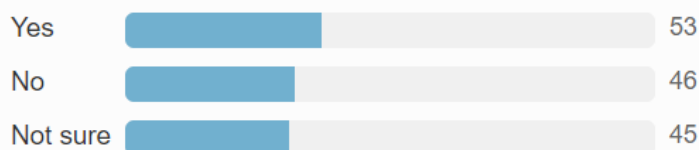
Themes raised in the responses to whether these are the right set of objectives (larger text denotes a larger number of responses) included:



**Question 5.1 asked the following question:**

The table on pages 29-34 of the [Improvement Plan](#), lists the 14 actions we intend to take, including detail about those actions. Please take a look at that table and tell us:

Are we missing any that would improve your ability to use the network and enjoyment of it?



Themes raised in the responses to what is missing (larger text denotes a larger number of responses) included:

