

UPGRADING PROW BY USING PERMISSIVE ACCESS

This appendix describes a possible process to upgrade PROW to a higher level status through permissive access funding, whilst protecting its PROW status

Examples displayed below (note HN references relate to the references in the Higher Level Stewardship: Environmental Stewardship handbook , third edition):

- a) PROW – Public Footpath upgrade to permissive bridlepath
Current payment for Footpath £0.45 per mtr

Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

Payment made for upgrade £0.45 per mtr

Responsibility for maintenance = 50% of route length highway authority

50% of route length recipient of permissive access payment.
- b) PROW – Public Footpath upgrade to Access for people with reduced mobility (HN5)
Current payment for Footpath £0.45 per mtr

Current payment for HN5 £1.00 per mtr

Payment made for upgrade £0.55 per mtr

Responsibility for maintenance = 45% of route length highway authority

55% of route length recipient of permissive access payment.
- c) PROW – Public Footpath upgrade to Countryside and Rights of Way (CROW) Act access for people with reduced mobility (HN7)
Current payment for Footpath £0.45 per mtr

Current payment for HN7 £1.05 per mtr

Payment made for upgrade £0.60 per mtr

Responsibility for maintenance = 43% of route length highway authority

57% of route length recipient of permissive access payment.
- d) PROW – Public Bridlepath upgrade to Access for people with reduced mobility (HN5)
Horses and cyclists still allowed to use the route

Minimum width still 3mts

Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

Current payment for HN5 £1.00 per mtr

Payment made for upgrade using the previous formula would equate to £0.10 per mtr. As more access to the countryside is required for people with disabilities maybe this amount should be re examined to encourage farmers/landowners to offer this upgrade.

Responsibility for maintenance = 90% of route length highway authority. The cost of maintenance is significantly higher than a bridlepath, maybe a Government subsidy should be provided to the Highway Authority for these type of upgrades.

10% of route length recipient of permissive access payment.

- e) PRoW – Public Bridlepath upgrade to Countryside and Rights of Way (CRoW) Act access for people with reduced mobility (HN7)

- Horses and cyclists still allowed to use the route

- Minimum width still 3mts

- Current payment for Bridlepath (HN4 & HN6) £0.90 per mtr

- Current payment for HN7 £1.05 per metre

Payment made for upgrade using the previous formula would equate to £0.15 per mtr. As more access to the countryside is required for people with disabilities maybe this amount should be re examined to encourage farmers/landowners to offer this upgrade.

Responsibility for maintenance = 90% of route length highway authority

10% of route length recipient of permissive access payment.

- f) PRoW – Restricted bridleway to allow for carriage driving. Upgrades from PRoW Public Footpath or Public Bridlepath should follow the same logic as identified in a and b above. Restricted byways have a minimum width of 3 metres and a maximum width of 5 metres. Where there is a lack of carriage driving opportunities, the LAF may choose to accept a 3metre wide carriage way. To encourage farmers/landowners to agree to an upgrade to a 3metre bridleway a different payment may need to be made.