

Rights of Way Improvement Plan

An abridged copy for quick reference

2023-2033



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1. Introduction

This is an abridged version of the Rights of Way Improvement Plan (RoWIP), designed for quick overview of what the Rights of Way Improvement Plan is, why we have one, and what our Delivery and Action Plan is over the next ten years. Please refer to the main RoWIP document for a full review, analysis, and future vision of the Rights of Way service in Milton Keynes.

Why have a Rights of Way Improvement Plan?

Every local highway authority has a duty under Section 60 of the Countryside and Rights of Way Act 2000 to prepare a 'Rights of Way Improvement Plan' (RoWIP). The RoWIP is the council's strategic document that will evaluate what the priorities are for the rights of way network, what users would like from the service, and how we can improve walking, equestrian and cycling opportunities for all. The Plan, which will be updated every ten years, must assess the extent to which the rights of way network in Milton Keynes meets the present and the future needs of users. It will produce a Delivery and Action Plan setting out how improvements will be managed and delivered.

The Milton Keynes RoWIP

Our aim is to maximise community use and enjoyment of Milton Keynes's rights of way network and encourage involvement in its ongoing protection and management. We strive to have a network that is well sign posted and maintained, offers easy access to all user types, and provides a safe, sustainable means of travel with good linkages. The RoWIP will help us to ensure that the

network is improved, promoted, and valued as a key public asset, capable of meeting the current and future needs of Milton Keynes's communities.

To formulate this Plan, we have reviewed current policies and research, analysed the extent and quality of the existing rights of way network, and considered its future needs. We have undertaken a consultation with the public, landowners, Town and Parish councils, and stakeholder groups to better understand your views, usage of the public rights of way in Milton Keynes, what is important to you, and how we can improve our network of paths. The results help support the decisions, actions, and priorities of the Plan. Detailed public and landowner survey results can be found in Appendix 2 and 3.

Vision

Milton Keynes City Council aims to provide a high quality, well-maintained Public Rights of Way network that is accessible for all, encourages active lifestyles, promotes active travel choices and supports the local economy, helping make Milton Keynes a great place to work, live and visit.

We've reviewed and considered the results of our research, analysis, and consultation feedback to produce an Action Plan. This sets out the actions to be taken, by whom, when, and the resources necessary to address the issues identified.

The Action Plan has been produced based on the following three themes, which emerged during analysis:

- **Management:** Addressing accessibility and encouraging access for all, offering a network that is well maintained and fit for purpose.
- **People:** Increasing community use, encouraging healthy lifestyles and wellbeing by providing active travel options, and opportunities for exercise and open-air recreation.
- **Connectivity:** Extending and enhancing the network and contributing towards more sustainable development.

What are Public Rights of Way?

Milton Keynes has a plentiful network of walking, riding and cycling routes for everybody to enjoy, these are known as public rights of way. A public right of way is a path that anyone has the legal right to use to pass and repass. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.

There are several categories of rights of way:

- Public Footpath: For use on foot.
- Public Bridleway: For use on foot, with a horse, or bicycle
- Restricted Byway: For use on foot, with a horse, a bicycle, or non-mechanically propelled vehicle
- Byway Open to All Traffic: For use on foot, with a horse, a bicycle, or to drive a vehicle

The Definitive Map

All rights of way are recorded on the Definitive Map, which shows the position of the route, and the Definitive Statement, which describes where the route goes. Together they form the legal record of all rights of way.

The map is used to inform planners, landowners, developers, walkers and riders or anyone interested in access to the countryside.

2. Review of current policies and research

Access to the natural environment is supported in many national and local strategies, including Milton Keynes' aspiration to be the greenest city in the world. Actions within this Plan will support outcomes of many of Milton Keynes' strategies and plans, including those outlined in Appendix 1.

The importance of the rights of way network is also recognised through strong protection in law. An estimated 4000 individual statutes, regulations and judgements have a direct relevance to its protection, use and development. There are also many national and local policies and strategies relevant to the wide-reaching work of the Public Rights of Way service. Some of the most prevalent to this plan are:

- National Planning Policy Framework (July 2021)
- Rights of Way Circular 1/09 Version 2 Guidance for Local Authorities (Defra, October 2009)
- MK Sustainability Strategy 2019-2050
- Plan:MK 2016-2031
- Milton Keynes Green Infrastructure Strategy 2018
- Local Cycling and Walking Infrastructure Plan (LCWIP) 2021

3. Analysis of current provision

Rights of way form an important part of the extensive network of green space in Milton Keynes. These spaces provide a wealth of health, social, economic and environmental benefits to our borough. Milton Keynes has 776 public rights of way covering 550km, providing connections across the countryside and city alike.

These routes form part of the Highways network that the Council is responsible for maintaining and are made up as follows:

Public Footpaths: 356km

Public Bridleways: 192km

Byways Open to All Traffic: 2km

One of the main reasons for Milton Keynes' success lays in its modern design and integrated open space which offers inter-connections between communities.

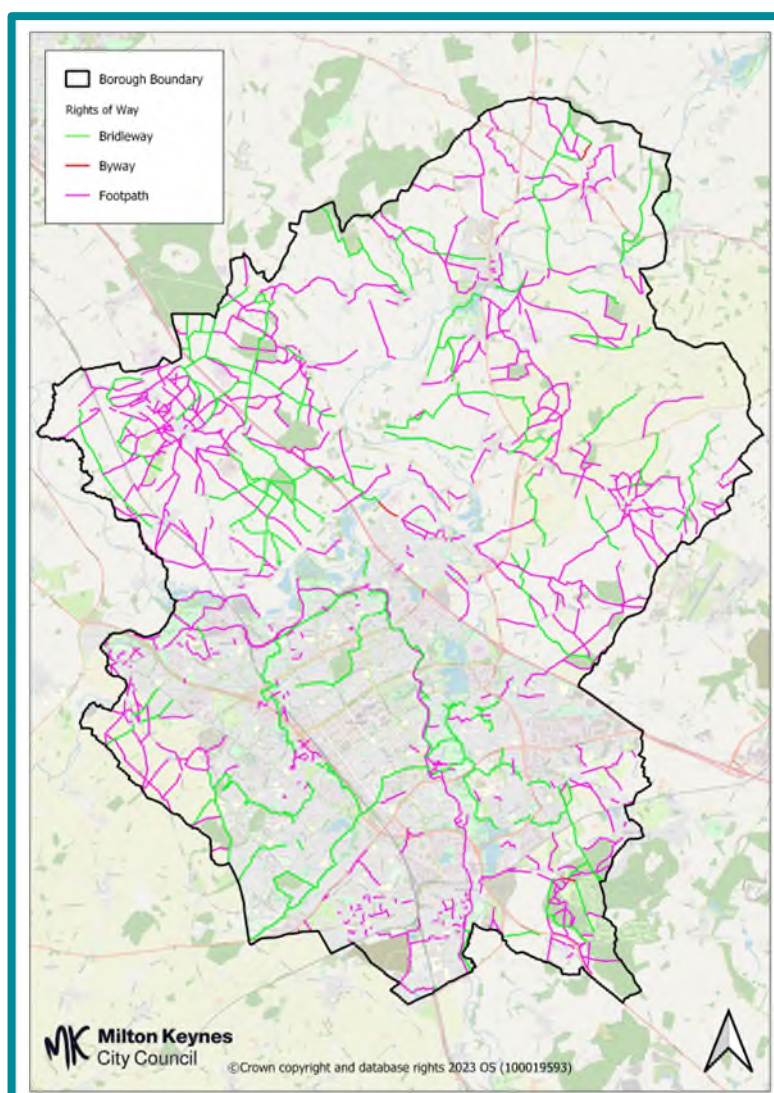


Figure 1. Map of Public Rights of Way in Milton Keynes

Additional walking, cycling and equestrian provision within the borough that complements our rights of way network includes:

- National Trails, Long Distance paths and promoted routes including:
 - Three Shires Way
 - Swan's Way
 - North Bucks Way
- Towpaths
- Horse Trails
- Leisure Routes
- Cycle Tracks
- Unclassified County Roads
- Red ways

4. Delivery and Action Plan

The Delivery and Action Plan section sets out what we are going to do, how it will be achieved, and what costs can be expected.

The consultation on the draft RoWIP, the user, stakeholder and landowner survey, along with all analysis of local and national policy, research, and analysis of the current provision have helped support the decisions, actions and priorities for this Plan, and to ultimately allow us to create our Delivery and Action Plan.

The three themes of Management, People and Connectivity, as discussed above, have emerged during all analysis of consultation and research data. At the end of each theme is a table, our Action Plan, which details the SMART approach to achieving our goals – the **S**pecific area for improvement, **M**easure of progress, **A**chievable outcomes, **R**ealistic resource to achieve and finally, **T**ime-frame this can be achieved in.

4.1 Management

We work with many different people to make sure the Public Rights of Way (PRoW) network is kept in a condition fit for purpose. Partnership working in this way offers the opportunity to engage with the community and stakeholders including Parks Trust, Canal and River Trust, landowners, user groups, Town and Parish Councils, neighbouring authorities, and volunteers. Working together collaboratively offers those involved a sense of community and a sense of place, and pride in the quality of the network.

In order to maintain the rights of way network and carry out its statutory duties the Council is required to:

- Ensure the surface and infrastructure is in a suitable condition
- Signpost and waymark routes
- Take enforcement action where the right of way is interfered with e.g. obstruction
- Ensure routes are correctly mapped

Landowners also have responsibilities regarding rights of way, including keeping the route visible and not obstructing or endangering users.

As part of this Plan, we will focus on creating and promoting paths suitable for use by all. Funding will be sought for improvements to routes that have been identified and prioritised as offering the most benefit to communities. We'll work to give people confidence to explore our network by making paths more attractive through the removal of physical barriers and improvements to path condition. For example, a difficult stile, overgrown vegetation, poor surface, or missing or faded signage.

What will we do?

1. Work towards providing routes that are suitable for all and reduce and remove physical barriers to access.
2. Improve signage of routes to give people confidence they are in the right place.
3. Record all assets and associated condition data to aid maintenance decisions and budget allocation on a priority basis.
4. Produce a design guide for surfaces, widths and infrastructure.
5. Keep the Definitive Map and Statement up to date.

How will we do it?

1.1 Work towards providing routes that are suitable for all and reduce and remove physical barriers to access.

We will work with landowners towards providing a network that is accessible for all types of user by removing those structures that some may find difficult or impossible to use, and where appropriate, replacing with more accessible alternatives. Information about routes that have reduced or limited physical barriers on them will be shared and promoted through on-line mapping to demonstrate what type of features to expect, such as stiles, gates and bridges.

The physical condition of a route may also act as a barrier to use. We will continue to monitor all features of rights of way including surface condition, structures, and vegetation up-growth or side encroachment. We'll support landowners by offering help and guidance regarding their responsibilities with path maintenance, and work with them and volunteers to keep paths clear and usable.

We aim to provide an improved process for the public to report and track problems online and develop an Issues Management Matrix to assist analysis of risk against location in prioritising network problem reports. Our research revealed that seating along routes would be occasionally welcomed, for rest or to have a picnic, and we'll explore the feasibility of providing this in certain locations.

1.2 Improve signage of routes to give people confidence they are in the right place.

Issues associated with waymarking have emerged as one of the reasons a route may be difficult to navigate. The Plan resolves to improve waymarking across Milton Keynes through identification of missing, damaged or faded signage through our borough wide survey. This will benefit the public by giving them confidence that they are on the right route, the visually impaired by offering clearer signage, as well as the landowner by helping to prevent people unintentionally trespassing and walking, riding or cycling where they shouldn't. We'll also offer clear guidance on our web page and at the gateways to certain routes about which users can travel upon which type of path.

1.3 Record all assets and associated condition data to aid maintenance decisions and budget allocation on a priority basis.

The Council will record all assets, such as gates, signage and bridges on the network, so that maintenance works can be identified and attended to on a priority basis. A project to survey and record all assets upon rights of way throughout Milton Keynes is underway and will take several years to complete. However, if resources were available, this could be completed sooner. The survey will offer us valuable information on where improvements, repairs and replacements are needed and which of those are a priority by reviewing against British Standard 5709 (2018) for Gates, Gaps and Stiles (or superseded standards as appropriate), and for any new structures to meet these standards. This will help us to make spending decisions throughout the year.

The survey will include the collation of data on our bridges and will help us to understand whether a structure is a simple sleeper bridge ditch crossing, or a more substantial construction that would require specialist inspections and maintenance.

1.4 Produce a design guide for surfaces, widths and infrastructure.

We will produce a design and standards guide detailing approved designs and products, and minimum requirements for structures and surfacing details for different types of right of way. This can be shared with contractors, developers and landowners and will ensure consistency across the network.

1.5 Keep the Definitive Map and Statement up to date.

Alongside our borough-wide asset condition survey, a survey is being undertaken to check the positional accuracy of all routes. We will compare what is available on the ground with what is recorded on the Definitive Map and Statement. This will highlight any inaccuracies that need amending and any missing links in the network that need exploring.

It is important to have a Definitive Map and Statement that is correct and up to date so that landowners understand where their responsibilities lie, and so users are sure of where they can and cannot go whilst travelling over private land. We will ensure positive communication with landowners should any modifications to the Map be required.

4.2 People

The rights of way network is a significant cultural asset. It offers free access for everybody to enjoy the local countryside and heritage through a wide variety of experiences and pursuits. At a time when public finances are under increasing pressure, the rights of way network offers a low cost, sustainable option to tackle a wide range of social, economic and environmental issues and provide real public benefit.

Milton Keynes's countryside is a dynamic workplace, and it is important that MKCC engages with its landowners and land managers. Its character is the result of the activities of many different farmers and landowners who have an important role to play in protecting and improving access and

enjoyment of the countryside. We work collaboratively with our landowners and will ensure positive engagement takes place regarding any legislative changes that may affect rights of way. Their continued goodwill, understanding and contribution is essential in enabling us to realise the Plan's vision, aims and objectives and to deliver our Action Plan.

The Rights of Way network offers the people of Milton Keynes, and beyond, many benefits regarding health and wellbeing through physical activity and access to open space. It can form an intrinsic part of people's everyday way of living a healthy and active lifestyle. Social benefits can also be achieved through taking group walks or rides, volunteering, or using the network to connect to local business such as cafes and pubs.

By replacing car journeys with active travel where possible you not only get the benefits from physical activity and the reduction in emissions, you are also more likely to encounter other users similarly out walking, riding or cycling.

There are barriers that still exist to people making use of the network which include being too busy, the condition of a path or structures upon it, not being confident where a route leads, or even not understanding what a right of way is and where they can be found. The Plan aims to overcome these barriers by making active travel part of everyday life for example by combining a walk with an activity that needs to be performed such as taking a child to school, visiting shops, or getting to work. Inclusivity to all parts of the community, including under-represented groups, is important and will be addressed.

What will we do?

1. Promote responsible use of rights of way
2. Encourage healthy lifestyle choices
3. Promote rights of way network to sustain existing and attract new users
4. Develop volunteer opportunities
5. Continue to support the Local Access Forum

How will we do it?

2.1 Promote responsible use of rights of way

The Countryside Code¹ is important in promoting a sense of shared respect and responsibility between the public who visit the countryside, and the people who own and manage it. It is available to download in 19 languages and we will support and promote its responsible use.

To further promote responsible behaviours, we'll share published guidance from specialist groups including the British Horse Society, Ramblers, and Cycling UK, about how different users can successfully share use of paths. Advice will be published regarding safe behaviour whilst in the

¹ [The Countryside Code - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

countryside including encounters with livestock, keeping dogs on leads during lambing season, or what to do if you are considering organising a public event that will utilise public rights of way.

Engagement with Town and Parish councils will help to share information and advice amongst local residents. If certain issues are prevalent in particular areas, we can work with those councils to publish helpful information or articles in their local magazines or newsletters to help educate about appropriate and respectful use of the network.

We'll also support and empower Town and Parish councils should they wish to assist with resolving local issues through a programme of Parish Partnerships. By working collaboratively with these councils, we can utilise local knowledge and contacts to help monitor and resolve issues, as well as building good relations with the local landowner and path user communities.

2.2 Encourage healthy lifestyle choices

To support the various council strategies linked with public health, wellbeing and active travel, the Plan will encourage healthy lifestyle choices through use of the rights of way network.

A mapping analysis of walking routes to school that utilise public rights of way will be undertaken to ensure those paths are in a suitable condition for daily use. We'll work with schools and council teams in promoting their use for active travel and to encourage walking, riding and cycling for health.

The COVID-19 pandemic has highlighted the importance of being outdoors to people's mental and physical health. Green social prescribing is part of the NHS's Long Term Plan and is a scheme which enables GPs and healthcare practitioners to refer people to nature-based interventions and activities. The government funds a project which tests how green social prescribing can: improve mental health outcomes, reduce health inequalities, reduce demand on the health and social care system, and develop best practice in making green social activities more resilient and accessible.

Where opportunities occur, we'll work alongside health professionals and local GPs surgeries to explore how the council can be involved in patient referrals of green social prescribing²

2.3 Promote rights of way network to sustain existing and attract new users

We'll carry out a review of promoted and circular walks and rides and produce leaflets of the routes for our website that can be downloaded and printed. We'll also include details of which routes offer greater accessibility and whether any public amenities such as toilets, parking or seating are close by.

We recognise the importance of working closely with Town and Parish Councils, so we'll engage with them to promote local routes and advertise the network to the local community as a natural resource available to them. Local engagement will help towards ensuring people are confident in knowing where the rights of way are, and where they lead to, so that they can plan their journey.

² <https://www.england.nhs.uk/personalisedcare/social-prescribing/green-social-prescribing/>

There are portions of the community who are not aware of, or do not make use of, our footpaths and bridleways. Natural England's 'Monitor of Engagement with the Natural Environment' survey data tells us that physical ability, age and ethnicity can impact on the likelihood of a person making use of the rights of way network³. Special emphasis will be made to identify, and reach out, to under-represented groups. This could include having promotional material available in a range of languages, working in partnership with groups and organisations, and offering volunteer opportunities to a diverse range of the community. This, together with better promotion and sharing of information, will increase knowledge and confidence and encourage use by all.

2.4 Develop volunteer opportunities

Volunteers are an important resource to the rights of way team. The benefits are two-fold in that they can help the council to save precious resource, whilst also offering opportunities to the community for social engagement, physical activity and a sense of pride in their local paths. Volunteers can assist with the delivery of this Plan through work to review our promoted and circular routes and help with maintenance and improvement works on paths.

2.5 Continue to offer support

We'll continue to support the Local Access Forum, who are made up of local volunteers offering specialist advice from a variety of backgrounds including various user groups and landowners. We'll continue to work closely with them to enable them to offer valuable advice on access matters to us.

Our landowner community is important to us and we welcome positive communication with them. In addition to day-to-day communications, we'll offer specific opportunities to come and speak to us to share any issues, comments or concerns they may have. This may link in with our work with the LAF and their quarterly meetings.

4.3 Connectivity

Milton Keynes is a destination for leisure and recreation, and the rights of way network offers an opportunity to develop and explore an appreciation of the character of the wider area at no cost to the user. The network should offer good linkages and circular routes with quality signage that allows the public to follow the route with confidence. This in turn offers great opportunities for exercise, leisure, and recreation in the natural environment.

Community links – Many rights of way link communities together, including linkages between urban areas and the countryside and vice versa. This provides people with access to open space without the need for vehicular travel, and rural communities access to urban areas and facilities, thus creating active and sustainable travel opportunities. There is a degree of fragmentation throughout the rights of way network in Milton Keynes which means that there are instances of

³ Natural England Monitor of Engagement with the Natural Environment [Monitoring Engagement in the Natural Environment Survey \(2009 - 2019\) \(arcgis.com\)](#)

‘dead-ends’ or where there’s a need to travel upon roads or highways verges to link up with other paths. This Plan seeks to address this issue.

Economic – Rights of way link people to many local tourist and visitor attractions, rural businesses, pubs and shops, therefore supporting community services and employment. The continuing outward growth of Milton Keynes means that the proximity of communities to the countryside is ever changing. Planned development and its effects on public rights of way must be considered, it is essential that good linkages to the network and other open spaces is maintained, enhanced and included in the planning process. This in turn contributes towards sustainable economic growth and social wellbeing.

Biodiversity and the natural world - The rights of way network provides wildlife corridors through a variety of landscapes including woodland, grassland, and agricultural land, giving people contact with the natural world. As well as contributing to our mental wellbeing this resource also offers an important learning and educational resource concerning the local flora and fauna around us.

What will we do?

1. Integrate rights of way principles, policies and guidance into strategic plans and mitigate effects of planned development
2. Work with neighbouring authorities to improve connectivity and share best practice
3. Seek opportunities to improve connectivity and reduce fragmentation of the network through Definitive Map analyses and improvement

How will we do it?

3.1 Integrate rights of way principles, policies and guidance into strategic plans and mitigate effects of planned development

Rights of Way are a material consideration in the Planning process. It is important that both our Planning colleagues and developers have a good understanding of how development can affect rights of way, and the benefits of early consultation with us. We’ll link our responses to council Plans and Strategies to ensure effective protection and enhancement of the network, and encourage provision for affected rights of way to travel through pleasant, open space. We’ll work with developers to provide multi-use routes that are suitable for all types of user wherever possible. We will provide training and guidance for planners and developers on managing and improving rights of way including guidance to accompany applications to divert routes.

The detailed nature of making any alteration to the Definitive Map, whether it be via an application to permanently divert a right of way, or to submit a claim that a previously unrecorded route should be added to the Definitive Map, means that we are not always able to process applications as soon as they are submitted. We will produce and publish an approved Statement of Priorities which will help us manage the queue of applications as well as manage expectations of applicants.

3.2 Work with neighbouring authorities to improve connectivity and share best practice

We'll continue to engage and share information and best practice approaches with rights of way teams in neighbouring authorities. We'll be looking closely at how paths travel across boundary borders and whether there is any historical fragmentation of the network that needs addressing, or if there are opportunities to improve connectivity across authority boundaries. We can work collaboratively with colleagues across the border regarding the promotion or shared long distance or promoted routes such as the Swans Way, Midshires Way and North Bucks Way.

3.3 Seek opportunities to improve connectivity and reduce fragmentation of the network through Definitive Map analyses and improvement

We'll seek opportunities to improve the connectivity of the network so that routes better link communities and places together and reduce the reliance on roads for connections. We are in the process of analysing the network to identify where there is fragmentation or missing links. We'll consider how missing links can be addressed, for example by improvements to highway verges that link rights of way together, and working with landowners, developers, and other MKCC teams with related strategies and plans. Such improvements will reduce the need to walk, ride or cycle on the road, improve public safety and improve connectivity of the network. We'll reach out to user groups to help identify and prioritise locations.

We'll also be working collaboratively with Town and Parish councils to explore which routes and areas would benefit most from connectivity and maintenance improvements. Working with the Town and Parish councils and user groups in this way will also help us identify and investigate previously unrecorded rights of way.

We will identify and promote priority routes with consideration to areas of high density and well-used rights of way, as well as their proximity to populated areas. The priority of a route will then be able to help inform funding and improvement decisions.



Figure 2. A social walk in the countryside is a great way to enjoy time with friends and get outdoors

Action Plan summary tables

Management Action Plan					
	Objective and Action	Time scale	Cost	Resource	Measure of success
1.1	Work towards providing routes that are suitable for all and reduce and remove physical barriers to access				
A	Improve accessibility of routes through structures (least restrictive access), surface improvements, and explore seating opportunities	2023-2033	£££	MKCC, Landowners	Increase accessible features over 2023 baseline
B	Mapping of routes with good accessibility to be made available	2026-2033	££	MKCC	Availability of information on-line
C	Seek internal and external funding opportunities for improvements	2023-2033	£	MKCC, LAF, stakeholders	Secure funding for flagship projects
D	Support landowners with guidance on maintenance responsibilities. Work together to keep paths clear	2023-2033	£	MKCC, Landowners, volunteers	Paths maintained to a good standard
E	Customer Reporting improvements and Prioritisation Policy.	2023-2026	£	MKCC	Improved customer service experience
1.2	Improve signage of routes to give people confidence they are in the right place				
A	Improve accessibility through signage, guidance and waymarking	2023-2033	££	MKCC	Programme for signage improvement
1.3	Record all assets and associated condition data to aid maintenance decisions and budget allocation on a priority basis				
A	Survey network	2023-2028	£/££	MKCC	Systematic survey of borough
B	Digital mapping of asset location, condition and route information	2023-2028	£	MKCC	Mapped assets
C	Integrate asset management systems across departments inc. structures and highways teams	2023-2028	££	MKCC	Responsive integrated management
1.4	Produce a design guide for surfaces, widths and infrastructure				
A	Work to ensure consistency across the network regarding standards and design of assets and surfaces	2023-2033	£	MKCC, user groups.	Produce and refer to up to date design guidelines
1.5	Keep the Definitive Map and Statement up to date				
A	Survey network to verify accurateness of Definitive Map	2023-2028	£/££	MKCC	Systematic approach to borough survey
B	Review and update Definitive Map and Statement	2023-2033	££	MKCC	Review map, publish orders, update map.
C	Ensure landowners are aware of Definitive Map review outcomes	2028-2033	£	MKCC	Positive engagement and publicity

Key to table: £ - Achievable within existing resources ££ - Under £50,000. Additional resources required (Small scale project)£££ - Above £50,000. Additional resources required (Large scale project)

People Action Plan					
Ref	Objective and Action	Time scale	Cost	Resource	Measure of success
2.1 Promote responsible use of rights of way					
A	Support landowners and path users by publicising Countryside Code, safety and livestock advice, and organised events on rights of way on our webpage	2023-2024	£	MKCC, landowners	Update PRow webpage. Share communications with external partners. Work collaboratively with landowners.
B	Disseminate knowledge and advice about sharing of routes amongst different users	2023-2024	£	MKCC, BHS, Town/Parish Councils, LAF	Share information on website and in Parish publications
C	Support and work with Town and Parish Councils in tackling local access issues	2023-2033	£	MKCC, Town/Parish Councils	Share advice and work collaboratively
2.2 Encourage healthy lifestyle choices					
A	Analyse proximity of rights of way to schools	2024-2025	£	MKCC, Schools	Mapping analysis and site inspections
B	Promote active travel choices	2024-2026	£	MKCC	Engagement with schools and Health team
C	Work with Public Health professionals to promote walking, riding and cycling	2025-2033	£	MKCC	Health Centre engagement for green social prescribing
2.3 Promote rights of way network to sustain existing and attract new users					
A	Carry out review of existing promoted walks and rides	2023-2026	£	MKCC	Survey condition of routes
B	Create maps of promoted routes available for download and print on PRow webpage	2024-2028	££	MKCC	Annotated maps available on PRow webpage
C	Engage with Town and Parish Councils to promote local routes	2023-2033	£	MKCC, Town/Parish Councils	Promotes routes in Parish magazines, newsletters
D	Reach out to under-represented groups	2024-2033	£	MKCC	Liaise with diverse range of groups/organisations.
2.4 Develop volunteer opportunities					
A	Utilise volunteers to assist review of promoted routes	2023-2026	£	MKCC, volunteers	Volunteer engagement
B	Utilise volunteers and wider council resources for maintenance works	2023-2033	£	MKCC, volunteers	Positive outcomes for individuals, community and path users
2.5 Continue to offer support					
A	Support LAF to enable them to offer advice on access matters	2023-2033	£	MKCC, LAF	Organise and oversee LAF meetings
B	Offer in-person meetings with landowners to discuss issues	2023-2033	£	MKCC, landowners	Individual or group events offering support

Connectivity Action Plan					
Ref	Objective and Action	Time scale	Cost	Resource	Measure of success
3.1 Integrate rights of way principles, policies and guidance into strategic plans and mitigate effects of planned development					
A	Link RoWIP to Strategies/Plans in Apendix 1 to protect, enhance and promote rights of way.	2023-2033	£	MKCC	Link Planning Application responses to RoWIP, SPD and Council plans.
B	Link RoWIP with newly emerging Plan:MK 2032	2024-2033	£	MKCC	Cross-departmental engagement
C	Produce training/guidance for planners and developers on managing and improving PROW	2023-2026	£	MKCC	Include guidance in diversion application packs and on website
D	Publish Statement of Priorities for Public Path Orders and Definitive Map Modification Orders	2024-2025	£	MKCC	Information available in application packs and on website
3.2 Work with neighbouring authorities to improve connectivity and share best practice					
A	Establish cross authority Officer connections and promote shared long distance and promoted routes	2023-2033	£	MKCC	Communicate and share advice and information
B	Identify and map connectivity issues as part of Definitive Map review	2023-2028	£	MKCC, neighbouring authorities	Communicate with neighbouring authorities
3.3 Seek opportunities to improve connectivity and reduce fragmentation of the network through Definitive Map analyses and improvement					
A	Analyse the network and seek opportunities to improve linkages between urban and rural areas. Offer multi-user routes where possible	2025-2033	£££	MKCC, user groups, neighbouring authorities, landowners, developers	Engagement with user groups, neighbouring authorities, landowners and developers. Engage with slow-ways national project.
B	Identify opportunities to improve connectivity such as additional off-road routes or verge improvements	2023-2033	££	MKCC, neighbouring authorities, landowners, developers	Positive engagement with landowners, developers, and neighbouring authorities
C	Identify and promote priority routes	2024-2026	££	MKCC, Town/Parish Councils, landowners	Analysis of data. Positive engagement with Parish Councils and landowners
D	Work with Parishes and user groups to identify and investigate unrecorded rights of way	2023-2033	£	Landowners, user groups, Town/Parish Councils	Positive engagement with Ramblers, BHS Cycling UK, MK Cycle Forum

Rights of Way

rightsofway@milton-keynes.gov.uk

www.milton-keynes.gov.uk

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