

A large, stylized green flower graphic is positioned on the right side of the page. It features a large, rounded flower head with several petals and a long, curved stem that extends downwards and to the left. The flower is rendered in a solid green color.

Public Rights of Way Improvement Plan 2025-2035

November 2025

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Foreword

The Lincolnshire Rights of Way Improvement Plan (RoWIP) 2025 represents a significant step forward in our commitment to enhancing the public rights of way network across the county. This plan builds upon the foundations laid by previous plans, incorporating the insights and feedback from our community and stakeholders to address the evolving needs of our residents and visitors.

Our public rights of way network is a vital asset, providing opportunities for outdoor recreation, promoting health and well-being, and connecting communities. The 2025 plan aims to improve accessibility, connectivity, and the overall quality of the network, ensuring that it meets the needs of all users, including walkers, cyclists, horse riders, and those with mobility challenges.

The development of this plan involved a comprehensive assessment of the existing network, consultations with key stakeholders, and a thorough review of relevant policies and data. The result is a set of targeted actions designed to enhance the network's functionality and sustainability. These actions include improving maintenance, developing new routes, enhancing signage, and promoting the use of the network for health and recreation.

We are committed to working collaboratively with our partners, including local authorities, community groups, and landowners, to deliver the improvements outlined in this plan. Together, we can create a more accessible, enjoyable, and sustainable rights of way network for everyone.

We hope that this plan will inspire more people to explore and enjoy the beautiful landscapes of Lincolnshire, and we look forward to seeing the positive impact it will have on our communities.

Councillor Michael Cheyne

Executive Councillor for Highways and Transport

Glossary of terms used

Term	Description
BOAT	Byway Open to All Traffic A class of highway available for all users, including motor vehicles, however is used mainly as a footpath or bridleway
Bridleway	Public Bridleway A class of highway available to pedestrians, cyclists, and horse riders
BS5709:2018	The British Standard for Gaps, Gates, and Stiles
CRoW	The Countryside and Rights of Way Act 2000
Definitive Map and Statement	Legal documents recording the existence, position and description of public footpaths, bridleways, restricted byways, and byways
DEFRA	The Department for Environment, Food and Rural Affairs
DMMO	Definitive Map Modification Order Legal order which changes the Definitive Map and Statement
Footpath	Public Footpath A class of highway available for pedestrians
Furniture	Structures along rights of ways such as gates, bridges, stiles, barriers, signage or benches
Lincolnshire Wolds National Landscape	The Lincolnshire Wolds National Landscape is an Area of Outstanding Natural Beauty, designated in 1973 under the National Parks and Access to the Countryside Act 1949 as a legally defined protected landscape.
LCC	Lincolnshire County Council
LTP	Local Transport Plan Strategic plan covering highways and transport within Lincolnshire
LTN 1/20	The Department for Transport Local Transport Note 1/20 on Cycling Infrastructure Design, published in July 2020.
NERC	The Natural Environment and Rural Communities Act 2006
Permitted / Permissive Path	Path made available through the goodwill of the landowner. It may be withdrawn at any time or is subject to an access agreement. The public have no permanent rights over it
PPO	Public Path Order Legal order that creates, extinguishes, or diverts public rights of way
PRoW	Public Rights of Way Paths that the public have a legal right to use, and which cannot be changed or removed without a PPO

Restricted Byway	A class of highway available to walkers, horse riders, cyclists, and carriage drivers
RoWIP	Rights of Way Improvement Plan
UCR	Unclassified County Road These are minor highways, sometimes surfaced, including country lanes, residential roads, and some green lanes. They are generally maintainable at public expense. In the RoWIP the term is used to refer to unsurfaced UCRs.
WCNP	Walking and Cycling Network Plan

Introduction and context

The Statutory Duty

Every highway authority in England has a statutory duty under the Countryside and Rights of Way (CROW) Act 2000 to prepare a Rights of Way Improvement Plan (ROWIP).

The plan is required to contain an assessment of the extent to which local public rights of way (PROW) meet the present and likely future needs of the public, the opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment of the area, and the accessibility of local rights of way to blind or partially sighted persons and those with mobility problems.

Following the publication of the first Rights of Way Improvement Plan, the Council is required to make a new assessment of the local rights of way when reviewing an existing plan and decide whether to amend the statement of action in light of the new assessment.

What are public rights of way?

All PROW are highways which the public are entitled to use at any time. There are four categories of PROW, classified according to the nature of their use.

Path	Used by	Total length (km)	% of PROW Network	Waymark used to indicate route
Public Footpath	Walkers	3027	75.1%	
Public Bridleway	Walkers, cyclists, and horse riders	824	20.5%	
Restricted Byway	Walkers, cyclists, horse riders and carriage drivers	145	3.6%	
Byway Open to All Traffic (BOAT)	Walkers, cyclists, horse riders, carriage drivers and drivers of motor vehicles	33	0.8%	
Total		4029	100%	

Unsurfaced Unclassified County Roads (UCR)	Walkers, cyclists, horse riders, carriage drivers and drivers of motor vehicles	393		
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Who Looks after Public Rights of Way and Access Land in Lincolnshire?

Lincolnshire County Council has responsibility for public rights of way and access as:

- **The highway authority** – duty to protect and maintain public highways, including public rights of way.
- **The surveying authority** – duty to maintain the legal record of public rights of way (known as the definitive map and statement).
- **The access authority** – powers to create access points to land mapped as open country and registered common land under the CRow Act 2000.

The Definitive Map and Statement

The Definitive Map and Statement is the legal record of PRow and is held by each surveying authority in England and Wales. The map and statement provides conclusive evidence of the existence of a PRow. Other private rights may also exist, for example to property, but the County Council does not hold this type of information.

The County Council is required to keep the definitive map and statement up to date and ensure that it is accurate. The map can be changed by way of a Definitive Map Modification Order (DMMO). Applications supported by evidence to change the map can be made by the public or cases can be initiated by the County Council. These are investigated and researched by the Definitive Map Team.

People can also apply to the Council to permanently alter the path network. Applications are normally made by landowners who seek to change the legal line of a PRow running over their land. Changes can be made to divert, extinguish, or create public rights of way, and are known as Public Path Orders (PPOs). The County Council also responds to consultations from other local authorities that may also make PPOs affecting routes in Lincolnshire, particularly where paths need to be diverted to enable development to take place.

Maintenance and Enforcement

The maintenance and enforcement of PRow is also the responsibility of the County Council. The County Council is responsible for maintaining the surface of PRow in a reasonable condition for their intended public access. Each year the Council conducts a programme of vegetation clearance on prioritised sections of the network and, when resources allow, also undertakes surfacing on some routes, particularly on well-used paths running through urban areas and in popular areas of the countryside.

Lincolnshire has a wide network of unclassified county roads (UCRs) and minor roads. Some of these routes are unsurfaced and are commonly referred to as "green lanes". The maintenance of these routes is the responsibility of the County Council, although the level of maintenance varies depending on the level of available resources.

Network Infrastructure

Gates and stiles

All gates and stiles must be either authorised by the Council or be original features of the path at the time the path was created. Gates and stiles are the responsibility of the landowner to

maintain. Twenty-five percent of reasonable costs for their upkeep can be reclaimed from the Council.

When it comes to authorising new gates or stiles, or the replacement and repair of stiles and gates on the network, the County Council promotes the principle of "least restrictive access" in line with the British Standard for Gaps, Gates, and Stiles (Currently BS5709:2018). The hierarchy used is a gap, followed by a gate or kissing gate. Stiles in general are not favoured as they pose a particular access restriction to disabled users and those with restricted mobility. The County Council will only authorise the erection of new stiles in the most exceptional of circumstances.

Landowners are able to request authorisation for gates or stiles for stock control reasons, but not for other reasons such as security or boundary markers. The Council can erect barriers that it considers fit for safety reasons or to improve the amenity of the network.

We cannot compel landowners to accept gates instead of legitimate and already authorised stiles, but we do work with land managers to reduce the number of stiles on the network and make "reasonable adjustments" where practicable, thus increasing accessibility for those with mobility problems.

Bridges

The rights of way network also comprises over 950 bridges of varying sizes from small ditch bridges to bridges over main watercourses and rivers which can vary in size from 10m to 40m. The responsibility for the provision, repair and maintenance of bridges and culverts usually rests with the County Council although in some instances it may lie with a landowner or another third party such as the independent drainage boards or the Environment Agency.

Signs and waymarks

Public rights of way signs are used to indicate the direction and status of a route and some signs also include destination information. Most signs are generally of metal construction whilst timber posts are also used within the Lincolnshire Wolds National Landscape and the King Charles III England Coast Path. Waymarking is used to indicate the line of a path and make following the route easier for users. Advisory signs are supplied where required and also at the request of farmers and landowners where land management issues are a concern.

Access Land

The Countryside and Rights of Way Act 2000 (CROW) created a new right of access on foot to areas of countryside mapped as mountain, moor, heath, down and registered common land and any other land dedicated specifically for this form of access by a landowner. The County Council has powers under the Act to create access points, provide on-site information for visitors and appoint wardens. The CROW Act also enables landowners to dedicate land in their ownership as access land.

King Charles III England Coast Path

Local authorities are important partners in the King Charles III England Coast Path project and are extensively involved in the implementation and establishment of the route. The County Council and Natural England are jointly responsible for the maintenance of the route.

Previous plans and the process of developing ROWIP 2025

The first Lincolnshire Rights of Way Improvement Plan 2007-2012

The first Lincolnshire RoWIP, published in April 2007, established a strategic framework for the management of the PRow network from 2007 to 2012. Since the publication of the first RoWIP the County Council has implemented a diverse range of improvements by utilising both existing budgets and, where possible, partnership funding to translate the RoWIP into actions on the ground.

In 2013, stakeholder groups were asked to comment on the success of the first Lincolnshire RoWIP. Most respondents considered that the plan has been generally well delivered and that improvements in maintenance, enforcement and promotion have brought about significant improvements to the PRow network.

The draft second Lincolnshire Rights of Way improvement Plan 2014-2018

Following on from the 2007-2012 plan, the Council developed a draft revised second Rights of Way Improvement Plan, which was consulted upon in 2013. This draft plan was not formally adopted; however it has been valuable to help shape the direction for the Rights of Way Improvement Plan 2025.

The process of developing the Rights of Way Improvement Plan 2025

In 2024 the Council began work on the review of the rights of way improvement plan for 2025, building upon the previous plans and with the aim of integrating the rights of way improvement plan with the existing Council plans and policies, the Local Transport Plan 2022, local and national planning policies and local cycling and walking infrastructure plans.

A review of our understanding of our network and the users of our network was undertaken, along with a review of the existing relevant policies and plans. A review of census data was undertaken along with an initial network fragmentation analysis. A consultation with key stakeholders was undertaken to develop a fresh understanding of the needs of the public over the next 10 years.

From this work, a revised suite of actions has been developed with advice from, and in close collaboration with, the Lincolnshire Joint Local Access Forum. These actions are designed to meet the identified needs of the public over the next 10 years.

Assessment of the network and the existing use of the network

Geographical area

Lincolnshire is the fourth largest administrative area in England, covering an area of 5291 square km (2286 square miles). It is situated on the periphery of the East Midlands region and has a long history of traditional industries based around agriculture, tourism, manufacturing, and engineering. This situation is now beginning to change as the county recognises the need to diversify and make connections to regional, national, and international networks.

Despite the county's rural nature, the city of Lincoln and towns of Grantham and Gainsborough have been identified as areas for population and housing growth.

One third of the county's population lives in settlements of less than three thousand residents and this highly dispersed population creates fundamental difficulties in the provision and delivery of services.

Lincolnshire has also seen an increase in ethnic minority groups. The population of migrant workers is notable in the southeast of the county, where employment in agriculture and food processing industries is strong.

The county generally has low biodiversity, and this is particularly evident in areas of intensive agriculture. There are also areas of high wildlife and landscape value though, from the saltmarshes and sand dunes of the coast to calcareous grassland and fenland. In particular, the Lincolnshire Wolds is a recognised National Landscape.

Lincolnshire also has five National Nature Reserves:

- The Wash Estuary
- Gibraltar Point
- Donna Nook
- Saltfleetby and Theddlethorpe Dunes
- Bardney Limewoods

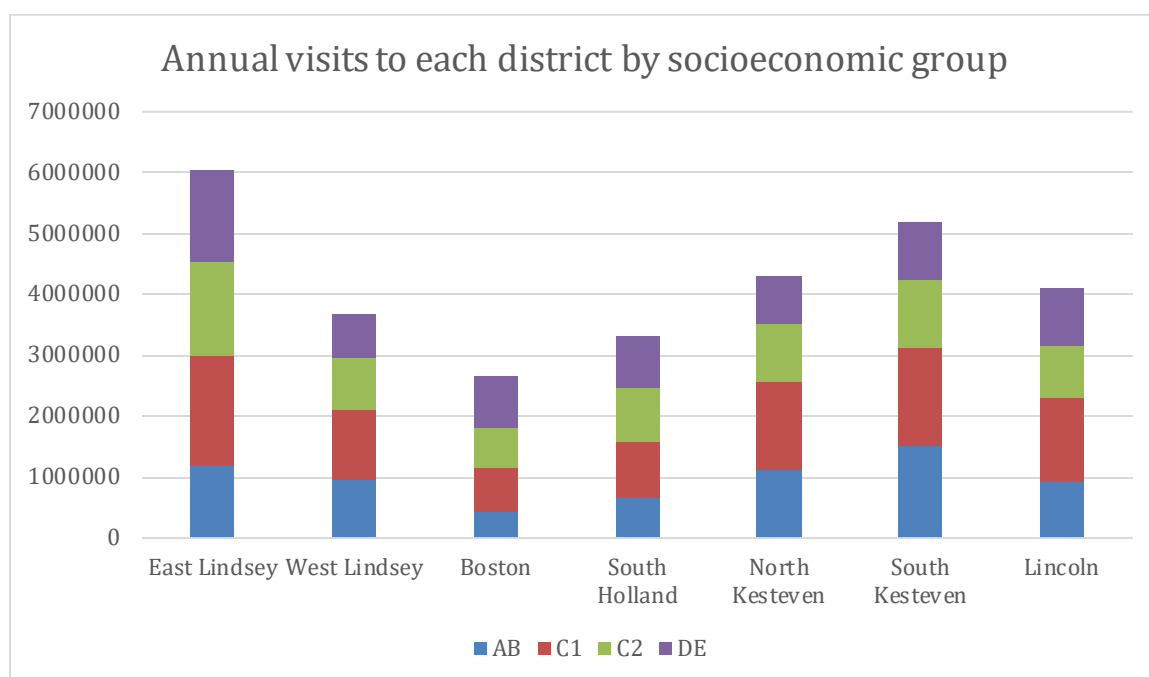
Lincolnshire has ninety-seven miles of coastline extending from Tetney in the north to the Wash in the south. The coast attracts large numbers of visitors each year and it is estimated that over 6 million day trips are made annually to the East Lindsey area.

Outdoor recreation value and visits

The Outdoor Recreation Value calculator (ORVal) developed by the University of Exeter¹ provides some insight as to the levels of visits and the notional value of the outdoor recreation offer of each district in Lincolnshire to the public. This is based on a monetary equivalent of the welfare loss that the public would experience if each area were no longer accessible for outdoor recreation.

The data is grouped to report based on a socioeconomic classification produced by the Office of National Statistics:

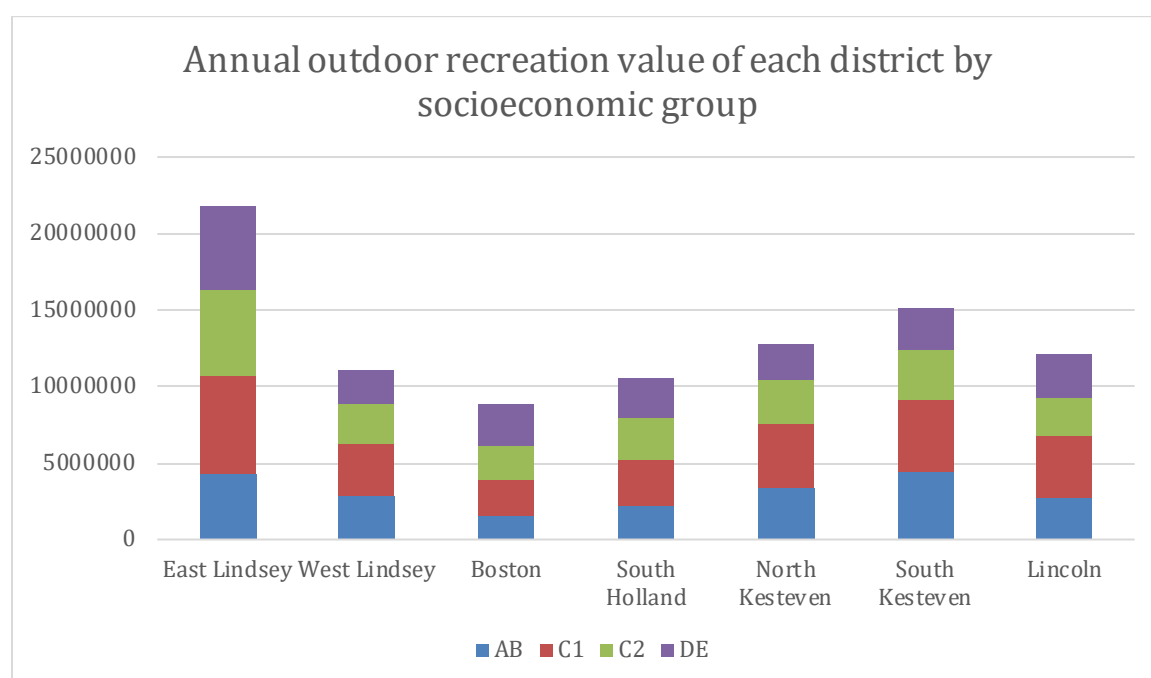
Social Grade	Description
AB	Higher & intermediate managerial, administrative, professional occupations
C1	Supervisory, clerical & junior managerial, administrative, professional occupations
C2	Skilled manual occupations
DE	Semi-skilled & unskilled manual occupations, Unemployed and lowest grade occupations



This chart shows clearly that East Lindsey is the most popular visited district in Lincolnshire, followed by South Kesteven and then North Kesteven. This is expected as East Lindsey is the largest of the district groups examined, with the benefit of much of the accessible Lincolnshire coastline and the Lincolnshire Wolds national landscape. The least visited areas are Boston and South Holland.

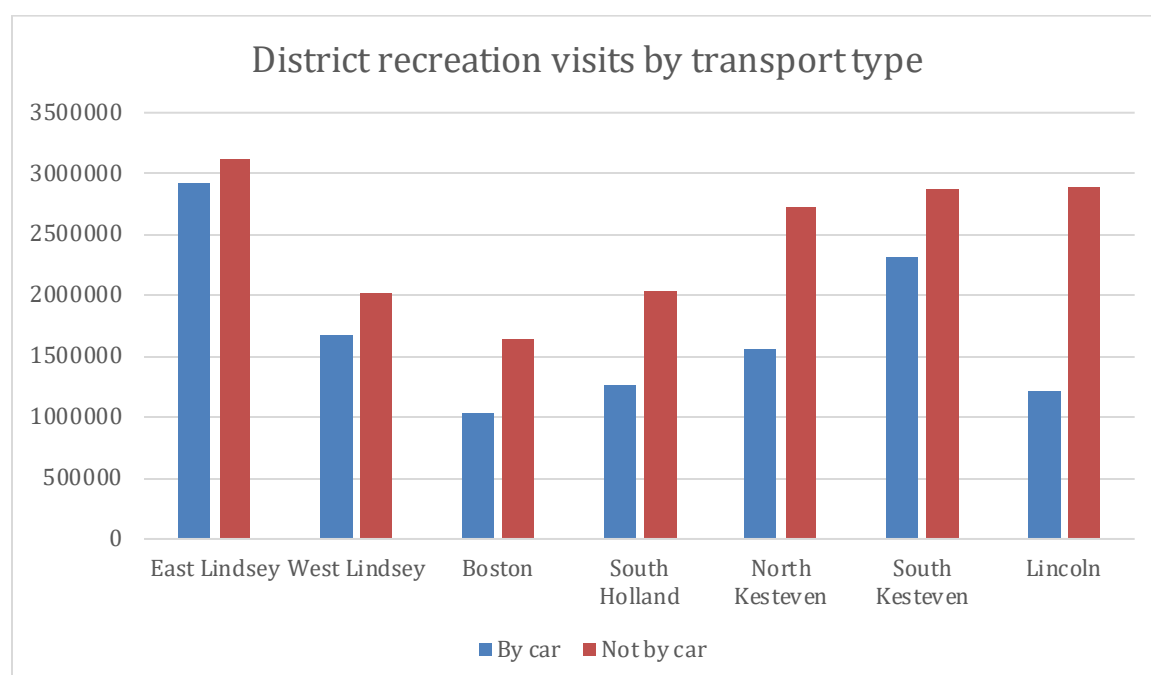
¹ Day, B. H., and G. Smith (2018). Outdoor Recreation Valuation (ORVal) User Guide: Version 2.0, Land, Environment, Economics and Policy (LEEP) Institute, Business School, University of Exeter.

Socioeconomically, the most popular region for AB groups is South Kesteven. C1 groups favour South Kesteven and East Lindsey. C2 groups favour East Lindsey and to a lesser degree South Kesteven, however the C2 group visits are more evenly spread across Lincolnshire. DE groups strongly favour East Lindsey and are spread generally evenly across other areas.



The largest outdoor recreation welfare value is East Lindsey with an annual notional value of £21.7 million per year. This is generally equally valuable across all socioeconomic groups, however it is particularly valuable to C1 groups. This is partly due to the geographic size of the region and the access to the coastline. South Kesteven is second with £15.1 million.

Boston and South Holland are rated with the lowest outdoor recreation value; however they still present an annual notional value to the public of £8.8 million and £10.5 million respectively.



The ORVal data for the type of visits to each area show that across Lincolnshire most recreational visits are not made by car indicating that usage of the network is often by those living close to the routes they use. This is most significant in the City of Lincoln area. East Lindsey has the highest use of cars for accessing the network, followed by South Kesteven. This is again likely due to the tourism economy prevalent in the east of the region and for the Lincolnshire Wolds.

Census information and conclusions

The 2021 national census provided key figures and information for Lincolnshire which is relevant to the rights of way improvement plan. Please see the Appendix A for the full information considered.

Population

- Population figures have increased 7.7% since 2011, which is above the national average. The biggest local increases are in Lincoln, North Kesteven and Boston.
- Overall, Lincolnshire has a population density of 145 people per square kilometre. Population density is broadly similar amongst the seven districts with the exception of Lincoln which has a density of nearly 3000 people per square kilometre.

Age profile

- Lincolnshire has an above average population of people aged 45 and over, accounting for 50.9% of the total population, compared to 44.2% as a national average.
- Significant differences exist between the 30-44 age brackets (-3.1% of the national average) and the 60-74 age brackets (+3.5% of the national average)

Health

- The majority of the population is in good or very good health

(79.3%); however this is slightly lower than the national average of 82.2%.

Disability

- Lincolnshire has a higher-than-average level of persons (20.1%) who report being disabled under the Equality Act 2010

Country of birth, nationality, and language comprehension

- Most of the population (90%) of Lincolnshire was born in the UK, higher than the national average of 82.7%. Ten percent of the population of Lincolnshire was born outside of the UK, of which over half have been in the UK for over 10 years.

Workplace travel distances and preferences

- Fifty-seven percent of the population travel to work by car or van, 9.1% walk to their place of work, and 2.7% cycle to work. 22.3% work from home.
- Thirty-four percent of people travel less than 10km to their place of work, and a further 20% travel between 10km and 30km

Census conclusions and impact for the plan

The context of the 2021 census helps to guide the development of the plan:

1. Overall Lincolnshire has a lower-than-average population density, which offers a lot of opportunities for access to open space. The increasing population of Lincolnshire highlights that there is likely to be an increased pressure and demand from the public for using the public rights of way network. As well as increased use of the existing network this indicates a potential increased demand for new routes to link new residential areas.
2. Areas that have experienced significant increases in population are likely to need more interventions to meet demand. Population has increased across all 7 districts in Lincolnshire but Lincoln in particular has the highest increase in population and is significantly higher in population density than all other districts. The above average increases in North Kesteven, Boston and South Holland indicates that in these areas there is likely to be a greater number of people using the network and also a greater need from the public to access the countryside and open space outside of the main towns, and interventions targeted towards these aims are likely to have the greatest impact for the public.
3. The age profile of Lincolnshire is skewed slightly towards older people than younger people. In addition to this the county has a higher-than-average population of people classed as disabled under the Equality Act 2010. This suggests that more interventions that are geared towards meeting the demands of disabled people and older people on the network are likely to have greater impact.
4. Most people in Lincolnshire are predominately white, born in the UK, and 98.5% of people can speak and understand English well. This indicates that there is less of a demand for specific language adjustments in documentation and promoted routes. However, there is a more diverse population in Lincoln, and actions to encourage use of the network from minority ethnic groups in Lincoln may have a positive impact to encourage use of the network.
5. In terms of travel, most people travel to work by car or van (57%), yet 34% travel less than 10km to work. This suggests that there is scope to provide support in encouraging walking or cycling to work, however it is acknowledged that the geography of the county is rural and large and as such there is likely to be limits to how much take up there would be for walking and cycling to work over long distances.
6. With respect to commuting to work, the data for Boston, Lincoln and South Holland shows a higher number of people taking shorter trips to work than other areas. This indicates that efforts to encourage walking and cycling to work in these areas are likely to have a greater impact than in areas where people have longer journeys to work.
7. Lincoln, East Lindsey and South Kesteven areas have the highest instances of those walking to work, which indicates also that measures to improve the network to facilitate

this use may have the highest impact in these areas. Lower take up in other districts may be due to a lack of facilities and safe routes/roads

8. Boston and Lincoln have the greatest level of cycling to work, and this indicates that interventions and improvements to facilitate cycling for commuting purposes would likely have the greatest adoption by the public, however lower take up in other districts may be due to lack of facilities and safe routes/roads

Health and well-being

Being able to access to the natural environment helps people increase their physical activity and can improve their health and wellbeing. However, some people do not live near to an accessible green space sufficiently large enough to enjoy being active in and moving more. The average distance to the nearest park or outdoor space for Lincolnshire residents is 650 metres (Source, Office for National Statistics (ONS), 2023).

194,500 (29.8%) people in Lincolnshire are classed as 'inactive (less than 30 minutes of exercise per week). 279,100 (42.8%) people in Lincolnshire complete less than the Chief Medical Officer recommended activity guidelines per week (less than 150 minutes activity per week). People who are physically active in Lincolnshire are more satisfied with life (7.33 out of 10) compared to those who are inactive (6.5 out of 10). People who are physically active also report higher levels of happiness (7.44 out of 10) when compared to people who are inactive (6.7 out of 10) (Active Lives, Sport England, 2023-24)

Active children do better. Physical activity is essential for healthy growth and development; it increases cognitive outcomes and school attainment and improves social interaction and confidence (All-Party Parliamentary Commission on Physical Activity, 2014). The Chief Medical Officer's recommendation is for children and young people to do a minimum of 60 minutes moderate to vigorous physical activity daily, which could include a brisk walk or cycle to and from school as part of this.

In Lincolnshire, over 2,500 miles of Public Rights of Way (PROW) and 50 miles of coastline can help improve people's health and wellbeing, for example by:

- Increasing 'active travel' through safe walking and cycling routes for short commutes in a motor traffic-free environment; connecting to public transport 'hubs' for longer journeys.
- Connecting areas of green space within towns and the city of Lincoln.
- Enabling access to the countryside beyond urban areas.
- Providing routes for activities which improve health, such as walking for health, cycling and equestrian activities. People who walk and cycle for recreation are also more likely to undertake these activities as modes of transport.
- Providing free-at-the-time-of-use opportunities for exercise which benefits people living on low incomes.

These also support measures to reduce health inequalities and improve people's mental health, by using the PROW network as an alternative to green spaces where these are lacking in areas with the highest levels of deprivation, at the same time as supporting reduction of air pollution.

The Director of Public Health Annual Report 2023 highlighted that addressing barriers to people using the PROW network and accessing green space (including disability, absence of toilet facilities, personal safety, and poor air quality) is essential. Local research links higher levels of inactivity to greater deprivation, poorer health, and reduced social and community cohesion, contributing to significant health inequalities across Lincolnshire (Lincolnshire Health Intelligence Hub, 2023).

Existing use of the network

This section outlines our current understanding of the existing use of the network. Most of our understanding is founded on the initial survey and engagement work undertaken as part of the rights of way improvement plan 2007-2012, and has been updated with new information regarding users needs as they become known.

A fresh survey of users of the public rights of way was not undertaken as part of the assessment of the network because the existing understanding of the use of the network from the rights of way improvement plan 2007-2012 is still considered to be relevant. In lieu of a comprehensive survey of users, a survey was conducted of various stakeholders to ascertain the needs of the public for the next 10 years from the perspective of various user groups, and the priorities that the rights of way improvement plan 2025 should focus on.

Walkers

Walking is the most popular activity undertaken on the public rights of way network. Walkers tend to undertake short recreational or dog walking trips directly from home, as well as more functional journeys on foot to local shops and services.

Walking and cycling to school are less common in Lincolnshire than nationally, probably reflecting the rural nature of the county and the relatively lengthy journeys to school. The off-road network of rights of way is seen primarily as a recreational resource with a higher proportion of walking taking place at the weekend. Walkers can use all types of rights of way, roads, access land and other areas of public open space.

There are three main subgroups of walkers:

Casual Walkers – which can include family groups and dog walkers, who typically walk between two and five miles. They often walk routes close to their home but may travel further afield for longer walks.

Serious Walkers – more experienced users of public rights of way, looking for a more challenging experience. Walks can be close to home, but they are much more prepared to travel further. Walk lengths tend to be longer than those undertaken by casual walkers.

Runners – runners are a third sub-group. Similar in need to casual walks, our understanding of running is that typically favour running short to medium distances, often close to home but may travel further afield. The range of runners will depend on ability and general aims but are likely to seek circular routes between three miles to 10 miles, with many targeting 3 miles.

There is a certain amount of cross-over between the groups identified.

The Local Transport Plan 5 identifies that most of the walking for Lincolnshire is for pleasure (about 55%), which is increasing. Walking for travel is around 25%, which is decreasing.

Cyclists

Cycling is the second most popular activity after walking. Cycling can be a convenient form of transport, certainly for journeys less than five miles to reach places of employment, schools, shops, and local services. Cyclists are entitled to use public bridleways, restricted byways, byways, cycleways, and unclassified county roads.

There is a distinction between the needs of cyclists in rural areas and urban areas. Cyclists in urban areas are more likely to have greater use (over 300 pedestrians or cyclists an hour) to require a higher standard of provision in terms of shared routes, widths and surfaces more in

line with LTN 1/20. Rural areas are likely to have a lower level of use which will not necessarily require the urban standard of routes.

The overall picture is that in recent years cycling on busy roads to work, shops and services has declined in favour of the car, with recreational cycling growing in popularity. Most cycling is undertaken to travel to and from work, using the road network. There have been successes such as the creation of off-road routes by the cycling charity, Sustrans and carriageway improvements for cyclists developed on commuter routes. Commuter cycling takes place on parts of the rights of way network, mostly where surface improvements have been conducted.

One of the biggest reasons that people are discouraged from cycling to work is not feeling safe on the roads. The Local Cycling and Walking Infrastructure Plan process seeks to look at the wider cycling provision across the county for cycling, including the provision for safer roads and routes for cycling. The public rights of way network has the potential to contribute to these efforts and provide off-road links and routes which are safe to use.

The increase in sales of mountain bikes has enabled the countryside access network to become more accessible to cyclists. However, cycling on the off-road network can often be difficult due to unsuitable surfaces and vegetation. Over a third of all cycling takes place on roads and cycle tracks.

The increase in sales of e-bikes and e-scooters has seen concerns develop about the antisocial or illegal use of these on the path network. All e-scooters and those e-bikes which are illegal to use on the road will also be illegal to use on the public rights of way network. Road legal e-bikes may be ridden on bridleways subject to giving way to other users

Recreational cyclists tend to favour circular routes close to home, but they are prepared to travel to points from which they can access the network. Once there, they tend to travel further than walkers typically covering distances of between 10 and 30+ miles.

Constraints to cyclists accessing the public rights of way network include fragmented networks, dangerous roads and crossings, lack of information on circular routes and surface condition on off road routes.

Horse riders

Horse riders are entitled to use public bridleways, restricted byways, byways, and unclassified county roads. They also access private land through agreements with landowners.

Participation in horse riding is generally for leisure purposes. Eighty-six percent of horse riders ride for pleasure with 66% of horses kept for hacking. The highest proportion of riders are aged between 25-44 years. 88% percent of adult horse riders are women and 85% of children who ride are girls. Horse riding is defined as 'moderate intensity exercise' (Health Survey for England, 2016)

Many horse riders regularly use local routes to exercise their horses. Around 80% of equestrians also transport their horses to other areas where the countryside access network presents a greater range of opportunities.

Data from the British Horse Society and DEFRA show that 22,261 horses are registered to Lincolnshire postcodes (DEFRA 2021). Nationally, 1.82 million people regularly ride, 95% of which ride all year round. The contribution to the economy per horse equates to £6,887 annually (BETA, 2023, courtesy of the BHS).

The network of bridleways and byways is fragmented and poorly connected with busy road crossings effectively causing severance and deterring users. Horse riders are often forced onto

the road network to gain access to routes, or complete circular rides. Rider will occasionally use public footpaths or pavements to avoid traffic which can cause damage and conflict with other users.

It is often difficult for riders to find suitable circular routes, restricting them to linear 'there and back' routes. Similarly to walkers, equestrians prefer the provision of circular routes, close to where they keep their horses.

Carriage drivers

Carriage drivers (Horse and Cart) can use approximately five per cent of the public rights of way network in addition to unclassified county roads. Efforts were made to improve the provision for carriage drivers with the development of the Lindsey Trail, opened in 2012.

Carriage drivers face the same constraints experienced by horse riders, including a fragmented network, busy road crossings and inappropriately surfaced routes. Other issues which limit access to carriage drivers include inaccessible gates and overhanging vegetation.

Motorised users

Motorised users can use the majority of the county's wide network of Unclassified County Roads (UCRs), and also Byways Open to All Traffic (BOATs). Many of these routes are unsurfaced and commonly referred to as 'green lanes'. UCRs and minor roads can form a useful addition to the access network and link public rights of way for all users.

The Natural Environment and Rural Communities Act 2006 is an important piece of legislation which has had an impact on the public's right to use routes with mechanically propelled vehicles. The Act extinguished motorised rights on routes not already recorded on the Definitive Map and Statement unless they were recorded on the List of Streets, and on those routes which are already shown on the Definitive Map as a footpath, bridleway, or restricted byway. These, usually unsurfaced routes, will revert to the status shown on the Definitive Map where the predominant use was by non-motorised user.

There are exceptions to these extinguishments, in particular existing claims for BOATs submitted before 20 January 2005. These may still be added to the recorded highway network on confirmation as vehicular routes as can those predominantly used by motor vehicles in the period prior to the commencement of the Act.

Motorised users must travel to find routes and prefer circular routes which can be difficult to achieve. Users also believe unsurfaced unclassified county roads need better management.

Disabled users / Mobility and visually impaired

The Countryside and Rights of Way Act 2000 requires the authority to assess the 'accessibility of the local rights of way network to blind and partially sighted persons and others with mobility problems'.

The Equality Act 2010 requires public authorities to make reasonable adjustments to ensure that it is not unreasonably difficult for people with disabilities to benefit from those functions as others would do, or to show that there are good reasons for not doing so.

There is no specific reference in the Equality Act to any aspect of public rights of way management and, as yet there is no case law that can be referred to in the application of the Equality Act to rights of way. Nonetheless, authorities must have regard to their obligations under the Equality Act wherever changes or additions to the rights of way network are proposed and are encouraged to make improvements to structures wherever appropriate opportunities arise.

The main difficulties encountered by people with mobility problems are:

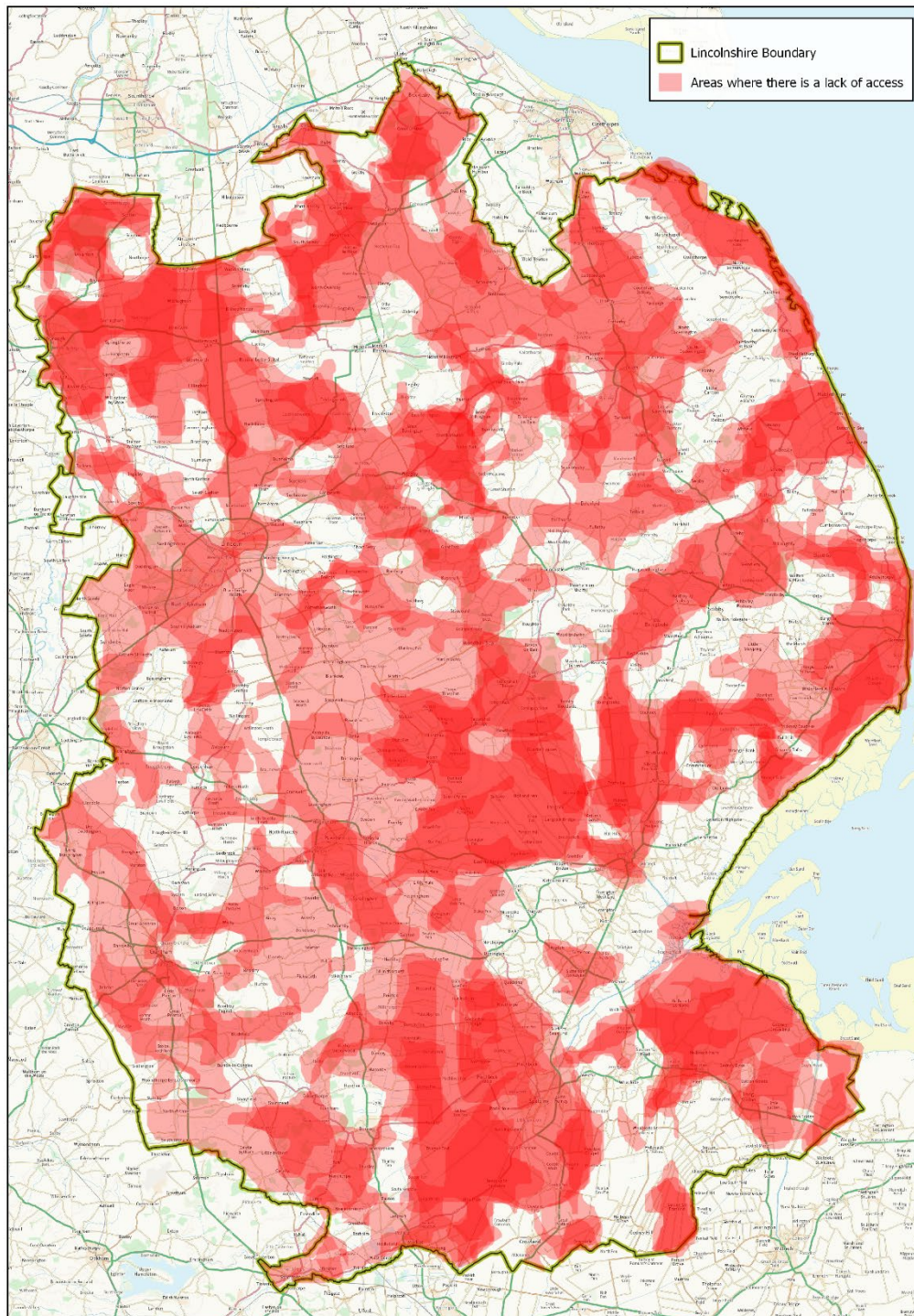
- poor surface conditions
- unsuitable terrain
- difficulty in reaching suitable access
- stiles and other barriers restricting access
- lack of toilets and other visitor facilities
- lack of information
- lack of suitable parking facilities

The Countryside Access Survey, undertaken for the first RoWIP concluded that the range of abilities is enormous and people with mobility problems should not be considered as a single entity. The survey also concluded that people with mobility problems plan ahead and often arrange for a helper to accompany them.

Network Fragmentation Analysis

An analysis of the existing public rights of way network, along with the existing network of unsurfaced unclassified roads was undertaken as part of the research to develop the plan. Please see the Appendix B for the full information considered.

The red areas on the map below shows where off-road access is not available for various types of users, creating a ‘heat map’ where these areas overlap.

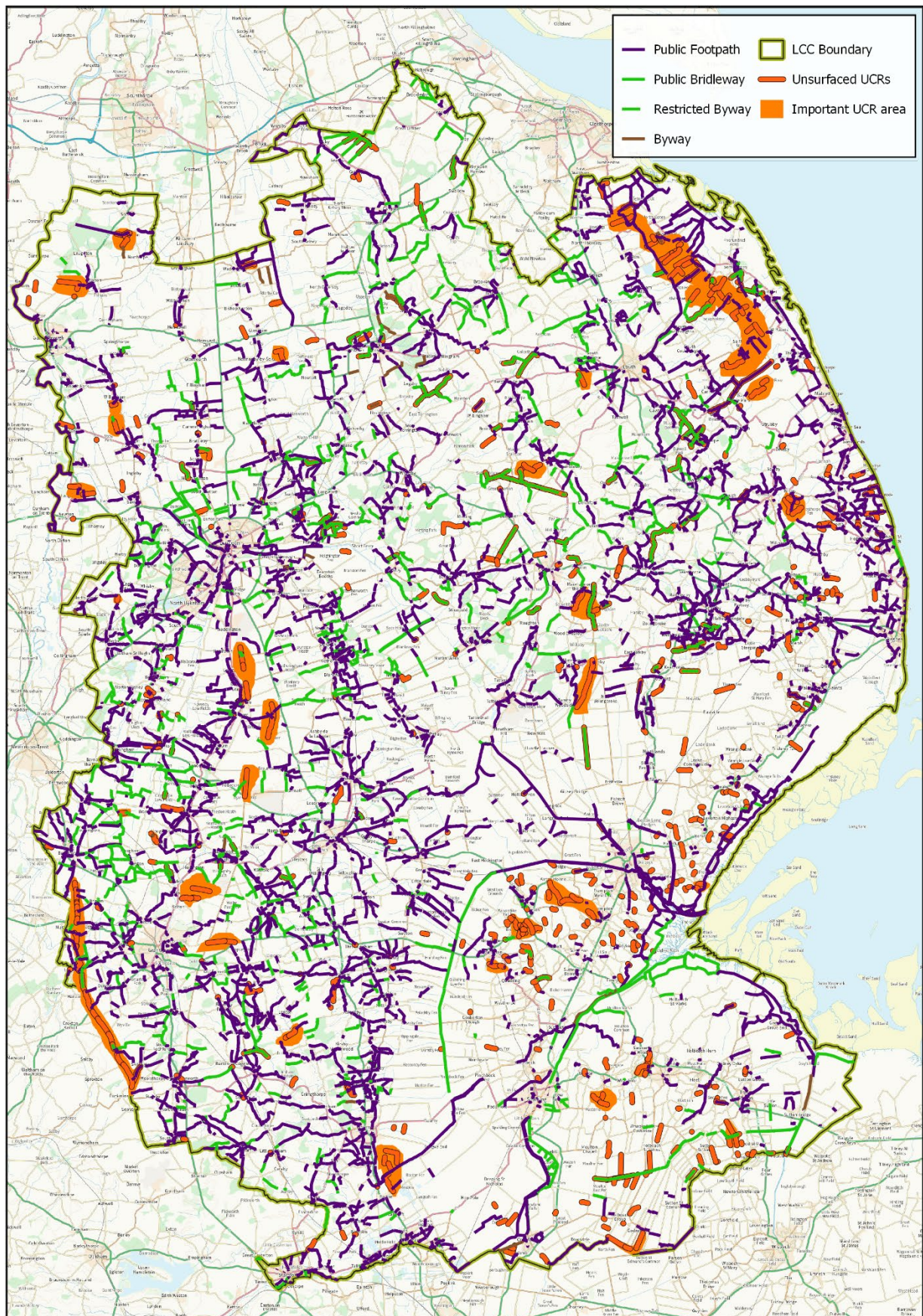


The fragmentation analysis confirmed that higher rights users have the most fragmented network, which is commensurate with the differences in percentages of the network.

Of particular interest however is that the analysis highlighted various ‘hotspot’ areas where there are significant gaps in the network for everyone. Improvements and greater connections through these areas, especially for higher rights users, would meet these needs.

The fragmentation analysis also highlighted the value of the existing unsurfaced unclassified county road network (UCRs), where it can provide valuable links and additional off-road access opportunities that is not apparent simply through an analysis of the Definitive Map. This is particularly clear in Boston and South Holland, where significant parts of the Fens have little public rights of way but boast a significant number of UCRs that provide opportunities to the public for access. Similarly, Sewstern Lane and the Drift in South Kesteven provides an invaluable link from Long Bennington to Buckminster, connecting various rights of way that would otherwise be severed.

This analysis has also allowed for the identification of areas where UCRs provide critical links in the public rights of way network. Enhanced maintenance of these UCRs would therefore provide better links and connectivity to the wider public of way network.

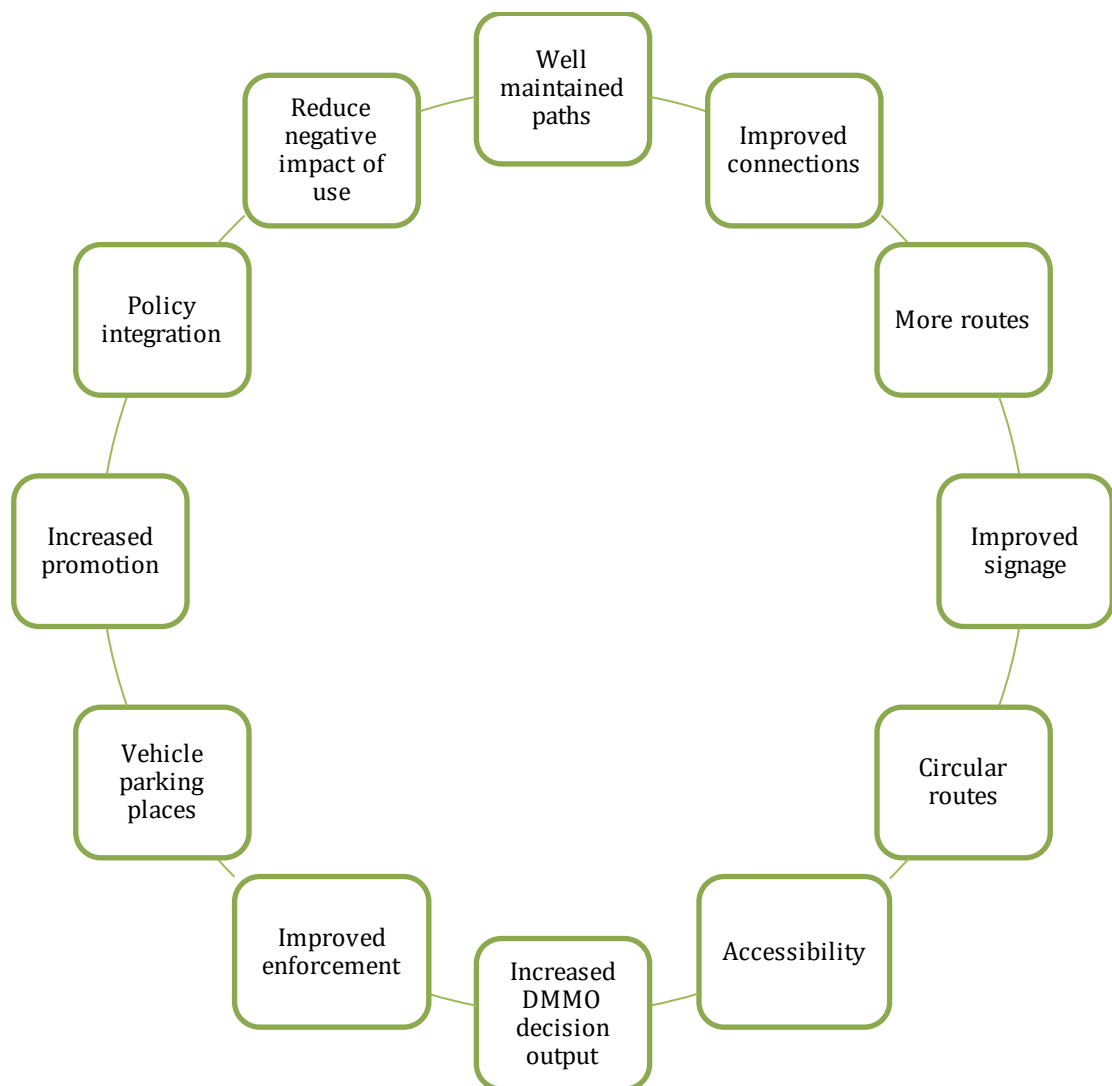


Assessment of need consultation 2024

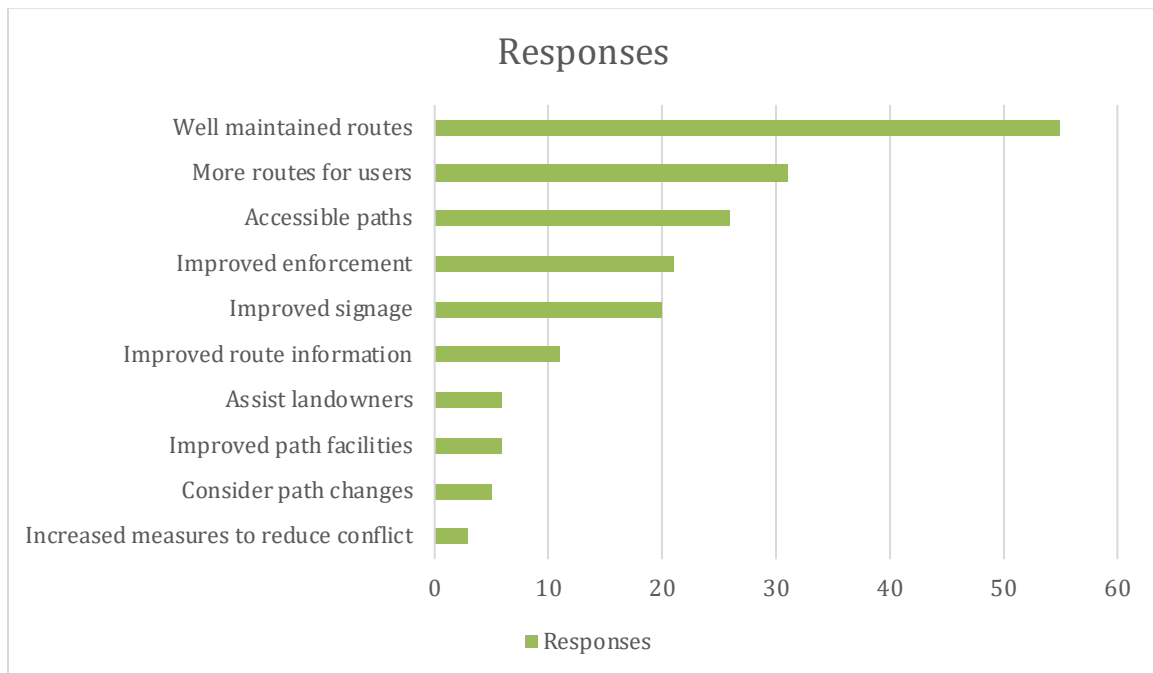
An assessment of need consultation was conducted in June and July 2024. The full consultation report is included in Appendix C

Responses were sought from key stakeholders to inform the new draft improvement plan. As this was a targeted survey, response numbers were anticipated to be low (below one hundred). This figure was exceeded with 131 respondents providing 139 submissions. More than half the responses came from parish councils. Rural residents were most likely to be positively impacted by rights of way.

A summary of the overall themes is shown below.

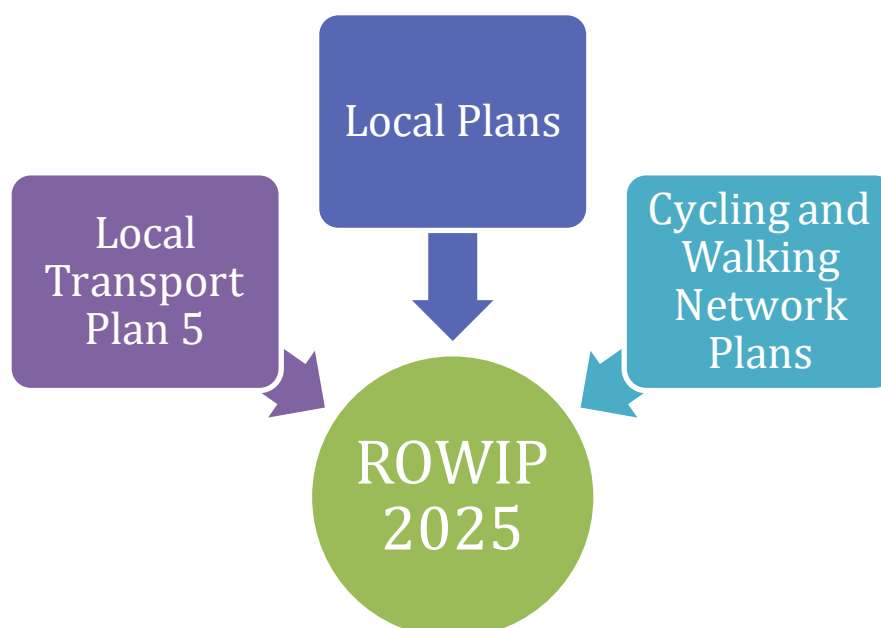


The consultation identified the top ten priorities for the rights of way improvement plan 2025 as:



Existing Policy Context

One of the objectives of the rights of way improvement plan 2025 is to ensure that the policies and actions within the plan align with the existing Local Transport Plan, the Cycling and Walking Network Plans, and the local plans prepared by the District Councils. This will ensure that a consistent and complimentary approach is taken towards transport within the County at a strategic level, and effort is directed to achieving the same overall goals.

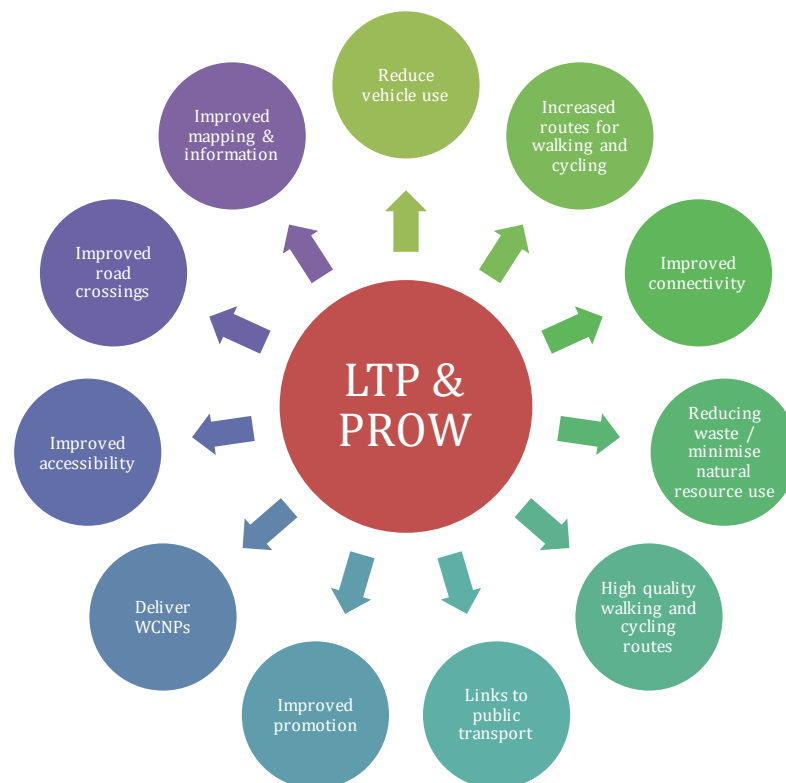


The full analysis of specific policy targets and where the public rights of way network could contribute towards the realisation of goals is included in Appendix D. A summary of the general themes and aims of each policy and plan is shown below.

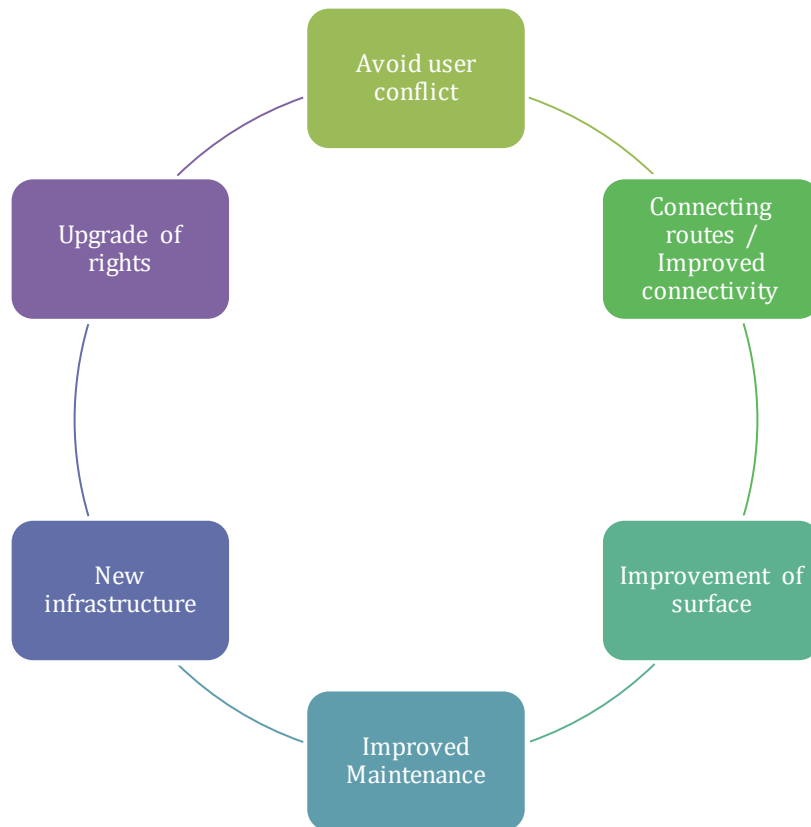
Relevant aims from existing Lincolnshire Planning Policies



Relevant Local Transport Plan aims and themes



Relevant walking and cycling network plan policy themes



Statement of Action

The research and consultation undertaken for the ROWIP 2025 has identified four broad themes for the future development of the Lincolnshire PProW network, with twenty-seven overarching objectives.

Maintain	Develop	Connect	Engage & Promote
• Well maintained paths • Streamlined maintenance • Improvement of surface • Improved vegetation clearance • Improved enforcement • Improved signage • Improved maintenance of legal records • Improved data and reporting • Protect against climate change impacts • Reducing waste / minimise natural resource use	• High quality routes • Improved accessibility • New infrastructure • Increased and improved DMMO decision output • More vehicle parking spaces • Planning, LTP and PProW policy integration • Improved engagement with planning process to secure network enhancements	• Increased routes • Connecting routes / Improved connectivity • Create new links / routes • Links to public transport • Links to parking facilities • Deliver WCNPs • Improved road and rail crossings • Upgrade of rights	• Promote sustainable transport • Promote use of the network for health • Improved and increased promotion • Improved mapping & information • Reduce and avoid user conflict • Circular routes • Dog control • Reduce negative impact of public use • Improved engagement with hard to reach communities • Improve liaison between organisations • Increased partnership funding

The main objectives are listed below, with specific and measurable actions detailing how these during the life of the plan. Whilst they actions are organised by a theme for clarity, many actions overlap between themes and will contribute to more than one objective. The actions are assessed as to the projected public impact, and the financial and resource impact on the Council for delivery.

Where the impact of a proposal is considered as a positive it is shown in a green scale, and where it is considered to have a negative impact this is shown in a red scale

Positive	Low	Medium-Low	Medium	Medium-High	High
Negative	Low	Medium-Low	Medium	Medium-High	High

With regards to the consideration of the resources impacts this will reflect a combination of resource factors including both finance and human resource time to deliver individual actions. No individual costings are present but the analysis gives a scalable reflection of resources required and which actions could be considered easier to achieve than others.

As an aspirational plan the delivery of the various statements of action will be dependent on the availability of resources

Theme 1: Maintain

This theme covers objectives designed to improve how the Council maintains our existing network of public rights of way. The maintenance of the existing network was the top issue highlighted in the statement of need consultation. This theme includes improvements to the regular maintenance of rights of way, including vegetation clearance, surfacing and signage. It includes actions designed to improve the Council's enforcement actions, the maintenance of the legal records of public rights of way and the impact on the environment.

ID	Category	Action	Expected benefit	Target audience	Timeframe	Associated themes	Public Impact	Financial Impact	Resource Impact
1.1	Vegetation clearance	Where possible, increase cyclic mowing width to 2m for a footpath or 3m for a bridleway/restricted byway or the maximum we can provide if less than this width.	Increased cutting width will prevent vegetation growing back quickly and help keep paths easy to use.	Walkers, Runners, Disabled Users, Horse Riders, Cyclists, Carriage Drivers	Short-term: 1-3 years	Maintain	Medium	Medium-Low	Low
1.2		Review cyclic mowing schedule	Ensuring that paths that are regularly overgrown are part of the routine maintenance, keeping the paths easy to use	Walkers, Runners, Disabled Users, Horse Riders, Cyclists, Carriage Drivers	Short-term: 1-3 years	Maintain	Medium	Medium-Low	Low
1.3		Seek to establish schemes to enable volunteers, user groups and parish councils to undertake maintenance.	Increased vegetation clearance and surfacing repairs on rights of way Increased community engagement and ownership Decreased maintenance costs	All users	Ongoing throughout life of the plan	Maintain Engage	Medium-Low	Low	Low
1.4		Mulch round gate enclosures to reduce vegetation growth in these spots	Proactive measures such as mulching will reduce the level of up-growth on public rights of way, which will keep the paths easier to use	Walkers, Runners, Disabled Users, Horse Riders	Ongoing throughout life of the plan	Maintain	Low	Low	Low

1.5	Improved compliance	Improved liaison with District Councils with respect to Fly tipping / Dog Waste	Faster response to fly tipping and dog waste issues, leading to better maintained paths which are easy to use	All users	Ongoing throughout life of the plan	Maintain	Medium-Low	Low	Low
1.6		Develop greater information about landowner responsibilities on PROW	Improve compliance and reduce need for enforcement	Landowners Farmers	Medium term: 3-6 years	Maintain Engage	Low	Low	Medium-Low
1.7		Develop greater information and education to the public about enforcement	Improve compliance and reduce need for enforcement amongst residents	Landowners / Occupiers	Medium term: 3-6 years	Maintain Engage	Low	Low	Medium-Low
1.8		Undertake early engagement with landowners and farmers prior to non-compliance	Improve compliance and reduce need for enforcement. Reduction of potential issues and reduction in repeated issues	Landowners / Occupiers Farmers	Ongoing throughout life of the plan	Maintain	Medium	Low	Medium-Low
1.9		Develop easy to use and effective reminder system for farmers, e.g. text/SMS or email drop.	Improve compliance and reduce need for enforcement. Reduction of potential issues and reduction in repeated issues	Landowners / Occupiers Farmers	Short-term: 1-3 years	Maintain	Medium	Low	Low
1.10		Develop process for sending reminders to the public regarding hedges and bird nesting considerations, in conjunction with Highways	Improve compliance and reduce need for enforcement. Reduction of potential issues and reduction in repeated issues	Landowners / Occupiers	Medium term: 3-6 years	Maintain	Low	Low	Low
1.11		Review policy and procedures regarding temporary closures of rights of way, including improved signage and signed diversions	Improved process of temporary path closures. Development of more effective advice and policy regarding temporary closures of rights of way, with the presumption of keeping routes open where possible.	All users Developers Statutory undertakers	Medium term: 3-6 years	Maintain Engage	Medium-Low	Low	Low

1.12	Improvement of surface	Develop public rights of way specific standard specification for path surfaces for both tarmac and stone surfaces, in conjunction with relevant user groups	Standard specifications will allow for schemes to be developed and implemented faster, with more reliable costings.	All users	Short-term: 1-3 years	Maintain	Medium	Low	Low
1.13		Create sealed/improved surfaces in urban areas where appropriate, for services to schools, shops, public transport	Higher quality surfaces available all year round for paths within urban areas.	All users	Ongoing throughout life of the plan	Maintain	High	High	Medium
1.14	Improved signage	Increase use of yellow caps for posts, particularly where the end point of a path across a field is difficult to see.	Improved signage will reassure the public that they are using the correct route and help avoid the public straying from paths onto private land.	Walkers, Runners, Disabled users	Ongoing throughout life of the plan	Maintain	Low	Medium-Low	Low
1.15		Improve sign visibility, including vegetation clearance around signs	Improved signage will reassure the public that they are using the correct route and help avoid the public straying from paths onto private land.	All users	Ongoing throughout life of the plan	Maintain	Medium-Low	Low	Low
1.16	Protect against the impacts of changes to weather patterns (inclusive of flooding and drought)	Develop a programme to protect watercourses and foundations around bridges	Proactive action to prevent more expensive maintenance later	All users	Medium term: 3-6 years	Maintain	Medium	High	Medium
1.17	Well maintained paths	Review path prioritisation policy	Those paths that have greater use by the public or are of a greater strategic benefit to have increased priority	All users Landowners	Short-term: 1-3 years	Maintain Develop	Medium	Low	Medium-Low
1.18	Increased inspections	Increase level of inspections on PROW	Increased levels of inspections will allow the service to be more proactive in finding and resolving issues, rather than relying on reports from members of the public. This will help the Council to keep the network open and safe for all to use.	All users	Medium term: 3-6 years	Maintain	Medium	Medium	High

1.19		Streamline inspection and maintenance of bridges	Improved bridge inspections will help the Council ensure that bridges are in a safe condition for the public and allow for remedial works to be undertaken before an issue arises.	All users	Short-term: 1-3 years	Maintain	Medium	Low	Medium-High
1.20	Improved data and reporting	Develop asset management plan for public rights of way, including path furniture, signs, and surfaces	A complete asset management plan for the PROW and Access service will allow for greater forward planning to replace assets when they are approaching the end of the operation lifespan, allowing for proactive replacement of bridges etc.	All users	Short-term: 1-3 years	Maintain	Medium	Low	Medium
1.21		Develop improved reporting for public rights of way issues, allowing immediate and easy viewing of issues for the public, using the Fix My Street system	Easy viewing of existing issues and ability to report issues. Ability to subscribe to existing issues without reporting twice. Automated and up to date information to the public on progress in resolution of issues. More efficient handling of enquiries by officers.	All users	Short-term: 1-3 years	Maintain Engage	Medium	Low	Medium-Low
1.22	Streamlined maintenance	Review and develop standard bridge specifications	Revised and developed standard specifications will allow for bridges to be replaced and installed faster, with more reliable costings. It will also allow the Council to use more innovative modern materials	All users	Short-term: 1-3 years	Maintain	Medium	Low	Medium
1.23	Reducing waste / minimise natural resource use	Develop greater use of recycled plastic and glass reinforced plastic products for path furniture, including plastic board walks and bridges.	Use of recycled plastic and glass reinforced plastic will lead to more reliable infrastructure with an increased lifespan and reduced maintenance costs. It will reduce the level of 'new' natural resources used.	All users	Ongoing throughout life of the plan	Maintain Develop	High	High	Medium

1.24	Improved maintenance of legal records	Review adopted highway layer and remove PROW where they are dual recorded	Removal of dual recorded routes will avoid confusion of maintenance responsibilities and standards	All users	Medium term: 3-6 years	Maintain	Low	Low	Medium-Low
1.25		Review and resolve anomalies on the network, prioritised by a full network analysis	Resolution of the historic anomalies on the network will potentially resolve gaps in the path network. It will also resolve issues where anomalies affect private properties, for example showing rights over properties where they do not exist.	All users All landowners	Ongoing throughout life of the plan	Maintain Connect	Medium-High	Medium	High

Theme 2: Develop

This theme concentrates on objectives relating to developing and improving the existing network. It focuses on actions designed to meet the identified need for high quality and accessible routes, and improvements to how the public rights of way service engages and secures improvements from planning applications, and improvements to how the public rights of way and access service deals with changes on the network, including the processing of definitive map modification order (DMMO) applications, sometimes known as ‘path claims’, and applications to change existing rights of way through diversion or extinguishment orders.

ID	Category	Action	Expected benefit	Target audience	Timeframe	Associated themes	Public Impact	Financial Impact	Resource Impact
2.1	Improved accessibility	Reduce the number of unnecessary barriers – remove stiles where practical and replace with gaps or BS5709 compliant gates or kissing gates	Improved accessibility of the network	Disabled access	Ongoing throughout life of the plan	Develop Connect	Medium-High	Medium-Low	Medium
2.2		Replace steps with ramps where feasible	Improved accessibility of the network	Disabled access	Ongoing throughout life of the plan	Develop Connect	Medium-High	Medium	Medium-Low
2.3		Increase widths of paths to facilitate disabled access where possible	Improved accessibility of the network	Disabled access	Ongoing throughout life of the plan	Develop Connect	Medium-High	Medium	Medium-High
2.4		Seek improvements to barriers along bridleways, restricted byways and byways where necessary to better accommodate equestrian use.	Improved accessibility of the network for equestrian users	Horse riders	Ongoing throughout life of the plan	Develop Connect	Medium-High	Medium-Low	Medium

2.5	Improved engagement with planning process	Seek early engagement at pre-app stages with developers to improve scheme designs	Higher quality development proposals that carefully consider rights of way and integrate them appropriately into schemes	All users	Ongoing throughout life of the plan	Develop Connect Engage	Medium-High	Low	Medium
2.6		Develop standing advice / design guide for public rights of way	Higher quality development proposals that carefully consider rights of way and integrate them appropriately into schemes	All users	Short-term: 1-3 years	Develop Connect Engage	Medium-High	Low	Medium-Low
2.7		Improved liaison with District Councils with respect to PPOs as a result of approved planning	Faster and more reliable path order process for orders relating to planning.	Local Planning Authorities Landowners Developers	Short-term: 1-3 years	Develop Connect Engage	Medium-Low	Low	Medium-Low
2.8		Develop PPO service for Local Planning Authorities	Faster and more reliable path order process for orders relating to planning.	Local Planning Authorities Landowners Developers	Short-term: 1-3 years	Develop Connect Engage	Medium-Low	Medium	Medium
2.9		Improve liaison with District Councils regarding planning, and seek improvements and changes to public rights of way	Improved path surfaces and infrastructure, improved accessibility, and increased routes, to offset the impact of development	All users	Ongoing throughout life of the plan	Develop Connect	Medium-High	Low	Medium

2.10		Negotiate with developers of large scale developments (including NSIPs) to seek creation of new routes, changes to the network and the upgrade of footpaths to higher rights where identified as a strategic priority for access	Higher quality development proposals that carefully consider rights of way, integrate them appropriately into schemes and create new rights of way to address identified gaps in the network.	All users	Ongoing throughout life of the plan	Develop Connect	Medium-High	Low	Medium
2.11	Improved infrastructure	Develop and implement a programme of capital schemes for infrastructure improvements	Development and implementation of a capital scheme programme will allow for greater forward planning for schemes, and enable the service to bid for both internal and external funding to secure schemes, and allow for a balanced delivery of improvements on the network	All users	Ongoing throughout life of the plan	Develop Maintain	High	High	High
2.12		Work with parish councils and community groups to deliver community led schemes which can demonstrate local demand and lead to greater use	Working with parish councils and community groups will bring about targeted local improvements that address local concerns regarding the network	All users	Ongoing throughout life of the plan	Develop Connect Engage	High	Medium-High	Medium-High
2.13		Engage with the implementation of the Local Transport Plan and Local Cycling and Walking Infrastructure Plans where public rights of way are able to help realise the proposals	Greater integration of the public rights of way network with wider infrastructure improvements, leading to an integrated highway network, improved path surfaces and infrastructure, improved accessibility, and increased routes	All users	Ongoing throughout life of the plan	Develop Connect Engage	High	Medium-High	Medium-High

2.14	Increased and improved DMMO decision output	Streamline the DMMO decision making process, to reduce the overall time taken to investigate applications, produce reports, and make Orders.	Streamlined decision making will reduce the time taken to process outstanding DMMO applications and reduce the existing backlog. This in turn will resolve the existing issues over the land in question and provide certainty for the public and for the landowners that are affected.	All users Landowners	Short-term: 1-3 years	Develop	Medium-High	Low	Medium
2.15		Review existing DMMO policy and priorities to give higher priority to applications that potentially have a greater strategic impact or impact a residential property	Applications that impact residential properties or have greater potential strategic impact will be examined earlier. This will provide certainty for house owners at an earlier stage and reduce the risk of applications impacting house sales. Where evidence is sufficient this will enable strategic network improvements to be realised faster.	All users Landowners / occupiers	Short-term: 1-3 years	Develop Connect Engage	High	Low	Medium
2.16		Undertake network analysis of existing DMMO applications to determine strategic benefit	Investigations into DMMO applications investigated based on strategic need and public benefit, enabling those that offer potential improvements to the network to be investigated first	All users Landowners	Short-term: 1-3 years	Develop	High	Low	Medium
2.17		Seek creation agreements, public path orders or modification consent orders as part of solution for DMMO cases. (MCO subject to regulations)	Use of alternative ways to secure a resolution to DMMO cases will allow for a swifter resolution of claims, and increased certainty for the public and landowners. MCOs will allow for negotiated changes to claimed routes, allowing them to be resolved by agreement with the applicant and landowner, creating new routes for the public faster and avoiding lengthy evidence investigations. This will also reduce the DMMO backlog.	All users Landowners	Medium term: 3-6 years	Develop Connect	High	Low	Medium

2.18	Reduce negative impact of public use	Increase measures to reduce illegal use of rights of way, including signage and improving existing liaison with the police to resolve issues.	Reducing illegal use of public rights of way helped to ensure that the network is safe for all lawful users, and reduces damage caused by illegal use.	All users Landowners / occupiers Farmers	Ongoing throughout life of the plan	Engage Maintain	Medium	Medium-Low	Medium-Low
2.19		Review authorisation procedures for barriers	Proper use of barriers is one the key tools to prevent illegal use. A review of the barrier authorisation policies will allow for appropriate barriers to be installed that do not negatively impact other users	All users Disabled users	Short-term: 1-3 years	Develop Maintain	Medium-Low	Low	Low
2.20		Develop a programme to promote the Countryside Code and provide information about how to behave in the countryside	Better information about how to behave in the countryside and promoting the countryside code will help educate path users and reduce the negative impact of public use	All users Landowners / occupiers Farmers	Short-term: 1-3 years	Engage	Medium	Low	Medium-Low

Theme 3: Connect

This theme concentrates on objectives relating to creating new connections to and within the existing network. It focuses on actions designed to meet the identified need to increase the number of routes for users and to improve the connectivity of the network and links to local facilities, public transport, and parking. It also provides actions to improve road and rail crossings.

ID	Category	Action	Expected benefit	Target audience	Timeframe	Associated themes	Public Impact	Financial Impact	Resource Impact
3.1	Connecting routes / Improved connectivity	Build upon existing network fragmentation analysis to further develop and highlight priority areas to improve connectivity to villages and places of interest.	Detailed network analysis will highlight the priority areas for action to improve connectivity, based on demand as well as network fragmentation	All users	Short-term: 1-3 years	Connect	Medium	Low	High
3.2		Improve wider network connectivity with the King Charles III England Coast Path (KCIIIECP)	Increased connectivity with the KCIIIECP will enable greater use of the KCIIIECP and opportunities for wider exploration of the Lincolnshire Countryside for users. It will also create opportunities for tourism and service industries	Walkers, Runners, Disabled Users	Medium term: 3-6 years	Connect Engage	High	Medium-High	Medium
3.3		Identify and improve off road routes linking communities with schools, employment centres and local services	Increased connectivity and ease of use for utilitarian journeys using public rights of way. Greater off-road and active travel use.	Walkers, Runners, Disabled Users, Cyclists	Short-term: 1-3 years	Develop Connect	High	Medium-High	Medium-High
3.4		Seek improvements for non-motorised travel in proposals for new developments. Schemes funded through developer contribution.	Increase in active travel routes and availability. Greater integration of new developments within the local area and the public rights of way network	Walkers, Runners, Disabled Users, Cyclists	Ongoing throughout life of the plan	Connect Develop	Medium-High	Low	Medium
3.5		Identify and develop circular and linear recreational routes to and from the countryside and tourism sites	Increased connectivity from public rights of way network to the countryside and tourism sites.	All users	Medium term: 3-6 years	Connect Engage	High	Medium	Medium

3.6		Work with Natural England to increase access opportunities on Lincolnshire Coronation Coast NNR and connection to the public rights of way network and KCIII ECP	Increased recreational offer and connectivity to and within the Theddlethorpe and Saltfleetby Dunes	Walkers, Runners, Disabled Users	Short-term: 1-3 years	Connect Engage	High	Medium	Medium-High
3.7		Develop a project to resolve cross-boundary issues and anomalies	Targeting cross-boundary anomalies and other issues will increase the links and connectivity across parish, district, and county boundaries.	All users	Medium term: 3-6 years	Connect Develop Engage	High	Medium-High	High
3.8		Produce a dataset map of Unclassified County Roads (UCRs) considered to be important recreational highways.	Identification of UCRs that hold particular importance as key links and connections to the public rights of way network	All users	Short-term: 1-3 years	Connect Develop Engage	Medium-High	Low	Medium
3.9		Establish an inspection regime of the recreational UCR network, working with volunteers	Improved management of strategically important UCRs for the public rights of way network	All users	Short-term: 1-3 years	Connect Develop Engage	Medium-High	Low	Medium-High
3.10		Develop a recreational UCR management plan to improve the future management of strategically important UCRs	Improved management of strategically important UCRs for the public rights of way network	All users	Short-term: 1-3 years	Develop Maintain Connect	Medium-High	Low	Medium
3.11	Create new links / routes	Negotiate with landowners to seek creation of new routes, changes to the network and the upgrade of footpaths to higher rights where identified as a strategic priority for access	Increased connectivity within the network, particularly for higher rights users.	Cyclists, Horse Riders, Carriage Drivers, vehicle Users	Ongoing throughout the life of the plan	Develop Connect	High	High	Medium-High

3.12		Develop landowner pack to enable creation of permitted paths	Easier route for landowners to provide permitted paths. Increased engagement with landowning community	All users Landowners	Medium term: 3-6 years	Connect	Medium-High	Low	Low
3.13		Develop and publicise a range of key routes that meet the needs of disabled users	Increased routes available for disabled access, and greater information available to help people understand where they can go and what they can expect once they are there.	Disabled users	Medium term: 3-6 years	Connect Engage	Medium	Low	Medium
3.14		Develop off-road commuting walking and cycle routes (1-6 miles) from local residential areas to popular work destinations and commuting hubs	Thirty-four percent of journeys are less than 10km and in range of walking or cycling. Developing easy to use off road routes for this traffic will encourage more active travel commuting.	Walkers Cyclists	Medium term: 3-6 years	Connect Engage	High	Medium-High	Medium-High
3.15	Links to parking facilities	Liaise locally to develop suitable parking options for existing promoted routes	Improved ability for public to access promoted routes	All users	Medium term: 3-6 years	Connect Engage	Medium	Medium	Medium
3.16		Review and consider suitable car parking as part of future and reviewed promoted routes	Improved ability for public to access promoted routes	All users	Medium term: 3-6 years	Connect Engage	Medium	Low	Low
3.17	Improvement of road and rail crossings	Identify road crossing priority areas and seek improvements to these crossing points in conjunction with Highways	Safer, higher quality road crossings which will enable linkages with the public rights of way network and the wider highways network	All users	Short-term: 1-3 years	Connect	High	Medium	Medium
3.18		Improve rail crossings, in conjunction with Network Rail. Ensure crossings are suitable for all lawful users.	Safer, higher quality rail crossings	All users	Medium term: 3-6 years	Connect	High	Medium	Medium-High

3.19		Work with the Highways Agency to identify and implement safety improvements at locations where the public rights of way network intersects with the A1	Improvement and creation of safer routes to cross the A1 for non-vehicular traffic.	All users	Medium term: 3-6 years	Connect Engage	High	Medium	Medium
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Theme 4: Engage and Promote

This theme concentrates on objectives relating to improving the engagement of the service with our residents and the improvement to the promotion of the network. It focuses on actions designed to meet the identified need to develop improved maps and information, targeted promotion activities, improved engagement with harder to reach communities, engagement of volunteers to support the network and to promote the use of the network to improve public health.

ID	Category	Action	Expected benefit	Target audience	Timeframe	Associated themes	Public Impact	Financial Impact	Resource Impact
4.1	Develop and promote volunteer support	Develop greater engagement with Parish Councils and path wardens	Improved maintenance of local rights of way networks and improved community involvement	All users	Short-term: 1-3 years	Maintain Engage	Medium	Low	Medium
4.2		Continue to develop the ongoing partnership with volunteers to undertake tasks on public rights of way, including surveys and small-scale practical works	Improved maintenance of local rights of way networks and improved community involvement	All users	Ongoing throughout life of the plan	Maintain Engage	Medium-High	Low	Medium
4.3		Work with vehicle user groups to develop volunteer tasks on off-road vehicle routes, to assist in maintaining them to a condition suitable for all users	Improved maintenance of local rights of way networks and improved community involvement	Vehicle users	Short-term: 1-3 years	Maintain Engage	Medium-High	Low	Medium
4.4	Increased partnership funding	Develop sponsorship scheme with other organisations	New infrastructure and improvements funded through sponsorship arrangements	All users Local businesses	Short-term: 1-3 years	Maintain Develop	Medium-High	Low	Medium
4.5		Increase bids for grant funding to fund path improvement schemes	New infrastructure and improvements funded through grant funding	All users Local and national grant funds	Medium term: 3-6 years	Maintain Develop	High	Low	Medium-High

4.6	Improved and increased promotion	Improve social media presence and proactive messaging, including messages through the Wolds network and national landscapes team	Improved promotion will encourage more people to use the network, and enable those people who do not explore the Countryside currently to find the information and inspiration they need to use the PROW network	All users	Short-term: 1-3 years	Engage	Medium-Low	Low	Low
4.7		Develop theme walks for bird watching	Improved promotion will encourage more people to use the network, and enable those people who do not explore the Countryside currently to find the information and inspiration they need to use the PROW network	Walkers	Medium term: 3-6 years	Engage	Medium-Low	Low	Low
4.8		Develop theme routes for running	Improved promotion will encourage more people to use the network, and enable those people who do not explore the Countryside currently to find the information and inspiration they need to use the PROW network	Runners	Medium term: 3-6 years	Engage	Medium	Low	Low
4.9		Develop programmes to encourage and improve access to the countryside for children and young people	Increased engagement with children and young people leading to increased use of the network and understanding of the countryside. Increased health and wellbeing for children, young people and families	Children and Young People	Short-term: 1-3 years	Engage Develop	Medium-High	Medium-Low	Medium-Low
4.10		Promote navigation / route planning skills.	Promoting navigation and route planning skills will encourage more people to use the network	All users	Medium term: 3-6 years	Engage	Medium-Low	Low	Medium-Low
4.11		Improve links with tourism	Greater promotion of the rights of way network with the County's tourism offer will encourage more people to be aware of, and use the rights of way network, and will also assist in enhancing the tourism offer of the County in general.	All users Local businesses	Short-term: 1-3 years	Engage	Medium	Low	Medium-Low

4.12	Improved engagement with communities	Develop greater links with the landowner and farming communities, particularly NFU and CLA and the Lincs Farmer Forum	Better engagement with the land-owning community can help to reduce the need for enforcement action and solve issues that land owners experience. Improved liaison with landowners can open up the potential for improvements to the PROW network with greater assistance and support of land owners.	Landowners Farmers	Short-term: 1-3 years	Engage	Medium-Low	Low	Medium-Low
4.13		Engage with vehicle user groups to develop better communication and to understand their needs	Better engagement with the vehicle user groups can help address problems early on and reduce the need for route closures, and identify sustainable ways that vehicle use can be catered for within the public rights of way network.	Vehicle users	Short-term: 1-3 years	Engage	Medium	Low	Medium-Low
4.14	Improved mapping & information	Develop an accessible, PROW specific map for the public, with information about the definitive public rights of way, existing furniture and gaps, widths, surfaces, permitted paths and promoted routes, and including information about longer term issues on routes where known, and details about rights of way across the LCC boundary.	Greater information for the public to plan routes around own capabilities. Increased information about where people can go, and what they should expect to find on the network, will help to give confidence to the public to explore and access the countryside and encourage greater use of the network	Disabled access All users	Short-term: 1-3 years	Engage Maintain	High	Low	High
4.15		Develop processes to keep up to date with what permitted paths are active	Current and up to date information gathering which will provide reliable information to the public	All users Landowners	Short-term: 1-3 years	Engage	Medium-High	Low	Medium
4.16		Promote local routes and public rights of way maps at bus stops	Increased use of the network for short commuting routes	All users	Medium term: 3-6 years	Connect Engage	Medium-Low	Low	Medium-Low

4.17		Review and improve the LCC public rights of way website	An improved website will improve the information available to the public and allow people to answer questions and get the information that they need without needing to contact the Council. An improved website will also help to promote the network, and enable those people who do not explore the Countryside currently to find the information and inspiration they need to use the PROW network	All users Landowners	Short-term: 1-3 years	Engage	High	Low	Medium
4.18		Review existing rights of way policies to develop clear, accurate and understandable information about the service	Improved and easy to use policies will help the public understand what to expect from the rights of way service	All users All landowners	Medium term: 3-6 years	Engage	Low	Low	Medium
4.19		Produce material in a wider range of formats so that it appeals to a broader range of interests and needs	Greater engagement and dissemination of information to the public. Greater use of the rights of way network	All users	Medium term: 3-6 years	Engage	Low	Low	Medium-Low
4.20	Improved contribution to public health	Engage with GPs, Public Health, Active Lincolnshire and other partners and organisations to develop promoted health walks in their local areas	Greater use of the network for short exercise routes, leading to an increase in general fitness for residents	All users	Medium term: 3-6 years	Engage	Medium	Low	Medium