

Appendices

Appendix A

Statement of Action

ROWIP Text Reference: 7.1

Abbreviations used in the Statement of Action

Projected cost column

The costings in this column are approximate and are based upon full implementation of each action.

N	Negligible (within existing resources)
£	Less than £5,000
££	Between £5,000 and £15,000
£££	Between £15,000 and £25,000
££££	Between £25,000 and £50,000
£££££	More than £50,000
‡	Mainly within existing staff levels
‡‡	Some increase in staff required
‡‡‡	Significant increase in staff required

Partners column

The partners in this column are those organisations that may assist the County Council to deliver each action (internal County Council partners are not included).

B&DCs	Borough & District Councils
BHS	British Horse Society
CLA	Country Land & Business Association
DR	Disabled Ramblers
ESDA	East Sussex Disabled Association
HA	Highways Agency
HWU	High Weald Unit
KCC	Kent County Council
LAF	East Sussex Local Access Forum
LARA	Motoring Organisations Land Access & Recreation Association
NFU	National Farmers Union
PCT	Primary Care Trust
RA	Ramblers' Association
SCC	Surrey County Council
Som	Sompriti
Sus	Sustrans
SDJC	South Downs Joint Committee
T&PCs	Town & Parish Councils
WSSC	West Sussex County Council

Aim 1 Improve resourcing

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
1.a. To take advantage of any suitable grant funding for public rights of way related projects.	i. Identify potential sources of funding for rights of way improvements.	7.2	Ongoing	N †	
	ii. Formulate suitable funding bids at appropriate times.	7.2	2007/08 onwards	N †	
1.b. Seek to secure benefits to the public rights of way network from major developments and road schemes.	i. Identify areas allocated for future development, ensure early liaison with planners and implementation, where possible, of 'Secured by Design'.	2.6	Ongoing	N †	B&DCs; T&PCs; RA; BHS
	ii. Ensure that the integrity and potential improvements to the public rights of way network are properly considered when road schemes are proposed.	6.3	Ongoing	N †	HA; RA; BHS
1.c. Seek to secure benefits to areas of open access.	i. Countryside site management plan should consider the Rights of Way Improvement Plan and, where possible, seek improvements to public access.	4.9	Ongoing	N †	

Aim 2: Improve partnership working

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
2.a. Encourage and assist volunteers to help with work on public rights of way, including improvement work as well as basic maintenance.	i. Increase voluntary participation in small scale improvement work on rights of way across the county.	4.5	Ongoing	£ †	T&PCs; RA; BHS
	ii. To work with recreational motor user groups to adopt a county-wide 'code of conduct' for use of vehicular rights of way.	5.5	2009/10	N †	LARA; LAF
2.b. Improve working with land managers	i. Encourage more land holders to provide public access – especially where it clearly enhances access provision.	6.2	2007/08 onwards	N †	NFU; CLA; SDJC
	ii. Work with organisations such as the NFU and CLA to help land holders gain a better understanding of the benefits of public access.	3.9; 6.2	2007/08 onwards	N †	NFU; CLA; SDJC

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
2.c. Improve working with town and parish councils, other authorities and organisations	i. Provide an annual progress report to the Local Access Forum on the implementation of the Rights of Way Improvement Plan	7.3	Ongoing	N ↓	LAF
	ii. Develop and maintain a regular dialogue on rights of way issues with town and parish councils and other relevant authorities and organisations	6.2	Ongoing	N ↓	T&PCs; B&DCs; SDJC; HWU
	iii. Encourage and assist town and parish councils and other authorities and organisations in developing and maintaining locally led improvement projects	6.2	Ongoing	N..↓	T&PCs; B&DCs; SDJC; HWU

Aim 3: Improve safety and convenience

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
3.a. To make crossings on busy roads safer.	i. Maintain lists of crossings that would ideally be made safer, with priorities identified.	6.4	Ongoing	N †	BHS, HA; LAF; SDJC
	ii. Work towards making crossings safer as opportunities arise, and taking into account identified priorities.	6.4	2007/08 onwards	£££££ †††	BHS; HA; LAF; SDJC
3.b. Make roadside verges safer for horse riders and other users.	i. Maintain a list of roadside verges important to equestrians that would ideally be made safer, with priorities identified.	5.3	Ongoing	N †	BHS, HA
	ii. Work towards making roadside verges important to equestrians safer, as opportunities arise, and taking into account identified priorities.	5.3	2007/08 onwards	N - £££££ † - †††	HA
3.c. Close obvious gaps in the rights of way network.	i. Maintain a list of the most obvious gaps in the bridleway and byway network.	5.3; 5.4	Ongoing	N †	BHS; SDJC
	ii. Maintain a list of public footpaths that could potentially be upgraded to help close obvious gaps in the bridleway and byway network.	5.3; 5.4	Ongoing	N †	BHS, RA
	iii. Negotiate with landowners to seek new bridle-routes to close gaps in the network.	5.3; 5.4	2007/08 onwards	£££££ ††	BHS, RA; CLA; NFU

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
3.d. Seek adjustment of the existing rights of way network to improve safety and opportunities for users.	i. Encourage path diversions which will reduce the fragmentation of the network and improve crossings of busy roads.	6.4	2007/08 onwards	£££££ ††	T&PCs
	ii. Maintain a list of potentially dangerous crossings of busy roads.	6.4	Ongoing	N †	T&PCs; RA; HA
	iii. Work to improve potentially dangerous crossings of busy roads as opportunities arise.	6.4	2007/08 onwards	£££££ ††	
3.e. Seek the addition of new paths to the rights of way network to improve opportunities for users.	i. Seek opportunities to add links to the network of paths in areas where demand is greatest, namely around towns and villages and in parts of the county most popular for tourism.	3.3	2007/08 onwards	£££££ ††	T&PCs; RA
	ii. Maintain a list of parts of the county where there are large gaps in the network.	6.2	Ongoing	N †	BHS; RA
	iii. Seek new rights of way to fill large gaps in the network as opportunities allow.	6.2	2007/08 onwards	£££££ †	BHS; RA
	iv. Maintain a list of 'dead-end' public rights of way that could provide useful links if properly connected to the rest of the network or suitable carriageway.	6.4	Ongoing	N †	T&PCs; RA; BHS

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
3.e. Seek the addition of new paths and other facilities to improve opportunities for users. (continued).	v. Work on connecting 'dead-end' public rights of way to the rest of the network or suitable carriageway as opportunities arise.	6.4	2007/08 onwards	£££££ †	T&PCs; RA; BHS
3.f. Limit the use of legal orders to control public use of byways open to all traffic.	i. To only use a TRO (Traffic Regulation Order) as a last resort where recreational motor vehicle use is causing damage to the surface of a byway open to all traffic.	5.5	Ongoing	N †	LARA; LAF

Aim 4: Improve access for all

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
4.a. Take the needs of disabled people into account when carrying out work on public rights of way.	i. Work towards replacing step stiles and other steps on public footpaths with gaps, gates or ramps, wherever beneficial, possible and affordable.	5.6	2007/08 onwards	£££££ †††	DR
	ii. Ensure that, where possible and appropriate, bridges are designed and built to a standard fit for mobility vehicles.	5.6	Ongoing	£££££ †††	ESDA; DR
4.b. Improve and promote a series of routes designed with disabled people in mind.	i. Working with disabled users, identify routes which could potentially be used by those with mobility problems or visual impairments, make required improvements and publicise routes.	5.6	Ongoing	£ †	ESDA; DR
	ii. Seek to provide short circular routes for equestrians that are suitable for young or inexperienced riders and also for disabled riders.	5.3; 5.6; 6.2	2007/08 onwards	£££££ ††	BHS; LAF; RDA
4.c. Recognise that some users of motor vehicles on byways open to all traffic (BOATs) are disabled and this may be their main method of accessing the countryside.	i. Ensure that the needs of the disabled and others with mobility problems are properly considered before proposing restrictions on a BOAT.	5.5; 5.6	Ongoing	N †	ESDA; DR; LARA

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
4.d. Improve the surface of specified bridleways and byways to facilitate use by cyclists and people in wheelchairs.	i. Maintain a list of bridleways and byways which could be particularly useful to cyclists and people in wheelchairs, and improve them when opportunities arise.	5.4; 5.5; 5.6	Ongoing	Up to £££££ !!!	Sus; ESDA; DR
	ii. Agree with relevant interested parties a maintenance standard for each publicised 'off-road' multi-user route.	5.4; 5.5; 5.6	2009/10	N !	Sus; ESDA; DR

Aim 5: Improve information

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
5.a. Improve and make more accessible the information held on the Definitive Map of public rights of way.	i. Update and digitise the Definitive Map.	5.10	2011/12	N ††	
	ii. Make available a version of the digitised map that can be easily viewed and used by the public on the internet (subject to 5.a.i).	5.10	2012/13	N †	
	iii. Develop the rights of way and countryside pages on the 'eastsussex.gov.uk' website to be a first port of call for the public (both locals and visitors) interested in the county and access to its countryside.	5.10	2009/10	N ††	
	iv. Undertake a full survey of the public rights of way network.	4.5	2008/09	N ††	
5.b. Provide a wide range of accessible information on opportunities to enjoy the rights of way network.	i. Develop information in different formats (including website, leaflets and other printed literature and guided walks).	5.10	Ongoing	£ †	
	ii. Provide targeted information to minority groups (for example black and ethnic) to encourage their use of rights of way and the countryside in East Sussex.	5.7	Ongoing	£ †	Som

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
5.c. Improve the information 'on the ground' on rights of way.	i. Install bespoke signposting with additional information (for example destinations, distances, path names) where it is likely to be beneficial.	5.10	Ongoing	£££ ††	T&PCs
	ii. Include Rights of Way team contact information on signs and structures.	5.10	Ongoing	£ †	

Aim 6: Improve access to the countryside from urban areas

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
6.a. Develop a series of short, circular walks from urban areas that are attractive and easy to use, especially aimed at those who do not necessarily access their local countryside on a regular basis.	i. Identify potential routes based on the public rights of way network around towns and villages, improve and waymark them to a high standard.	5.2	2008/09	£££ ↓↓	T&PCs; RA
	ii. Work with partner organisations to publicise the walks.	5.2	2009/10 onwards	£ ↓	PCT; T&PCs
6.b. Improve access and facilities on popular dog-walking routes.	i. Identify routes around towns and villages which are regularly used by local dog-walkers.	3.3	2008/09	N ↓	T&PCs; RA
	ii. Work with District/Borough and Parish/Town Councils to improve these routes, for example through installing gates or dog-latches next to stiles, and provision of dog waste bins.	3.3	2009/10 onwards	£££ ↓	T&PCs, D&BCs
6.c. Provide more 'open' access to the countryside around towns and villages.	i. Maintain a list of areas where people have fewest 'open access' opportunities in their local countryside (accessible natural greenspace).	6.6	2007/08 onwards	N ↓	RA; LAF
	ii. Work with landowners in identified priority areas to try to establish more accessible natural greenspace.	6.6	2008/09 onwards	£££££ ↓↓	T&PCs; CLA; NFU

Aim 7: Improve promoted routes

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
7.a. Promote a strategic network of primary LDPs which are maintained and promoted to a high standard.	i. Maintain a map showing the primary LDP network.	4.7	Ongoing	N †	
	ii. Liaise with relevant neighbouring authorities and other interested parties to agree maintenance standards and promotion policies for each primary LDP.	4.7	Ongoing	N †	KCC; WSCC; SCC; RA
	iii. Survey the primary LDP network at least annually, and prioritise maintenance needs.	4.7	Ongoing	N †	
7.b. Record and maintain secondary LDPs (such as the Vanguard Way and Sussex Border Path) to a reasonable and consistent standard.	i. Liaise with relevant neighbouring authorities and other interested parties to agree a maintenance standard for each secondary LDP.	4.7	2008/09	N †	KCC; WSCC; SCC; RA
	ii. Critically consider requests to create new secondary LDPs for walkers, in order to avoid duplication of routes and unreasonable demands on resources.	4.7	Ongoing	N †	RA
	iii. Improve the maintenance of secondary LDPs as resources allow.	4.7	2007/08 onwards	££££ †	RA; T&PCs

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
7.c. Promote a variety of circular walks which are maintained to a high standard.	i. Secure the future maintenance and promotion of most of the circular routes previously created by ESCC (including many of the 'Paths to Prosperity' routes).	4.8	2007/08 onwards	£££ ††	T&PCs
	ii. Survey the County Council promoted circular walks annually, prioritise maintenance needs, and consider their potential for improved accessibility.	4.8	Ongoing	N †	
	iii. Maintain a selection of promotional material for the circular walks.	4.8	Ongoing	N †	
7.d. Record and maintain circular walks promoted by non-County Council sources (for example other authorities, walking groups, organisations or independent guide books) to a reasonable and consistent standard.	i. Develop and maintain a map of all non-ESCC promoted routes.	4.8	2007/08 onwards	N †	
	ii. Improve the maintenance of non-ESCC promoted routes as resources allow.	4.8	2007/08 onwards	££££ ††	T&PCs; RA

Objective	Action	ROWIP Reference	Target	Projected Cost	Potential Partners
7.e. Seek the provision of facilities to complement the LDPs and circular routes	i. Encourage providers to keep public toilets open as a valuable resource for those visiting the countryside, especially for the elderly and disabled.	4.8	2007/08 onwards	N †	T&PCs; B&DCs
	ii. Where desirable, provide extra facilities (such as picnic tables or interpretation panels) on routes.	4.8	2007/08 onwards	£££ †	T&PCs
7.f. Improve opportunities for promoted off-road rides for equestrians and cyclists.	i. Seek to provide a largely off-road bridle-route linking the Forest Way to the Cuckoo Trail.	5.3; 5.4	2017/18	£££££ †	WDC; BHS; Sus; LAF; T&PCs; CLA; NFU
	ii. Work towards developing safe alternative bridle-routes around Hailsham to provide a continuous route for equestrians using the Cuckoo Trail.	5.3	2007/08 onwards	£££££ ††	WDC; BHS
	iii. Improve the Forest Link and High Weald long distance bridle-routes.	5.3; 5.4	Ongoing	£££££ ††	BHS
	iv. Ensure that all existing signed and/or promoted 'off-road' cycle routes are fit for the public to use with a standard bicycle.	5.4	Ongoing	£££££ †††	Sus
	v. Seek to provide suitable parking for horseboxes at key locations along circular and long distance routes.	5.3	2007/08 onwards	£££££ ††	BHS

Appendix B

Glossary of Terms

Access Land	Land mapped as Open Country or Common Land under the CROW Act.
Adopted Highway	A road which has been adopted by the highway authority to maintain, usually with a sealed surface.
AONB	Area of Outstanding Natural Beauty.
BHS	British Horse Society.
BOAT	Byway Open to All Traffic (Right of way for all users).
BR	Public Bridleway.
Bridleway	Right of way on foot, horse, cycle.
Byway	Byway Open to All Traffic (see BOAT) or Restricted Byway (see RB).
Carriageway	A vehicular right of way (includes roads and byways).
CLA	Country Land & Business Association.
CROW	Countryside & Rights of Way Act 2000.
CTC	Cyclists Touring Club.
Cycleway	A route usually only open to cyclists and pedestrians and not shown on the Def. Map.
Dedication	Legal creation of a public right of way.
Def. Map	Definitive Map of public rights of way.
Defra	Government Department of the Environment, Food and Rural Affairs.
Diversion	Legal altering of the line of a public right of way.
ESCC	East Sussex County Council.
ESLAF	East Sussex Local Access Forum.
Footpath	Right of way on foot only.
Footway	Path alongside a road (pavement), usually provide with a sealed surface.
FP	Footpath.
Green Lane	An unofficial term referring to an unsurfaced route usually enclosed by hedges.
Highway	Any road, track or path over which the public have a right to pass and repass.
LDP	Long Distance Path
Licensed path	Formal agreement between landowner and County Council for a permissive path.
LTP	Local Transport Plan.
NFU	National Farmers Union.
OS	Ordnance Survey
OSS	Open Spaces Society
PROW	Public Right of Way (same as ROW)
RA	The Ramblers' Association
RB	Restricted Byway
Restricted Byway	New designation of RUPP (open to all except mechanically propelled vehicles).
ROW	Right of Way (same as PROW).
ROWIP	Rights of Way Improvement Plan.
RUPP	Road Used as a Public Path (Right of way on foot, horse, cycle, may be vehicle).
SDAF	South Downs Access Forum.
SDJC	South Downs Joint Committee.

Appendix C

East Sussex Strategic Partnership – Community Strategy Objectives

ROWIP Text Reference: 2.4

Making East Sussex a Place to Prosper

Based on a desire to create a robust, healthy and successful economy where high quality employment opportunities are available for local people and where the needs of business are effectively balanced with the need to protect the environment. Want economic development based on sustainable principles that encourages local businesses to develop.

Making East Sussex a Place to Participate

Where our local communities in towns and villages can enhance their sense of community – that sense of belonging and identify which engenders support and consideration for others. Where people feel they have a part to play in shaping the future of their communities and can actively participate in doing so. Where local communities have access to essential services in order for them to thrive as well as to feel empowered to influence the services available to them.

Making East Sussex a Place to Protect

Where the needs of the present are met without compromising the needs of future generations and where the environmental impact of all activities are minimised.

Appendix D

Definitions of Conservation Designations

ROWIP Text Reference: 4.2

National Parks

National Parks are extensive tracts of the countryside that have been given strong protection under legislation and the planning system for the conservation and enhancement of their special qualities. Those in England are designated under the National Parks and Access to the Countryside Act 1949 by Natural England for their natural beauty and opportunities for open-air recreation, and confirmed by the Secretary of State.

Each National Park is managed by its own National Park Authority. The two statutory purposes of a National Parks Authority are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas; and
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

Within the county there is a designated National Park for the South Downs which has not yet been confirmed.

Areas of Outstanding Natural Beauty

Areas of Outstanding Natural Beauty (AONBs) were brought into being by the same legislation as National Parks - the National Parks and Access to the Countryside Act 1949.

They are fine landscapes, of great variety in character and extent. The criterion for designation is their outstanding natural beauty. Many AONBs also fulfil a recreational role but, unlike national parks, this is not a designation criterion. The Countryside Agency is responsible for designating AONBs and advising Government on policies for their protection.

There are two Areas of Outstanding Natural Beauty in East Sussex. These are the Sussex Downs and High Weald.

Sites of Special Scientific Interest

Sites of Special Scientific Interest (SSSIs) are the best examples of our natural heritage of wildlife habitats, geological features and landforms. An SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981.

There are over 4,000 SSSIs in England, covering around 7% of the country's land area. Over half of these sites, by area, are internationally important for their wildlife, and designated as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites. Many SSSIs are also National Nature Reserves (NNRs) or Local Nature Reserves (LNRs).

There are 67 SSSIs in East Sussex, many of which are quite small. The largest areas of SSSI in the county are in the Ashdown Forest, Pevensey Levels, Rye Levels and South Downs.

National Nature Reserves

English Nature has powers, stemming from the National Parks and Access to the Countryside Act 1949, to designate land as a National Nature Reserve (NNR). The aim is both to secure protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. In addition, NNRs have a public role, with the majority of NNRs now having some permitted access.

East Sussex has four NNRs. These are: Castle Hill, near Kingston; Lewes Downs (east of Lewes); Lullington Heath, near Alfriston; and part of the Pevensey Levels.

Local Nature Reserves

Local Nature Reserves (LNRs) are designated by local authorities under the same powers and for the same reasons as National Nature Reserves.

There are 18 LNRs in the county. Larger sites include Chailey Common, Hastings Country Park, Rye Harbour Nature Reserve and Seaford Head.

Special Protection Area

A Special Protection Area (SPA) is a designation under the European Union directive on the conservation of wild birds. Member states of the European Union have a duty to safeguard the habitats of migratory birds and certain particularly threatened birds. SPAs comprise one or more SSSIs. Together with Special Area of Conservation or SACs, the SPAs form a network of protected sites across the European Union, called Natura 2000.

There are two SPAs in East Sussex. These are Ashdown Forest and the Pett Level to Dungeness coastline (partly in Kent).

Special Area of Conservation

A Special Area of Conservation (SAC) is defined in the European Union Habitats Directive. They are to protect the 220 habitats and approximately 1000 species which are considered to be of European interest following criteria given in the directive.

Five SACs fall within East Sussex: Ashdown Forest; Castle Hill, near Kingston; Dungeness (mainly in Kent); Hastings Cliffs; Lewes Downs (east of Lewes).

Ramsar Sites

Ramsar Sites are listed under the Ramsar Convention - an international treaty for the conservation and sustainable utilisation of wetlands, recognising the ecological functions of wetlands and their economic, cultural, scientific, and recreational value. The convention was developed and adopted by participating nations at a meeting in Ramsar, Iran in 1971. The List of Wetlands of International Importance now includes over 1,550 sites (known as Ramsar sites).

One Ramsar site lies within the county at Pevensey Levels.

Heritage Coast

There are 30 designated Heritage Coasts in England. The Heritage Coast classification scheme was initiated in 1972 to protect coastline of special scenic and environmental value from undesirable development. Much of the designated coastline is owned by the National Trust, through its Project Neptune appeal.

Some 31% of the coast in England is protected under the Heritage Coast scheme coordinated by the Countryside Agency. Many of these coasts are part of larger National Parks or AONBs, and the protected area extends inland for an average of 1½ miles.

The coast between Seaford and Eastbourne (inland as far as the A27) forms the Sussex Downs Heritage Coast.

Sites of Nature Conservation Importance (SNCI)

SNCIs are biodiversity sites of local importance designated by District and Borough Councils.

Regionally Important Geological and Geomorphological Sites (RIGS)

RIGS are sites of local importance designated by the Sussex RIGS group.

Country Parks

Country Parks have been declared as such by the County Council under the Countryside Act 1968. There are several of these in East Sussex owned or managed by the County Council including Seven Sisters, Ditchling Common and the Forest Way. Hastings Borough Council manage Hastings Country Park.

Wildlife Verges

Wildlife Verges are designated by the County Council. These place a greater emphasis on attracting the interest of local people to actively conserve whole communities of plants and animals found on the roadside.

Appendix E

Landscape Character Areas

ROWIP Text Reference: 4.3

High Weald

Characteristics: The High Weald is the largest landscape area in East Sussex. It has rolling countryside, sandstone and clay geology and numerous woodlands, with a major area of heathland at Ashdown Forest. The main coastal towns of Hastings, St Leonards and Bexhill lie at the eastern end, with smaller rural towns such as Crowborough, Heathfield and Battle inland. There are also many villages of varying sizes throughout the High Weald.

Designations: The High Weald is mostly within the High Weald AONB (which also includes neighbouring parts of Kent, West Sussex and Surrey). There is also a large area of SSSI at Ashdown Forest, as well as a number of smaller SSSIs.

Rights of Way: The mixture of sandstone and clays leads to a varying quality of path surface which can cause maintenance problems. Generally, the network of rights of way is extensive for walkers but fragmented for horse riders and the surface conditions can make bridleways and byways difficult, especially in wet conditions but often all year round. Despite this, the area is increasingly popular for horse riders and the intricate network of small rural lanes does provide a relatively safe and useful addition to the 'off road' provision.

Low Weald

Characteristics: A low lying clay vale, the Low Weald sits between the higher ground of the South Downs and High Weald. It is, perhaps, less attractive to walkers than other landscapes in the county but has some notable areas such as Abbots Wood (near Hailsham), Chailey Common, Barcombe Mills and Arlington Reservoir. Hailsham and Uckfield are the main towns in the Low Weald and there are a number of villages.

Designations: There are some small areas of SSSI within the Low Weald and parts of the landscape lie within the Sussex Downs AONB. However, the Low Weald generally has the least protection of any of the landscape areas in the county.

Rights of Way: Paths in the Low Weald, especially bridleways and byways, suffer from the poor drainage conditions (often all year round) due to the heavy clays that mainly make up the geology of the area, especially east of the River Ouse. There is a reasonably good network of footpaths except on the levels between Glynde and Laughton.

South Downs

Characteristics: Mainly open chalk downland with the distinct scarp slope forming its northern edge, chalk coastal cliffs forming the southern edge and cut north to south by the Cuckmere River and River Ouse. There are some wooded areas such as Friston Forest and the east facing scarp slope at Eastbourne, and several small villages are located along the foot of the scarp slope and in river and stream valleys. Towns such as Eastbourne, Seaford, Newhaven, Peacehaven and

Telscombe Cliffs form major residential development along the coast. The main inland town is Lewes. Industrial development is mostly related to the port at Newhaven, with some in Lewes, Seaford and Eastbourne.

Designations: The area lies mostly within the Sussex Downs AONB and the proposed South Downs National Park. The coast from Seaford to Eastbourne (including Seaford Head, the Seven Sisters and Beachy Head) and inland as far as the A27 is designated as Heritage Coast. Seaford Head Local Nature Reserve and Seven Sisters Country Park are either side of the Cuckmere Haven. There are also large areas of SSSI and numerous other Nature Reserves.

Rights of Way: The South Downs enjoys an extensive network of public rights of way (including many bridleways) which offer excellent opportunities for walkers, horse riders and cyclists. The South Downs Way runs west-to-east along the ridge of the Downs and is the only bridleway National Trail. The South Downs Way is especially popular with mountain bikers, as is the Old Coach Road along the foot of the scarp slope (and this is the longest stretch of continuous byway open to all traffic in the county). There is generally good drainage on the Downs so the rights of way network does not suffer from the wet surface conditions often found elsewhere in the county.

Pevensy Levels

Characteristics: The Pevensy Levels is an area of flat, low-lying fields and marsh with occasional 'eyes' (islands of raised ground). It has mostly sheep and cattle pasture with some arable farming. There is very little residential development to the north of the A27 and A259 trunk road (apart from the eastern edges of Hailsham). Residential and industrial development is concentrated to the south including much of the urban area of Eastbourne and the towns and villages of Polegate, Willingdon, Stone Cross, Westham, Pevensy and Pevensy Bay. There are also several holiday caravan sites, especially along the coast.

Designations: Most of the levels north of the Eastbourne to Hastings railway is a Site of Special Scientific Interest and Ramsar site.

Rights of Way: There is quite a good network of paths in the western part and along the eastern fringes, but few rights of way in the centre between Pevensy and Hurst Havens (to the west) and Wallers Haven (to the east). A long continuous stretch of bridleway (part of the 1066 Country Walk) runs north to south from Herstmonceux Castle to Pevensy, but the west to east links for horse riders and cyclists are largely limited to a few byways around the edge of Hailsham.

Rye Levels

Characteristics: The Rye Levels is a relatively small area (part of the larger Romney Marsh landscape character area, most of which is in Kent) with a combination of farmed levels (traditionally sheep pasture but now often given over to arable farming), shingle, gravel pits and sand dunes. Former gravel pits south of Rye now form the core of the Rye Harbour Nature Reserve. The area includes the Rother valley to Bodiam and the Brede valley to Sedlescombe. Rye town and the villages of Camber, Rye Harbour and Winchelsea Beach are the main residential areas, with several holiday caravan sites at each of these villages.

There is also an expanding industrial area at Rye Harbour, much of which is associated with the development of the port.

Designations: Extensive areas of SSSI mainly to the east of the Royal Military Canal.

Rights of Way: There is a reasonable rights of way network with a relatively high proportion of bridleways. However, these bridleways don't often link together and, as a result, don't form a useful network. Several long distance paths either terminate at or pass through Rye. These are the High Weald Landscape Trail, 1066 Country Walk, Saxon Shore Way, Royal Military Canal Path and Sussex Border Path.

Appendix F

Town and Parish Councils Responding to Information Request

ROWIP Text Reference: 6.2

Town and Parish Councils responding with improvement suggestions

1. Iden
2. Northiam
3. Etchingam
4. Robertsbridge & Salehurst
5. Hurst Green
6. Sedlescombe
7. Burwash
8. Battle
9. Wadhurst
10. Herstmonceux
11. Buxted
12. Hadlow Down
13. Uckfield
14. Willingdon & Jevington
15. East Dean & Friston
16. Alfriston
17. Barcombe
18. Ringmer
19. Glynde & Beddingham
20. South Heighton
21. Seaford
22. Hamsey
23. Westmeston
24. Piddinghoe

Other Responses from Town and Parish Councils

1. Playden
2. Bodiam
3. Crowhurst
4. Chalvington with Ripe
5. East Chilmington
6. Danehill
7. Northiam
8. Catsfield
9. Hartfield
10. Maresfield
11. Newick
12. Telscombe
13. Newhaven
14. Withyham

Appendix G

Local Development Plans

ROWIP Text Reference: 2.5

East Sussex and Brighton & Hove Structure Plan

Structure plans establish a framework that more detailed local plans must conform to. District and borough councils are responsible for producing district wide local plans for their areas, covering all topics other than minerals and waste. County councils, or unitary authorities, are responsible for preparing minerals and waste local plans.

East Sussex County Council has a joint responsibility with Brighton & Hove City Council to provide a broad framework of planning policies for the long-term development and conservation of East Sussex and Brighton & Hove.

Structure Plan policies have been designed around the premise of sustainable development, thus maintaining quality of life and the environment. Such an approach is compatible with the delivery of the Rights of Way Improvement Plan, which will help to improve access and benefit the health of all sectors of the community.

Specifically, the Structure Plan transport policies include:

- encouragement of and provision for greater use of walking, cycling and public transport, particularly in urban areas and town centres;
- maintenance and enhancement of existing local and regional rail networks and rail services;
- maintenance and enhancement of essential public transport in rural areas, and support for innovative schemes, including community transport;

Eastbourne Borough Plan

In order to achieve the primary development principle of sustainable development, the Eastbourne Borough Plan has adopted key development principles. The principals that relate to rights of way and access to the countryside are:

- To conserve and enhance Eastbourne's valued green environments whether natural (the Downland, coastland, woodland and sites of local nature conservation importance) or man-made (the parklands and other amenity space), including the promotion of biodiversity within the Borough;
- To promote the use of more sustainable means of transport including locating developments in areas which are accessible not only by the private car but by other means as well, including walking, cycling and public transport;

Hastings Local Plan

Hastings has an extensive network of public footpaths within the Borough. The Hastings Local Plan states that by improving links between areas of open space in the town, these areas could serve the surrounding population more effectively, whilst allowing for the creation of circular or linear walks taking in various areas of open space:

- Links from Hastings into the wider countryside could be developed together with various circular walks on the urban fringe. This network will provide a

valuable recreational resource for the town, catering for the many people with no access to a car whilst according with the principles of sustainable development underpinning the Plan.

- The amenity footpath network comprises a combination of existing footpaths and proposed new links. Both existing and proposed footpaths will be protected where development is proposed.

Lewes Local Plan

The Local Plan for Lewes District states that public rights of way are important means of informal recreation and access to the countryside. Access to public rights of way in the rural setting is an essential component of mobility for people with mobility and visual impairments as well as providing the community as a whole with the facility to enjoy the countryside:

- Lewes District Council will not grant planning permission for development which adversely affects public rights of way and their users.
- Opportunity should be taken to increase access to the countryside by enabling the provision of a footway/cycleway/bridleway along the undeveloped part of the former Sheffield Park to Barcombe railway line.
- Planning permission will be granted for small-scale equestrian and related developments provided that there would be no adverse effect on nearby rights of way or open spaces and their users, and good access is available to existing bridleways and the creation of new access points to public roads is avoided wherever possible

Rother Local Plan

Rother District Council, through their Local Plan, is keen to ensure that where a proposed equestrian enterprise will involve riders using the bridleways and roads in the area, the bridleways must be adequate in extent and suitable for joint use by riders and walkers:

- Where they are not, planning obligation will be sought with the applicant and East Sussex County Council (as Highway Authority) to secure improvements in order to ensure the safe and effective working of the enterprise. Where these problems cannot be overcome, planning permission is likely to be refused.

Non-Statutory Wealden Local Plan

In the non-statutory Wealden Local Plan two of the main objectives for leisure and recreation are:

- To encourage the provision of a wide range of opportunities for both formal and informal recreation to meet the needs of existing and future residents, where this would not adversely affect the amenities of adjoining occupiers or the attractiveness of the countryside.
- To improve access to the countryside.

There are also rights of way links with Wealden District Council's Cultural Strategy. It states that Wealden District Council will support the Cultural Strategy Vision by:

- Identifying communities leisure/recreational needs in the Wealden area.
- Encouraging the maintenance and improvements to 'off road networks'.
- Promote safe walking, horse riding and cycling routes.

- Investigating ways to link the wide variety of attractions and initiatives within the district.
- Seeking funding opportunities to support countryside activities.
- Encouraging participation in countryside activities by encouraging 'short breaks' and holidays.
- Promoting Wealden's countryside and activities through publications such as the 'Sussex Country Guide'.

Appendix H

Condition of the Public Rights of Way Network in East Sussex

ROWIP Text Reference: 4.6

Maintenance

The County Council is responsible in the vast majority of cases for the maintenance of surfaces and bridges on the network, as well as having a duty to provide necessary signage and waymarking. The majority of this work is undertaken by the Council's own Rights of Way Maintenance Team, although important minor works are also carried by several Parish Councils and Local footpath groups.

BVPI Bridges

Year of survey	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage of paths open	96%	95%	97.7%	97.3%	93.9%

By far the bulk of bridges on the network are footbridges for which the Council is solely responsible. In some of cases maintenance responsibility for larger bridges is shared with the landowner who may require use for vehicle access. The last complete survey of the bridges was carried out in 1962/3 and at that time in excess of 2000 structures were recorded.

The percentage of paths failing due to faulty bridges is relatively low at between 2% to 4%. In many cases however, if the condition of a bridge is such that it renders a path unsafe for use this can result in a wider proportion of the connecting network being unavailable.

The County Council introduced a capital bridge replacement programme in April 2005. Prior to the introduction of the programme bridge works were undertaken alongside routine maintenance. The funding of a dedicated bridge team has substantially increased the number replaced annually. However, owing to the lack of a replacement programme in previous years the Council faces a backlog of repairs.

BVPI Signposts

Year of survey	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage of paths open	87.2%	81%	81.5%	89%	85.5%

The figures below indicate the number of paths that are signposted from the road. The signposting of public rights of way where they leave a metalled road is a duty and is counted as a failure for the purposes of the BVPI survey. The surveys suggest that between 10% and 20% of the network is not adequately signed from the road.

These figures do not include signage or way-marking needed on paths where they have left the road. Although locations where way-marking is needed are recorded,

this is a more subjective assessment. Poor way-marking is however a common cause of public rights of way complaints.

Enforcement

The maintenance of stiles and gates is the responsibility of landowners. The County Council though has a duty to enforce landowners to undertake that maintenance. It must also act where paths are obstructed and this work is carried out by four Area Rights of Way Officers, if necessary in conjunction with the Council's Legal Department.

BVPI Stiles, Gates and Barriers

Year of survey	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage of paths open	95%	93%	95%	96%	92%

Faulty stiles and gates account for the most common enforcement problems on the network. The BVPI figure indicates only those structures that are unusable. The number of paths with stiles requiring attention will be significantly higher. The figure also relates to the path failure rate rather than individual stiles and it is often the case that a path which fails as a result of a faulty stile or gate will have several that are in a similar condition.

Again, in the absence of a full survey of the network the number of stiles and gates that exist can only be estimated. Based on localised surveys the number across the network is estimated to be 30,000. Assuming a life expectancy of 15 years for each structure this equates to 2000 stiles requiring replacement annually. Replacement is usually the responsibility of the owner of the land. However, the County Council does make a contribution towards the replacement of stiles and gates especially on promoted routes. Approximately 300 stiles gates are currently replaced by the County Council each year.

BVPI Obstructions

Year of survey	2001/02	2002/03	2003/04	2004/05	2005/06
Percentage of paths open	90%	88%	94%	89%	84%

The BVPI figures indicate that between 5% and 15% of the network is obstructed. Incidents of obstruction arising on paths are acted upon as soon as possible.

There are however a recognised number of long standing problems on paths. These obstructions will often have persisted for many years and will have evaded action either because they persist on little used paths or because the public have been able to exercise the use of an alternative route.

In some cases, particularly where past planning oversights have resulted in obstruction of the legal line, whilst these cases are recorded as obstructions they are in effect Definitive Map anomalies by virtue of the fact that they can only reasonably be addressed by a legal order to divert the path.

Cropping and Ploughing

Landowners have a right to cultivate fields crossed by public rights of way but must re-instate paths within a period of 14 days after ploughing and within 24 hours of any subsequent disturbance.

The small sample surveyed to generate the BVPI figure is not regarded as providing a sufficiently accurate picture of the issue across the County. Paths which cross arable fields make up a relatively small proportion of the survey sample, whereas the number of reports received relating to cropping offences is high. These offences also occur during the period of the year when recreational use of the network is at its highest.

Appendix J

The Countryside Code

Be Safe - Plan Ahead and Follow any Signs

Even when going out locally, it's best to get the latest information about where and when you can go; for example, your rights to go onto some areas of open land may be restricted while work is carried out, for safety reasons or during breeding seasons. Follow advice and local signs, and be prepared for the unexpected.

Leave Gates and Property as You Find Them

Please respect the working life of the countryside, as our actions can affect people's livelihoods, our heritage, and the safety and welfare of animals and ourselves.

Protect Plants and Animals and Take Your Litter Home

We have a responsibility to protect our countryside now and for future generations, so make sure you don't harm animals, birds, plants or trees.

Keep dogs under close control

The countryside is a great place to exercise dogs, but it's every owner's duty to make sure their dog is not a danger or nuisance to farm animals, wildlife or other people.

Consider Other People

Showing consideration and respect for other people makes the countryside a pleasant environment for everyone - at home, at work and at leisure

Appendix L

Documents Used in Developing the Rights of Way Improvement Plan

East Sussex Community Strategy – East Sussex County Council
East Sussex Cultural Strategy – East Sussex County Council
East Sussex Local Transport Plan 2006-2011 – East Sussex County Council
East Sussex and Brighton & Hove Structure Plan – East Sussex County Council and Brighton & Hove City Council
Eastbourne Borough Plan – Eastbourne Borough Council
Hastings Local Plan – Hastings Borough Council
Lewes Local Plan – Lewes District Council
Rother Local Plan – Rother District Council
Non-Statutory Wealden Local Plan – Wealden District Council
Draft South Downs Management Plan – South Downs Joint Committee
High Weald AONB Management Plan – High Weald AONB Unit
East Sussex Cycling Strategy – East Sussex County Council
‘Stepping Out’ East Sussex Walking Strategy – East Sussex County Council
East Sussex Milestones Statement 2006 – East Sussex County Council
Secured By Design – United Kingdom Police