

Devon Countryside Access Forum Lucombe House County Hall Topsham Road EXETER EX2 4QD

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Sixty-Fourth meeting Devon Countryside Access Forum

Silverton Community Hall, Wyndham Road, Silverton, Exeter EX5 4JZ

Monday, 24 April 2023 at 10.00 am

The meeting will be open to the public in accordance with provisions of reg.7 of The Local Access Forums (England) Regulations 2007 (under s 94 and 95 of the Countryside and Rights of Way Act 2000).

AGENDA

- 1. Apologies
- 2. Declarations of interest
- 3. To approve minutes of the meeting held on 31 January 2023 (Pages 1 14)
- 4. Matters arising
 - 4.1 Tamara Trail project
 - 4.2 Sustrans barriers project
- 5. Election of Chair and Vice Chair
- 6. Public questions
- 7. Correspondence log (Pages 15 18)
- 8. Meetings attended by DCAF members
 - 8.1 Pebblebed Heaths National Nature Reserve Advisory Board

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment



- 8.2 Devon Wildlife Trust
- 8.3 Access for All conference (Pages 19 20)
- 9. To note minutes of the Public Rights of Way meeting held on 9 March 2023 (Pages 21 26)
- 10. Public rights of way update
- 11. Rights of Way Improvement Plan review (Pages 27 66)
- 12. To note and approve responses to consultations and submissions. To note any feedback.
 - 12.1 New public greenspace at Station Road, Broadclyst. (East Devon District Council) (Pages 67 70)
 - 12.2 Teignbridge Local Plan. Regulation 19 consultation. (Teignbridge District Council). (Pages 71 76)
 - 12.3 Dog legislation. Letter to Trudy Harrison, Under-Secretary of State (Pages 77 84)
 - 12.4 Exeter Local Cycling and Walking Infrastructure Plan. (Devon County Council). (Pages 85 86)
 - 12.5 Horse riders' permit review. (Forestry England). (Pages 87 88)
- 13. Current consultations
 - 13.1 Shared use trail planning application Shercroft Close, Broadclyst to Mosshayne Lane (Devon County Council, DCC/4336/2023) (Pages 89 -96)
- 14. Training Day
- 15. To approve annual report
- 16. Draft 2023-2024 Work Plan (Pages 97 98)
- 17. Any other business
 - 17.1 Update on Stakeholder Working Group and 2026 cut-off date
 - 17.2 Natural England Local Access Forum support

18. Date of next meeting

Notice of questions from the public should be submitted in writing four working days before the Forum meeting. At the discretion of the Chair members of the public may be invited to ask a question or make a statement.



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Minutes of the Sixty-Third meeting of the Devon Countryside Access Forum held at County Hall, Topsham Road, Exeter EX2 4QD

Tuesday, 31 January 2023

Attendance

Forum members Joanna Burgess Holly Daniels (virtual) Tim Felton Lucinda Francis Gordon Guest Cllr Linda Hellyer (virtual) Jo Hooper Sue Pudduck

Tino Savvas Robert Sewell (virtual) Lorna Sherriff Sarah Slade (Chair) Bryan Smith Tim Spray

Devon County Council Officers and others present Richard Walton, Public Rights of Way and Country Parks Manager, DCC Hilary Winter, Forum Officer, DCC Julie Owen, Devon Loves Dogs Coordinator

1. Apologies

Apologies had been received from Andrew Baker, Cllr Richard Chesterton, Chris Cole, Sue Leith and James Nevitt.

2. Declaration of interests

There were no declarations of interest.

3. To approve minutes of the meeting held on 20 October 2022

Minutes of the meeting held on 20 October were approved and signed.

(It was subsequently clarified that the reference to FAB Link (agenda item 5.2) referred to an electrical interconnector project, underwater and underground, between France and Great Britain via the island of Alderney).



4. Matters arising

4.1 Dartmoor Way

It was noted the Dartmoor Way cycling route included a lot of road cycling so would not be suitable as a designated horse-riding route. The route incorporated some off-road trails but not all permit horse use.

4.2 Network Rail

Network Rail had responded to the request for information. Network Rail had currently closed Sandy Lane pedestrian Level Crossing (Rewe) and this is to remain so until Network Rail replace the current layout. This is for two reasons:

Network Rail is not satisfied that the current position of the light units gives enough warning to pedestrian users. Whilst the warning time is correct for this section of the railway, users need to be considerably further back from the gate to see the lights.

Footage had also been submitted to Network Rail by concerned motorcyclists using the crossing, which is both dangerous and not permitted under its legal status. The light units are timed for persons crossing on foot, and with the reduced peripheral vision and hearing of persons riding motorbikes, plus the extra time it takes to cross, means Network Rail feel it is the right decision to take in the interests of safety.

Replacement of the crossing access with a different type of gate as part of its remodelling will prevent this in future. The crossing will be closed until late May 2023 when the work will be completed.

Richard Walton confirmed that the lane either side was public highway but the rights over the crossing were pedestrian only. The Institute of Public Rights of Way Officers had agreed a new code of practice with Network Rail for public rights of way and will be monitoring this to see whether procedures are adhered to.

A presentation at the National Local Access Forum conference in 2017 had focussed on this topic, with experiences from Lincolnshire highlighted.

It was agreed to keep an eye on any proposals affecting level crossings in the County.

4.3 Tamara Landscape Partnership Scheme

Mark Owen, Project Officer, had provided an update. It is hoped to open the route in summer 2023. The route would follow existing public rights of way and permissive paths which, with a few exceptions, are in reasonable condition. No upgrades to routes to make them more accessible were

planned.

During 2023, accessibility audits would be undertaken on about a dozen routes initially, to identify potential improvements and provide detailed accessibility information on the route and nearby facilities. This will enable potential users to judge path suitability before visiting. The initial selection of routes will be focussed on locations where there is parking, a fairly level path and good views or a point of interest.

It is hoped to reinstate the Calstock ferry and ensure it is financially sustainable beyond the life of the project. The aim is to achieve this in summer 2023 so that it can be promoted alongside the Tamara Coast to Coast Way.

Currently liaison is continuing with landowners over waymarking and other path works and keeping the parish councils along the route informed of plans and progress. Work is also underway to write a guidebook for the route and a series of downloadable circular walk guides.

Mark Owen would be asked whether the accessible routes would include mobility scooter users.

Action: Forum Officer

4.4 Riverside Park, Exeter

Devon Wildlife Trust had confirmed that the Salmonpool gate bridge was now disability accessible, following work in November 2022.

Disability accessible gates at Countess Wear car park (Bridge Road) had not been installed due to concerns about cattle escaping onto the road. Devon Wildlife Trust is open to considering improvements to these gates once similar gates on other valley park fields, not adjacent to roads, have been shown to restrict cattle movement and not pose a risk. The canal route provided an alternative for disabled users. Members supported this approach. It was noted there was more pressure on parking spaces for the valley parks at Countess Wear.

The Devon Wildlife Trust (DWLT) is planning to establish a stakeholder forum to enable groups to feedback directly to the Trust and to share experiences. The DCAF would be invited.

Part of the DWLT's work plan focussed on improving information, including access statements, for each of their sites to enable people to view maps, detailed information and possibly videos before visiting.

The Forum Officer had been invited to a meeting at DWLT to meet new staff, along with a DCAF member. Gordon Guest offered to attend or, if unavailable, Tim Felton expressed interest. Gordon offered to accompany Tim Felton on a walk through the parks.

Action: Forum Officer

4.5 Clyst Valley Trail

Following the consultation a report had been published which will inform future development of the route.

4.6 Dog legislation

The draft letter to Defra and accompanying annex were approved and would be submitted. The current dog legislation was piecemeal and complex. It was resolved to wait for the response from Defra before making further decisions on circulating to other LAFs or authorities.

Action: Forum Officer

4.7 A379 bridge

The Senior Engineer at Devon County Council had emailed to state that it is the intention to create a landing along the 1 in 12 slope as per the DCAF advice. However it is likely that this will follow the main works to the area due to programme timings.

In terms of the accessibility audit, the Senior Engineer would find it useful to discuss this further in due course and to involve the DCAF in design of the landing.

5. Correspondence log

The correspondence log was noted. Attention was drawn to the following items:

Number 16. Application for a landfill site at Lower Brenton, Shillingford St George by BT Jenkins

The original planning application had been withdrawn. The Chair and Jo Burgess had looked at revised details, but it was not possible to comment in such a short timescale given insufficient information. Further detail or a planning application is awaited.

Number 18. Request from Sustrans for DCAF involvement in a funded project to remove barriers on the National Cycle Network.

Gordon Guest, Jo Burgess, Tino Savvas and Tim Felton expressed interest in being involved.

Action: Forum Officer

Number 2. Traffic Order

A request was made for an update on the temporary Traffic Order imposed at Braunton on Bridleway No. 19 to allow works on the American Road.

Action: Forum Officer

Number 15. Community Infrastructure Levy rate consultation in Exeter City.

A question was asked as to whether the proposal was to increase rates. The Chair clarified that CIL detail was largely outside the DCAF remit.

6. Meetings attended by DCAF members

6.1 BHS/Ramblers - Restoring the Record workshop

Tim Felton and Sue Pudduck had attended the Ramblers'/British Horse Society workshop on 'Restoring the Record' which examined evidence required to complete claims for public rights of way based on historic evidence. Tim Felton had subsequently linked with the Ramblers' group carrying out research in Devon. If legislation is enacted in relation to the 2026 cut-off date, then many routes will be lodged.

Whilst the system was in place to research and submit claims, the process to determine these can be lengthy.

The position nationally varies. The indication is that there are comparatively fewer Schedule 14 applications in Devon due to the parish-by-parish review which provides opportunity to identify and research claims as part of this process. Other applications submitted after the parish review will be considered once all the parish reviews are complete; although some applications will be determined sooner if directed by the Planning Inspectorate. Devon County Council had also retained its Public Rights of Way Committee to facilitate the process. It was confirmed that the public rights of way team could share details of research carried out through the parish reviews.

Tim Felton had alerted the Ramblers' group to one claimed footpath which had previously been diverted.

The 'Restoring the Record' book was available from the Forum Officer.

7. Public questions

No public questions had been submitted.

8. Minutes of the Public Rights of Way meeting held on 3 November 2022

Minutes of the Public Rights of Way Committee were noted.

9. Public Rights of Way update

Richard Walton, Public Rights of Way and Country Parks Manager, provided the following update:

1) Restoring Stover Country Park

National Heritage Lottery Fund grant approval had been confirmed in September and, following legal negotiations, permission to start had now been received. The project involves the purchase of some neighbouring land to enable additional access and restoration of the land. Following a good number of quality applicants, posts for a Project Officer and a Project and Volunteer Administrator for this phase had been successfully recruited for, with new team members due to commence work in March/April.

2) Recruitment

There was a pause on Public Rights of Way Warden recruitment, partly linked to temporary DCC wide budget saving measures but progress was now being made, potentially with additional resource.

3) Online reporting

Agreement had been reached through the service provider and in-house expertise that the updates proposed by the Public Rights of Way team were viable and these had now been identified in the work plan. A simplified version of ease-of-use categories would be used for online reports which would be visible on the webpage so that people would be able to see items already reported. This would be helpful for Wardens as it may reduce duplications of reports as, currently, a response was required for each report

4) Sustrans

Sustrans had received Department of Transport funding, part of which was now confirmed as being available for a number of DCC schemes to remove chicanes, initially on the Exe Estuary trail. 2.5m clearance would be provided around removable bollards. Devon already had safety audits in place which would accelerate progress. Disabled Ramblers' and the DCAF may be contacted about localised issues.

5) Quiet Lanes

DCC Transport planners had indicated that Quiet Lanes would be considered in the new Cycling and Walking Infrastructure Plans. These would also seek to incorporate signage improvements. This could potentially include the suggestions to improve signage at Jacobstowe on the National Cycle Network, as raised by Adventure Okehampton.

6) England Coast Path

Work had been completed at Torcross. Richard Walton acknowledged there

had been a shortfall in the establishment grant for Torcross. This was due to a time lag between the scheme being initially designed and costed (through the DCC framework agreement), the subsequent grant bid and confirmation of award, and works taking place. The shortfall had been met in part by the South West Coast Path Association (SWCPA), with the remainder through the PRoW capital programme. Thanks were expressed for the SWCPA support.

Contractors were due on site at Downend (North Devon) to complete works by the end of the financial year. Exploratory work was being carried out between Downend and Chesil Cliff House to seek the best route alignment and grant money was available to do this with landowner support.

All stretches of the Kingswear to Lyme Regis stretch had been approved by the Secretary of State. DCC was liaising with the South West Coast Path Association National Trail Officer and others on potential works in those sections. This included improvements to signage along the Exe Estuary where the official route followed the Exe Estuary Trail when the ferry was not operating. A grant bid will be submitted for required works.

Once works are complete the Secretary of State can declare the route open, at which point further negotiations will take place at Kingswear (Lighthouse Beach) to implement the coastal access rights.

7) Network Rail

Following an extension of the closure, the Colebrooke crossing had finally opened in January after completion of power supply to the lighted crossing. A letter to Network Rail had been sent on behalf of the Two Moors Way Partnership to emphasise the priority and profile of the crossing, (this including the two National Parks, Devon County Council and the Two Moors Way Association).

8) Tarka Trail

There had been some issues associated with a section of the Tarka Trail following hunt use without consent (on a permissive stretch). This could potentially be considered anti-social behaviour, including issues such as loose hounds and quad bikes. A joint letter from Legal Services at Devon County Council and the Police Chief Officer had been sent to clarify the situation.

9) Finances and projects

The Public Rights of Way team was on track to spend the capital budget allocation of \pounds 1.75m in this financial year, potentially with a marginal underspend.

Improvements to the towpath at the Grand Western Canal Country Park are underway and the water control system, for use at times of flood, had been upgraded.

Work continued on path improvements, including surface and drainage, and legal agreements. A link between Darts Farm and the Exe Estuary has been renegotiated, and boardwalk improvements were being made at Bere Ferrers along a stretch of the Tamar Valley Discovery Trail.

Significant work was being done by the Environment Agency associated with the Lower Otter Restoration Project. A meeting had taken place with Jacobs, contractors, who had been reminded that Public Path Orders had not been finalised by the Environment Agency and East Devon District Council. Work had started on the new bridge. It was not known exactly when the breach to allow flooding of the valley would occur.

10. Devon Countryside Access Forum working group on the Rights of Way Improvement Plan

A working group had met in November to discuss the Rights of Way Improvement Plan review and notes of this meeting were included as an agenda paper. The Chair thanked the group for its work going through the points and Richard Walton said the input had been constructive and helpful.

11. Rights of Way Improvement Plan review

Richard Walton, Public Rights of Way and Country Parks Manager, had summarised the context and process in the agenda paper. A discussion took place on the recommendations for next steps.

The initial Rights of Way Improvement Plan had been a large document. The 2012 review had focussed on management aims and objectives in terms of what the Plan sought to deliver. The proposal was to have a format similar to 2012 to inform action plans but as an enhanced document including examples and good practice. The draft table of themes and changes in the last ten years, compiled following feedback from the DCAF working group, P3 workshops and internally, demonstrated significant aspects of change and where policy needed to be strengthened. The Environment Improvement Plan, recently published, identified enhancing the value of green infrastructure to wider aspects such as health and wellbeing. The Public Rights of Way network could align with these aspirations.

The recommendation is that the draft RoWIP is circulated to partner organisations. A definitive list would be compiled. It was noted the examples listed did not include landowning organisations. Within DCC, it would go through reporting processes and the Public Rights of Way Committee.

A draft RoWIP would be brought to the next DCAF meeting and it was hoped the document would be live in summer 2023.

Members supported the recommendations.

Gordon Guest mentioned new research on ethnicity and access to the countryside which he would email to the Forum Officer and Richard Walton.

Action: Gordon Guest.

Richard Walton confirmed that, following the DCAF support, the draft themes table would go out for consultation shortly.

Mention was made of the importance of education, for example Devon Loves Dogs. This could be more explicit and also linked to enforcement. Richard Walton agreed that a partnership approach with other organisations was a key element.

Given changes in agricultural funding, it was suggested that these opportunities could be included in the funding section.

Richard Walton clarified that the reference to farm vehicles was associated with physical shared space on green lanes (unsurfaced, unclassified County roads) and this had been brought up at the P3 workshops. Farm amalgamation and use of farm contractors had meant larger farm vehicles using such routes.

The RoWIP would go through the equalities process at DCC.

Richard Walton proposed, and it was agreed, that the DCAF working group should go through the draft RoWIP before it came before the next DCAF meeting. Dates would be circulated.

Action: Forum Officer

12. Presentation by Julie Owen, Devon Loves Dogs Coordinator

The Chair welcomed Julie Owen, Devon Loves Dogs Co-ordinator.

Julie explained her role was funded by the South East Devon Habitat Regulations Partnership (SEDHRP). The Partnership included East Devon District Council, Teignbridge District Council, Exeter City Council, Natural England, Clinton Devon Estates, the RSPB, Devon Wildlife Trust and the Exe Estuary Management Partnership.

The SEDHRP was formed to protect three special wildlife sites: the Pebblebed Heaths, Exe Estuary and Dawlish Warren. All sites are Special Protection Areas (SPA) and included a Special Area of Conservation (SAC), Ramsar site and National Nature Reserve (NNR). Funding for the post came through developer contributions within a 10 km zone. Julie Owen agreed to clarify the 10km zone area.

The aims of the project were to:

- Protect the designated sites from increasing levels of disturbance as a result of population growth.
- Encourage responsible dog walking in the countryside.
- Build a community of dog walkers who appreciate and protect their local countryside.
- Promote positive dog ownership in the wider community.

Dog ownership had seen an increase and it was estimated that 25% of households in the SW have at least one dog.

The Devon Loves Dogs project focused on the following:

- Free membership scheme for dogs and their owners
- Pledge to follow the Fours Paws Code
- Welcome pack of goodies
- Invites to regular Waggy Walks
- A photo of their dog added to the members' gallery
- Quarterly e-newsletter

Much time had been devoted to developing the simple messages in the Four Paws Code, namely:

- \checkmark Do read and follow signs and notices
- ✓ Do prevent your dog from chasing wildlife or grazing animals
- ✓ Do protect nesting and feeding birds on heaths, dunes and wetlands
- \checkmark Do bag it and bin it wherever you are
- ✓ Do keep your dog in sight and think of other visitors
- ✓ Do limit the number of dogs you walk

Devon Loves Dogs attended events, including Woofstock (Powderham) and had pop-up gazebos on the three sites and at popular dog walking spots. Information on dog walking was provided, plus training on how to pick up poo geared primarily at children.

Regular 'waggy walks' were held so that participants feel confident in the countryside and know why the Four Paws Code is important.

The Pebblebed Heaths Conservation Trust (Clinton Devon Estates) was an active partner and a walk was held monthly. The heaths permitted dogs, horses and cycles and there were codes of conduct for each group. Devon Loves Dogs had worked with the Trust on the dog code.

Key information on the East Devon Pebblebed Heaths included:

- 1400 Hectares of lowland heath
- 73% of people visit with a dog
- Open access for dogs, bikes & horses
- Training ground for Royal Marines
- Presence of Dartford warblers and nightjars
- Internationally important
- Main issues: dog poo, disturbance, interactions with other users.

Devon Loves Dogs programme of work was enhanced by additional signage and information, for example encouraging night or dusk walkers to pick up poo, and special events.

The Pebblebed Heaths Dog Walking Code included:

- \checkmark Keep your dog in sight, on the path and have recall. Otherwise use a lead.
- \checkmark Always pick up after your dog, take waste home or put it in a bin.
- ✓ Protect your dog from disturbing wildlife or grazing animals.

- ✓ Walk no more than six dogs, ensure you can manage them all at the same time.
- ✓ Read and follow signs and report any problems.
- ✓ Commercial dog walkers need a licence from the land manager.

Key information on the Exe Estuary and Dawlish Warren included:

- Intertidal mud flats, sandbanks, salt marsh and wet meadows.
- Each winter home to more than 20,000 migratory water birds.
- Busy estuary, popular for dog walking, watersports, bird watching and much more.
- Introduction of two Wildlife Refuges at Dawlish Warren and Exmouth.
- Dog walking is a major cause of disturbance

The wildlife refuges were voluntary, with Dawlish Warren mudflats all year round and Exmouth Duck Pond from 15 September to end of December when the migratory birds finish feeding on the eel grass beds.

Again, a dog code of conduct had been developed for the Exe Estuary and Dawlish Warren. Dog owners were a harder group to consult with than specific users associated with other codes.

In terms of legislation, PSPO's replaced Dog Control Orders in 2014 and local authorities must review and consult on changes every three years. There was variation in rules between Exeter City, East Devon and Teignbridge. The PSPO's cover dog exclusion areas, picking up, dogs on leads and in Teignbridge and East Devon a maximum of six dogs walked was specified. In Teignbridge a dog walker must have the means to pick up, but this was not specified in East Devon. East Devon was currently consulting on changes to rules on beaches.

Two wildlife wardens were employed by the Partnership across the protected sites.

Dawlish Suitable Alternative Natural Green Space (SANGS) site, 65 acres, opened in 2017, funded through developer contributions. The aim is to provide dog walking areas away from the sensitive wildlife sites. The site has a free car park, is relatively dog secure, and there are no restrictions or livestock. The site has 18,000 visitors per month.

Ridgetop SANGS on the edge of Exeter was open, 42 acres, but work is being done to complete the car park before fully promoting it. Its final size will be 94 acres.

Devon Loves Dogs was set up following the best practice of Dorset Dogs and there is now collaboration through a wider network SCCAMP – Southern Counties Canine Access Management Partnership. This provided the opportunity to share expertise and good practice.

A discussion followed.

Julie said although some monitoring takes place on wildlife and visitor engagement, it is difficult to monitor behaviour change and what is working.

While specific dog friendly sites where there are no bikes or horses were useful, it was expensive to provide SANGS and land acquisition was difficult. Cranbrook had a dog secure training area.

The importance of working with planning authorities to plan in such areas was mentioned. Although green space was often included, its use was not specific. It was noted that the Environmental Improvement Plan had just been published and stated that everyone should live within 15 minutes of a green space.

Julie said advice is given at the pop-up gazebos on considering what a dog is bred for. For example, spaniels were bred to flush out game.

Dog bins were funded by the Habitat Regulations Partnership on the Pebblebed Heaths and emptying was paid for by Clinton Devon Estates. Devon Loves Dogs talked about different types of bags, including biodegradable ones, and encouraged people not to leave waste in bags. Forestry England had a mixed response to its earlier 'stick and flick' message. The message should be to pick up everywhere. Whereas people cited poo from other animals as being a reason not to pick up, the number of dogs and significantly higher level of bacteria posed issues. If more people acted responsibly sites could accept higher numbers of dog walkers.

Dog walkers needed to informed about the importance of throwing sticks along the path, rather than off it, to avoid disturbing ground nesting birds. People were often unaware of livestock worrying.

Julie was thanked for her informative talk which demonstrated the importance of education. She would let the Forum know if it could assist in any way.

13. To note and approve responses and any feedback

13.1 DCAF response A379 bridge

The response was noted and approved.

14. Pebblebed Heaths HLF bid

The response was noted and approved.

14.1 Fire Beacon Hill

The response was noted and approved.

14.2 North Devon and Torridge Landscape Character Assessment

The response was noted and approved.

14.3 East Devon draft Local Plan

The response was noted and approved.

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15. Current consultations

A consultation on the Teignbridge draft Local Plan had just been issued. A summary would be circulated to Forum members for comment.

Action: Forum Officer

16. Training events 2023

The Chair expressed a wish for training events to take place in 2023 as those planned in 2022 were unfortunately cancelled. The Chair proposed a farm visit after the April meeting, if that was convenient for Andrew Baker, and a Pebblebed Heaths visit in the early summer.

A discussion took place on dates for the visit with a preference expressed for prior to 22 June. Some members unavailability was noted. Potential dates would be circulated following discussions with appropriate officers about availability.

Action: Chair and Forum Officer

17. Any other business

17.1 Access to the Countryside for All Networking Conference 22-23 March 2023

Gordon Guest and the Forum Officer would be attending the Access to the Countryside for All Conference in Okehampton.

Gordon Guest had produced a draft precis about mobility scooters and sought DCAF members views as to whether it would be helpful in that format for wardens and other relevant people or organisations. Members agreed that it was appropriate to include the reference to the DCAF position statement on disability access. Gordon requested views by mid-February so that it could be revised to make available at the March conference. The detail about the scooter sizes and legal requirements was taken as read.

Jo Hooper offered assistance in creating a web version.

Action: Forum members, Gordon Guest and Jo Hooper

Pebblebed Heaths and access

Sarah Slade would be attending a management board meeting of the Pebblebed Heaths. The Board was developing a Masterplan for the site. Improving understanding of under-represented groups and how to connect to different sections of society was one of the considerations and ideas on how to achieve this would be valuable.

Mention was made of research in urban environments which might provide a blueprint for questionnaire and survey work. Such research would have gone

through ethics committees at universities.

Lorna Sherriff, South West Coast Path Officer, mentioned the SWCP Connectors Project which targeted local organisations, and groups working with those people, to bring them out onto the coast path. Names of groups came from health care organisations such as Livewell. Building trust took time.

Other suggestions included the role of influencers, inviting people out with peer groups and finding good delivery partners who already have connections.

It was noted the Woodland Trust had land near the Pebblebed Heaths which would soon open to the public and potentially remove some visitor pressure

17.2 Devon Countryside Access Forum membership

Due to the disruption of CoVID-19, Devon County Council had reappointed members appointed in 2020 for a further three-year term. All had accepted, with the exception of Sue Leith who had moved. Sue Leith was thanked for her contribution.

The Forum would benefit from the appointment of additional landowners/ managers and the DCC Selection Panel had agreed a specific approach to relevant organisations.

18. Date of next meeting

The next meeting would be on Monday, 24 April 2023, location to be advised.

Devon Countryside Access Forum CORRESPONDENCE RECEIVED AND RESPONSE (not specifically on the agenda) Available to view on request subject to General Data Protection

	Sender	Subject	Action and any feedback
1	Open Access	Case number 2022119787	For information.
	Centre 19.01.23	Notification of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000.	
		The restriction applies to land at Hartridge Hense Moor and Luppitt Common for 21 February 2023	
		5 of the 28 days allocated to this case have now been used. The details of this restriction appear on the Open Access website.	
2	East Devon District Council 19.01.23	Luppitt Neighbourhood Plan has now been formally 'made' (adopted) by East Devon District Council Cabinet, effective from 12 January 2023.	For information.
		Accordingly, the neighbourhood plan now forms part of the statutory development plan for East Devon and will be taken into account in determining planning applications in the parish of Luppitt.	
		The <u>Made Version of the Plan</u> is available to view on the <u>neighbourhood planning pages</u>	
3	Mid Devon District Council 18.01.23	Silverton Neighbourhood Plan Regulations 2012 (Regulations 15 &16) consultation.	In consultation with the Chair, the DCAF position statement on Neighbourhood Plans was submitted plus the following comment: "On a specific point, there would appear to be an error on the map showing public rights of way on page 21: Map 4 Silverton Parish Footpath Network. The proposed footpaths are

			already legal public rights of way and parts of the footpath shown on the map have been extinguished. The Order (2019) relating to this diversion is on <u>Footpath No.</u> 9, <u>Silverton Public Path</u> <u>Diversion Order - Have Your</u> <u>Say (devon.gov.uk)</u> and was later confirmed. The public rights of way interactive map shows the current line of the footpath. <u>Home - Public</u> <u>Rights of Way</u> (<u>devon.gov.uk</u>) It would be useful to check the map in the Silverton Neighbourhood Plan against the Devon County Council interactive map to ensure the correct information is used.
4	Land Charges DCC 27.01.23	 Four applications submitted to the registration authority, Devon County Council, County Hall, Topsham Road, Exeter, EX2 4QD by the applicant The Open Spaces Society under section Schedule 2(4) of the Commons Act 2006 and in accordance with the Commons Registration (England) Regulations 2014. 1. The application relates to CL4 Horner Hill. Located south of the village of Stockland, approximately centred on grid reference ST250020 2. The application relates to CL5 Shore Bottom. Located south west of the village of Stockland. Approximately centred on grid reference of the village of Stockland. Approximately centred on grid reference of the village of Stockland. Approximately centred on grid reference ST231030. 3. The application relates to CL6 Shortmoor and Hunthayes Common, located west of the village of Stockland centred approximately on grid reference ST22730405. 	For information. Note that these parcels of land are not currently registered common land and are therefore not open access land. If registered as common, the areas of land will become open access when the review of open access land, under the Countryside and Rights of Way Act 2000, takes place. The government now intends to review the maps between 2024 and 2025 to align with progress of the England Coast Path.

		 4. The application relates to CL7 Featherlake and Quantock Commons. Located north west of the village of Stockland. Approximately centred on grid reference ST2247 0461. A summary of the effect of the application is as follows: the land is waste land of manor, the land was provisionally registered as common land under section 4 of the 1965 Act, an objection was made in relation to the provisional registration; the person on whose application the provisional registration was made requested or agreed to its cancellation (whether before or after its referral to a Commons Commissioner). If the application is granted, in whole or in part, the registration authority will give effect to the determination by adding the land to the register of common land. 	
5	Open Access Centre 6.03.23	Case number 2023039835 Notification of a discretionary restriction under Section 22 of the Countryside and Rights of Way Act 2000. The restriction applies to land at Hemyock Common for the following dates in 2023: March 25 April 8 & 22 May 6 & 20 June 3 & 17 July 1, 15 & 29 August 12 & 26 September 9 & 23 14 of the 28 days allocated to this case have now been used.	For information.

6	Exeter City	Exeter City Council has submitted the	For information.
	Council	Draft CIL Charging Schedule Review	
	24.3.23	for examination.	

In addition, the DCAF Forum Officer receives a large quantity of e-mail updates from Devon County Council and other organisations. Relevant information is extracted and circulated to DCAF members via regular newsletters, available on the website <u>www.devon.gov.uk/dcaf</u> or forwarded direct.

Access for All Conference 2023

Report to the Devon Countryside Access Forum April 2023 by Gordon Guest.

The Okehampton Conference, held at the Youth Hostel in March was a 2-day conference organised by:

Debbie North <u>Cabinet Office Disability and Access Ambassador for the Countryside</u> Making the Inaccessible Accessible

Writer, consultant and keynote speaker Founder of <u>Access the Dales</u> and member of the Yorkshire Dales National Park LAF

There was a good video introduction by Tom Pursglove, Minister of State in the Department for Work and Pensions (Minister for Disabled People, Health and Work), followed by many presentations. Presentations were from Dartmoor National Park, Countryside Mobility, Yorkshire Dales National Park, Youth Hostel Association, Countryside Mobility, Ramblers Association, Disabled Ramblers, Allie Mason about Autism, and Debbie North. There was also an excellent video of a song with deaf sign language to the words, and a very moving video from a parent pushing her child in a manual wheelchair in the countryside and this provided a short period of respite for the parent.

There were several discussion groups, all of which had to provide written feedback. This feedback will be sorted and a final version fed back to the Cabinet Office. The videos and presentations are available, along with other information, from Hilary Winter.

There were many delegates present from a wide range of areas. There were some noticeable absences which was a missed opportunity. Other people who had registered did not turn up which was disappointing for those people who were told the conference was fully booked.

An aspect of the conference was the wide-ranging different viewpoints on accessibility from my own perspective of mobility scooters, through a whole range of disabilities: deafness, blindness, autism, and a range of children's illnesses. I, personally, realised access by children was not an issue I considered. Children under the age of 14 are not allowed to drive an electric wheelchair, power chair or mobility scooter. So they have to find alternative means to access the countryside. This often means a variety of off-road manual wheelchairs such as the Paratreker or similar. I had a series of conversations with Gordon McGregor from Scotland about his company and the work they did with schoolchildren. He felt strongly this group was generally missing from accessibility discussions and missing in particular from Devon discussions.

It was particularly interesting to hear different viewpoints from around the country. For me there was just not enough time to meet up with other delegates to explore views. There were delegates from Manchester, Yorkshire, Norfolk, Somerset, National Trust, Quantocks, SW Lakes Trust, Natural England, British Horse Society as well as some organisations from Devon including the National Parks, Stover

Country Park, South West Coast Path Association, South Devon AONB and Tamar Valley AONB.

A positive aspect is that the conference provided a list of delegates with contact details to allow for follow up. Some brief informal discussions were held with Natural England, Exmoor National Park and SW Lakes Trust. Follow up is needed with these groups to promote more accessibility work.

There were a range of off-road mobility scooters on display. The Terrain Hopper is probably the best of the best off-road scooter but it is very expensive. Then there were a range of off-road manual wheelchairs. There were photographs of how these enabled families to access parks such as Stover as a family experience. Whole family experience was something Neil Warren from Countryside Mobility stressed. Many of the users of Trampers at the sixty Countryside Mobility sites were family groups and would not have made use of these locations if there had not been a Tramper to hire which allowed the whole family group to go out together.

There was also a representative from Manchester who demonstrated a clip on electric powered front wheel to his manual wheelchair. This gave him a top speed of 15 mph, but he rarely needed that level of speed. But sometimes such as on the Granite Way it was possible to go really fast just for the enjoyment of going fast and feeling the wind in your face. Again the perspective of sheer enjoyment, regardless of age or disability, of being in the countryside, feeling the fresh air, the wind and views, seemed to be an aspect that needed more prominence in discussions. Health and Wellbeing as a general term was useful but specific advantages were good. To be reminded that the thrill of going 15 mph in a manual wheelchair was fun was important.

The British Horse Society made the point that riding on horseback equally gave fun, and that for some people horses were in reality their wheelchair as they could get to places on horse they could not on foot.

There was some discussion about gate sizes and widths and path surfacing, but this was in groups rather than as a main issue. Informal discussions with Natural England suggested they were sympathetic to making the British Standard a 1.5 m wide bridleway gate. There was evidence that the Centre Wire Radar key gates, whilst a great idea, suffered because locks were not oiled frequently and quickly rusted up. There was discussion about so many man-made barriers that prevented accessibility to all groups. I pointed out that able bodied ramblers regularly walked 6 to 12 miles, yet there were very few footpaths in Devon that allowed mobility scooters to scoot 12 miles, when the range of scooters was 20 to 30 miles. This point will need further follow up in Devon.

The conference was stimulating and refreshing. It was also sobering that so many different groups were still struggling with accessibility for a wide range of disabled groups some 13 years after the Equality Act 2010.

PUBLIC RIGHTS OF WAY COMMITTEE 9/03/23

PUBLIC RIGHTS OF WAY COMMITTEE

9 March 2023

Present:-

Councillors L Hellyer (Chair), R Chesterton (Vice-Chair), D Barnes, J Bradford, J Brook, I Chubb, D Sellis and D Thomas

Members attending in accordance with Standing Orders 8 and 25

Councillors J Bailey, J Yabsley

46 <u>Chair's Announcements</u>

The Chair advised the committee that, following discussions with officers, the background papers pertaining to items on future Public Rights of Way agendas shall not be made available in hard copies by default. Each report shall include pertinent information from the background papers alongside details of who to contact to arrange viewing of the background papers.

The Chair also welcomed Mrs A Mayes MBE who was attending (remotely) in her capacity as a Co-opted Member of the Council's Standards Committee to observe and monitor compliance with the Council's ethical governance framework.

* 47 <u>Minutes</u>

RESOLVED that the minutes of the meeting held on 3 November 2022 be signed as a correct record.

* 48 <u>Items Requiring Urgent Attention</u>

There was no item raised as a matter of urgency.

* 49 Devon Countryside Access Forum

The Committee received the minutes of the meeting of 20 October 2022, which were not available in time for the previous meeting of this committee. The committee also received the draft minutes of the meeting held on 31 January 2023.

A councillor highlighted that the minutes of the 20 October meeting raised concern about why it was necessary for the design proposals for the A379 bridge to include a step to resting areas which impacted on those with limited mobility. It was expressed that access for those with limited mobility is very important and that Devon County Council should be proactively demonstrating inclusivity in this respect.

PUBLIC RIGHTS OF WAY COMMITTEE 9/03/23

* 50 Parish Review: Definitive Map Review - Parish of Newton Poppleford & Harpford - Proposals 1 and 2

(Councillor J Bailey attended (remotely) in accordance with Standing Order 25 and spoke in support of the officer recommendation for Proposal 1).

Mr R Swan, the applicant for Proposal 1, attended the meeting under the Council's Public Participation scheme and spoke in favour of recommendation (a) regarding Proposal 1, and against recommendation (b) regarding Proposal 2.

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/12) on two proposals arising from the Definitive Map Review in the parish of Newton Poppleford & Harpford.

It was **MOVED** by Councillor Hellyer, **SECONDED** by Councillor Brook and

RESOLVED that

(a) a Modification Order be made in respect of Proposal 1; and

(b) that no Modification Order be made in respect of Proposal 2.

* 51 Parish Review: Definitive Map Review - Parish of Bickleigh

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/13) which examined the Definitive Map Review in the parish of Bickleigh in the South Hams District. The review had been completed for the parish of Bickleigh and no modifications had been identified.

Members noted the report.

* 52 Parish Review: Definitive Map Review - Parish of Washfield Part 1 -Proposal 1

Mrs K Duckett and Mr S Brooking attended the meeting under the Council's Public Participation scheme and spoke in favour of the officer recommendation.

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/14) which examined the route referred to as Proposal 1 that had arisen out of the Definitive Map Review in the Parish of Washfield in Mid Devon. A report on Proposal 2 would be brought to the next committee meeting in July 2023.

PUBLIC RIGHTS OF WAY COMMITTEE 9/03/23

It was **MOVED** by Councillor Chesterton, **SECONDED** by Councillor Hellyer and

RESOLVED that no Modification Order be made to modify the Definitive Map and Statement for the addition of a Bridleway A - B - C - D as shown on drawing number HIW/PROW/22/17a (Proposal 1).

* 53 <u>Schedule 14 Application - Parish of Honiton</u>

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/15) which examined one proposal arising from a Schedule 14 application in the parish of Honiton in East Devon district.

It was **MOVED** by Councillor Thomas, **SECONDED** by Councillor Chesterton and

RESOLVED that no Modification Order be made in respect of Proposal 1.

* 54 Proposed Diversion: Bridleway No. 6, East Anstey

(Councillor J Yabsley attended in accordance with Standing Order 25 and spoke in support of the officer recommendation).

Mrs L Moore, the applicant, attended the meeting under the Council's Public Participation scheme and spoke in favour of the officer recommendation.

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/16) examined a landowner application to divert a public bridleway in the parish of East Anstey.

The proposal was made to facilitate improved privacy, and to enable the applicant to better enjoy use of their garden and paddocks. The diversion would also benefit users of the bridleway by improving ease of access. The proposal was shown on plan no. CCET/PROW/22/15.

Members agreed that the proposed modification order would likely facilitate increased usage of the bridleway as users would not have to move conspicuously past the applicant's house and near their garden, which would be likely to discourage use.

It was **MOVED** by Councillor Hellyer, **SECONDED** by Councillor Brook and

RESOLVED that a Public Path Diversion and Definitive Map & Statement Modification Order be made to divert Bridleway No. 6, East Anstey from the line A - B - C - D to the line A - G - F - E as shown on drawing no. CCET/PROW/22/15 and that if there are no objections, or if such objections are made and subsequently withdrawn, it be confirmed as an unopposed order.

PUBLIC RIGHTS OF WAY COMMITTEE 9/03/23

* 55 <u>Public Inquiry, Informal Hearing and Written Representation Decisions;</u> <u>Directions and High Court Appeals</u>

The Committee received the report of the Director of Climate Change, Environment and Transport (CET/23/17) which outlined decisions received from the Secretary of State since the last meeting of the Committee.

Members noted the report.

* 56 Public Path Diversion and Definitive Map Modification Orders

The Committee received the report of the Director of Climate Change, Environment and Transport (CET/23/18) which informed that since the last meeting a Definitive Map Modification Order (Footpath No. 38, Newton Poppleford & Harpford) had been confirmed as unopposed.

Members noted the report.

* 57 Public Path Orders

The Committee noted the Report of the Director of Climate Change, Environment and Transport (CET/23/19) on the Public Path Orders made and confirmed under delegated powers.

* 58 Public Path Orders - District Councils

The Committee noted the Report of the Director of Climate Change, Environment and Transport (CET/23/20) on the Public Path Orders made, confirmed, and certified by local planning authorities, under powers through the Town and Country Planning Act 1990.

* 59 Rights of Way Improvement Plan and Highway Infrastructure Asset Management Plan

The Committee considered the Report of the Director of Climate Change, Environment and Transport (CET/23/21) which provided an update on progress in reviewing two key plans setting out priorities and actions pertinent to management, maintenance, and development of the public rights of way network.

Members highlighted the importance of the maintenance of Devon's public rights of way which residents often feedback on, including where additional work would be beneficial. Councillors considered that consideration should be given to increasing community giving.

PUBLIC RIGHTS OF WAY COMMITTEE 9/03/23

* 60 Dates of Future Meetings

Dates of future meetings were noted as:

13 July 2023, 2.15pm 23 November 2023, 2.15pm 7 March 2024, 2.15pm

NOTES:

- 1. Minutes should always be read in association with any Reports for a complete record.
- 2. If the meeting has been webcast, it will be available to view on the <u>webcasting site</u> for up to 12 months from the date of the meeting
- * DENOTES DELEGATED MATTER WITH POWER TO ACT

The Meeting started at 2.15 pm and finished at 3.18 pm

Rights of Way Improvement Plan (Devon on the move)

Policies and Objectives v3

Draft April 2023

1

A. Legal Status:

- Definitive Map and Statement
- Public Path Orders
- Access Land and Coastal Access
- Permissive Paths and Alternative Routes

B. Management and Maintenance:

- Quality Standards
- Signing and Waymarking
- Collaborative Working, Funding, and Resources
- Safety
- Data

C. Accessibility, Social Inclusion, Health, and Wellbeing:

- Accessibility
- User Groups (Walking, Cycling, Horse Riding, Carriage Driving, Motorised)

D. Network Development:

- Planning Policy and Plans
- Recreational Infrastructure Improvements
- Active Travel

E. Information, Education and Technology:

- Communication
- Community Engagement and Campaigns
- Information and Guidance

F. Environment and Climate

• Climate Change

- Protected Landscapes
- Biodiversity
- Heritage
- Public and Animal Health

G. Land Use and Economy

- Agriculture and Public Goods
- Tourism
- Contractors

Ref:	Topic:	Objective:	Policy:
A1	Definitive Map and Statement	Ensure that the Definitive Map and Statement provides an accurate record of public rights of way	Continue to progress the parish-by-parish review, with all parishes assessed by the end of 2025
A2			Schedule 14 applications and related claims will continue be addressed as part of the parish-by-parish review.
			 Exceptions to this will be considered where the route offers significant public benefit – for example where there is no nearby alternative path available; where a path will help address road safety concerns; if there is a high public profile supported by a substantive user evidence; if the path provides a strategic link; or where a route is likely to affected by development. These factors will also inform prioritisation of applications post completion of the parish-by-parish review. In determining applications, negotiation with the landowner(s) will be assessed to establish whether an alternative solution is available, for example, express dedication.

A. LEGAL STATUS: Definitive Map and Statement

A3	New claims which arise in a parish where the review has been completed will be deferred until the whole of that particular District has been reviewed. However, exceptions may be made in line with the criteria in policy A2 above.
A4	On completion of the parish-by-parish review, necessary legal event modification orders will be made; and the multiple Definitive Maps and Statements will be consolidated to either form a single Definitive Map and Statement for the whole county, or one per District.
A5	Where paths have been added to the Definitive Map by Modification Order on historical evidential grounds and require significant works for them to be re-opened, or would have an unacceptable environmental impact, consideration will be given to the use of Public Path Orders to divert the routes onto a more appropriate alignment.
A6	On-line information and registers relevant to progress of the Definitive Map Review, Schedule 14 applications and deposits under Section 31(6) will be kept up to date.
A7	In processing Orders;

Agenda Item 11.

Priority in the Definitive Map Review will be given to opportunities to create routes through landowner Creation Agreements.
Orders will normally be made within 6 months of the relevant Committee decision.
Opposed Orders will normally be sent to the Secretary of State within 6 months of the end of the objection period.
Witnesses will be advised to make statutory declarations where claims may not be dealt with for some years.

Α.	LEGAL	STATUS:	Public	Path	Orders
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Ref:	Topic:	Objective:	Policy:
A8	Public Path Orders (Diversions)	Utilise appropriate legal powers to enable new routes, path diversions and related extinguishments to enhance the public rights of way network.	 Making of diversion orders in the interests of path users and/or landowners will be considered, with priority placed on proposals which provide greatest strategic benefit to the public rights of way network. Examples of diversions in the interest of the public are those which will: achieve a direct improvement in road safety for users achieve a direct improvement in provision of a circular route and / or connectivity between locations provide access to a National Trail, Recreational Route, attraction, or viewpoint Examples of diversions in the interest of landowners are those which will: improve privacy to residential buildings relocate paths away from working farmyards and farm buildings for safety reasons; or positively contribute to tangible improvements in farming operations.

A9		Sharing, or defraying of costs will be considered where a diversion will be of benefit to the public.
A10		Concurrent creation and extinguishment orders will be considered in situations where diversion orders might not be feasible.
A11	Public Path Orders (Creation)	 Use of creation agreements will be considered where this will meet public need or result in public benefit, for example: addressing a road safety concern providing improvement in provision of a circular route and / or connectivity between locations providing or improving access to a National Trail, Recreational Route, attraction or viewpoint providing links or improved access to Access Land improving equity of access and / or increasing the range of users able to enjoy a route
A12		Priority will be given to paths which are affected by natural erosion, enabling routes to continue with the new lie of the land.
A13		Anomalies, cul-de-sacs, and routes which change status along their length, including those crossing

		the county boundary, will be investigated and resolution sought as part of the parish-by-parish Definitive Map Review.
A14		Neighbouring authorities will be encouraged and supported in the creation of appropriate links where it falls to them to resolve a route anomaly
A15	Public Path Orders (Extinguishment)	 Extinguishment of a public right of way will be given consideration where requisite legal tests are met. However, this will not be a high priority, and may require that: the applicant meets monitoring costs to show that the route is not needed for public use; and the route is physically available to the public, signposted and/or waymarked throughout the monitoring period.

Ref:	Topic:	Objective:	Policy:
A16	Access Land and Coastal Access	Seek opportunities to extend Access Land, and to improve connectivity and integration with the wider rights of way network	Landowners will be encouraged and supported in considering dedication of horse-riding and cycling rights on Access Land, or along a particular route across such land
A17			Landowners will be encouraged to dedicate additional Access Land (under Section 16 of the Countryside and Rights of Way Act 2000)
A18			Work closely with Natural England and local partners and stakeholders to complete the designation process for the England Coast Path and associated Coastal Access Rights. This includes delivery of implementation works for the National Trail and associated access improvements to coastal margin

A. LEGAL STATUS: Access Land and Coastal Access

A. LEGAL STATUS: Permissive Paths ar	nd Alternative Routes
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Ref:	Торіс:	Objective:	Policy:
A19	Permissive Access	Although emphasis is on securing permanent access rights, permissive agreements, leases, and licences will be actively pursued where this provides the most realistic opportunity to enhance the public access network	Permissive access arrangements will be supported, especially where such access is unlikely to be achieved through making of legal orders
A20			Collaborative working with Defra, Natural England, other appropriate agencies, and landowners and land managers will be encouraged and supported to develop and deliver new and enhanced public access provision. This includes through Environmental Land Management and Countryside Stewardship schemes
A21			Close working arrangements will be sought with major public landowners, for example, the Forestry Commission, in the development of public access provision
A22			The inclusion of walkers, riders and cyclists will be encouraged when negotiating appropriate permissive access arrangements
A23			Equity of access will be actively sought when negotiating permissive access provision, with

	emphasis on achieving the least restrictive option (i.e., gap, then gate, then kissing gate, then stile)
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Ref:	Topic:	Objective:	Policy:
B1	Quality Standards	Ensure that the public rights of way network is maintained to appropriate standards	 Maintenance will be carried out to recognised, established standards, and with regards to statutory responsibilities, and relevant strategies and plans. This includes recognising wider responsibilities to different user groups, environment factors (including climate change), wildlife, landscape, and heritage. Of particular relevance are National Trail Quality Standards and the Devon County Council Public Rights of Way Condition Criteria.
B2			Management of the rights of way network will be achieved through a pro-active approach based on the classification of routes, regular inspection, implementation of routine work programmes, and carrying out targeted improvements.
B3			Maintenance standards will be periodically reviewed, including benchmarking with relevant authorities to take account of good working practice and innovations in technology.

B. MANAGEMENT AND MAINTENANCE: Quality Standards

B4	Priority will be placed on working cooperatively with landowners and land managers; however, enforcement procedures will be utilised to assert and protect the rights of the public where agreement cannot be reached through discussion and negotiation.
B5	Equity of access will be actively pursued, with emphasis on the Least Restrictive Option. Wherever practicable access measures will reflect current good practice – for example the British Standard for Gaps, Gates and Stiles (BS:5709:2018) and guidance such as By All Reasonable Means 2020 (Sensory Trust).
B6	Unsurfaced Unclassified County Roads (uUCRs) will be managed alongside public rights of way as important components of the wider access network. Priority will be placed on uUCRs where they provide access to and / or along strategic recreational and Active Travel routes.
B7	Multi-use trail design and surfacing will take account of environmental considerations, user needs, costs (including future maintenance) and guidance from relevant sources – for example, the good practice guide Surface Requirements for Shared Use Routes published by the former

	Countryside Agency (now Natural England), and
	BHS advice notes.

Ref:	Topic:	Objective:	Policy:
B8	Signing and Waymarking	Ensure that all public rights of way are signed and waymarked appropriately to identify status and to support navigation	Public rights of way will be signed where they leave the metalled road (unless such signing is identified as being unnecessary in accordance with relevant legislation).
B9			Green and white pointers will be used as the default specification for signposts. However, locally distinctive signposts – for example wooden signs, will be permissible in certain circumstances such as National Parks and National Trails.
B10			Consideration will be given to adding route-specific information (for example, distance and destination) where this is cost effective, will provide notable public benefit, and/or forms part of a promoted route.
B11			Additional funding sources will be investigated to improve signpost information, particularly in high profile locations - for example, nationally and regionally promoted routes and in World Heritage Sites.

B. MANAGEMENT AND MAINTENANCE: Signing and Waymarking

B12	Improvements to signing of uUCRs will be considered where they provide direct access to and from existing rights of way, form part of a promoted or circular route, and/or provide the primary unsurfaced route within an area.
B13	Waymarking improvements will be carried out to help users find their way and to reduce the risk of people inadvertently trespassing onto private land.
B14	Parish Paths Partnership arrangements will be utilised to encourage local community representatives to liaise with landowners to help identify appropriate locations for waymarks.
B15	Misleading and/or inappropriate, unauthorised signs and waymarks will be removed. If required, enforcement action may be undertaken.
B16	Inclusion of appropriate branding to a signpost will be considered where the path is within a protected landscape such as an Area of Outstanding Natural Beauty, or forms part of an approved promoted route such as the National Cycle Network.

Ref:	Торіс:	Objective:	Policy:
B17	Collaborative Working Funding, and Resources (Local Access Forums)	Encourage cooperation, respect, and understanding between users, landowners, and land managers. Promote and support cooperative working, partnerships, and agreements to share expertise, actively engage local communities, and optimise resources.	Local Access Forums (Devon Countryside Access Forum, Dartmoor Access Forum and Exmoor Local Access Forum) will continue to have a key role in providing advice and guidance, and in identifying priorities to improve public access to land for the purposes of open-air recreation.
B18	Collaborative Working Funding, and Resources (Partnerships)		 Partnerships, joint working arrangements and agency agreements will be actively encouraged. This includes: South West Coast Path National Trail Partnership National Park Authority Agency Agreements Parish Paths Partnership Scheme
B19	Collaborative Working Funding, and Resources (Participation and Involvement)		Support and extend the ways in which individuals and groups can directly participate and contribute to maintaining and improving recreation and access. This includes through volunteering, work experience, apprenticeships, education, training, and skills development

B. MANAGEMENT AND MAINTENANCE: Collaborative Working, Funding, and Resources

B20	Collaborative Working, Funding, and Resources (Visitor Payback/Visitor Giving and Sponsorship)	Identify opportunities to encourage and enable people and business to contribute financially - for example as outlined in Visit England guidance at <u>visitor_giving_helpsheets.pdf (visitengland.com).</u>
B21	Collaborative Working, Funding, and Resources (Community Payback)	Investigate opportunities to include routine path maintenance and improvement work as part of Community Payback activities.
B22	Collaborative Working, Funding, and Resources (External Grants)	Identify and where feasible utilise joint funding and external grant opportunities to support delivery of improvements to public rights of way, Access Land, and other outdoor recreational provision.
B23	Collaborative Working, Funding, and Resources (Facilities)	Opportunities will be sought to enable the use of existing private facilities by the public and encourage public/private partnerships, for example, the use of public house facilities in return for a small payment or purchase of goods, as already successfully developed in some places in Devon.

B. MANAGEMENT AND MAINTENANCE: Safety

Ref:	Topic:	Objective:	Policy:
B24	Safety (Roads)	Improve safety for non-vehicular users, including along and when crossing roads	Development of off-road links that provide a safer environment for all users will be pursued
		Identify and implement measures to improve perceived and actual public safety issues relating to crime and anti- social behaviour	
B25			Priority will be given to the development of off-road links for travel to shops, schools, and workplaces in key congestion areas (e.g., Barnstaple, Exeter, Kingskerswell, Newton Abbot and Totnes)
B26			The development of off-road links between communities, in particular within market and coastal towns, will be encouraged
B27			Work with National Highways and other agencies to identify and implement improvements for vulnerable road users on and crossing the trunk roads, for example, by raising the height of parapets on over-bridges that are used by horse- riders.

B28		Undertake safety analysis of key rights of way that connect to busy roads. This will be prioritised in conjunction with Route Management Strategies.
B29	Safety (Crime and Anti-social Behaviour)	Links will continue to be developed with the Police, supporting and sharing advice and information relating to public rights of way, access, and issues such as trespass, criminal damage and rural crime.
B30		Data supplied in relation to reported crime and accident statistics will be used to help identify potential problem areas and associated solutions (in liaison with Crime and Disorder Reduction Partnerships).
		Where sufficient evidence is available, appropriate enforcement action will be pursued if a dog intimidates a person or injures them or their animal(s).
		The use of powers (e.g., the Road Traffic Act 1988) will be supported in exceptional circumstances to require dogs to be kept on leads, in consultation with the appropriate Crime and Disorder Reduction Partnership.

Ref:	Торіс:	Objective:	Policy:
C1	Accessibility (Equity of Access)	Improve rights of way and access for blind or partially sighted people and others with mobility problems	Links will continue to be developed and improved with people that are blind, partially sighted or have mobility problems, to understand clearly any specific needs and how best to meet them.
C2			 Research, data, and good practice from partner organisations and other relevant bodies will be supported and utilised to inform improvements in the Devon- wide network, for example, the improvements in accessibility previously trialled by the East Devon AONB Team, Countryside Mobility South West, Disabled Ramblers and the South West Coast Path team. This will include identifying and better promoting information to support blind or partially sighted people and others with mobility problems to make informed choices.
C3			Equity of access will be actively pursued, with emphasis on the Least Restrictive Option (i.e., gap, then gate, then kissing gate, then stile). Wherever practicable, access measures will reflect current good practice – for example the British Standard for Gaps, Gates and Stiles (BS:5709:2018) and

C. Accessibility, Social Inclusion, Health, and Wellbeing:

			guidance such as By All Reasonable Means 2020 (Sensory Trust). Priority will be given to minimising restrictive structures on routes within and between towns and villages linking destinations such as shops, places of worship, community facilities, schools and recreational areas.
C4			Inappropriate new structures that are put in place without authorisation will be removed.
C5	User Groups (Walking)	Improve opportunities for walking	 The development of walking in urban areas will continue to be supported: for utility use, to encourage people to switch from car use to sustainable transport for health benefits; and for the economic benefits accruing from tourism and day trips Actions will include improving off-road links between destinations such as shops, schools and workplaces. This can be achieved through a combination of physical works, creation agreements and orders.
C6			Priority will be given to the development of:

23

			 short routes and circular links of between 3km and 8km routes linking towns, villages and attractions and providing a substantive off-road network for utility and leisure; and appropriate links to and from the wider promoted recreational trail network.
C7			Improvements will continue to be sought in the alignment of the National Trail(s) and promoted recreational route network, including potential use of diversion orders and creation agreements and orders.
C8	Horse Riding and Carriage Driving	Improve opportunities for horse-riders and carriage-drivers	Opportunities will be sought to improve and extend bridleway provision to create a more strategic network.
			This includes seeking to develop short routes and circuits for horse-riders of between 4km and 11km.
C9			Opportunities to develop off-road links for horse- riders to reach areas with better riding facilities, for example, on Dartmoor and Exmoor, will be investigated.
C10			Upgrading of existing routes to public bridleway or restricted byway status will be supported where

			this can be achieved in accordance with related RoWIP objectives and policies.
C11			Opportunities will be sought to increase opportunity to utilise canal tow paths and formers railway lines for equestrian use as part of multi-use provision.
C12			Recreational use for health benefits will continue to be supported, and opportunities sought to build upon the existing economic benefits accruing from horse tourism
C13			The promotion of horse-riding to tourists will continue to be explored, with due regard to the environment, as part of increasing Devon's potential as an outdoor activity destination (for example linked to initiatives such as Discover Devon Naturally).
C14			Inclusion of horse riding as part multi-use trails will be encouraged.
			This includes reviewing existing restricted cycle and walking routes to identify where access for horse riding can be added.
C15	Cycling	Improve opportunities for cycling	The development of cycling in urban areas will continue to be supported:

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	 for utility use, to encourage people to switch from car use to sustainable transport for health benefits; and for the economic benefits accruing from
	tourism and day trips
	Actions will include improving off-road links between destinations such as shops, schools and workplaces. This can be achieved through a combination of physical works, creation agreements and orders.
C16	Opportunities will be sought to develop former railway lines for cycle use and multi-use where appropriate.
C17	Opportunities will be sought to develop circular cycle routes, in addition and connecting to the long-distance National Cycle Network
C18	Public transport links will continue to be developed to help deliver circular and linear routes, for example, encouraging and supporting bike carriage on trains and buses.
C19	Provision for multi-use (including horse riding) will be encouraged where new routes are developed, with use of restrictive covenants only agreed in exceptional circumstances.

C20			The upgrading of existing public footpaths to public bridleway status will be considered where they are to be used as part of the cycle network. Within an urban setting, Cycle Track Orders may be more appropriate.
C21			Partnerships with organisations which have a particular interest in mountain-biking will continue to be developed, for example with the Forestry Commission in their facility development (which includes mountain-biking).
C22			Opportunities will be sought to develop off-road links for mountain-bikers to reach specialist facilities without the need to drive.
C23			The promotion of mountain-biking to tourists will continue to be explored, with due regard to the environment, as part of increasing Devon's potential as an outdoor activity destination, particularly the Discover Devon Naturally initiative.
C24	Motorised Vehicles	Improve opportunities for recreational vehicular users	Work will continue to ensure that the correct legal status of vehicular routes is recorded
C25			Work will continue with relevant groups and the wider public to improve information and education

	for both motorised and non- motorised users, about the rights and responsibilities to help reduce actual or perceived conflict.
C26	Work will be undertaken with user groups, landowners and the Police (through the appropriate Crime and Disorder Reduction Partnership) to combat illegal use, such as vehicular use of public footpaths or bridleways without a private right or the permission of the landowner.
C27	Where use is causing physical or environmental damage to a route, the latest Government guidance will be followed with regard to the implementation of Traffic Regulation Orders
C28	Opportunities will be sought to carry out improvements to surfacing, drainage and signage of the unsurfaced Unclassified County Roads and Byways Open to All Traffic.

Ref:	Торіс:	Objective:	Policy:
D1	Planning Policy and Plans	Ensure that the planning process properly considers existing public rights of way and access, and that opportunities are optimised to protect and enhance the network	Influence and inform land use planning policy and development management to optimise and improve public rights of way and access as an important part of green space and green infrastructure.
			This includes contributing to delivery of local and national guidance e.g., <u>National design guide - GOV.UK (www.gov.uk)</u>
D2			Create new routes and enhance quality of existing paths to meet existing needs and to mitigate impacts arising from new development.
			This should seek to optimise the contribution that paths provide to green infrastructure, and social inclusion
D3			Ensure that development management arrangements recognise and protect public rights of way in the planning process.
			This includes objecting to or deferring determination of any planning application which fails to adequately take account of existing public

D. Network Development: Planning Policy and Plans, Recreational Infrastructure Improvements, Active Travel

		rights of way until appropriate protection and/or mitigation measures are identified. Advice and guidance will continue to be provided to landowners and developers in relation to developments affecting public rights of way.
D4		Proposals for mineral development which affect rights of way will not be supported unless provision can be made for an appropriate alternative route. In considering applications for mineral development, the County Council will encourage the provision of new rights of way and access to the countryside.
D5	Active Travel	Create new routes and enhance quality of existing paths to support and encourage non-car based travel. This includes improving connectivity between residential areas, recreational destinations, places of work, public transport, and other local facilities.

E. Information, Education and Technology: Communication, Community Engagement and Campaigns, Information and Guidance

Ref:	Topic:	Objective:	Policy:
E1	Communication	Improve quality, relevance, and availability of information and communication	 Regular review and improvements in quality and availability of information (including on-line information) and communication will be sought, including: rights and responsibilities of landowners and users; legal matters countryside access and public transport; countryside access and tourism countryside access and public transport local facilities, including refreshments, carparks and toilets; other means of access including Access Land, cycle tracks, uUCRs and permissive access; strategic routes; routes identified as being particularly suitable for people with restricted mobility users, to include information on the presence or absence of gates or stiles, the nature of the terrain and the surface type; and

E2		A range of media will be utilised to optimise understanding and awareness of • Delivering the RoWIP • Accessing the countryside • Feeding back and reporting
E3	Community Engagement and Campaigns	Collaborative working will be encouraged and supported in identifying and communicating key messages – for example veterinary practices and The Kennel Club on guidelines for safe, enjoyable, and responsible dog walking.
E4		Provision of appropriate information about walking dogs in the countryside will be encouraged, particularly when in the vicinity of livestock and where there is potential disturbance to wildlife, for example, ground nesting birds.
E5		Joint working with user and interest groups will be encouraged and supported. This will include a potential project with the Trail Riders Fellowship to improve uUCR mapping and Inclusion of this as a layer on publicly accessible online maps.
E6		Social / green prescribing will be supported alongside promoting research opportunities with universities and other further education

	establishments. This should include adding to the evidence base to demonstrate the physical and mental health benefits of outdoor recreation, and impacts from actions delivered as part of the RoWIP.
	A good example is work commissioned by the South West Coast Path Association with the University of Exeter – available to read at <u>The South West Coast Path Health & Wellbeing</u> <u>Assessment Report 2020 by southwestcoastpath -</u> <u>Issuu</u>
	Another example is research carried out on the health and wellbeing value of the Pebblebed Heaths (ref. <u>Understanding-and-quantifying-the- health-and-wellbeing-value-of-the-East-Devon-</u> <u>Pebblebed-Heaths-and-exploring-the-potential-of-</u> <u>partnership-working-involving-private-sector-</u> <u>organisations.pdf (pebblebedheaths.org.uk)</u>
E7	Educational information which encourages responsible, safe and courteous road use by all users will be developed, working closely with Safer Travel teams Development of multi-user road safety publicity campaign using appropriate media and covering utility and recreational use will be investigated

E8	Information and Guidance	Support and influence production of easily accessible, effective guidance on accessing and enjoying the countryside, and minimising associated impacts
E9		Identify and promote guidance on and for different categories of mobility scooter (with examples)
E10		Targeted information to encourage greater use by under-represented and excluded people e.g., looked after children, children with special educational needs and disabilities, and blind and partially sighted people.
E11		Utilise community and other facilities for distributing information, including working with Tourist Information Centres.
E12		Parish Paths Partnership groups will continue to be supported in their production of local route leaflets and these will continue to be made available on- line.
E13		Development and provision of parish maps and notice boards in consultation with parish councils will be supported, and sponsorship will be sought to support production cost.

E14	Adapting to Technological Advances	Work flexibly to optimise opportunities arising from technological advances over the plan period
E15	Research	Research will continue into the use of public rights of way and permissive routes to understand any physical and psychological barriers that may hinder use in order to plan and prioritise future improvements.
		Other access providers will be encouraged to monitor and share information that may assist this research
E16		Research will be undertaken to determine areas which are particularly suitable for specific activities (for example, horse-riding or mountain-biking).
		Targeted information will be considered for appropriate areas
E17		An ongoing process of public consultation will be undertaken to identify common issues and current trends

Ref:	Topic:	Objective:	Policy:
F1	Climate Change Protected Landscapes Biodiversity and Heritage	Ensure that the management of public rights of way and access respects Devon's environment and positively contributes to carbon reduction measures	Ensure that design, materials and works for path creation and improvements are sensitive to local character, heritage and biodiversity; and positively contribute to Devon County Council's target to reach net zero carbon by 2030
F2			The integrity, conservation objectives and sustainable use of protected landscapes and designated sites (International, National and Local Designations including other non-statutory environmental designations) will be supported and promoted in partnership with the relevant land managers and associated organisations.
F3			Opportunities will be sought to improve the environment and appreciation of it through works and promotional information, for example, seeking to improve the landscape corridor along National Trails and promoted recreation routes
F4			The diversion or creation of public rights of way which afford links to and/or enhancement of appropriate environmental, geological or historical sites will be supported, in consultation with relevant

F. Environment and Climate: Climate Change, Protected Landscapes, Biodiversity and Heritage

	bodies and with due regard to the relevant legislation.
F5	The diversion of public rights of way will be considered where there is evidence that they adversely affect or may adversely affect very sensitive environmental, geological, or historical sites, in consultation with relevant bodies and in accordance with relevant legislation and protective policies

Ref:	Topic:	Objective:	Policy:
G1	Tourism	Ensure that the management of public rights of way and access positively contributes to the Devon economy	Sustainable tourism such as walking, horse-riding and cycling will be promoted by working with the tourism providers and other partners.
G2			Opportunities to enhance and promote access in areas of little or no current tourism will be encouraged, and existing opportunities to extend Devon's attractiveness to tourists will be developed. Schemes which have added benefit of providing local access for Devon's residents will be particularly supported.
G3			Development of access and car-free links to/from existing visitor attractions will be supported and developers of new attractions will be encouraged to consider such access from the outset of their business development
G4	Contractors and Businesses		Opportunities will be sought in accordance with relevant policy, regulation, and legislation to support the economy through use of local contractors and suppliers; and by providing appropriate business opportunities linked to management of Council owned recreational facilities.

G. Land Use and Economy: Tourism, Agriculture and Land Management, Contractors and Businesses

G5	Agriculture / Land Management	Encourage and support a positive attitude and understanding between users and landowners / land managers	Work cooperatively with landowners and occupiers to identify opportunities for additional temporary permissive routes to enable people to bypass sensitive locations. This can only be done if the legally defined route remains available, and there is no misleading signage, intimidation, or obstruction.
G6			Liaison will continue with landowners and representative organisations such as the National Farmers Union and the Country Land and Business Association, to ensure best practice, the sharing of information and practical management advice.
G7			Bio-security contingency procedures will continue to be monitored and reviewed in liaison with all relevant organisations, ensuring that all partners are aware of their respective roles.
G8			Opportunities will be sought to enhance access opportunities through Environmental Land Management schemes and other relevant initiatives. Appropriate cross compliance requirements will be supported and promoted by working with Defra and landowners/land managers.

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Mr S Bates Green Infrastructure Project Manager East Devon District Council Blackdown House Border Road Heathpark Industrial Estate HONITON EX14 1EJ

20 March 2023

Dear Mr Bates

New green space at Broadclyst

The Devon Countryside Access Forum wishes to make the following comments on the proposed green space at Broadclyst. This response will be on the agenda for formal approval at the next meeting on 24 April.

The Devon Countryside Access Forum welcomes the purchase of this land to increase provision for recreational access between Exeter and Cranbrook. The proven physical and mental benefits of walking, cycling and outdoor activities are well documented. The proposals will also contribute to sustainable transport networks. The variety in habitats that will be created will add to enjoyment of the site and the landscape.

Footpath network and multi-use trail

Footpaths through the site and an all-ability trail are welcomed. The entrance from the car park to the all-ability trail should also allow easy access for disabled users (mobility-scooter and wheelchair users and those using reclining/adapted cycles) and those with pushchairs. It is important that the surfacing allows all-year round use and a firm unbound surface is preferable to tarmac for all these routes. The all-ability trail should be sufficiently wide to permit disabled users and people with pushchairs to pass pedestrians and dog walkers. The boardwalks will enable greater use of the paths throughout the year but these should have a non-slip surface. The Forum's position statement on Disability Access is attached.

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment. Page 67



It is unclear whether the multi-use trail includes equestrian use and the DCAF would be grateful if you could confirm this, particularly as one of the presentation slides of a multiuse trail elsewhere showed horses. Mention is made in the presentation of segregating the trail over its 3m width. The DCAF advises that a wider width would enable better segregation rather than having two very narrow paths for cyclists and walkers, particularly as this trail would be used by people with wheelchairs, mobility scooters or pushchairs, family cycling groups with children who may not be confident cyclists and dog walkers.

The DCAF would welcome additional information on the multi-use trail, where it extends either side of the green space and whether funding from developer contributions or other funding streams is already in place. This is particularly important to allow the trail to be widely used and potentially provide a sustainable transport link to places of employment and elsewhere.

Grazing

The Forum acknowledges that grazing would assist management and biodiversity of the site. However, consideration needs to be given to the type of cattle so that breeds known for their docility are used.

Dogs

The site will be used by a large number of dog walkers, not all of whom will know how to manage their dog around cattle and not all will have dogs that are under close control. It would be helpful to know whether it is proposed to have a requirement for dogs to be on lead when the site is being grazed. Devon Loves Dogs or other staff involvement on a frequent basis would be helpful to encourage people to pick up after their dog and to keep dogs under close control. Ensuring the site offers dog walking but allows other users to enjoy other benefits such as bird watching could be challenging. The design for the green space should include dog bins and the cost of maintaining these should be incorporated in the overall long term maintenance costs for the site.

Car parks

The Devon Countryside Access Forum has previously advised that car parks associated with green spaces should have a rural feel. Tarmac car parks can create a landscape that is very urban. In this respect, option 3 (all gravel), perhaps with timber to delineate spaces, or possibly option 2 (part tarmac) would be preferable. The Forum welcomes dedicated provision for disabled parking and cycles. Given the smallness of the car parking area there may be an impact on the surrounding roads.

The design and placing of bollards between the multi-use trail and the car park needs to be carefully considered to ensure they do not present a safety hazard for cyclists and walkers and in particular children.

Sustainable access to the site

The Forum notes with regret that walking and cycling from the current developed area of Cranbrook to the site is not safe and advises that this should be explored as a priority to encourage sustainable travel. This should be planned into the westward extension to Cranbrook which will be much closer to the green space. This appears to be indicated on the plan but no detail is given.

Education and volunteering

The DCAF strongly supports the role of education and volunteering on the site. The DCAF has frequently advised that education is critical so that children understand the countryside and learn to use it responsibly. Achieving a degree of community investment in the project will also help the site to be well-maintained. Engagement with other groups such as the Devon Loves Dogs project would be useful.

The Forum assumes its comments will be incorporated in any consultation report, alongside responses to the online survey.

The Devon Countryside Access Forum would welcome feedback on its comments.

Yours sincerely



Hilary Winter Forum Officer

Letter sent on behalf of the Devon Countryside Access Forum Chair: Sarah Slade Vice Chair: Chris Cole

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice "as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area…" The Act specifies section(94)4 bodies that the forum has a duty to advise and these include district councils.

The DCAF currently has nineteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.



Thank you for taking the time to provide us with your comments on the Local Plan 2020-2040 Proposed Submission document.

Your Submission:

Your Name: Hilary Winter Your Address: Great Moor House, Bittern Road, Exeter Your Contact Details: 07837171000 Your Email Address: hilary.winter@devon.gov.uk

Agents Name (if used): Hilary Winter

Examination Hearings: I do not wish to participate

Participation comments (if you do wish to participate):

Local Plan Hearing:

CIL Hearing:

Staying in Touch: Yes

Your Comments:

Document	Part	Legal/Sound/Duty to co-operate	Comments	Modification Comments
Additional Evidence		11		

Document	Part	Legal/Sound/Duty to co-operate	Comments	Modification Comments
Local Plan 2020-2040 Proposed Submission - Whole Plan Comment	Whole Plan Comment	yes / no / no	In its response to the Local Plan Review – Issues Consultation in 2018, the Devon Countryside Access Forum raised the question of the impact of visitors and the tourism economy, highlighting that this should be a factor in assessing the need for green infrastructure provision. This issue extends beyond the population growth anticipated from any development and is particularly the case in coastal communities in Teignbridge. It would be helpful for the Local Plan to recognise that additional green infrastructure may be required. Teignbridge District Council should assess the data on visitor numbers to the district and the pressure on existing green space, identifying where additional green infrastructure should be provided. This would help to alleviate the impact on Dawlish Warren Special Area of Conservation and the Exe Estuary Special Protection Area in particular. Where new SANGS has already been provided, or is identified in the Plan, this relates solely to the scale of housing development. There is a reference to the negative impact of tourism developments (paragraph 4.21) on protected sites but no policy related to green infrastructure that addresses the number and impact of tourists.	
Additional Evidence		//		

Document	Part	Legal/Sound/Duty to co-operate	Comments	Modification Comments
Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)		yes / no / no	The draft Plan makes many references to the quality of green space. The Devon Countryside Access Forum regards the Plan as unsound as it makes no specific recommendations as to how the quality will be measured, monitored and assessed, other than for SANGS sites. (Paragraph 9.30 states that SANGS quality will be subject to scrutiny by Natural England to ensure that sufficient and high quality mitigation is put in place to prevent harm to European Wildife sites). In its response to the Local Plan Review: Issues Consultation in 2018, the Devon Countryside Access Forum asked specifically how quality will be determined, assessed and monitored. Nationally, the quality of green space is referred to in the National Planning Policy Framework in paragraph 98. "Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change." Similarly, the Environmental Improvement Plan, just published, states that "good quality green infrastructure is important for health and well-being do climate change by providing urban cooling and reducing flood risk. It can help to address issues of social disparities and environmental decline, whilst also making better places to live." The Plan should include a methodology to define, assess and monitor the quality of green space and green infrastructure to ensure it meets the national aspirations above. This should also be incorporated in the Sustainability Appraisal.	Table 10.1 SA Monitoring Indicators should include condition and quality of green infrastructure/green space in A. Natural Environment, a role for the LPA. Outcomes should be included in the Annual Monitoring Report.

Document	Part	Legal/Sound/Duty to co-operate	Comments	Modification Comments
General Policies (GP1- GP8)	GP7: Infrastructure & Transport Networks	yes / no / no	In its response to the Teignbridge Local Plan consultation in 2020, the Devon Countryside Access Forum advised that the phrase "Connections to existing footpaths and cycleways should be delivered prior to occupation;" should be amended and include connections to other public rights of way and recreational trails. The Forum is disappointed that this has not been changed in the Proposed Submission Local Plan and regards the current policy as unsound. It should be incumbent on developers to link to public rights of way and recreational trails as well as to any urban cycleways to ensure the benefits of sustainable transport. It would also be a more inclusive statement as it would include bridleways and byways. The policy GP7: Infrastructure & Transport Networks point 7 should be amended to "Whilst recognising potential for development viability considerations, ensure that new development is provided with appropriate infrastructure as early in the development as possible. Connections to existing public rights of way, recreational trails, footways and cycleways will be delivered prior to or alongside the first occupation. Active travel links to potential long-term future development sites will be safeguarded." CC4 Sustainable Transport does refer to "b. Retain existing public rights of way and provide link to strengthened, improved and extended public transport, cycling and walking networks and green infrastructure associated with development at the earliest opportunity would make the Plan more compliant in terms of sustainable transport. The Rights of Way Circular (01/09) states that "Rights of way and provide for various forms of sustainable transport and can play a significant part in reducing traffic congestion and harmful emissions."	GP7: Infrastructure & Transport Networks 7. Whilst recognising potential for development viability considerations, ensure that new development is provided with appropriate infrastructure as early in the development as possible. Connections to existing public rights of way, recreational trails, footways and cycleways will be delivered prior to or alongside the first occupation. Active travel links to potential long-term future development sites will be safeguarded.

Document	Part	Legal/Sound/Duty to co-operate	Comments	Modification Comments
Design and Wellbeing Policies (DW1-DW3)	DW3: Design Standards	yes / no / no	The Proposed Submission Local Plan would be more sound if it sought to include a statement along the lines that allocations of space and type of informal outdoor space might need to recognise the requirements for different groups, for example the percentage of children compared to the number of children's informal play areas and the number of areas that are accessible to disabled people. Research shows men and women use outdoor space differently, for example there are more male cyclists and more horse riders are women. Use of informal outdoor space should consider provision for a range of access users such as walkers, dog walkers, disabled users, cyclists and horse riders. This aspect should be considered as part of policy GC2 Connecting to Nature - Green Infrastructure and Public Realm and/or DW3: Design Standards and include a statement along the lines of "The design of green space will take into account the number and mix of users, giving consideration to walkers, dog walkers, disabled users, cyclists, horse riders and the needs of specific groups such as children." The National Model Design Code sets a baseline standard of quality and practice which local planning authorities are expected to take into account when developing local design codes and guides and when determining planning applications, including "How the design of new development should enhance the health and wellbeing of local communities and create safe, inclusive, accessible and active environments."	GC2 Connecting to Nature - Green Infrastructure and Public Realm and/or DW3: Design Standards should include a statement along the lines of: "The design of green space will take into account the number and mix of users, giving consideration to walkers, dog walkers, disabled users, cyclists, horse riders and the needs of specific groups such as children.

Community Infrastructure Levy (CIL) Draft Charging Schedule

I wish to comment: No

Status of Representation:

CIL Comments:

Comments on the Proposed CIL rates

Do you agree with the proposed charges?:

If no, Your comments:

|--|



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Trudy Harrison MP Parliamentary Under Secretary of State (Minister for Natural Environment and Land Use) House of Commons London SW1A 0AA

3 March 2023

Dear Under-Secretary

Dog Legislation

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice "as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area…" The Act specifies section(94)4 bodies that the forum has a duty to advise and these include the Secretary of State for any Government department, Natural England and the Forestry Commission.

The DCAF currently has nineteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

Over the last few years, the Devon Countryside Access Forum has on many occasions discussed dog issues. Forum members recognise the importance of dog walking to health and well-being as evidenced by statistics from the People and Nature Survey (Natural England). However, the Forum is well aware that a number of irresponsible dog owners cause issues in terms of dog fouling, stock worrying, disturbance to ground-nesting birds, and injury or intimidation of other dogs or people, particularly children.

This situation is exacerbated by the lack of consistency in terms of dog legislation, as indicated on the attached annex. Dog control laws are established under Public Spaces Protection Orders by lower tier or unitary authorities and, even within one County, these

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment. Page 77



can be markedly different. Differences may be around where dogs are required to be on a lead, the length of lead, how many dogs can be walked, who is exempt from the rules, which land any restrictions apply to, and dog fouling. In addition, requirements associated with access land, coastal access, the Countryside Code, specific local site codes, and bylaws associated with seasonal dog restrictions on beaches add a further layer of complexity particularly when it comes to dogs on leads. This lack of consistency makes it very difficult for dog owners to be fully conversant with the legal requirements and to be aware when they are walking from one type of land to another, or indeed from one council area to another.

Dog ownership has increased by an estimated 3.5m from 2020 to 2021 and was estimated to be 12 million in 2021 <u>Dog ownership in the UK 2022 | Statista</u> Equally, there has been an increase in numbers of people using the countryside and areas of green space.

Data published recently by NFU Mutual Insurance includes some concerning survey statistics about irresponsible dog walkers in the countryside. The key facts state that 64% admit their dogs chase animals; almost half (46%) believe that their dog was not capable of injuring or killing livestock; nearly two thirds of owners let their dog roam offlead in the countryside and 39% admit their pets do not always come back when called. These statistics add further weight to the importance of simplifying legislation around dogs and recreational access. Educating and informing people about the damage dogs can cause if not under proper control is crucial, yet very difficult to achieve with the current plethora of rules.

The Devon Countryside Access Forum advises that a review of dog legislation is urgently required so that nationally applicable rules can be put in place which are clear and simple to understand. This would enable a dog owner from one area of the country visiting or holidaying elsewhere to have confidence and surety that the dog rules in a different part of the country were the same as those local to them. Such rules could be reinforced by advertising or social media. The Forum accepts that some rules governing dog access to beaches would still need to be determined locally. Having nationally agreed rules would also make it easier for the Police, Dog Wardens and other empowered officers to implement legislation.

This letter constitutes formal advice from the Devon Countryside Access Forum. Defra is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this Forum in carrying out its functions. The Forum looks forward to receiving feedback on this letter and the accompanying annex.

Yours sincerely



Hilary Winter Forum Officer

Letter sent on behalf of the Devon Countryside Access Forum Chair: Sarah Slade Vice Chair: Chris Cole

Legislation or Code	Ground-nesting birds	Around livestock	Dog fouling	On trails/paths/ pavements and rights of way.	Number of dogs	Other matters
Countryside Code Page 79	On Open Access land and at the coast, you must put your dog on a lead around livestock. Between 1 March and 31 July, you must have your dog on a lead on Open Access land, even if there is no livestock on the land.	 Keep your dog under effective control to make sure it stays away from wildlife, livestock, horses and other people unless invited. You should: always keep your dog on a lead or in sight be confident your dog will return on command make sure your dog does not stray from the path or area where you have right of access 				
Countryside & Rights of Way Act 2000	Visitors using their open access rights must keep dogs on a short lead of no more than 2 metres between 1 March and 31 July each year (except in the coastal margin) and at all times near livestock.	Visitors using their open access rights must keep dogs on a short lead of no more than 2 metres between 1 March and 31 July each year (except in the coastal margin) and at all times near livestock. In the coastal margin, dogs must be under effective control at all times.				

Рад	In the coastal margin, dogs must be under effective control at all times.	Landowners or farm tenants can exclude people with dogs from a field of up to 15 hectares used for lambing for one period of up to 6 weeks each calendar year. Landowners can exclude people with dogs from land managed as a grouse moor for up to 5 years at a time, except along public rights of way.				
@ oastal margin ∞ ○	No restriction (effective control).	No restriction (effective control). The lambing and grouse moor restrictions do not				
		apply				
Public Spaces Protection Orders under the Anti- social Behaviour, Crime and Policing Act 2014.	May be required to be put on a lead by direction by authorised officer or Police Officer if worrying or disturbance to any animal or bird.	May be required to be put on a lead by direction by authorised officer or Police Officer if worrying or disturbance to any animal or bird.	Forestry Commission land is exempt from dog fouling provisions in the majority of PSPOs but not all e.g. North Devon.	Some districts specify a lead length when walking a dog on any road or pavement e.g. East Devon (1m) and Teignbridge (2m). Other authorities	Most authorities do not restrict the number of dogs a person can be in charge of. In Teignbridge and Mid Devon, for example, the number is capped	Imposition of seasonal dog restrictions on beaches or requirement for dogs to be on leads on beaches at certain times.
	Lead length usually not specified but for some districts e.g.		PSPOs specify that blind, disabled and	do not give a lead length.	at 6.	May be additional conservation areas where there are

	North Devon a lead	those with a	Some authorities	seasonal dog
	length of 2m is	prescribed charity	have very few	restrictions or lead
	specified.	dog are exempt.	areas where leads	requirements.
		Some districts go	are required, for	
		further and	example just a few	
		exempt other	parks. Others e.g.	
		categories for	West Devon extend	
		example Torridge	this further to	
		also includes	include, for	
		agriculture,	example car parks;	
		hunting, pest	cemeteries and	
		control, the	churchyards; any	
		Police or rescue	fenced, hedged or	
		services.	walled pond, area	
D.			of water or nature	
Page 81		Some authorities	reserve; marked	
<u>∞</u>		include a	sports fields whilst	
		requirement to	organised sport is	
		have the means	in progress.	
		to pick up e.g.		
		Teignbridge	Some districts or	
		District Council.	areas e.g. Honiton	
		This is not	in East Devon,	
		included in the	there is a dogs on	
		Public Spaces	lead restriction on	
		Protection Order	public rights of way	
		for East Devon.	footpaths in the	
			town. Generally	
			there is not a	
			requirement to put	
			dogs on leads on a	
			public right of way.	

Highway Code				Rule 56 Dogs. Do not let a dog out on the road on its own. Keep it on a short lead when walking on the pavement, road or path shared with cyclists or horse riders.		
Comment Page 82	The phrase 'at the coast' (Countryside Code) is ambiguous. The Countryside Code does not specify a lead length whereas the access land requirements do. There are no lead requirements on 'coastal margin'. This assumes there are no ground-nesting birds in coastal margin. Has the phrase in the Countryside Code 'at the coast' superseded the 'coastal margin' statements? If so, this needs to be clear	It is not clear what effective control means. How do the public recognise the difference between coastal margin and access land?	Forestry Commission land appears to be exempt in some districts but not others. The question might be asked why Forestry Commission land is exempt. Other woodland areas are not. There is no overall consistency on the types of exemption other than for those blind, disabled or	There is a lead length imposed in some districts but not others. Even the lead length is not consistent. Members of the public would not be aware that they had walked from one district into another. Some areas have a dog on lead restriction on a public right of way. This is not consistently applied across the country.	Some districts impose a limit on the number of dogs walked but this is not applied nationally.	Members of the public are generally used to the range of dog requirements associated with beaches. Websites tend to provide good information. This difference nationally may be more acceptable. However, there is confusion and ambiguity between beach PSPOs/ bylaws and the stated situation on coastal margin i.e. no lead

8

Dog legislation

(Devon Countryside Access Forum – January 2023)

and amended on	with a prescribed	Where a public	requirements, as
websites.	charity dog.	right of way	coastal margin
	There is a lack of	crosses open	includes beaches.
	consistency	access land,	
	relating to having	different rules	
	the means to pick	apply depending	
	up.	on whether the	
		dog owner is on	
		the path, or steps	
		off the path onto	
		the adjoining open	
		access land.	

Sues particularly arise where there are several types of access land or access right in one location, or where multiple rules may apply (e.g. "at the coast" where may be beach (and subject to byelaws), coastal margin, open access land, public right of way, or woodland).



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Ms L Holloway Principal Transport Planning Officer Transport Planning, Room 120 Devon County Council County Hall Topsham Road Exeter EX2 4QD

30 March 2023

Dear Ms Holloway

Exeter Local Cycling and Walking Infrastructure Plan

The Devon Countryside Access Forum welcomes initiatives which will encourage greater use of sustainable travel. It is not commenting on the proposals for specified walking and cycling routes outlined in the consultation document. However, there are some general points which the Forum would like to raise which are pertinent to the development of the overall Plan.

There is a particular emphasis within this LCWIP on improved infrastructure focussed on travel to work and school, i.e. commuting. Whilst benefits to health and well-being from walking and cycling are firmly acknowledged within the associated documentation greater emphasis on cycling and walking routes for leisure, recreation and access to green space and the countryside would be welcome.

For example, the long standing and well used Exeter Green Circle route is not referred to or included within the proposed planned route improvements .Routes such as the Green Circle route and other public rights of way provide additional opportunities, within the city boundaries, to access open countryside. Cycling (and walking) for recreation and leisure can provide the confidence, equipment and motivation to cycle (and walk) more frequently for travel to work purposes.

Whilst the background document recognises the potential opportunities for connections to and from the wider villages outside the city of Exeter, with the possibility of developing

The Devon Countryside Access Forum is a local access forum. It is required, in accordance with Sections 94 and 95 of the Countryside and Rights of Way (CRoW) Act 2000, to provide advice as to the improvement of public access to land for the purposes of open-air recreation and enjoyment. Page 85



new infrastructure links and / or the creation of green lanes (5.7.1), these opportunities are largely outside this long term plan and have not been prioritised. It is disappointing that these links are not given greater prominence within the LCWIP.

The proposed routes recognise the importance of provision for journeys to and from schools, colleges and the university. If the desired long term step change towards walking and cycling is to be achieved, a part of the overall programme budget should build on previous funding initiatives regarding cycle training, taster sessions, support schemes and associated education for young people. This, in turn, will enable greater public access in the long term to open air recreation and enjoyment, benefitting health and well-being and will help achieve other objectives of the Plan. Ways in which the LCWIP is able to evidence results in changed practice within the population of young people across Exeter should be sought.

The Devon Countryside Access Forum has prepared a position statement on planning and this is attached. Many of the statements focus on the need to embed walking and cycling in the design of new developments and encourage people to use sustainable transport. The Forum advises that the Exeter LCWIP should be cross-referenced against this position statement.

The Forum would welcome feedback on its comments.

Yours sincerely



Hilary Winter Forum Officer

Letter sent on behalf of the Devon Countryside Access Forum Chair: Sarah Slade Vice Chair: Chris Cole

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice "as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area..." Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice, and this includes county and city councils.

The DCAF currently has nineteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.

Forestry England Horse Riding Permits Survey Online survey submitted on 6 April 2023

Response as: Not a horse rider, carriage driver, nor an equestrian organisation.

2. Do you use Forestry England sites for riding/carriage driving?

• Yes

3. Forestry England is divided into Forest Districts, as shown in the image. If known, please select the Forest District that covers the woodland you access for riding/carriage driving (please select all that apply).

West

4. Do you know the name of the Forestry England woodland that you visit for riding/carriage driving? If yes, please write this in the box provided.

Numerous woods across Devon

Questions 5 – 24 were aimed specifically at individual horse riders, carriage drivers or equestrian organisations.

Additional comments

25. Do you have any additional comments not covered in the survey questions

The Devon Countryside Access Forum (DCAF) responded to consultations in 2006 (England's Trees, Woods and Forests – Defra) and 2009 (Public Forest Estate). In response to both these the DCAF mentioned that the current permit system for horse-riders causes frustration as the permits are arbitrary, affecting both local riders and horse tourism and local riders. The DCAF advised that there should be no charge for informal recreational use. The situation over the past fifteen plus years does not appear to have caused a change to this advice.

The forests offer considerable physical health and wellbeing benefits for recreational access users and the DCAF is strongly of the opinion that there should be no charge for informal recreational use for any group of users, unless Forestry England offers very specialist facilities or there are organised horse events. To charge for one particular use seems to be discriminatory and there should also be consistency across forest districts and individual sites on this matter.

Forestry England tracks provide ideal horse riding in a safe traffic free environment and any financial disincentive to their use should be removed. Charging for permits may encourage horse riders onto other areas which are less suitable for horse riders or are less able to cope with increased visitor numbers.

Where there are problems associated with access use, for example where there are sensitive nature conservation sites, soil poaching or erosion of historic sites, the DCAF advises that these should be dealt with by management solutions and not by raising a charge. Some more heavily used sites, such as Haldon Forest Park, already charge for vehicle parking to cover some costs of facilities and maintenance.

In the initial background to the consultation, Forestry England mentioned some of the problems but did not provide details on how widespread permits are and the charge. No clear evidence was given on the extent of the issues and whether use by horse riders or carriage drivers results in significantly higher costs of maintenance or clean up than any other user group.

The Devon Countryside Access Forum (DCAF) is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice "as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area…" The Act specifies section(94)4 bodies that the forum has a duty to advise and these include the Forestry Commission and the Secretary of State for any Government Department.

Planning Application - DCC/4336/2023 Shared use trail – Cranbrook to Exeter

Closing date 29 April 2023 Details on <u>https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4336/2023</u>

Summary for Devon Countryside Access Forum

Proposal

To create a new 1.5km stretch of shared use trail from Shercroft Close, Broadclyst, running parallel with the railway and business centres, to Mosshayne Lane, linking Cranbrook to Exeter. The scheme involves a 3.5m wide pathway with a section of boardwalk over sections liable to flooding, including two water courses, and a bridge over the River Clyst. Maps are at the end showing:

- Location map
- Shercroft Close end of trail
- Mosshayne Lane end of trail
- Clyst Valley proposed trail showing Mosshayne Lane

The trail will contribute to Devon County Council's aspirations to develop sustainable modes of transport. The route is anticipated to be mainly used for leisure purposes but could also be used for commuting.

"It is proposed that the shared trail is used to provide a recreational facility for local residents, day visitors, staying visitors, commuters and educational groups. Within these groups there also exists a distinction between the type of user, for example, casual or recreational cyclists, cycle commuters/enthusiasts, bird watchers, recreational walkers or dog walkers, wheelchair and mobility scooter users."

Layout and design – extracts from planning application documents

a) Agricultural land

Use of some existing agricultural land will be required. Agricultural land used temporarily for construction will be returned to agricultural use on completion. Specific details about works compounds are subject to agreement with landowners.

b) Layout standards

The layout is based on the standards set out in LTN 1/20 Cycle infrastructure design guidance. The original alignment was amended to ensure the trail would comply with LTN 1/20 guidance on maximum allowed gradient, plus environmental reasons.

c) Surface

The shared trail will be constructed of a non-permeable bound surface at a width of 3.5m. The boardwalk will be Fibre Reinforced Plastic which has a wooden appearance. The surface course will be a non-permeable bound surface

(bituminous material) containing a suitable sized aggregate to ensure a smooth ride for all types of bicycles and wheelchairs whilst still providing surface longevity. The proposed shared trail would have materials sympathetic to the setting and would be used to accommodate cyclists and pedestrians, including people with impaired mobility, wheelchair users and parents / carers with buggies and children. Appropriately vegetated raised embankments will be provided to benefit the environment. Where the path is around existing ground level an appropriately vegetated verge will be provided between the surfaced area and adjacent land boundaries. In the vicinity of tree T17 a permeable surface will be used, as the trail crosses the root protection zone.

d) Boardwalk / elevated walkway

The elevated walkway sections carry the shared trail over a stretch of floodplain to the west of the River Clyst and a marsh (reed bed) to the east of the River Clyst. The structures will be formed with fibre reinforced plastic (FRP) using pultruded sections or individual moulded spans. The sections have been divided into equal spans. Each span will be supported on a galvanised steel cross head beam off piled foundations. Deck level will generally be around 1.5m above existing ground level giving a clearance under the walkway of 1.2m. Parapet will be timber posts bolted to the side of the deck with top rail at 1.4m height and vertical infill between this and the bottom rail.

e) River Clyst bridge

The bridge will have a span of 15.0m and construction with galvanised steel beams and GRP deck. The bridge will be supported on reinforced concrete abutments on piled foundations. Parapet will be timber posts bolted to the side of the deck with top rail at 1.4m height and vertical infill between this and the bottom rail. Erosion protection will be provided in the riverbed / bank, extending under the bridge and for a distance upstream and downstream.

f) Access Vehicular and transport links

The route is not designed for vehicular access, therefore suitable measures to prevent vehicular access are being investigated and will be finalised during detailed design. The scheme will improve the existing network by providing a more direct and secluded route away from busy roads. This route would therefore become the preferred route for cyclists and pedestrians looking to get between Cranbrook and Exeter.

g) Fencing and Gates

It is proposed that limited fencing is used in close proximity to the trail. Existing fencing is in place running parallel to railway line on Network Rail land. In addition fencing is present on the boundary of the Lidl distribution centre land.

h) Lighting

The Lighting Statement states that due to the rural nature of the route and to minimise light pollution the proposed route will not be lit. A lit shared path is already available on London Road / Honiton Road which is parallel with the proposed route.

i) Flood plain impacts

The Flood Risk Assessment and Surface Water Drainage Strategy Statement states the route is in a flood plain. Flood hazards will be managed by automated signs or Flood Boards warning of the risk of flooding at the start and end of the Shared Trail. Depth boards could also be installed on the key bridge over the River Clyst as well as a warning sign at the start and end, so people can make an informed choice. Also handrails / barriers will be in place along the Shared Trail to reduce the risk of users failing into the floodplain.

j) Maintenance

Initially the contractors will be required to maintain the landscaping works. Thereafter the local authority will be responsible for the shared trail and the landscaping maintenance. Day-to-day maintenance will be carried out by Council framework contractors.

k) Green Infrastructure

The Green Infrastructure Strategy (2009) identifies the planning application site as being within The Clyst Meadows where a focus for any development will be on improving access to the countryside and creating habitat, where appropriate. Green infrastructure in the Monkerton-Cranbrook area will be important to ensure planned housing and employment growth is sustainable and creates a healthy environment. Station Road to the east of the site is designated as a 'Countryside Connector' to link rural communities with the wider countryside and create new links where appropriate to improve access for villages and hamlets.

The Proposed Development will form a sustainable transport connection between future communities, thereby strengthening social cohesion and improving accessibility.

Landscaping associated with the scheme includes mature tree planting, bulb planting, fruit trees, wetland wildflower seeding to mitigate vegetation removal for the boardwalk, woodland planting and scrub to connect habitats and provide screening of the distribution centre.

Comments on Public Rights of Way and connections to the east

At the eastern end the trail goes through the Broadclyst SANGS site on which there was an earlier consultation. The SANGS site is not mentioned in the planning application nor marked on the location maps.

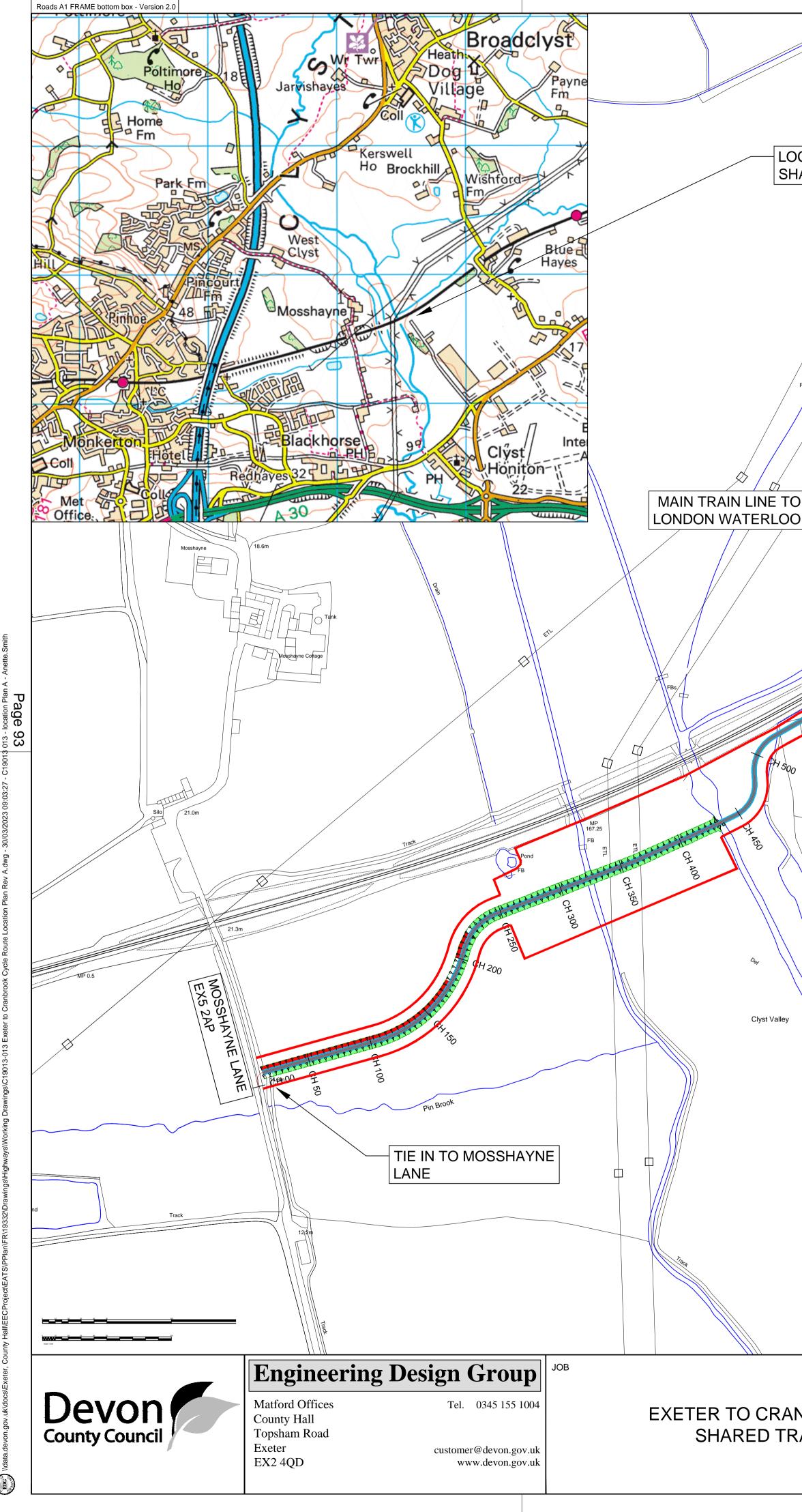
There are no public rights of way to the north, south or east of the trail for some distance. The trail does not connect directly to Cranbrook within the current application. It comes out on Station Road in Broadclyst, a relatively busy road. See the second map. Whilst the proposed trail lies outside of the Emerging Cranbrook Plan area, it will connect with the Bluehayes expansion area, to the west of Cranbrook. It is understood that the Bluehayes applicant is already in discussion with East Devon District Council regarding the development. It will be important to consider how the proposed trail will link in to the Bluehayes Expansion area and beyond. The proposed link can aid in the delivery of

policies contained within the Emerging Cranbrook Plan, for example policies CB1 (Health and Wellbeing at Cranbrook) and CB19 (Coordinated sustainable travel)

Comments on Public Rights of Way and connections west

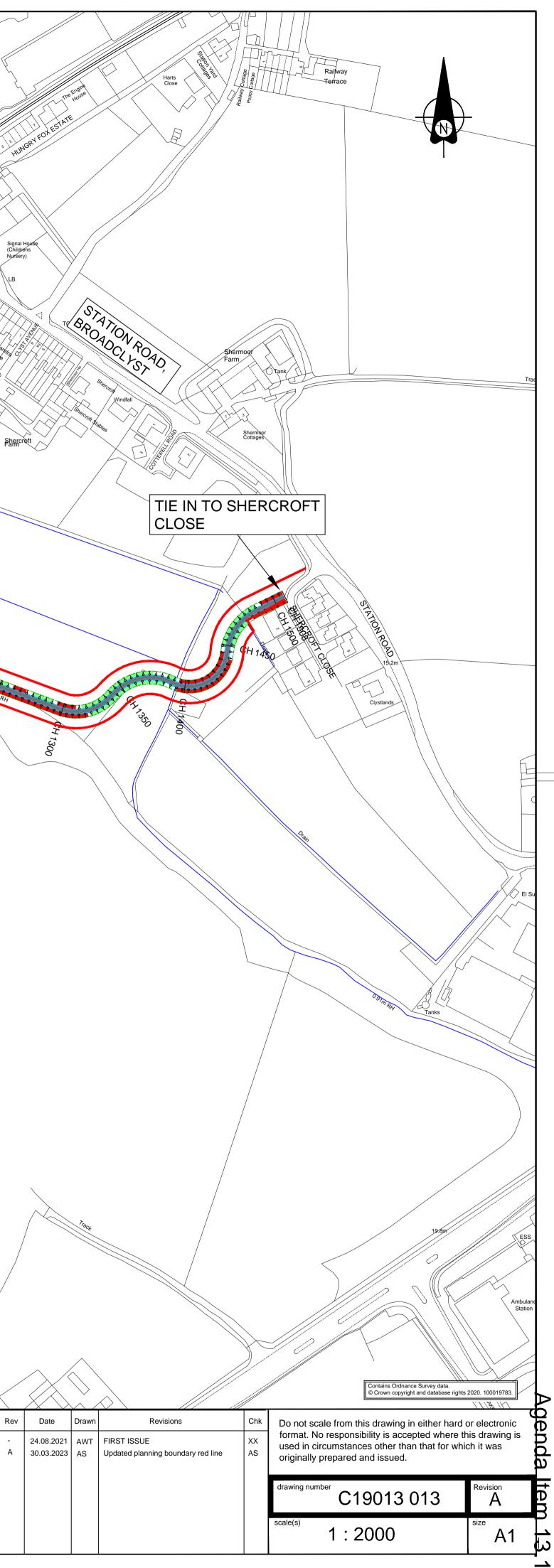
The Planning Statement (2.7.2. Open Space and Public Rights of Way) states that Mosshayne Lane is signed as a public footpath. It will be retained as a pedestrian / cycle link within the forthcoming Mosshayne development. The shared trail will link with the Mosshayne pedestrian / cycle link. No footpaths, bridleways or byways are affected by the shared trail.

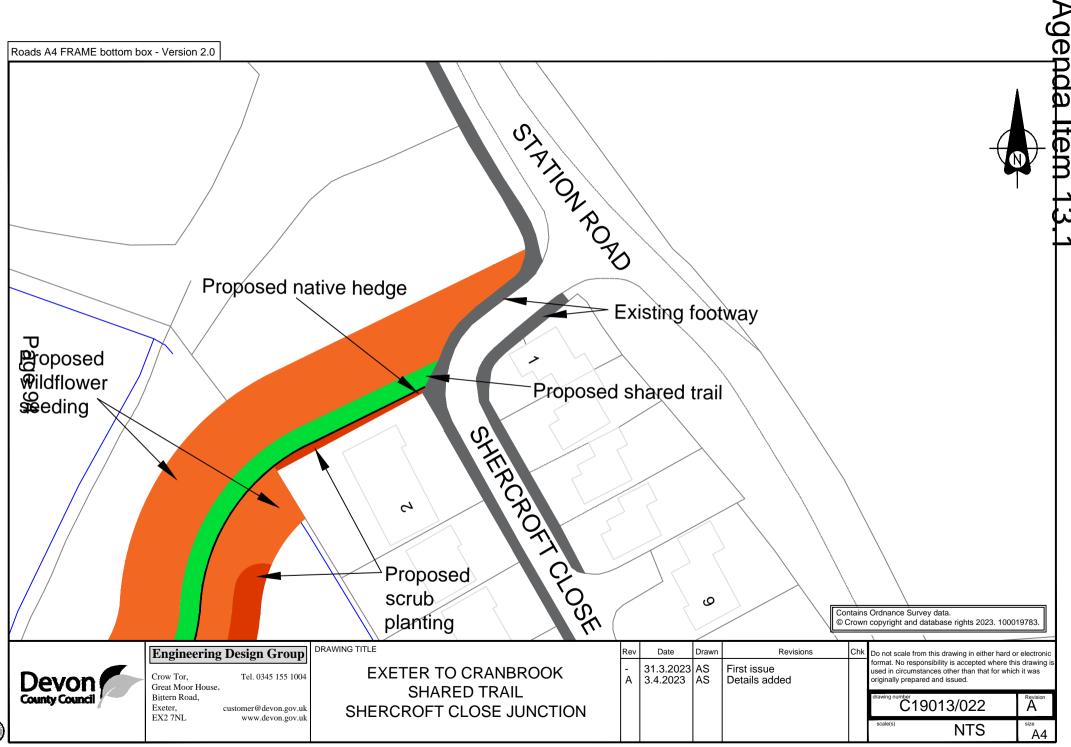
The application contains no information as to how cyclists proceed from the end of the trail, given that Mosshayne Lane is currently a private road. See the third map. However, the Mosshyane Lane development (14/2761/MOUT) was approved with conditions by East Devon District Council in 2016 and the applicant is the landowner. This planning application clearly shows Mosshayne Lane as a cycle route heading north to Killerton. The legal processes for permitting cycle use will presumably be finalised once the development or the trail proceed. The fourth map shows the trail in relation to the much longer Clyst Valley trail proposal, both within the Clyst Valley Regional Park. This map was part of the consultation on the Clyst Valley trail.



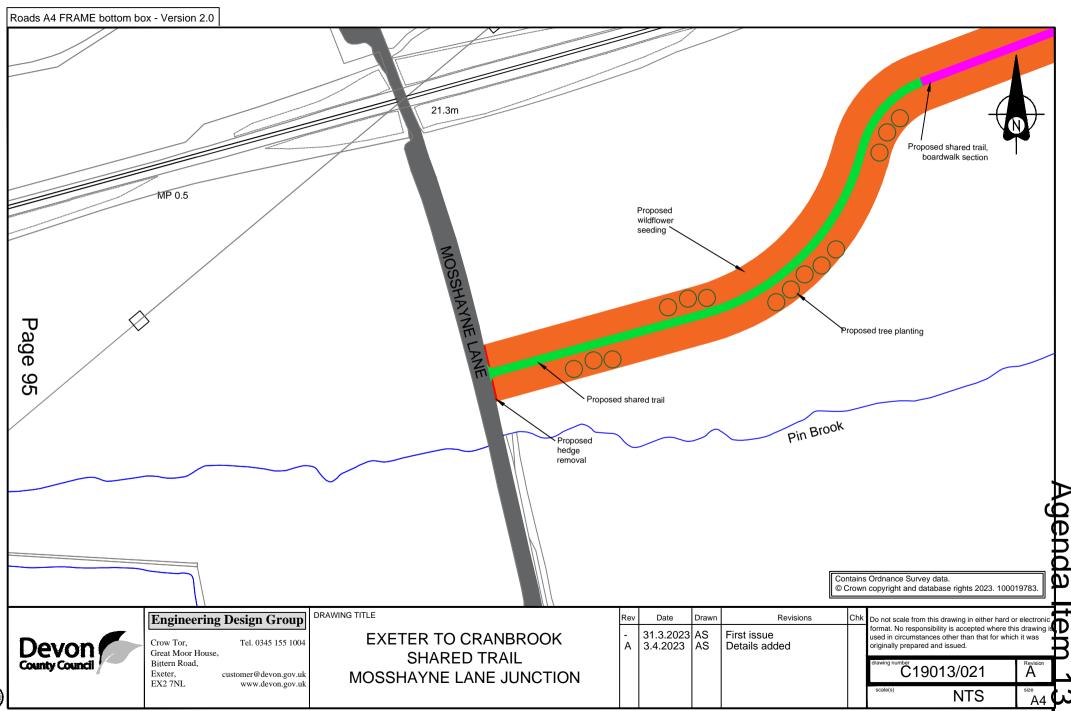
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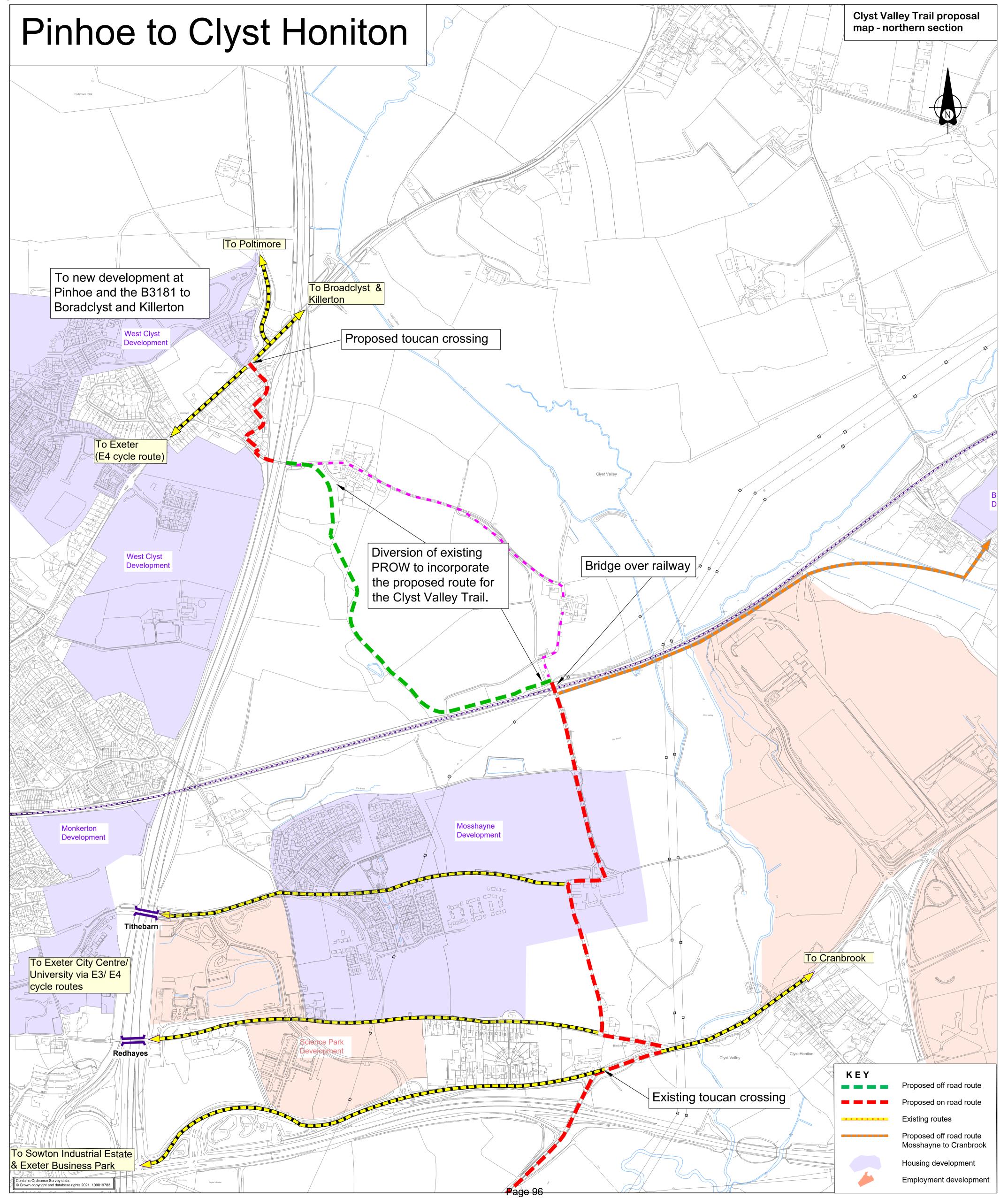




\\data.devon.gov.uk\docs\Exeter, County Hal\RECProject\EATS\PPlan\FR\19332\Drawings\Highways\\Working Drawings\C19013-021 Exeter to Cranbrook Cycle Route - Junctions.dwg - 03/04/20;



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Agenda Item 13.1
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Devon Countryside Access Forum

DRAFT WORK PROGRAMME 2023 - 2024

	ΑCTIVITY	TIMING
Cons	ultations	
0	Local Development Framework documents and	Throughout year
	Neighbourhood Plans (district/borough councils)	
0	England Coast Path variation reports	Throughout year
0	Rights of Way Improvement Plan Review (10 year)	2023 – April and September meetings and working group
0	Countywide Local Cycling and Walking Infrastructure	Autumn 2023?
_	Plan Other consultations	Throughout year
		Throughout year
	proactive work	Throughout yoor
0	Disability access	Throughout year
 Multi-use trails and equestrian use Updates 		
-		As appropriate
0	Clyst Valley Regional Park England Coast Path	As appropriate
0	Exeter Valley Parks	
0	Killerton 'historic landscapes' project	
0	Lower Otter restoration project	
0	Stover Country Park restoration project	
0	Multi-use trails	
0	Tamara Landscape Partnership scheme – coast to coast	
	walk	
0	Pebblebed Heaths improvements	
0	Deregulation Act 2015	
0	Open access review	
Training		
0	Training on site – Definitive Map and rights of way improvements	Silverton – April 2023
6	•	Details to be confirmed. Early summer 2023
0	Training day on site (Pebblebed Heaths & Lower Otter) P3 workshops	Details to be confirmed. Early summer 2023. Autumn/winter 2023?

 Other workshops and training events 	To be offered to members	
Presentations	September 2023 January 2024	
 General aspirations 2023-2024 Respond to consultations, using working groups where 	Throughout yoor	
 Respond to consultations, using working groups where appropriate 	Throughout year	
 Support the Public Rights of Way section, DCC 		
 Ensure integration between the Rights of Way 		
 Improvement Plan and other strategies and policies Continue to work with DCC on multi-use route 		
development		
 Continue to encourage working with landowners 		
 Consider increased use of the countryside and how to 		
 encourage responsible use Contribute to green infrastructure policy development 		
throughout the County		
 Continue the link with the Public Rights of Way 		
Committee		
 Liaise with neighbouring local access forums, as appropriate 		
 Raise the profile of the DCAF 		
Publications		
 Annual Report 	April 2024	