

Appendix D

Equality Impact Assessment Form

Before completing this form, please refer to [the supporting guidance document](#)

The purpose of this form is to aid the Council in meeting the requirements of the Public Sector Equality Duty contained in the Equality Act 2010. This requires the Council to have “due regard” of the impact of its actions on the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not.

The assessment is used to identify and record any concerns and potential risks. The following actions can then be taken to address these issues.

- Remove risks: abandon the proposed policy or practice
- Mitigate risks – amend the proposed policy or practice so that risks are reduced
- Justify policy or practice in terms of other objectives

Once the EIA has been approved by the Senior Responsible Officer, please ensure that a copy is placed on the SharePoint folder: “Equalities Board, EIAs”

1- Policy details	
Name of policy	Rights of way Improvement Plan Update
Department and service	E&T - Network Management
Who has been involved in completing the Equality Impact Assessment?	Lee Quincey, Head of Service Network Management
Contact numbers	Lee.Quincey@leics.gov.uk
Date of completion	17/04/2025, and updated 05/09/2025

2- Objectives and background of policy or practice change	
Use this section to describe the policy or practice change What is the purpose, expected outcomes and rationale? Include the background information and context	
What is the proposal?	The proposal is to update Leicestershire County Council's Rights of Way Improvement Plan (RoWIP) to ensure that it aligns with the new Local Transport Plan for Leicestershire (LTP4) and Government legislation. The Council has a duty to produce a RoWIP ¹ which assesses "the extent to which local rights of way meet the present and likely future needs of the public....for exercise and

¹ Countryside and Rights of Way Act 2000.

What change and impact is intended by the proposal?

other forms of open air recreation and the enjoyment of the authority's area." It should be reviewed every ten years, ensuring that use of the network is being maximised in the most cost-efficient way, and is in line with the current Local Transport Plan (LTP4).

The Council, by working with other agencies, including the voluntary sector and other authorities, aims to:

- Develop and manage a public rights of way network that meets the current and future needs of the local community.
- Provide a good quality and value for money rights of way service.
- Enable as many people as possible to walk and ride, with particular focus on those currently excluded including the young and those with mobility problems.
- Contribute towards improving the health of residents of Leicestershire and reduce their carbon footprint.
- Promote Leicestershire as an attractive place to walk, cycle and ride for all, including those living in or visiting the County.
- Monitor and report on how we are achieving these goals at regular intervals.

The ongoing ambitions to improve the public rights of way network and progress made to date is having an overall positive impact for all, including many with protected characteristics.

The Plan is designed to address equality and access issues for users and does not, in itself, create new concerns. The RoWIP is intended to enable the Authority to continue to successfully manage and improve the rights of way network over the next 10-year period, to ensure it meets the current and future needs of its users, including those with protected characteristics and minority user groups.

What is the rationale for this proposal?	Relevant local authorities are required to have an up to date RoWIP as set out in Legislation. The current RoWIP is now due for review and update. The Council also recently developed and published an updated LTP4. The public rights of way network is an integral part of the transport and travel network and is key in supporting aims to encourage active travel and a move away from car use, reducing congestion and air pollution, and improving physical and mental health and wellbeing.

3- Evidence gathered on equality implications - Data and engagement

What evidence about potential equality impacts is already available?

This could come from research, service analysis, questionnaires, and engagement with protected characteristics groups

What equalities information or data has been gathered so far?	An online survey (also available in paper format) was launched between 19 February and 17 March 2025. This included questions regarding demographics of respondents, barriers to using the rights of way network, and priorities for users that would encourage them to use the network.
What does it show?	Key demographics stats of survey respondents: • 70% were between the ages of 25 and 64 • 60% identified as female • 15% have a long-standing illness, disability or infirmity

- 97% identified as White ethnic group
- 92% were Straight/Heterosexual
- 20% were a parent or carer of a young person aged 17 or under
- 98% had access to a car

Key findings include the following:

Barriers to increasing usage of public rights of way:

- Pathway condition
- Physical barriers such as gates and stiles
- Lack of signage
- Safety concerns
- Information provision
- Accessibility of paths
- Lack of awareness of the network

Things that would encourage respondents to use the public rights of way network include:

- Parking facilities near routes
- Better quality routes
- Better maintained routes
- Better parking facilities near routes
- Clear signage
- Improved accessibility of routes
- More information on where to walk or ride
- Better connected routes

What engagement has been undertaken so far?

Public Rights of Way Survey

An online survey (also available in paper format) was launched between 19 February and 17 March 2025. The survey was made available to the public via the Leicestershire County Council's Have Your Say webpage as well as being shared directly with stakeholders outlined in the RoWIP Statutory Guidance published by the Government agency DEFRA - Department for Environment Food and Rural Affairs.

Social PinPoint

Using the engagement tool Social PinPoint, an interactive map was created displaying layers of information relating to public rights of way in Leicestershire. Users were able to add a marker to a specific location/right of way and provide detail which related directly to that site such as highlighting good or bad routes, suggestions for improvements, maintenance or accessibility issues.

Cycling, Walking and Wheeling Forum

A public meeting of the cycling, walking and wheeling forum was held at County Hall in Glenfield on Monday 3 March 2025, with over 40 attendees. This event was held through the establish forum, which is a hybrid forum, meaning it can be attended either in person or online. A presentation was provided giving an overview of the rights of way in Leicestershire, along with the development of the RoWIP. A rights of way workshop was also included as part of the event providing attendees the opportunity to share detailed feedback and discuss their thoughts on the network.

What does it show?

The engagement feedback has been analysed providing the below insights.

What is preventing people from using the network?

As well as knowing what works well and why people use the network how they do, it was important to also understand what might prevent the public from using the public rights of way in Leicestershire. The survey showed that 51% of respondents highlighted that maintenance prevented them from using the network as well as 29% noting that physical access to routes were an issue for them. This includes things such as stiles making routes inaccessible for users with disabilities and mobility issues, gates restricting horse riders along routes, as well as issues with flooding and overgrown vegetation making access to paths restrictive. More accessible links to bridleways was also a common theme, as respondents noted that equestrians have to use the main road network to reach off-road bridleway which can be some distance away.

When asked what would encourage respondents of the survey to use public rights of way more often, maintenance was a clear theme that came through from all users with 62% agreeing that better maintained paths, cycleways and bridleways would encourage more frequent use.

When asked if more accessible routes with gates instead of stiles would encourage more use of the network, 38% responded that it would a great deal, an additional 28% saying it would somewhat help.

84% of people responding to the survey would like to see clearer signage when out using the network, along with more printed and digital route information provision readily accessible, 70% and 79% respectively. To some extent respondents also acknowledge that improved personal safety measures would encourage more usage along with more facilities such as cafes, toilets, seating and

picnic areas on routes. 36% said they would like to see better parking facilities near routes including free or reduced parking charges.

Information Provision

80% of respondents access public rights of way information such as maps and/or walking routes through digital websites/Apps such as OS Maps, Strava and Google (with less people visiting the Council website for information).

A high percentage of respondents said they felt confident when using either online maps or printed maps to follow a path across fields, but more information should be made available to provide help and support to those who need it. People would like to see an improvement in the wayfinding across the network to help them identify routes with 46% agreeing that this would encourage them a great deal. When asked if more printed information on where to walk/cycle/ride would encourage more use on the public rights of way network, 41% responded that to some extent it would.

Priorities

From the results of the survey, 46% of respondents tend to agree that the most heavily used public rights of way routes should be prioritised for maintenance. With 43% agreeing that this should include promoted routes such as the Leicestershire Round. A high proportion also noted that they felt vehicles should be restricted from using unsurfaced rural lanes during winter months as this is when most damage occurs. Response to whether future improvements should focus on routes nearer to where most people live was neutral; however, 29% did tend to agree. Majority of respondents believe that developers should be encouraged to provide more walking and riding opportunities.

	Respondents would like to see a “greenways” network of high-quality rights of way routes that link towns and villages developed. <u>Social PinPoint</u> This online mapping tool allowed users to populate information specific to footpaths, bridleways and byways. There were four categories to choose from, including ‘I like this’, ‘I don’t like this’, ‘improvements’ and ‘usage barriers’. There were 125 pins received and after analysing the comments 65% of respondents noted maintenance as an issue with 14% highlighting physical barriers/accessibility being a problem on some routes. Other areas that were noted included safety and network connectivity. This data shows very similar themes to the survey results where maintenance and accessibility appears to be a key priority.
Consultation undertaken	To ensure the RoWIP meets the needs of communities within Leicestershire, a consultation took place for 12 weeks from 22 May to 14 August 2025 providing the opportunity for residents, visitors, partners and stakeholders to review the draft RoWIP document and actions set out for the next 10 years. This also included seeking the views of all the parish and district councils within Leicestershire in addition to the statutory consultees. <u>Consultation Process</u> Survey:

What it showed

An online survey (also available in paper format) was launched between 22 May to 14 August 2025. The survey was made available to the public via the Council's Have Your Say webpage, as well as being shared directly with stakeholders who were identified in the RoWIP Statutory Guidance.

RoWIP Roadshows:

Seven roadshows were held across the county to enable people from all communities to have their say. Members of the public were invited to ask questions relating to the draft RoWIP, speak to Public Rights of Way specialists and complete paper copies of the survey.

Social Media:

The online survey and roadshows were promoted through social media channels and the posts received 1208 clicks and 127 shares across all platforms.

Public Rights of Way Consultation Summary

The RoWIP as a whole

Overall, 50% of respondents tended to agree with the RoWIP. It is noted that 18% strongly agreed and 20% were neutral.

The RoWIP Action Plan

In terms of the actions identified in various areas (i.e. Highway Authority, Surveying Authority, Planning, and Access Authority):

- 46% of respondents tended to agree with the actions identified in the 'Highway Authority' (14% strongly agreed);
- 48% of respondents tended to agree with the actions identified in the 'Surveying Authority' (12% strongly agreed);

- 43% of respondents tended to agree with the actions identified in the 'Planning and Promotion' (11% strongly agreed);
- 44% of respondents tended to agree with the actions identified in the 'Access Authority' (13% strongly agreed).

However, 27% of responses were neutral towards the actions identified in all the areas.

Priorities

38% of respondents tended to agree that the priorities identified from the initial engagement reflect their views and needs as users, and 26% were neutral.

Achievements

37% of respondents tended to agree that the achievements noted within the Plan reflect what they see when using the network, and 10% strongly agreed.

Information in the RoWIP

For the information in the 'Policy Content' section, 50% of respondents tended to agree that the section makes it clear how the draft Plan aligns with key policies and strategies, and 20% strongly agreed.

For the information in the 'What we do' section, 50% of respondents tended to agree that the section is clear on what Leicestershire County Council's responsibilities are when it comes to managing the public rights of way network, and 27% strongly agreed.

Themes

The consultation revealed concerns about the **maintenance** and **accessibility** of public rights of way across Leicestershire. Many respondents reported issues with overgrown vegetation, poor surface

conditions, and missing signage, which make paths difficult or unsafe to use. There is a strong call for improved access for wheelchair users, horse riders, cyclists, and dog walkers, including replacing stiles with gates and ensuring paths are wide and well-drained.

However, the consultation also highlighted **conflicts between different user groups**, such as tensions between horse riders and pedestrians, or between motorcyclists and other non-motorised users, particularly where shared use leads to erosion or safety risks. There is also concern about **road safety**, especially for vulnerable users, and a desire for **more connected routes** between villages to support active travel.

Respondents urge **better collaboration** between councils, landowners, volunteers, and developers, and stress the need for developers to maintain connectivity and avoid blocking existing routes. Many felt the consultation **documents** are overly complex and lack clear, measurable actions, suggesting the need for simpler summaries and improved digital **mapping tools**.

Finally, respondents emphasized the importance of adequate **resources and funding**, improved **reporting** systems, and a more ambitious, **transport-focused vision** for the public rights of way network that prioritizes everyday use over leisure.

Demographics

Role in Responding to Survey

253 respondents stated their role in relation to the survey, 205 (81%) of the respondents to the RoWIP consultation stated that they were Leicestershire residents. Another 25 (10%) said that they were County, district or parish/town councillors. Six stated that they were visitors to Leicestershire for either work or pleasure, a further six stated that they were public sector representatives. Four respondents stated that they were voluntary sector representatives and five were Council staff with

these categories each making up approximately 2% of survey respondents. Two (1%) respondents stated that their role was outside of these categories.

Employment Status

207 survey respondents declared their employment status. 68 (33%) stated that they were in full-time employment, 21 (10%) stated they were in part-time employment (less than 30 hours per week) and 5% were self-employed or part-time. 92 (44%) of these respondents were retired from work with one (1%) stating they were unemployed and available for work and four (2%) stating they were permanently sick and disabled. Six (3%) respondents stated that they were looking after their home and four (2%) were doing activities outside of these categories.

Parental or Caring Responsibilities

Of the 205 survey respondents to answer this question, 30 (15%) said they were either a parent or full-time carer for a person aged 17 or under and 175 (85%) said they were not.

Gender Identity

Of the 206 survey respondents who answered this question, 109 (53%) identified as male and 93 (45%) identified as female, with a further four (2%) respondents stating that they used another term to describe their gender identity.

Sexual Orientation

Of the 196 survey respondents to state their sexual orientation, 170 (87%) stated that they were heterosexual, eight (4%) identified as gay or lesbian, six (3%) identified as bisexual and another 12 (6%) stated that they use another term to describe their sexual orientation.

Age

The age range of the 198 survey respondents who stated their age was between 28 and 94 years of age with the mean age amongst these respondents being 61 years old.

Disability

205 out of the 254 survey respondents stated their disability status, with 58 (28%) respondents stating that they were disabled or suffering from a long-standing illness or infirmity, and 147 (72%) stating they did not.

Ethnicity

206 out of the total 254 survey respondents stated their ethnic identity with 199 (97%) respondents stating that they were White, 2 (1%) stating that they identified as Asian or Asian British and five (2%) declaring they were part of another ethnic group.

Vehicle Ownership and Use

204 respondents to the survey stated the number of car or vans either owned or in use by members of their household. Of these respondents, eight (4%) said their household used or owned neither a car nor a van, 72 (35%) stated that they had one car or van in the household, 90 (44%) said they had two cars or vans and 22 (11%) said they had three. There were nine respondents (4%) who stated that their household had four or more cars, and three (2%) respondents did not know the number of cars and vans in their household.

Survey background:

How respondents use rights of way

- Walking 76%
- Cycling 8%
- Horse riding 6%
- Wheeling <1%
- Vehicle 4%

	• Other 4% (these 11 responses included: eight running, one motorcycle, one walker and wheelchair, one powerchair and scooter) • 1% (two responses were N/A / do not use) Fraction of respondents in this survey who had responded to previous survey 59% of respondents in this survey had not responded to previous survey. 19% of respondents in this survey had responded to previous survey.
Future Engagement	Continuous engagement, following the adoption of the updated RoWIP, will be part of delivering the Plan. This will be undertaken through the Access forum, and working with partners/groups/organisations/service providers and volunteers.

4- Benefits, concerns and mitigating action

Please specify if any individuals or community groups who identify with any of the '[protected characteristics](#)' may **potentially** be affected by the policy and describe any benefits and concerns including any barriers. Use this section to demonstrate how risks would be mitigated for each affected group. If a group will not be affected by the proposal please state so.

Group	What are the benefits of the proposal for those from the following groups?	What are the concerns identified and how will these affect those from the following groups?	How will the known concerns be mitigated?
Age	Elderly people and young children are less likely to use public rights of way. By continuing to map, manage, improve, and encourage use of the network, it is anticipated that it will	The revised RoWIP should not introduce any new significant concerns as its purpose is to improve access for all.	Include actions in the Action Plan that: • Improve and increase working in partnership with groups/organisations/service providers that serve people in different age groups,

	become more accessible, appealing, and used by people in these age groups. Enhancing safety measures and tackling perceptions of the likelihood of crime will also play a big part in encouraging this group of people to use the routes.	There may be a small risk if the use of public rights of way is promoted as accessible and appealing without carrying out necessary improvements. People may try to use them and end up in difficulty. There may be a perception of an increased risk of crime due to additional vulnerabilities which could be difficult to relieve.	including the elderly, children and family groups, to promote, encourage and enable use of public rights of way, such as through arranging group walks. • Provide targeted information, promotions and communication campaigns for different age groups, to ensure that there is clear information on individual public rights of way to enable people to make informed and safe plans for using them. Include actions in the Action Plan that improves: • Accessibility of routes, including reducing stiles and replacing with gates or gaps in physical barriers such as hedges and fence lines. • Quality and type of path surfaces. • Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes. • Better connect communities including by creating a 'Greenways network' of high quality accessible routes connecting settlements.
Disability	Many, but not all, people with disabilities (including visible, invisible,	As for "Age" above:	Include actions in the Action Plan to:

	neurodiverse or mental disabilities) are generally disadvantaged by accessibility issues with public rights of way. The RoWIP aims to actively reduce the various barriers as much as possible for all. This ranges from the most obvious improvements, such as path condition and removal of physical barriers, to providing more information or working with partners and volunteer network who can help build confidence for people who feel unable to try them. There is also opportunity to provide information, such as maps and guides in accessible formats.	The revised RoWIP should not introduce any new significant concerns as its purpose is to improve access for all. There may be a small risk if we promote the use of public rights of way as accessible and appealing without carrying out necessary improvements people may try to use them and end up in difficulty. There may be a perception of an increased risk of crime due to additional vulnerabilities which could be difficult to relieve.	• Improve and increase working in partnership with groups/organisations/service providers that serve people with disabilities, to promote, encourage and enable use of public rights of way. • Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is clear information on the accessibility of individual public rights of way to enable people to make informed and safe plans for using them. This would include both physical disability, neurodiversity and mental disabilities. Include actions in the Action Plan which: • Improves accessibility of routes, including reducing stiles and replacing with gates or gaps in physical barriers such as hedges and fence lines. • Improves quality and type of path surfaces • Better connect communities, including by creating a 'Greenways network' of high quality accessible routes connecting settlements
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			Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.
Race	There could be a greater perception among some people of different races of the risk of crime, in particular hate crime, especially as instances in the media of this appear to have recently increased. This may be a deterrent from using public rights of way if they are considered to be secluded with low footfall. Improvements to lighting, visibility, cutting back overgrowth could go some way to alleviating some concern. There is opportunity to consider how to publicise and encourage use of public rights of way to people of all races and communities, including those who may also not read English very well, through availability of information, including maps and guides or working with community groups to promote.	No new concerns are raised by the revised RoWIP, but it is possible that concerns/perceptions about personal safety and crime could be difficult to address.	Encouraging groups/services that serve specific ethnicities to use public rights of way, such as through arranging group walks. Include actions in the Action Plan to: - Improve and increase working in partnership with groups/organisations/service providers catering for specific ethnicities to promote, encourage and enable use of public rights of way, such as through arranging group walks. - Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is clear information on the accessibility of individual public rights of way to enable people to make informed and safe plans for using them. - Improve quality of routes including providing clear signage. - Better connect communities, including by creating a 'Greenways network' of high quality accessible routes connecting settlements. - Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.

Sex	Personal safety concerns and the perception of crime is a particular barrier for women in choosing to use public rights of way, especially in isolated areas or where visibility is poor. The improvement ambitions set out in the revised RoWIP will have a physical impact on safety.	No new concerns are raised by the revised RoWIP, but it is possible that concerns/perceptions about personal safety and crime could be difficult to address.	Include actions in the Action Plan to: • Improve and increase working in partnership with groups/organisations/service providers predominantly catering for women, to promote, encourage and enable the use of public rights of way, such as through arranging group walks. • Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is clear information on the accessibility of individual public rights of way to enable people to make informed and safe plans for using them. • Improve quality of routes by providing clear signage. • Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.
Gender Reassignment	Some people who have transitioned/are transitioning may have similar concerns about safety and violence as women and people of other ethnicities. The improvement ambitions set out in the revised RoWIP will have a physical impact on safety.	No new concerns are raised by the revised RoWIP, but it is possible that concerns/perceptions about personal safety and crime could be difficult to address.	Include action in the Action Plan to: • Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is information on how to access public rights of way across the network

			enabling to help make informed and safe plans for using the network. • Improve quality of routes by providing clear signage. • Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.
Marriage and Civil Partnership	No specific additional benefits are anticipated.	No specific additional concerns are anticipated.	
Sexual Orientation	Some LGBT+ people may have similar concerns about safety and violence as women and people of other ethnicities. The improvement ambitions set out in the revised RoWIP will have a physical impact on safety.	No new concerns are raised by the revised RoWIP. Concerns about personal safety and crime cannot be mitigated by the RoWIP actions alone.	Include action in the Action Plan to: • Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is information on how to access public rights of way across the network enabling to help make informed and safe plans for using the network. • Improve quality of routes by providing clear signage. • Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.
Pregnancy and Maternity	Personal safety, health and accessibility are likely to be concerns for some during pregnancy or maternity.	No new concerns are raised by the revised RoWIP.	Include actions in the Action Plan to: • Provide targeted information, promotions and communication campaigns for this user group, to ensure that there is clear information on how

	The improvement ambitions set out in the revised RoWIP will have a physical impact on these. There is also opportunity to publicise the health benefits of using public rights of way.	Concerns about personal safety and crime cannot be mitigated by the RoWIP alone.	to access public rights of way for physical exercise and mental wellbeing. • Improve quality of routes by providing clear signage. • Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes.
Religion or Belief	No specific additional benefits are anticipated.	No specific additional concerns are anticipated.	
Armed Forces (including veterans)	No specific additional benefits are anticipated.	No specific additional concerns are anticipated.	
People with lived care experience	No specific additional benefits are anticipated.	No specific additional concerns are anticipated.	
Other groups: e.g., rural isolation, deprivation, health inequality, carers, asylum seeker and refugee	Improvements made through the Plan should benefit all citizens. The Plan has a significant role to play in improving public health through exercise and air quality. It also provides a free leisure opportunity as well as better connectivity across the county.	The Plan itself does not create any new concerns; however, there are opportunities to identify and help improve access and use of rights of way for those people experiencing rural isolation, health inequality or deprived communities in respect of free access to transport options, green spaces and physical exercise.	In regard to those experiencing rural isolation, health inequality or deprived communities in respect of free access to transport options, green spaces and physical exercise: Include actions in the Action Plan to: • Better connect communities by creating a 'Greenways network' of high quality accessible routes connecting settlements.

communities, looked after children, deprived or disadvantaged communities	Improvements to visibility and lighting will encourage use for longer hours, extending the opportunity to make the best use of public rights of way. This could improve accessibility for people such as those with caring responsibilities or restrictions on what they can do during the daytime.		• Effectively and efficiently manage and maintain public rights of way to provide safe and accessible routes. • Improve and increase working in partnership with groups/organisations/service providers that serve people in these groups, to promote, encourage and enable the use of public rights of way. • Provide targeted information, promotions and communication campaigns for these user groups, to ensure that there is clear information on public rights of way and supporting services on how to access them to encourage and enable the use of public rights of way from these user groups.
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5- Action Plan			
Produce a framework to outline how identified risks/concerns identified in section 4 will be mitigated.			
What action is planned?	Who is responsible for the action?	Timescale	Expected outcome
Provide targeted information, promotions and communication campaigns, to ensure that there is clear information on the	Sustainable Travel and Transport Team Communications Team	Ongoing each year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged.

accessibility of individual public rights of way to enable people to make informed and safe plans for using them.	Partnership organisations		• Health improvements. • Reduced car usage.
Improve and increase working in partnership with groups/organisations/service providers that serve people with specific protected characteristics, to promote, encourage and enable the use of public rights of way.	Sustainable Travel and Transport Team Identified partnership organisations and individuals	Ongoing every year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.
Improve accessibility of routes, including reducing stiles and replacing with gates or gaps in physical barriers such as hedges and fence lines.	Sustainable Travel and Transport Team	Ongoing every year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.
Better connect communities including by creating a 'Greenways network' of high quality accessible routes connecting settlements.	Sustainable Travel and Transport Team	Begin in 2026/27 in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.
Effectively and efficiently manage and maintain public rights of way	Sustainable Travel and Transport Team	Ongoing every year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with

to provide safe and accessible routes.			protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.
Improve quality and type of path surfaces.	Sustainable Travel and Transport Team	Ongoing every year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.
Improve quality of routes by providing clear signage.	Sustainable Travel and Transport Team	Ongoing every year in accordance with actions set out in the RoWIP.	• Increase in usage, particularly amongst people with protected characteristics or are otherwise disadvantaged. • Health improvements. • Reduced car usage.

6- Approval Process

Departmental Equalities Group

(please post any comments from the Departmental Equalities Group here) Set out the date when the EIA was considered

Original EIA was considered on 23/04/2025 – prior to the formal public consultation:

	▪ Comment received on 02/05/2025 stated: <i>“We’ve had a look at this EIA, and it looks thorough and carefully considered. It is commendable that you have already done some engagement. Perhaps more work could be done to engage with ethnic minority communities to encourage people to know about and use the Rights of Way.”</i>
Corporate Policy Team	Please set out comments from the Corporate Policy Team
Sign off by the Senior Responsible Officer for the Project.	Ann Carruthers Director Environment and Transport 16/09/2025

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