

Appendix B

Plans and Strategies

RoWIP guidance suggests that a wide range of plans and strategies may be of relevance to preparing the Improvement Plan. The following, while not an exhaustive list, is representative of the wide range of interests interlocking with access. Though not all have been consulted in detail, the RoWIP seeks to consider the interests represented by these plans and strategies.

National

Active Design: Promoting opportunities for sport and physical activity through good design

Active Design has been commissioned by Sport England to promote new environments that offer opportunities for communities to be naturally active as part of their daily life. In promoting physical activity and walking and cycling (referred to as Active Travel) Active Design integrates with a number of converging agendas, which all have a direct impact on the outcomes of the RoWIP are:

- The Design Agenda – the promotion of high quality inclusive design of buildings and public spaces is a key principle of the planning system;
- The Health Agenda – physical activity is fundamental to the overall health and wellbeing of the nation and is central to arresting increasing trends in obesity among adults and children; and
- The Transport Agenda – the promotion of active travel modes reflects government transport policy seeking to promote more sustainable and environmentally friendly modes of transport.

Choosing Health – making healthy choices easier. Department of Health White Paper

An important part of this document is the recognition of the need for greater uptake in physical activity. The RoWIP serves several aspects of the Department of Health 'Choosing Health - making healthy choices easier' White Paper, released in November 2004. It specifically addresses the major theme of 'increasing exercise' through active recreation, walking and cycling to school and active travel to work.

Department for Environment, Food and Rural Affairs (DEFRA) Environmental Stewardship

DEFRA land management scheme funded by DEFRA gives payments to land managers to restore/ recreate targeted landscapes and improve opportunities for access.

Disability Discrimination Act

The Disability Discrimination Act 1995, as amended by The Disability Discrimination Act 2005 brings significant changes and covers all functions of public bodies, not just services. The Act does not require the authorities to change the nature of its business, but it does require that we operate equitably and without discrimination against people with disabilities.

The Economic and Social Value of Walking in England

This report, commissioned by the Ramblers' Association, aims to provide an independent review of the economic and social value of walking in England.

National Cycling Strategy

Developed by the Department of Transport in 1996, the strategy provides guidance for developing cycling as a key mode of local transport. The main target connected to this strategy was to nationally double cycling by 2002 and again by 2012 starting from a 1995 baseline.

National Equestrian Survey 2006

The primary objective of the research was to provide a snap shot of the current level of involvement in equestrian activities, in addition, to focus on horse owners and riders to investigate in more detail views and current practices of the equestrian population.

Our Countryside: The Future (Rural White Paper 2000)

The Rural White Paper recognises the need to help all sections of the community to enjoy the countryside through leisure activities.

The Outdoor Recreation Strategy

Government Agency, Natural England, the new organisation established following the merger of English Nature, the Rural Development Service from DEFRA and the Landscape, Access and Recreation teams from the Countryside Agency, will be charged with producing this strategy, which will promote access to the countryside and open spaces, and encouraging open-air recreation.

Planning for Sport and Active Recreation: Objectives and opportunities

Sets out Sport England's planning policies and objectives. The two that have direct impact on the outcomes of the RoWIP are:

- Objective 15 – To support the Public Rights of Way network in its role of offering the single most important means by which people can get into and enjoy the countryside; and
- Objective 16 – To support measures to protect, enhance and develop the network and other permissive routes that provide opportunities to access the countryside by foot, bicycle and horse.

Space for People

Sets out the Woodland Trust's analysis of access to woodland in the UK. By developing accessible woodland near to where people live, in both urban and rural areas, the Trust believe society will enjoy many of the other benefits that woodland offers.

Strategy for the Horse Industry in England and Wales

Prepared by the British Horse Industry Confederation in partnership with DEFRA, the Department for Culture, Media and Sport the Welsh Assembly Government. The purpose of this Strategy is to foster a robust and sustainable horse industry, increase its economic value, enhance the welfare of the horse, and develop the industry's contribution to the cultural, social, educational, health and sporting life of the nation.

The Future of Transport – a network for 2030

This White Paper looks at the factors that will shape travel, and our transport networks, over the next 30 years. And it sets out how the Government will respond to those pressures, safeguarding our economic and social well being and our environment.

The Transport Act 2000

The Transport Act recognises the need for an inclusive approach to rural traffic management through initiatives such as the quiet lanes projects and puts legislation in place for this initiative to be introduced in any local authority area.

Walking and Cycling – an action plan

Published on 16 June 2004 sets out measures from across government to increase levels of active travel.

Regional

British Canoe Union North East Region Development Plan 2007 – 2010

The Development Plan states the intention to “work with relevant organisations to promote Blue Trails” in line with the BCU Whole Sport Plan.

The Durham Heritage Coast Management Plan 2005 – 2010

The Durham Heritage Coast Management Plan identifies public pedestrian/cycle/equestrian access to the coast as being *fundamental to the sustainable use of the coast and in fostering a sense of involvement and ownership of the... area.*

Economic and Social Benefits of Countryside Access Routes in the North East

The findings from a detailed study carried out in July to December 2004 into the economic role of recreation access routes in the North East.

English Heritage

Regional Sites and site specific plans – documenting policy on public access.

Natural England

Regional Sites and site specific plans – documenting policy on public access.

Environment Agency

Regional main rivers and authority water courses – documenting policy on public access.

Great North Forest (GNF)

Forest Plan 2003

The Forest Plan sets out arrangements for the planning and co-ordination of the different elements of the Great North Forest, including access and recreation. It is anticipated that the Forest Plan will be reviewed every 10 years.

Local Management Zone Strategies

When complete, the Strategy will comprise 31 area specific sub-strategies covering the whole of the Great North Forest area, broken down into three broad areas including the Western Hills, Central Lowlands and the Magnesian Limestone Plateau. The generic strategy themes should assist in vetting access improvement schemes in the Forest area.

Strategic Access Network – Consultative Report

This report presents assessments and proposals for a network of strategic access routes within, to and through the Great North Forest.

The North East Regional Plan for Sport and Physical Activity 2004 – 2008

The Plan considers Sport and physical activity in its broadest sense, showing how it relates to wider social, economic and environmental issues.

North East Strategy for the Environment

This strategy seeks to establish an agreed framework for long-term actions that will deliver a clean, healthy and diverse environment that is valued by people and businesses. Its main purpose is to shape and influence future policy making in the region.

North of England Tourism Strategy (2005 – 2010)

The strategy aims to develop tourism through out the North East and will seek to develop a programme for investing in and maintaining footpaths, bridleways, cycleways and associated facilities.

Open Access Land Map Area 5

Natural England Map for the region showing open access land and common-land (essentially only Common Land in Tyne and Wear). This came into effect in November 2005.

Planning Policy Guidance 2: Green Belts (PPG2)

This PPG outlines the history and extent of Green Belts and explains their purposes. It describes how Green Belts are designated and their land safeguarded. Green Belt land-use objectives are outlined and the presumption against inappropriate development is set out.

Planning Policy Guidance 13: Transport (PPG13)

PPG13 sets out Government objectives to integrate planning and transport to promote more sustainable transport choices. It promotes accessibility to jobs, shopping, leisure facilities and services by public transport in order to reduce the need to travel, especially by car.

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17)

PPG 17 identifies the contribution of open spaces, sport and recreation to people's quality of life. Green spaces in urban areas perform vital functions as areas for nature conservation and biodiversity. By acting as 'green lungs' they can assist in meeting objectives to improve air quality.

Planning Policy Statement 7: Sustainable Development in Rural Areas (PPS7)

PPS7 sets out the Government's planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. This replaces Planning Policy Guidance Note 7: The Countryside – Environmental Quality and Economic and Social Development (PPG7) published in February 1997.

Regional Spatial Strategy 1 (RSS1)

RSS1 for the North East: "View: Shaping the North East", replaces the Regional Planning Guidance for the North East (RPG1) and contains policy coverage on housing, the economy and transport, which are viewed as key regional issues. Other topics such as retailing, minerals and waste, and renewable energy have been updated as a result of regional studies, strategies and policy development.

Neighbouring Rights of Way Improvement Plans

The actions and policies contained within the RoWIPs for County Durham and the County of Northumberland may have a significant impact on the Rights of Way Network that abuts the respective authority boundaries.

Local

Area Action Plans

In order to address problems at a local level more effectively, Area Action Plans are produced based on natural groupings of communities within a Borough. Each Plan focuses on linking opportunities in the area to ensure local services are co-ordinated around the needs of individual neighbourhoods and are accountable to local people.

Community Strategy

The Strategy sets out plans for achieving improved social, economic and environmental well being of their areas, in partnership with the public, private voluntary and community sectors.

Community Safety Strategy

Partnership working with Northumbria Police and Local Authorities to address local crime.

Crime and Disorder Reduction Strategy

Three-year strategy on proposals to reduce crime, links to areas designated with High Crime levels and path diversions/extinguishments.

A Country Park for Sunderland

The aim of this study is to assess the 'potential for creating a Country Park for Sunderland which could build on the success of existing sites at Herrington, Hetton Lyons, Rainton Meadows and link to potential and future sites such as Fulwell Quarry and Lambton Cokeworks'. These sites, together with the many other, often smaller areas of greenspace that are scattered throughout this area, are linked by a good network of linear access routes, including public rights of way, traffic free cycle routes, multi-user routes and designated national, regional and local routes such as the C2C Cycle Route, the Great North Forest Trail and the River Wear Trail.

Cultural Strategy

The Strategy outlines authorities cultural background, links with health, arts sport and the countryside.

Cycling Strategy

The LTP partners are eager to increase cycle journeys to work, school and for leisure. To achieve this, they would like to develop an integrated, well maintained and direct cycle routes with complementary facilities.

Durham and Northumberland Biodiversity Action Plans (BAPs)

The BAPs, produced in partnership with stakeholders, identify the actions to be taken to improve the future for Durham's and Northumberland's biodiversity. The BAPs have obvious links to this strategy through the use of the natural environment.

Gateshead Anti-Social Motorcycling Strategy

This strategy exists as a sub strategy, which compliments the current Gateshead Anti-Social Behaviour Strategy. The aim of this document is to target the anti social use of motorcycles and to reduce the amount of associated disorder.

Gateshead 'Green Exercise' Pilot Programme

This project is the result of an acknowledgement by the North East regions Green Exercise Working Group of the need to develop a better understanding of the factors which affect the use of green open space for informal recreation, particularly by those sections of the population most at risk of suffering from health inequalities.

Local Agenda 21 Strategies

A local Action Plan for an authority area for moving towards sustainable development in the 21st Century. It focuses on the environmental aspect of sustainable development.

Local Development Frameworks/Unitary Development Plans

Long term guidance on development and land use change throughout Tyne and Wear, having regard to national and regional policies and the needs and problems of the local area.

Local Development Plan

Outlines the areas plans for future housing and industry. Gives an indication of where there may be pressure on the network, or opportunities for improved access.

Local Transport Plan 2006-11 (LTP)

Five year plan outlines the authority's proposals to reduce car use, road accidents and increase travel options across Tyne and Wear. Numerous links with Rights of Way, Safer Routes to Schools, cycling and road building schemes, Traffic Management and Passenger Transport. From 2007 the RoWIP will be incorporated into the LTP.

Milestones Statement of Intent

Each authority was required to publish a "Milestones Statement" which identified achievements since 1987, and set targets to be achieved by the millennium.

Minerals and Waste Plan

As the Minerals and Waste Planning Authority, each Authority has a statutory duty to prepare and review a Minerals and Waste Local Plan for its area. These policies recognise the importance of Rights of Way and public access and the impacts of minerals and waste operations and restoration can have upon them.

Open Space Strategies

Authorities face challenges in its parks, public places and green open spaces, in common with other big cities in the United Kingdom and Europe. These Strategies hope to respond to these challenges.

Our Countryside – Gateshead's Countryside Strategy

The Strategy recognises the need to help all sections of the community to enjoy the countryside through leisure activities.

Primary Care Trust Agenda

National Health Service responsible for implementation of government policies/strategies in Tyne and Wear health service provision.

Sustrans Projects

Sustrans/Authorities development of the National Cycleway Network. The National Cycle Network offers miles of cycle routes on quiet country lanes and traffic-free paths across the Country.

The principle adopted for the off-road sections of the network is one of up-grading the routes for a variety of different user, where possible.

Strategy for Walking (including access for people with mobility and sensory impairment (2006 – 2011))

This strategy outlines the vision and objectives of the LTP partners to encourage and increase walking as a means of transport.