

Rights of Way Improvement Plan (Devon on the move)

Policies and Objectives v3

Draft April 2023

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A. LEGAL STATUS: Definitive Map and Statement

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			<p>Schedule 14 applications and related claims will continue be addressed as part of the parish-by-parish review.</p> <p>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.</p> <p>In determining applications, negotiation with the landowner(s) will be assessed to establish whether an alternative solution is available, for example, express dedication.</p>

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;

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

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.	<p>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.</p> <p>Examples of diversions in the interest of the public are those which will:</p> <ul style="list-style-type: none"> • 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 <p>Examples of diversions in the interest of landowners are those which will:</p> <ul style="list-style-type: none"> • 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)		<p>Use of creation agreements will be considered where this will meet public need or result in public benefit, for example:</p> <ul style="list-style-type: none"> • 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)		<p>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:</p> <ul style="list-style-type: none"> • 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.

A. LEGAL STATUS: Access Land and Coastal Access

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: Permissive Paths and Alternative Routes

Ref:	Topic:	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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B. MANAGEMENT AND MAINTENANCE: Quality Standards

Ref:	Topic:	Objective:	Policy:
B1	Quality Standards	Ensure that the public rights of way network is maintained to appropriate standards	<p>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.</p> <p>Of particular relevance are National Trail Quality Standards and the Devon County Council Public Rights of Way Condition Criteria.</p>
B2			<p>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.</p>
B3			<p>Maintenance standards will be periodically reviewed, including benchmarking with relevant authorities to take account of good working practice and innovations in technology.</p>

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.
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B. MANAGEMENT AND MAINTENANCE: Signing and Waymarking

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.

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.

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

Ref:	Topic:	Objective:	Policy:
B17	Collaborative Working Funding, and Resources (Local Access Forums)	<p>Encourage cooperation, respect, and understanding between users, landowners, and land managers.</p> <p>Promote and support cooperative working, partnerships, and agreements to share expertise, actively engage local communities, and optimise resources.</p>	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)		<p>Partnerships, joint working arrangements and agency agreements will be actively encouraged. This includes:</p> <ul style="list-style-type: none"> • 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

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 visitor_giving_helpsheets.pdf (visitengland.com) .
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)	<p>Improve safety for non-vehicular users, including along and when crossing roads</p> <p>Identify and implement measures to improve perceived and actual public safety issues relating to crime and anti-social behaviour</p>	Development of off-road links that provide a safer environment for all users will be pursued
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).
			<p>Where sufficient evidence is available, appropriate enforcement action will be pursued if a dog intimidates a person or injures them or their animal(s).</p> <p>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.</p>

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

Ref:	Topic:	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			<p>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.</p> <p>This will include identifying and better promoting information to support blind or partially sighted people and others with mobility problems to make informed choices.</p>
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

			<p>guidance such as By All Reasonable Means 2020 (Sensory Trust).</p> <p>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.</p>
C4			Inappropriate new structures that are put in place without authorisation will be removed.
C5	User Groups (Walking)	Improve opportunities for walking	<p>The development of walking in urban areas will continue to be supported:</p> <ul style="list-style-type: none"> • 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 <p>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.</p>
C6			Priority will be given to the development of:

			<ul style="list-style-type: none"> • 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	<p>Opportunities will be sought to improve and extend bridleway provision to create a more strategic network.</p> <p>This includes seeking to develop short routes and circuits for horse-riders of between 4km and 11km.</p>
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:

			<ul style="list-style-type: none"> • 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 <p>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.</p>
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.

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

Ref:	Topic:	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	<p>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.</p> <p>This includes contributing to delivery of local and national guidance e.g., National design guide - GOV.UK (www.gov.uk)</p>
D2			<p>Create new routes and enhance quality of existing paths to meet existing needs and to mitigate impacts arising from new development.</p> <p>This should seek to optimise the contribution that paths provide to green infrastructure, and social inclusion</p>
D3			<p>Ensure that development management arrangements recognise and protect public rights of way in the planning process.</p> <p>This includes objecting to or deferring determination of any planning application which fails to adequately take account of existing public</p>

			<p>rights of way until appropriate protection and/or mitigation measures are identified.</p> <p>Advice and guidance will continue to be provided to landowners and developers in relation to developments affecting public rights of way.</p>
D4			<p>Proposals for mineral development which affect rights of way will not be supported unless provision can be made for an appropriate alternative route.</p> <p>In considering applications for mineral development, the County Council will encourage the provision of new rights of way and access to the countryside.</p>
D5	Active Travel		<p>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.</p>

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	<p>Regular review and improvements in quality and availability of information (including on-line information) and communication will be sought, including:</p> <ul style="list-style-type: none"> • 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, car-parks 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 • temporary closures or restrictions

E2			<p>A range of media will be utilised to optimise understanding and awareness of</p> <ul style="list-style-type: none"> • Delivering the RoWIP • Accessing the countryside • Feeding back and reporting
E3	Community Engagement and Campaigns		<p>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.</p>
E4			<p>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.</p>
E5			<p>Joint working with user and interest groups will be encouraged and supported.</p> <p>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.</p>
E6			<p>Social / green prescribing will be supported alongside promoting research opportunities with universities and other further education</p>

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

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		<p>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.</p> <p>Other access providers will be encouraged to monitor and share information that may assist this research</p>
E16			<p>Research will be undertaken to determine areas which are particularly suitable for specific activities (for example, horse-riding or mountain-biking).</p> <p>Targeted information will be considered for appropriate areas</p>
E17			An ongoing process of public consultation will be undertaken to identify common issues and current trends

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

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

			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

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

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.

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			<p>Opportunities will be sought to enhance access opportunities through Environmental Land Management schemes and other relevant initiatives.</p> <p>Appropriate cross compliance requirements will be supported and promoted by working with Defra and landowners/land managers.</p>

