Summary of North Somerset Draft Rights of Way Improvement Plan 2022-32 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
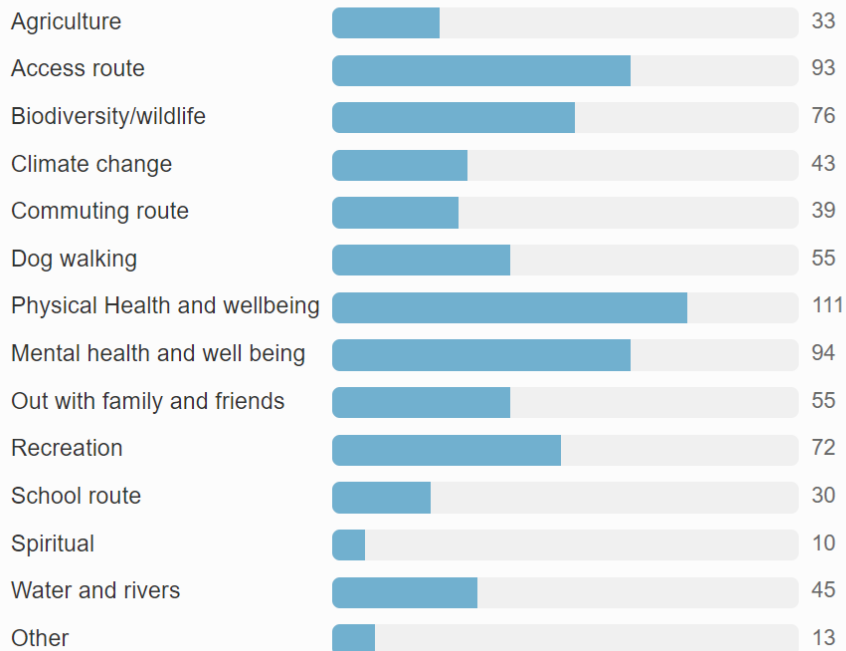
Individual		146
Organisation		28

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
Wrington Parish Council*
Yatton Ramblers

Q2.1

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

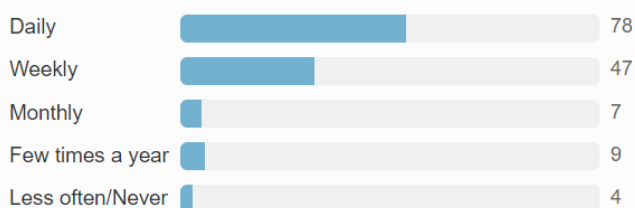| Element	Value
Agriculture	33
Access route	93
Biodiversity/wildlife	76
Climate change	43
Commuting route	39
Dog walking	55
Physical Health and wellbeing	111
Mental health and well being	94
Out with family and friends	55
Recreation	72
School route	30
Spiritual	10
Water and rivers	45
Other	13

'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
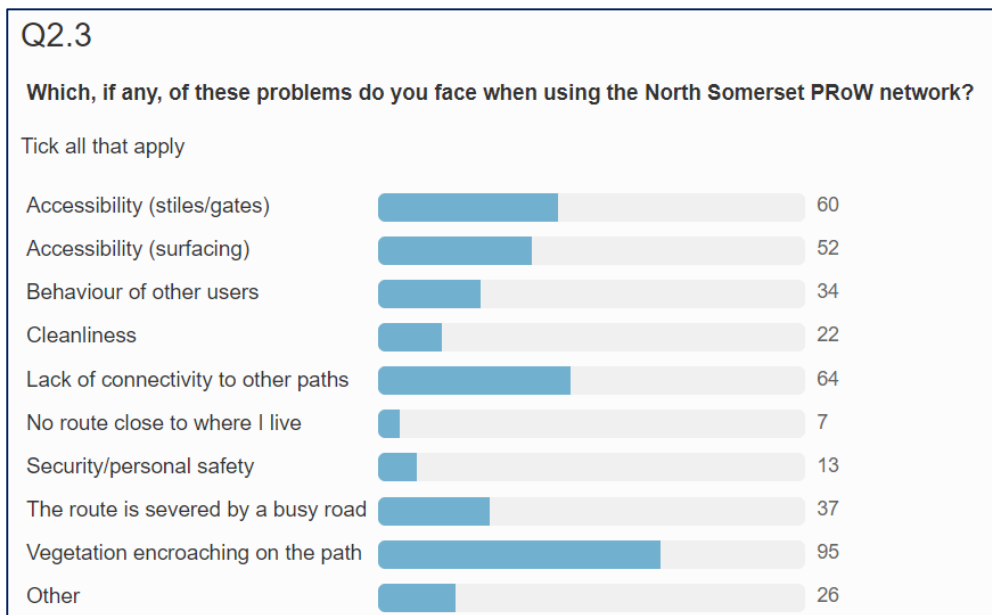- The danger to users on foot because of mixed walking/cycling routes

Q2.2a

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

Tick one

Frequency	Value
Daily	78
Weekly	47
Monthly	7
Few times a year	9
Less often/Never	4

Individual responses to question 2.3

Q2.3

Which, if any, of these problems do you face when using the North Somerset PRoW network?

Tick all that apply

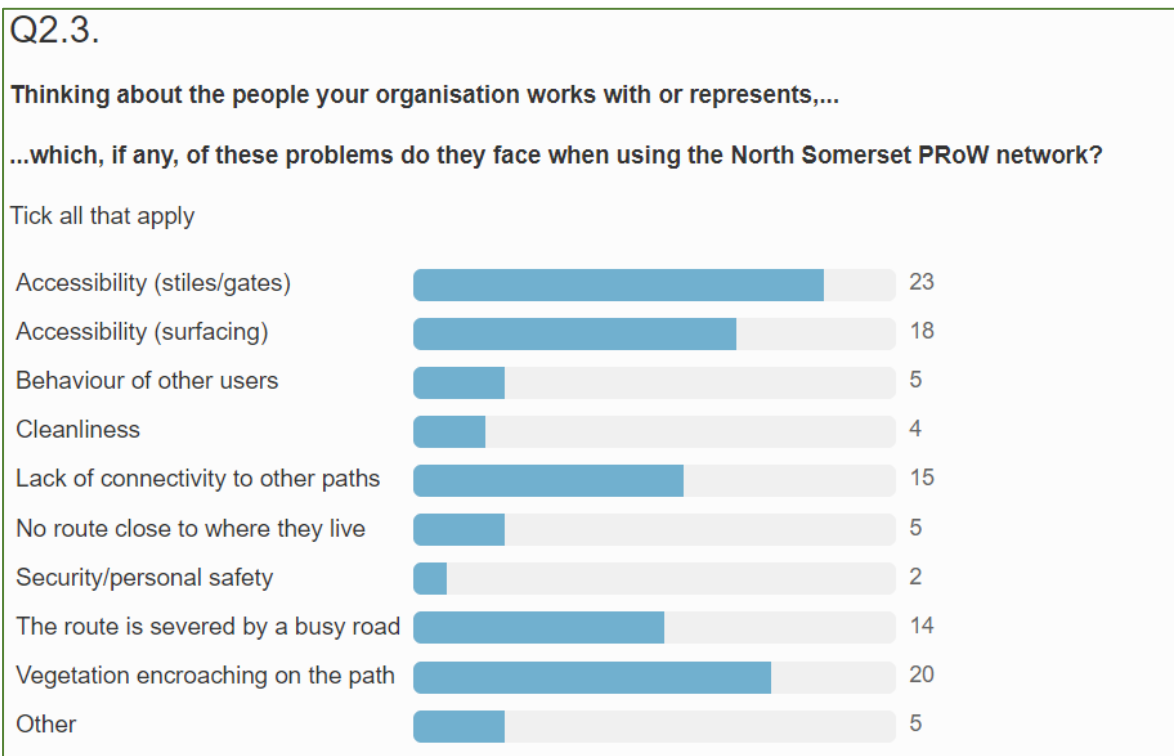|	
Accessibility (stiles/gates)	60
Accessibility (surfacing)	52
Behaviour of other users	34
Cleanliness	22
Lack of connectivity to other paths	64
No route close to where I live	7
Security/personal safety	13
The route is severed by a busy road	37
Vegetation encroaching on the path	95
Other	26

'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

Q2.3.

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

...which, if any, of these problems do they face when using the North Somerset PRoW network?

Tick all that apply

Problem	Count
Accessibility (stiles/gates)	23
Accessibility (surfacing)	18
Behaviour of other users	5
Cleanliness	4
Lack of connectivity to other paths	15
No route close to where they live	5
Security/personal safety	2
The route is severed by a busy road	14
Vegetation encroaching on the path	20
Other	5

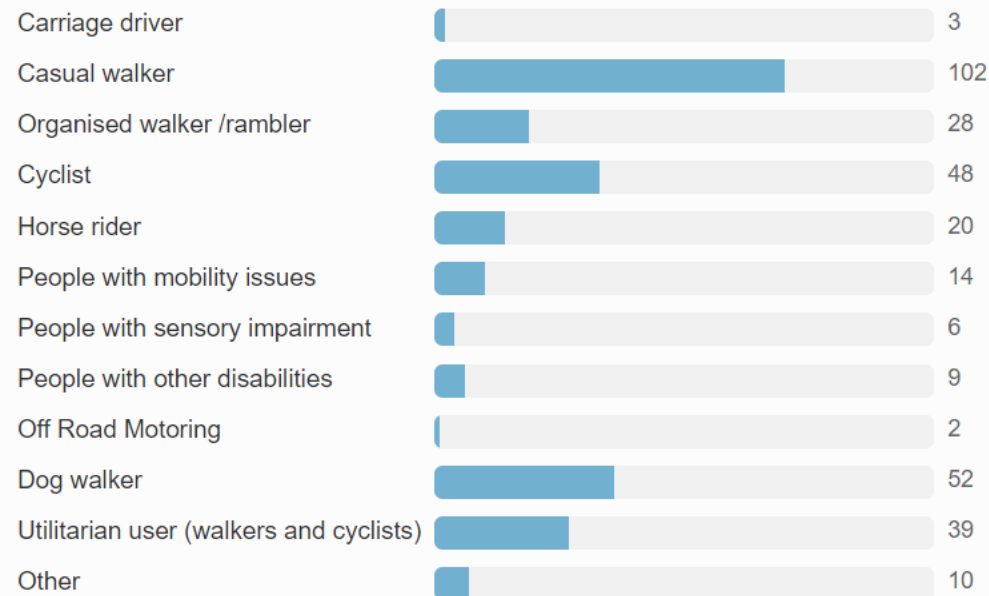'Other' problems provided by organisational consultees included:

Response
1. accessibility for non ambulant users and 2. lack of progress withDefinitive 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

Carriage driver	3
Casual walker	102
Organised walker /rambler	28
Cyclist	48
Horse rider	20
People with mobility issues	14
People with sensory impairment	6
People with other disabilities	9
Off Road Motoring	2
Dog walker	52
Utilitarian user (walkers and cyclists)	39
Other	10

'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
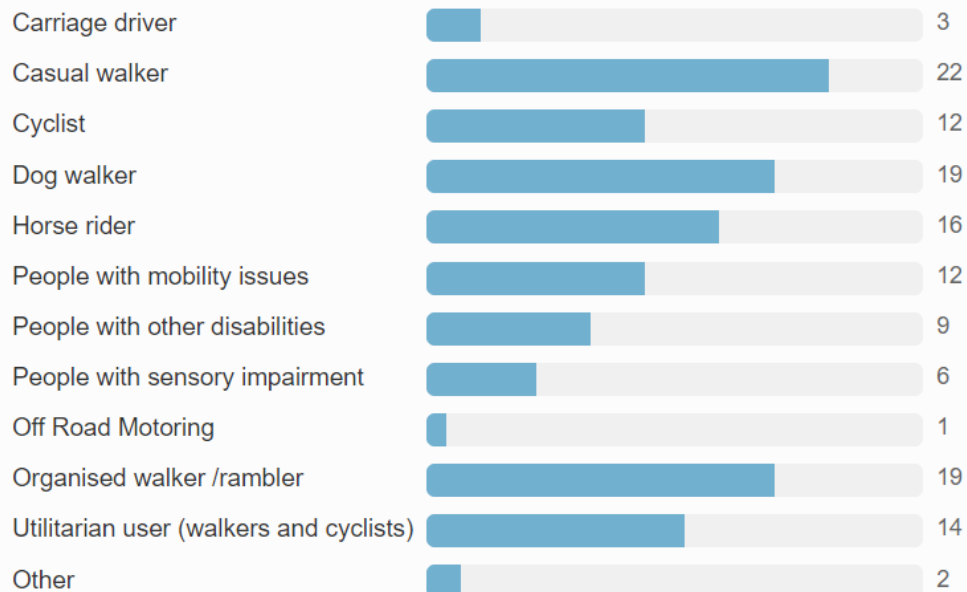- health and wellbeing, exercise

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?
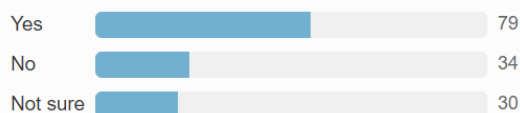
Tick all that apply

Carriage driver	3
Casual walker	22
Cyclist	12
Dog walker	19
Horse rider	16
People with mobility issues	12
People with other disabilities	9
People with sensory impairment	6
Off Road Motoring	1
Organised walker /rambler	19
Utilitarian user (walkers and cyclists)	14
Other	2

'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?
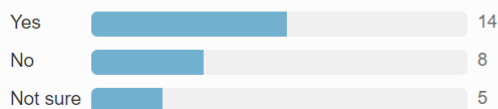
Yes	79
No	34
Not sure	30

Organisational responses to question 3.1

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**	
Mobility, visually and other impaired users	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
Casual Walker	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
Walkers with Dogs	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
Ramblers	Variety of routes. Good access furniture. Continued mechanism for dealing with complaints and	860km of public right of way plus 500ha of area-wide access and permissive access over	Need to increase 'ease of use'. More publicity/promotion. Backlog of Legal Orders has been reduced, however	Requirements are what existing resources allow

	definitive map problems	private land. Backlog of Legal Orders for processing. Procedure for handling complaints moved online.	work still to be done	
Cyclists	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
Utilitarian users (walkers and cyclists)	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
Horse riders	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
Carriage Drivers	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
Off Road Motorists	Unsurfaced routes that are free from obstruction and have character.	0.7km of public right of way	There is negligible provision for off-road driving on local rights of way in North Somerset.	Requirements are what existing resources allow

	Challenging natural gradient and surface. Reasonable length and interesting topography. Routes that would not be damaged by light vehicle use.		These routes require greater investment due to degradation by vehicles.	

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:

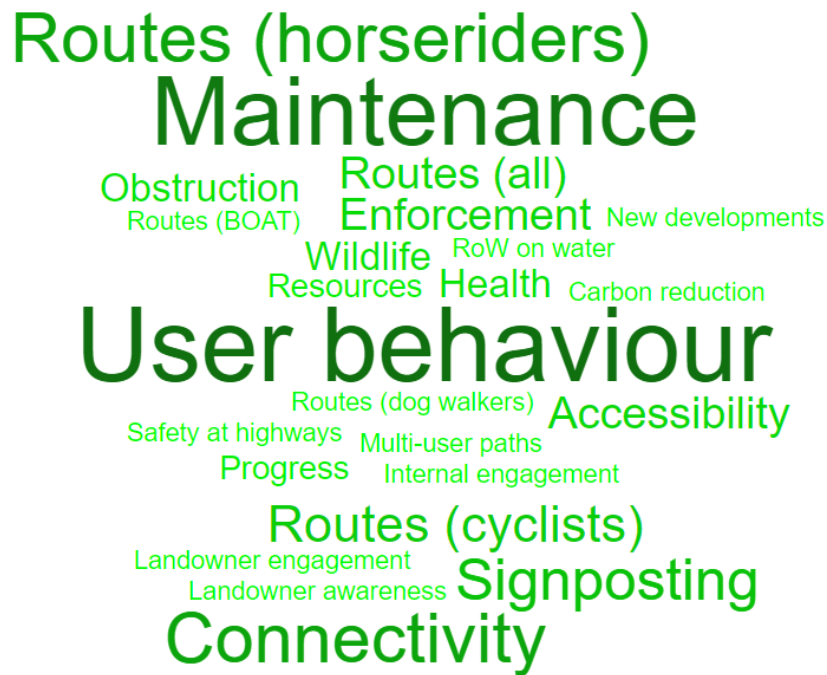**The five objectives of the improvement plan are:**
- Provide an effective maintenance policy for the PRoW network
- Improve connectivity on the PRoW network
- Improve accessibility for all users

- 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?**

Yes	124
No	25
Not sure	21

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

Routes (horseriders)
Maintenance
Obstruction Routes (all)
Routes (BOAT) Enforcement New developments
Wildlife RoW on water
Resources Health Carbon reduction
User behaviour
Routes (dog walkers) Accessibility
Safety at highways Multi-user paths
Progress Internal engagement
Routes (cyclists)
Landowner engagement
Landowner awareness Signposting
Connectivity

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?

Yes	53
No	46
Not sure	45
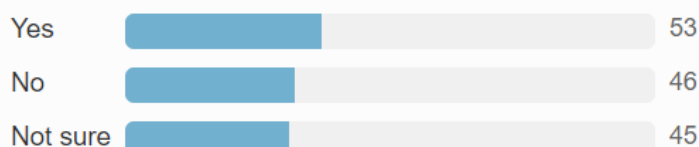
Themes raised in the responses to what is missing (larger text denotes a larger number of responses) included:

Connectivity
Bridleways
Multi-user paths
Engagement with T&PCs
Understanding our users   Partnerships
User engagement   Livestock   Obstruction
Resources
RoW on water
Maintenance
Progress   Cycling   Wildlife
Signposting
User behaviour
Enforcement   Accessibility
Safety at highways
Landowner engagement
Routes