

The Lincolnshire Rights of Way Improvement Plan 2025

Appendix D: Existing relevant policy analysis

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Planning Policy theme analysis

Policy	Document	Generic themes
Policy S48: Walking and Cycling Infrastructure Development proposals should facilitate active travel by incorporating measures suitable for the scheme from the design stage. ...Priority should be given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of high quality pedestrian and cycle routes and green corridors, linking to existing routes and public rights of way where opportunities exist, that give easy access and permeability to adjacent areas. Proposals will: a) protect, maintain and improve existing infrastructure, including closing gaps or deficiencies in the network and connecting communities and facilities; b) provide high quality attractive routes that are safe, direct, legible and pleasant and are integrated into the wider network; c) ensure the provision of appropriate information, including signposting and way-finding to encourage the safe use of the network; d) encourage the use of supporting facilities, especially along principle cycle routes; f) consider the needs of all users through inclusive design.	Adopted Central Lincolnshire Local Plan 2023	Accessibility Create new links / routes Improve connectivity Improved signage
Policy S47: Accessibility and Transport. ...All developments should demonstrate, where appropriate, that they have had regard to the following criteria: b) Minimise additional travel demand through the use of measures such as ... walking and cycling links and integration with existing infrastructure;	Adopted Central Lincolnshire Local Plan 2023	Create new links / routes
Policy S59: Green and Blue Infrastructure Network ... Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.	Adopted Central Lincolnshire Local Plan 2023	Create new links / routes
Policy S63: Green Wedges ... Development proposals within a Green Wedge will be expected to have regard to ... d) the maintenance and enhancement of the network of footpaths, cycleways and bridleways, and their links to the countryside, to retain and enhance public access, where appropriate to the role and function of the Green Wedge	Adopted Central Lincolnshire Local Plan 2023	Create new links / routes

Policy S47: Accessibility and Transport. ...All developments should demonstrate, where appropriate, that they have had regard to the following criteria: b) Minimise additional travel demand through the use of measures such as ... walking and cycling links and integration with existing infrastructure;	Adopted Central Lincolnshire Local Plan 2023	Improve connectivity
Policy S59: Green and Blue Infrastructure Network ... Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.	Adopted Central Lincolnshire Local Plan 2023	Improve connectivity Improve existing routes
Policy S63: Green Wedges ... Development proposals within a Green Wedge will be expected to have regard to ... d) the maintenance and enhancement of the network of footpaths, cycleways and bridleways, and their links to the countryside, to retain and enhance public access, where appropriate to the role and function of the Green Wedge	Adopted Central Lincolnshire Local Plan 2023	Improve connectivity Improve existing routes
Policy S59: Green and Blue Infrastructure Network ... Development proposals must protect the linear features of the green and blue infrastructure network that provide connectivity between green infrastructure assets, including public rights of way, bridleways, cycleways and waterways, and take opportunities to improve and expand such features.	Adopted Central Lincolnshire Local Plan 2023	Protect existing routes
Policy 9: Developing a Green Wheel around Horncastle ... Applications for major housing and employment schemes will be supported where they show how they contribute to all the following criteria where they are applicable a) where it adds to the provision of footpaths and cycle routes in accordance with the Green Wheel proposals b) where it can be shown that it enhances the attractiveness of walking and non-motorised transport in and around the town c) where it adds to the connectivity between existing footpaths, roadways and cycle ways in and around the town and to the town centre d) where it accommodates the requirements of people with limited mobility to access existing and new Green Infrastructure provision e) where it enhances biodiversity and adds to the connectivity between existing green spaces.	East Lindsey Local Plan Core Strategy (July 2018)	Accessibility Create new links / routes Improve connectivity
Strategic Policy 25 (SP25) – Green Infrastructure:	East Lindsey Local Plan Core Strategy (July 2018)	Create new links / routes

4. On housing sites over 1 hectare, the Council will require the provision of multi-functional green infrastructure, for example, recreation areas, landscaped cycle ways and footpaths, wildlife areas.		
Policy 8: Green Infrastructure 2. Development proposals will be expected to demonstrate how they protect, maintain and enhance existing green infrastructure assets affected by the development and show the opportunities taken to improve linkages both between existing and new green infrastructure assets ... 3. New development will be required to contribute towards the provision of new green infrastructure... 5. The Principal Delivery Issues section in the Green Infrastructure Study details the improvements that should be made to existing footpaths and where new footpaths could connect open spaces in each part of the town.	East Lindsey Local Plan Core Strategy (July 2018)	Create new links / routes Improve connectivity Protect existing routes
Policy 8: Green Infrastructure and Connectivity : 1) All development proposals will be expected to demonstrate that they will maximise opportunities to: a) contribute to the protection, management and enhancement of existing green spaces, mature trees and hedgerows, and green infrastructure networks, ... In particular, the following will be sought: i) Contributions to improve existing public rights of way in the form of landscaping, resurfacing, widening of boundaries between development curtilage and footpaths, and introduction of signs. ii) contributions to retrofit existing public rights of way to allow cycling. b) Contribute to the ... the provision of new public green spaces and green infrastructure linkages, where practicable. In particular ... ii) Regarding new public rights of way, contributions to the realisation of the Desired New Green Infrastructure Linkage	East Lindsey Local Plan Core Strategy (July 2018)	Improve connectivity Improve existing routes Upgrade paths
Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.	NPPF	Protect and enhance Provide better facilities
Policy 3: Design of New Development All development will create distinctive places through the use of high quality and inclusive design and layout Including the provision of ... public rights of way and cycle ways	South East Lincolnshire Local Plan 2011 -2036	Creation of new routes
Policy 32: Community, Health and Well-being. ... development will not be permitted unless it (where possible and appropriate) ... protects and enhances existing public rights of way, and creates new links to the rights of way network; and ...	South East Lincolnshire Local Plan 2011 -2036	Accessibility Create new links / routes

are accessible to all sections of the community ... facilitate walking, cycling and public transport use		
Policy 32: Community, Health and Well-being. ... development will not be permitted unless it (where possible and appropriate) ... protects and enhances existing public rights of way, and creates new links to the rights of way network; and ... are accessible to all sections of the community ... facilitate walking, cycling and public transport use	South East Lincolnshire Local Plan 2011 -2036	Protect and enhance
Policy 31: Climate Change and Renewable and Low Carbon Energy B. Renewable Energy: With the exception of Wind Energy the development of renewable energy facilities, associated infrastructure and the integration of decentralised technologies on existing or proposed structures will be permitted provided, individually, or cumulatively, there would be no significant harm to ... highway safety (including public rights of way)	South East Lincolnshire Local Plan 2011 -2036	Protect existing routes
Policy 33: Delivering a More Sustainable Transport Network The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire... For cycling, walking and other sustainable transport this will be by ... protecting existing footpaths, cycle routes and public rights of way from development; improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes ...ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;	South East Lincolnshire Local Plan 2011 -2036	Protect existing routes
ID2: Transport and Strategic Transport Infrastructure ... All new developments should demonstrate that they have applied the following principles: b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;	South Kesteven District Council Local Plan 2011-2036	Create new links / routes
Strategic Objective: Economic: Enhancing Prosperity: Objective 8: To retain and improve accessibility for all to employment, services, community, leisure and cultural activities through: ... Ensuring choice and encouraging the use of public transport, walking and cycling, for as many journeys as possible.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity

SD1: The Principles of Sustainable Development in South Kesteven . Development proposals shall consider how they can proactively minimise: ... b. the need to travel, and wherever possible be located where services and facilities can be accessed more easily through walking, cycling or public transport;	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
ID2: Transport and Strategic Transport Infrastructure ... All new developments should demonstrate that they have applied the following principles: b. Reduce additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
GR3-H1: Spitalgate Heath - Garden Village (Southern Quadrant) (SKLP269). The following development principles accompany this allocation: b. The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
GR3-H2: Rectory Farm (Phase 2 North West Quadrant) (SKLP134, 267, 268). The following development principles accompany this allocation: b. The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport. c. Provide for safe and convenient highway, footway, and cycleway connections throughout the site connecting residents to local schools, including the new Poplar Farm Primary School, community facilities and into the town centre.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
GR3-H3: Land adjacent to Rectory Farm (Phase 3 North West Quadrant) (SKLP51 and SKLP 313). The following development principles accompany this allocation: c. The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
STM1-H1: Stamford North (SKLP257, SKLP258, SKLP240). The following development principles accompany this allocation: b. The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity

c. Safe and convenient highway, footway, cycleway connections shall be provided throughout the site connecting it to local schools, community facilities and into the wider town		
STM1- H2: Stamford East (SKLP300, 318). The following development principles accompany this allocation: b. The layout of the development should provide appropriate transport infrastructure measures to encourage walking, cycling and use of public transport in order to maximise opportunities for sustainable modes of transport.	South Kesteven District Council Local Plan 2011-2036	Improve connectivity
Strategic Objective: Environmental: Protection and Enhancement of Environment Objective 12: To protect and promote the enhancement, sensitive use and management of the District's natural, historic, cultural assets, green infrastructure (including trees and woodland) ...	South Kesteven District Council Local Plan 2011-2036	Protect existing routes
Policy 33: Delivering a More Sustainable Transport Network The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire... For cycling, walking and other sustainable transport this will be by ... protecting existing footpaths, cycle routes and public rights of way from development; improving connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes ...ensuring that major new developments provide for walking and cycling routes and/or links to existing networks, to key public transport corridors and to transport interchanges;		Create new links / routes Improve connectivity

Local Transport Plan 5 Policy Analysis

Page / Ref	Relevant actions / information	Identified themes
71	Policy EC 3: Create town centres, villages and rural areas that are accessible but not vehicle dominated. Includes delivery of our walking and cycling strategies, and identifying and supporting a public transport network that provides a high-quality alternative to the private car	Deliver Walking and Cycling Network Plans
72	Policy EC 5: We will support a range of transport improvements that underpin and priority sectors to develop and grow. Includes improving connectivity along the coast between resorts and attractions particularly around Skegness. The KCIIIIECP can assist towards this, along with improvements in the Coastal Country Park	Increased connectivity
73	Policy GREEN1: We will work with partners and take the necessary steps at a local level to reduce emissions from road-based transport and contribute towards the net-zero carbon target by 2050 as required by the 2008 Climate Change Act. Includes utilising the local transport boards to develop and introduce improvements to local walking and cycling networks. The ROWIP plans to integrate and work towards implementing the CWNPs will work towards this target	Deliver Walking and Cycling Network Plans
74	Policy GREEN4: We will use the local and strategic development management processes to ensure that development is planned, delivered and managed to reduce the need to travel and support the delivery of sustainable transport modes. We will support the provision of improved walking, cycling and public transport services and facilities as part of new developments and actively encourage innovative solutions such as car clubs, mobility hubs, active travel plans and other sustainable solutions as opposed to single occupancy car use. Includes the provision of comprehensive, high-quality, safe and direct networks for walking, cycling and public transport that includes priority for cyclists and public transport.	Improved facilities for cycling and walking Increased connectivity Increased paths

77	Policy ENV3 In the planning, designing and delivery of our transport infrastructure and services we will seek to minimise the use of natural resources and minimise waste. PROW specific areas are promoting the benefits of using locally sourced and recycled products in the delivery of our transport projects. Looking towards innovation and trial new materials on appropriate schemes. Seeking to reduce the distances that materials are transported by sourcing them locally. Championing active travel, public transport improvements and wider management measures as alternatives to road building in areas with congestion and where alternative modes are a viable option.	Reduce waste Minimise natural resource use Increased connectivity Cyclign and Walking improvements
78	Policy ENV5 We will support, promote and provide sustainable access to our sensitive built and natural environments. Includes provision of comprehensive, high-quality, safe and direct networks and facilities for walking, cycling and public transport that includes priority for cyclists and public transport. Implementation and monitoring of visitor travel plans will allow options for PROW to be involved. Providing information to visitors on ways to visit Lincolnshire's environment without using a car through their holiday accommodation, tourist information centres, online and at visitor attractions. This is something that greater promotion can key into to help drive this approach forward	Improved connectivity High quality routes for walking and cycling Links to Public Transport Promotion of walking and cycling
81	Policy SH3 Working with transport operators, we will seek to restore confidence in the use of public transport following the COVID-19 pandemic and restore passenger numbers to pre-COVID-19 levels. The LTP aims to do this partly by ensuring natural surveillance by ensuring that walking and cycling routes are connected to the existing network. The PROW network can be utilised as part of this approach	Improved connectivity Links to Public Transport
82	Policy SH5 We will champion greater use of active travel modes and provide the infrastructure and services that encourages a shift towards them. The LTP aims to do this by seeking to deliver a series of integrated active travel networks, with a focus on enabling critical local trips and providing infrastructure to plug gaps in these networks enabling seamless access between rural and urban centres. We will also support longer-distance routes that promote active and healthier lifestyles and link these routes into the visitor economy providing the very highest-quality routes for residents and visitors alike. Further this is acheived through CWNPs / LCWIPs and identifying and removing barriers to networks such as missing connections, road crossings and pinch points. The ROWIP can tie into these aims	Improved connectivity Connect rural and urban areas for active travel High quality routes Deliver CWNPs

84	Policy HA2 We will seek to increase accessibility for everyone by promoting measures to improve accessibility to the transport network, including Improving crossing facilities and the public realm to make it user friendly for the whole of society.. This links with the SoN feedback for better crossing points.	Improved accessibility Improved road crossings
88	Walking Implementation Plan: Develop an updated Rights of Way Improvement Plan (ROWIP) that includes plans to enhance the existing PRow network and develop new connections.	Existing LTP PROW Target/Action
89	Walking Implementation Plan: Establish a branded county PRow network with associated signage and mapping.	Improved signage Improved PROW Promotion
89	Walking Implementation Plan: Revamp our mapping, ensuring digital and paper coverage of maps for active travel journeys.	Improved mapping Improved information Improved promotion
89	Walking Implementation Plan: Work with partners to develop a co-ordinated walking tourism offer as part of Brand Lincolnshire	Improved promotion
89	Walking Implementation Plan: Work with partners to promote walking routes and destinations, such as the Wolds, the Viking Way and the Coast, as part of Lincolnshire's tourism offer.	Improved promotion
89	Walking Implementation Plan: Identify and enhance where needed the key highway and PRow routes that offer opportunities for people to access local green space, particularly those in urban areas.	Improved connectivity Connect rural and urban areas for leisure and active travel
89	Walking Implementation Plan: Continue to support and promote events that celebrate walking, such as local Walking Festivals.	Improved promotion
90	Cycling Implementation Plan: Work with planning authorities, parish councils, and other bodies to identify potential non Highways areas for improvement including bridleways and dedicated private land routes.	New routes High quality surfaces
90	Cycling Implementation Plan: Work with planning authorities, parish councils, and other bodies to identify and mitigate physical barriers to walking, such as the crossing of roads, railways and waterways, particularly those identified as key links and where the current and proposed PRow network intersects.	Improved connectivity Improved / safer crossings

91	Cycling Implementation Plan: Revamp our mapping, ensuring digital and paper coverage of maps for all types of cyclists.	Improved mapping Improved information Improved promotion
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Cycling and Walking Network Plan Analysis

Title of plan	Date of plan	Relevant actions	Identified themes
Draft Boston Cycling and Walking Network Plan	Aug-21	Boston Town Centre 2 intervention: Investigate options to improve Boston FP 16. Potential to upgrade to facilitate cycling	Upgrade of rights Improvement of surface
Draft Boston Cycling and Walking Network Plan	Aug-21	Boston Town Centre 2 intervention: Creation of cycle route along Irby Street. Potential to upgrade Boston FP 5 to provide off-road alternative	Upgrade of rights
Draft Boston Cycling and Walking Network Plan	Aug-21	Boston Town Centre 4 intervention: Potential to upgrade Boston FP 11 to cycle way to facilitate cycling from Maud Foster Drain bridge	Upgrade of rights
Draft Boston Cycling and Walking Network Plan	Aug-21	Boston East 1 intervention: Improve Boston BR 4 to create alternative extra route through to Tollfield Road from Princess Anne Road, complimenting LCWIP interventions	Improvement of surface
Draft Boston Cycling and Walking Network Plan	Aug-21	Boston North West intervention: new Cycling and Walking Bridge. Will provide strategic link for pedestrians using Boston FPs 6 and 15	New Infrastructure
Draft Grantham Cycling and Walking Network Plan	Aug-21	Figure 5-9 - Great Gonerby: Proposals for contraflow cycling on road. Need to ensure there is not a user conflict between pedestrians and cyclists	Avoid user conflict
Draft Grantham Cycling and Walking Network Plan	Aug-21	Figure 5-914 - Alma Park Road Industrial Estate: Proposals to make Londonthorpe FP 2 suitable for cycling.	Upgrade of rights
Gainsborough Cycling and Walking Network Plan	Mar-21	Fig 8-8: Proposed priority walking intervention future link could be achieved through rationalisation of Gainsborough FP 16	Connecting routes
Holbeach Cycling and Walking Network Plan	Aug-21	No particular PROW areas identified that would assist in realising LCWIP aims. Holbeach FP 12 will link into proposed blue route	No PROW improvements identified

Lincoln City Centre Cycling and Walking Network Plan	Feb-20	Fig 3-11. Lincoln BR 18 forms part of the LCWNP cycling network. Priority maintenance of this route would support the CWNP.	Maintenance
Lincoln Cycling and Walking Network Plan	Mar-20	Where possible good links should be provided from the CWZ to the PRow network. Interventions to address this will be provided along the prioritised walking routes identified within this network plan where possible.	Connecting routes
Lincoln Cycling and Walking Network Plan	Mar-20	Fig 10-1 Priority Cycling and Walking Routes: Priority walking routes lead to Lincoln FPs 11 and 8. Priority maintenance of these paths would support the LCWNP	Maintenance
Lincoln Cycling and Walking Network Plan	Mar-20	Fig 10-2 Lincoln County Hospital via Lincoln College Cycle Route Proposal: Upgrade of Lincoln FP 22 would support alternate route identified.	Upgrade of rights
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-1: Sleaford Town Centre intervention. Upgrade of rights, widening and improvements to Sleaford PF 22. Investigation into the continuation of the route to South Gate would also provide complimentary links to Handley Street interventions	Upgrade of rights
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-1: Sleaford Town Centre intervention. Upgrade of rights, widening and improvements to Sleaford PF 15 to facilitate a shared use path	Upgrade of rights
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-3: Sleaford North West 2 intervention. Upgrade of rights, widening and improvements to Leasingham PF 9 to facilitate a shared use path	Upgrade of rights
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-3: Sleaford North West 2 intervention. Surface improvements to Roxholme PB 4 to facilitate a shared use path, suitable for cycling and horse riding.	Improvement of surface
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-3: Sleaford North West 2 intervention.	Connecting routes

		Provision of cycling and walking bridge. Should be created as a bridle bridge to facilitate equestrian use as well and match bridleway rights.	
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-3: Sleaford North West 3 intervention. Proposed reduction in speed along road, couple with a new bridle bridge, would support links to Cranwell BR 1	Connecting routes
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-8: Sleaford East 2 intervention. Proposed upgrade of Kirkby-la-Thorpe PF 4 to a shared use path. Will also require fix of missing link	Upgrade of rights
Preliminary Sleaford Cycling and Walking Network Plan	Jan-21	Figure 5-9: Sleaford South West intervention. Proposed upgrade and widening of Sleaford PF 16 to facilitate a shared use path.	Upgrade of rights
Weston, Moulton and Whaplode Preliminary Cycling and Walking Network Plan	Aug-21	No particular PROW areas identified that would assist in realising LCWIP aims.	No PROW improvements identified
Draft Sleaford Cycling and Walking Network Plan	Feb-22	Figure 5-2: Proposed Sleaford Cycle Network - Urban Area. Upgrade of rights, widening and improvements to Leasingham PF 9 to facilitate a shared use path	Upgrade of rights
Draft Sleaford Cycling and Walking Network Plan	Feb-22	Figure 5-2: Proposed Sleaford Cycle Network - Urban Area. Leasingham PB 6 forms part of Route A. Priority maintenance of this route would support the CWNP.	Maintenance
Draft Sleaford Cycling and Walking Network Plan	Feb-22	Figure 6-6: Route C - Proposed improvements. Potential option for alternate route using Sleaford PF 20, Upgrade of rights to facilitate a shared use path	Upgrade of rights
Draft Sleaford Cycling and Walking Network Plan	Feb-22	Figure 6-6: Route C - Proposed improvements. Potential option for alternate route using Sleaford PF 19 to create a more direct route, Upgrade of rights to facilitate a shared use path	Upgrade of rights
Draft Sleaford Cycling and Walking Network Plan	Feb-22	Figure 6-6: Route C - Proposed improvements. Proposed shared use of Sleaford PF 17. Upgrade of rights to facilitate a shared use path	Upgrade of rights

Spalding Cycling and Walking Network Plan	Aug-21	No particular PROW areas identified that would assist in realising LCWIP aims.	No PROW improvements identified
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-9 - Skegness Town Centre interventions. Promenade and KCIIIECP shared route with cyclists. Share with care signage proposed. Priority maintenance of this route would support the CWNP.	Maintenance
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-10 - Skegness West 1 interventions. Proposed shared use of Skegness PF 967. Upgrade of rights to facilitate a shared use path	Upgrade of rights
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-11 - Skegness West 2 interventions. CWNP highlight requirement for carriageway widening to provide shared path with suitable width. Potential alternative option of using Skegness PF 306. Requires upgrade of rights and potential widening to facilitate a shared use path	Upgrade of rights
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-13 - Skegness North 1 interventions. Promenade and KCIIIECP shared route with cyclists. Share with care signage proposed. Priority maintenance of this route would support the CWNP.	Maintenance
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-10 - Skegness West 1 interventions. Proposed shared use of Skegness PF 294. Upgrade of rights to facilitate a shared use path	Upgrade of rights
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-13 - Skegness North 2 interventions. Promenade and KCIIIECP shared route with cyclists. Share with care signage proposed. Priority maintenance of this route would support the CWNP.	Maintenance
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-15 - Ingoldmells interventions. Promenade and KCIIIECP shared route with cyclists. Share with care signage proposed. Priority maintenance of this route would support the CWNP.	Maintenance
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-15 - Ingoldmells interventions.	Upgrade of rights

		Proposed shared use of Ingoldmells PF 289. Upgrade of rights to facilitate a shared use path	
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-16 - Mablethorpe interventions. Proposed shared use of Trusthorpe PF 327 and Promenade. Upgrade of rights to facilitate a shared use path	Upgrade of rights
Skegness and Mablethorpe Cycling and Walking Network Plan	Aug-21	Figure 5-17 - Mablethorpe South interventions. Promenade and KCIIIECP shared route with cyclists. Share with care signage proposed. Priority maintenance of this route would support the CWNP.	Maintenance
Stamford Cycling and Walking Network Plan	May-22	Figure 5-1 - Proposed Stamford Cycling Network. Proposed creation of 'green wheel' around Stamford using Stamford PFs 10, 11 & 12. Upgrade of rights to facilitate a shared use path.	Upgrade of rights
Stamford Cycling and Walking Network Plan	May-22	Figure 5-1 - Proposed Stamford Cycling Network. Proposed creation of 'green wheel' around Stamford using Stamford PBs 1013, 6 & 1178. Potential improvement to surfacing to support multi use path. Priority maintenance would support the CWNP.	Improvement of surface