



MONITORING QUALITY STANDARDS ON NATIONAL TRAILS IN ENGLAND
RESULTS 2008

Quality Standards on English National Trails – 2008

Natural England wants everyone using the network of National Trails in England to enjoy their experience to the full.

The over-arching goal of the partners involved in the management of National Trails is their maintenance to a standard that:

- is consistent,
- is sympathetic to the landscape through which the Trails pass,
- meets the needs of users and
- is appropriate to their use.

Each year we ask National Trail Officers to report on how their Trails are performing against the published standards. National Trail Officers are professionally qualified individuals whose knowledge about each Trail is unsurpassed and whose opinion can be relied upon. This report gives a detailed breakdown of the results monitored during the summer months of 2008.

A User Survey was carried out on the National Trail website during 2008. Analysis of this is underway and the results from the English National Trails will be compared with these results. Further investigation and priority funding will be considered where the two reports highlight areas that may need attention.

A review of National Trails and other Strategic Routes is currently being carried out by the policy team at Natural England. We will take into account the results of this review when we revise the 'Quality Standards for National Trails in England' document in spring 2009. This in turn will lead to a revised Quality Standards Monitoring template that National Trail Officers will use for their Quality Standards measurement in 2009.

These figures need to be read in conjunction with the document 'Quality Standards for National Trails in England' which is available on the management page of the National Trail website - <http://www.nationaltrail.co.uk/downloads.asp?PageId=61>

Overall Summary of Results

This year's figures reflect the fact that ongoing funding issues have again meant that some improvements to the Trails have not been taken forward, however overall *status quo* has been maintained in most cases. Static budgets for 2009 and 2010 will mean that work must be carefully prioritised and efficiencies sought, if the standard of National Trails is to be maintained.

In 2007 the unusually high rainfall and flooding over the summer had caused surface standards to worsen. Emergency repairs have been carried out on most sections but more wet weather in 2008 has caused further damage.

It should be noted that figures for the Pennine Bridleway are not directly comparable year to year as they will encompass new sections of the Trail as they open.

Due to changes in management structures we have been unable to include Hadrian's Wall Path National Trail in this analysis, although we are in discussion with the Trail Officer about including Hadrian's Wall Path in the 2009 Survey.

Offa's Dyke Path National Trail is not included in this report, even though parts of the Trail are in England. Management of Offa's Dyke Path is shared between Natural England and the Countryside Council for Wales. As a larger proportion of the Trail is in Wales and the Trail Officer is based in Wales, Offa's Dyke Path Quality Standards are covered in the report for Trails in Wales¹.

¹ It should be noted that the Countryside Council for Wales reviewed and updated its 'Quality Standards for National Trails in Wales' document in 2008, so the criteria for measuring results is different to that for England. Natural England is planning to review and update the 'Quality Standards for National Trails in England' document during 2009, taking in to account the changes to the Welsh version.

The results:

Where “unknown” is shown this is normally because it has been impossible to collect the information due to a lack of technical equipment or manpower.

Measure 1: The percentage of each Trail that is legally defined					
	Baseline 2004	2005	2006	2007	2008
Pennine Way	99.9	99.9	99	99	99
Cleveland Way		99.5	99.5	99.5	99.5
Yorkshire Wolds Way		99.5	99.5	99.5	99.5
Peddars Way/Norfolk Coast Path	95	100	99.3	99.3	99.3
North Downs Way	100	100	100	100	100
South Downs Way	99	99	95	95	90
Thames Path	99.4	99.4	99.4		99.4
Ridgeway	100	100	100	100	100
South West Coast Path		92.2	92.2	92	92
Open parts of Pennine Bridleway		96.2	96.2		96.2
Cotswold Way	N/A	N/A	86	86	90

Figures in the target column that are just below 100% are calculated on the fact that the “walked “ route of a National Trail can diverge from the actual “legally defined” route (as shown on definitive maps). Where this is perceived as a major problem, we encourage action to vary routes so that both converge.

The reduction in the South Downs Way National Trail figure is due to sections of temporary route across the Meon Valley and the approach to Winchester. Local agreements are proving difficult to obtain. There are 7 known route anomalies and 6 require varying reports now or in the future.

The improved figure for the Cotswold Way National Trail shows progress with the work programme since the Cotswold Way was opened in May 2007. There are still 3 varying reports outstanding.

Measure 2: The percentage of each Trail in the best position					
	Baseline 2004	2005	2006	2007	2008
Pennine Way		100	100	100	100
Cleveland Way		98	98	98	98
Yorkshire Wolds Way		95	95	95	95
Peddars Way/Norfolk Coast Path	87	87	87	87	87
North Downs Way	Unknown	90	90	90	90
South Downs Way		94	99	99	96
Thames Path	Unknown	75	91	91	91
Ridgeway	Unknown	96	96	96	96
South West Coast Path	Unknown	92.3	92.3	93.2	91.3
Open parts of Pennine Bridleway		95.8	95.8	95.8	95.8
Cotswold Way	N/A	N/A	82	98	99.5

The reduced figure for the South Downs Way National Trail shows the route into Winchester and the route for cyclists and horse-riders across the Meon Valley are not in the best position (see note above). Also a section in Washington needs improvement.

The reduced figure for the South West Coast Path National Trail shows the reinstatements and safety improvements that are necessary at Duporth, Charmouth & Watermouth (see reasons under Measure 3). Lack of funding in 2008 meant it was not possible to carry out this work.

It is hoped that implementation of the Coastal Access legislation will help to secure the best position for all coastal sections of National Trails in the future.

New sections of the Cotswold Way have opened in 2008, including a section with a completely new path between Cleeve Common and Winchcombe.

Measure 3: The percentage of each Trail which is traffic-free and off road					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	93	93	93	93
Cleveland Way	Unknown	90.5	90.5	90.5	90.5
Yorkshire Wolds Way	Unknown	86	86	86	86
Peddars Way/Norfolk Coast Path	85	85	85	85	85
North Downs Way	Unknown	77.2	78	77	77
South Downs Way	93	93	93	91	91
Thames Path	90.2	98	90	91	91
Ridgeway	90.2	90.2	90.2	90.2	90.2
South West Coast Path	Unknown	85.2	85.3	85.3	84.9
Open parts of Pennine Bridleway	Unknown	82.9	82.9	82.9	83.5
Cotswold Way	N/A	N/A	82	83	83
Average figure		88.1	86.9	86.8	86.8

The figure for the South West Coast Path National Trail shows a decline since October 2007. This is due to cliff falls at Duporth, nr. St Austell in Cornwall and Charmouth in Dorset resulting in the path being diverted inland along roads. The next steps are to pro-actively seek the agreement of landowners and obtain funding to realign the routes, prioritising those sections where the current route is considered unsafe.

The figure for the Pennine Bridleway National Trail has improved and work is continuing to develop the preferred route at Glossop where interim routes are currently in place.

Measure 4: The number of road, rail, river and sea crossings on each Trail that need improvements to make them safer					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	0	0	0	0	0
Cleveland Way	Unknown	0	0	0	0
Yorkshire Wolds Way	Unknown	0	0	0	0
Peddars Way/Norfolk Coast Path	5	2	2	2	2

North Downs Way	5	6	6	6	3
South Downs Way	3	3	2	2	9
Thames Path	9	9	9	9	9
Ridgeway	7	7	7	7	7
South West Coast Path	Unknown	3	3	3	3
Open parts of Pennine Bridleway	Unknown	7	7	7	4
Cotswold Way	N/A	N/A	16	16	8
Average figure		3.7	4.7	4.7	4.1

Unsafe road crossings are largely deemed to be so because of speed of traffic, line of sight and similar issues. Work with relevant Highway Authorities is on-going to improve these sites.

The South Downs Way National Trail crosses numerous busy roads which can be particularly hazardous for horse-riders. Work is ongoing with each Highway Authority to consider improvements and feasibility studies may be needed.

There have been marked improvements at road crossings along the North Downs Way National Trail. All crossings have been risk assessed and action has been taken to improve the 3 mentioned above. A route diversion is necessary to improve one crossing in west Kent.

There have also been improvements along the Cotswold Way National Trail. However an interim solution is needed at the A417 Air Balloon crossing now that the proposed new road scheme is on the “back burner”.

Big improvements have been made along the Pennine Bridleway National Trail, and work is ongoing to improve a further 5 road crossings, 1 rail crossing and 1 river crossing.

Measure 5: The percentage of fords, bridges and ramps on each Trail which are appropriate					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	100	100	100
Cleveland Way	Unknown	100	100	100	92
Yorkshire Wolds Way	Unknown	100	100	100	93
Peddars Way/Norfolk Coast Path	Unknown	100	73	73	73
North Downs Way	100	100	100	100	100
South Downs Way	Unknown	80	99	99	99 ?
Thames Path	69	69	69	69	69
Ridgeway	100	100	100	100	100
South West Coast Path	Unknown	90	90	93.8	94.4
Open parts of Pennine Bridleway	Unknown	100	100	100	100
Cotswold Way	N/A	N/A	90	90	90
Average figure		93.9	92.8	93.1	91.8

The decline in the figure for the Cleveland Way National Trail is mainly due to bridges suffering from wear and tear. One bridge that needs to be replaced will be upgraded for accessibility purposes.

On the Yorkshire Wolds Way National Trail, one section is being upgraded to improve accessibility. Within this section a bridge has been identified that will need improvement to bring it up to the accessibility standards of the rest of this section of Trail.

Measure 6: The percentage of each Trail with an acceptable width					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	90	100	100	100
Cleveland Way	Unknown	99	90	90	90
Yorkshire Wolds Way	Unknown	99.9	99	99	99
Peddars Way/Norfolk Coast Path	99.9	99.9	99.9	99.9	99.9
North Downs Way	Unknown	84.9	85	97	97
South Downs Way	99.5	99.5	99.5	100	99.5
Thames Path	86	86	86	86	86
Ridgeway	Unknown	Unknown	Unknown	Unknown	100
South West Coast Path	Unknown	100	100	99	99.6
Open parts of Pennine Bridleway	Unknown	100	100	100	100
Cotswold Way	N/A	N/A	98	98.5	99
Average figure		95.5	95.7	96.9	97.3

There has been little change here. The main reason that the Thames Path National Trail figure is lower than the other Trails is because it passes through a higher percentage of built environment, where it is not possible to increase the width of the path.

Measure 7: The percentage of each Trail that has an acceptable surface					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	100	100	100	100	99
Cleveland Way	Unknown	96	96	97	97
Yorkshire Wolds Way	Unknown	99	99	99	97
Peddars Way/Norfolk Coast Path	99.5	96.9	96.2	96.2	96.2
North Downs Way	93	93	94	95	94
South Downs Way	98	98	98.6	95.5	95
Thames Path	70	70	70	<70	81
Ridgeway	49	49	82	60	74
South West Coast Path	Unknown	99	99	98.4	98.4
Open parts of Pennine Bridleway	Unknown	99	98	99	99
Cotswold Way	N/A	N/A	95	97	97
Average figure		90	93.4	91.5	93.4

The slight decline in the figure for the Pennine Way National Trail reflects the fact that there is always a need for ongoing works to maintain and improve the path surface, especially in upland areas.

The decline in the figure for the Yorkshire Wolds Way reflects the sections of the Trail that are being upgraded for accessibility purposes, it does not mean that the quality of the surface has declined from 2007.

The Ridgeway and Thames Path National Trails have improved due to the action plans that were set up to tackle the problem. The introduction of Restricted Byways has also helped, although there is still illegal motorised use on The Ridgeway that leads to surface damage.

Measure 8: The percentage of each Trail where off-road vehicle use is causing demonstrable problems					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	<1	Unknown but some	Unknown but some	Unknown but getting worse
Cleveland Way	Unknown	1	1	1	1
Yorkshire Wolds Way	Unknown	1	1	1	1
Peddars Way/Norfolk Coast Path	Unknown	2.7	3.8	3.8	7.1
North Downs Way	Unknown	5	5	5	5
South Downs Way	Unknown	2	0	0	Unknown
Thames Path	Unknown	<1	6	5	5
Ridgeway	Unknown	46.2	44	44	44
South West Coast Path	Unknown	<1	<1	<1	<1
Open parts of Pennine Bridleway	Unknown	19.8	19.8	19.8	19.8
Cotswold Way	N/A	N/A	<1	<1	<1
Average figure		8.1	7.6	7.5	7.5

There is currently a serious problem with off-road vehicle use on a section of the Pennine Way National Trail in the South Pennines. The Trail Officer is working with the Police to try to find a solution.

The problems caused by off-road vehicles on the Peddars Way / Norfolk Coast Path National Trail are getting worse. Following partly-successful trial repairs of 60 metres of Trail in 2007, a further 200m was repaired in 2008. The plan is to continue to repair surfaces as funding allows, in partnership with Norfolk County Council. Commitment from Norfolk County Council to assist financially will be essential if this problem is to be eradicated.

Measure 9: The percentage of steps and gradients on each Trail that are appropriate					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	100	100	100	100	100
Cleveland Way	Unknown	70	70	70	75
Yorkshire Wolds Way	Unknown	33	33	33	100
Peddars Way/Norfolk Coast Path	Unknown	92	92	92	92
North Downs Way	Unknown	100	100	100	98
South Downs Way	100	100	100	100	100

Thames Path	32	32	32	Unknown	32
Ridgeway	Unknown	Unknown	Unknown	Unknown	Unknown
South West Coast Path	Unknown	78	78	83	83
Open parts of Pennine Bridleway	Unknown	100	100	100	100
Cotswold Way	N/A	N/A	88	88	92
Average figure		78.3	79.3	85.1	91.8

There are only 3 sets of steps/ gradients on the Yorkshire Wolds Way that are included in the survey. Since the 2007 survey the steps have been improved at one site and it has been decided that creating steps at another site is not necessary at present.

The North Downs Way National Trail runs part on the top of the downs and part lower down, so flights of steps are needed and appropriate. Most are in good condition, however there are a couple of places where maintenance is now needed and more repairs will be needed within the next three years.

Measure 10: The percentage of each Trail corridor which is of the highest quality					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	87	87	87	87
Cleveland Way	Unknown	82	82	82	89
Yorkshire Wolds Way	Unknown	88	88	88	88
Peddars Way/Norfolk Coast Path	79	79	79	79	91
North Downs Way	Unknown	91	91	91	91
South Downs Way	99.5	99.5	99.5	100	99.9
Thames Path	Unknown	Unknown	Unknown	Unknown	Unknown
Ridgeway	100	100	100	100	100
South West Coast Path	Unknown	Unknown	85	85	85
Open parts of Pennine Bridleway	Unknown	Unknown	Unknown	Unknown	Unknown
Cotswold Way	N/A	N/A	95	95	95
Average figure		89.5	89.6	89.6	91.8

We accept that it will never be possible to achieve 100% for each National Trail due to constraints beyond our control, but National Trail Officers are constantly looking for opportunities to improve their Trail corridor. This work often involves prolonged negotiation with local authorities and land owners, but with perseverance results can be achieved as you can see from the results for the Cleveland Way and Peddars Way/Norfolk Coast Path National Trails.

Measure 11: The percentage of furniture on each Trail that is appropriate					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	Unknown	72	78
Cleveland Way	Unknown	80	77	91	79
Yorkshire Wolds Way	Unknown	93	94	94	60

Peddars Way/Norfolk Coast Path	Unknown	100	Unknown	Unknown	Unknown
North Downs Way	Unknown	76	78	84	86
South Downs Way	99	99.5	95	85	90
Thames Path	33	41	41	24	41
Ridgeway	32	35.5	36	58	73
South West Coast Path	Unknown	82	84	86	87
Open parts of Pennine Bridleway	Unknown	100	99.5	99.5	99.5
Cotswold Way	N/A	N/A	77	84	89
Average figure		80.7	75.7	77.8	78.2

The large drop in the percentage of furniture that is appropriate on the Yorkshire Wolds Way National Trail is due to the project to upgrade sections of the Trail for accessibility purposes. Furniture that is appropriate for walkers without accessibility needs to be replaced with furniture that is suitable for all.

Lack of funding is having an impact on furniture improvements on the Thames Path National Trail furniture. If additional funding can be found, the team will focus on improving access to the start of the Trail at the Source and on replacing all inaccessible structures.

Measure 12: The percentage of major access points on each Trail that are accessible by public transport or appropriately connected					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	100	100	100
Cleveland Way	Unknown	100	100	100	100
Yorkshire Wolds Way	Unknown	83	83	83	83
Peddars Way/Norfolk Coast Path	Unknown	64	71	71	71
North Downs Way	Unknown	100	100	100	95
South Downs Way	Unknown	100	100	100	100
Thames Path	Unknown	81	81	81	81
Ridgeway	Unknown	56	56	56	56
South West Coast Path	Unknown	100	100	100	100
Open parts of Pennine Bridleway	Unknown	93	87	93	93
Cotswold Way	N/A	N/A	52	52	52
Average figure		87.7	84.5	85	84.6

The drop in the percentage for the North Downs Way National Trail is because some bus services are patchy on parts of the Trail and especially poor at weekends. Informal off road parking for all users is excellent in Surrey but poor in parts of Kent.

Measure 13: The number of gaps in accommodation provision on each Trail					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	0	0	0	0
Cleveland Way	Unknown	3	3	3	3
Yorkshire Wolds Way	Unknown	3	3	3	3

Peddars Way/Norfolk Coast Path	1	1	1	1	0
North Downs Way	Unknown	0	1	2	3
South Downs Way	Unknown	0	1	3	2
Thames Path	Unknown	0	0	0	0
Ridgeway	Unknown	1	1	1	4
South West Coast Path	Unknown	0	Unknown	Increasing	Unknown
Open parts of Pennine Bridleway	Unknown	3	3	3	3
Cotswold Way	N/A	N/A	8	Improving	0

The main reason for the rise in the figure for The Ridgeway National Trail is hostel closures. Ideally 5 hostels are needed, but there are now only two. There is also a paucity of campsites in the eastern half in the Chilterns and the Trail team is finding it hard to influence accommodation providers.

The Cotswold Way National Trail team have worked hard to fill the accommodation gaps along the Trail but there is still a lack of low cost accommodation and camp sites in some sections.

Where there are gaps in accommodation provision, the Trail Officers try to encourage accommodation providers further afield to offer walkers lifts to and from the Trail.

Measure 14: The percentage of each Trail that is litter and dog mess free					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	100	100	100	100	100
Cleveland Way	Unknown	98	98	98	98
Yorkshire Wolds Way	Unknown	100	100	100	99
Peddars Way/Norfolk Coast Path	95	95	95	95	95
North Downs Way	80	80	81	83	83
South Downs Way	95	98	98	98	99
Thames Path	95	97	95	95	98
Ridgeway	100	90	84	81	90
South West Coast Path	Unknown	99	99	98	99
Open parts of Pennine Bridleway	Unknown	99	99	99	99
Cotswold Way	N/A	N/A	Unknown	Unknown	Unknown
Average figure		95.6	94.9	94.7	96

Increased dog owner awareness and peer pressure seems to be having a positive effect on the percentage of each Trail that is dog mess free. Generally, the areas badly affected are honey pot sites near to popular car parks.

Measure 15: The percentage of officially produced Trail information that is currently accessible and branded in accordance with national guidance					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	100	100	100

Cleveland Way	Unknown	100	100	100	100
Yorkshire Wolds Way	Unknown	100	100	100	100
Peddars Way/Norfolk Coast Path	56	56	60	87	100
North Downs Way	Unknown	100	100	100	100
South Downs Way	Unknown	100	100	100	100
Thames Path	Unknown	100	100	100	100
Ridgeway	Unknown	100	100	100	100
South West Coast Path	Unknown	100	100	100	100
Open parts of Pennine Bridleway	Unknown	100	100	100	87.5
Cotswold Way	N/A	N/A	100	80	80

The Pennine Bridleway figure has declined because the Mary Towneley Loop Guide is now out of print. Work is underway to rebrand the guide and the new version should be published early in 2009.

The Cotswold Way figure shows that the Public Transport Booklet is published in partnership with the Cotswolds Conservation Board and the Circular Walks leaflets are not due for publication until April 2009.

Measure 16: Number of guidebooks					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	8	8	9	9
Cleveland Way	Unknown	8	8	8	8
Yorkshire Wolds Way	Unknown	6	6	6	6
Peddars Way/Norfolk Coast Path	Unknown	Unknown	Unknown	Unknown	Unknown
North Downs Way	Unknown	Unknown	3	3	4
South Downs Way	Unknown	7	7	7	4
Thames Path	Unknown	3	3	3	3
Ridgeway	Unknown	3	3	3	3
South West Coast Path	Unknown	Unknown	Unknown	Unknown	Unknown
Open parts of Pennine Bridleway	Unknown	Unknown	Unknown	6	6
Cotswold Way	N/A	N/A	Awaiting opening	Unknown	12

Measures 17, 18 AND 19: Availability of printed information					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	All available	Circular walks not available	All available	All available
Cleveland Way	Unknown	All available	All available	All available	All available
Yorkshire Wolds Way	Unknown	All available	All available	All available	All available
Peddars Way/Norfolk Coast Path	Unknown	All available	All available	All available	All available

North Downs Way	Unknown	All available	All available	All available	All available
South Downs Way	Unknown	All available	All available	All available	Some available
Thames Path	Unknown	All available	All available	All available	Most available
Ridgeway	Unknown	All available	All available	All available	Most available
South West Coast Path	Unknown	All available	All available	All available	All available
Open parts of Pennine Bridleway	Unknown	Public transport guide and circular walks and rides not available	Public transport guide and circular walks and rides not available	All available	Most available
Cotswold Way	N/A	N/A	Work still required	All available	Most available

Work is underway to redesign the South Downs Way National Trail circular walks and accommodation guides. The Trail Officer is also investigating setting up an on-line shop to sell walk guides, accommodation guides and a general planning guide. A South Downs Way mountain bike guide is now available.

The Thames Path National Trail team are continuing to provide downloadable pdf versions of circular walks on the National Trail website and they hope to establish one or two new walks in 2009/10. Other leaflets will need to be reprinted before April 2009.

The Ridgeway National Trail team have made a decision not to print large numbers of new circular walk guides, to save money. Members of the public will be able to download them from the website or phone the office to order paper copies that will be individually printed and sent by post.

Measure 20: The provision of accessible, complete and up-to-date on-line information					
	Baseline 2004	2005	2006	2007	2008
Pennine Way	Unknown	Yes	Yes	Yes	Yes
Cleveland Way	Unknown	Yes	Yes	Yes	Yes
Yorkshire Wolds Way	Unknown	Yes	Yes	Yes	Yes
Peddars Way/Norfolk Coast Path	Unknown	Yes	Yes	Yes	Yes
North Downs Way	Unknown	Yes	Yes	Yes	Yes
South Downs Way	Unknown	Yes	Yes	Yes	Yes
Thames Path	Unknown	Yes	Not complete	Increased but not complete	Less than 2007
Ridgeway	Unknown	Yes	Not complete	Increased but not complete	Less than 2007
South West Coast Path	Unknown	Yes	Yes	Yes	Yes

Open parts of Pennine Bridleway	Unknown	Yes	Yes	Yes	Yes
Cotswold Way	N/A	N/A	Yes	Yes	Yes

The team that manages the Thames Path and The Ridgeway National Trails has had difficulties in 2008 finding sufficient funding to produce up to date public transport information. They are working on improving information on facilities in settlements, wildlife and seasonal information, as well as new circular routes.

Measure 21: The provision of a complete database of service information for each Trail					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	Yes	Yes	Yes	Yes
Cleveland Way	Unknown	Yes	Yes	Yes	Yes
Yorkshire Wolds Way	Unknown	Yes	Yes	Yes	Yes
Peddars Way/Norfolk Coast Path	No	Yes	Yes	Yes but work to do	Yes
North Downs Way	Unknown	Yes	Yes	Yes	Yes
South Downs Way	Unknown	Yes	Yes but work needed on accommodation entries	Yes	Yes
Thames Path	Unknown	Yes	Yes	Yes	Yes
Ridgeway	Unknown	Yes	Yes	Yes	90% complete
South West Coast Path	Unknown	Yes	Yes	Yes	Yes
Open parts of Pennine Bridleway	Unknown	Yes	Yes	Yes	Yes
Cotswold Way	N/A	N/A	Yes but not complete	Yes	Yes

The Ridgeway National Trail team are aiming to provide map based information for pubs early in 2009, and hopefully for restaurants/cafes in 2009/10.

Measure 22: The percentage of signs which meet the standards on each Trail					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	2	10	63	83
Cleveland Way	Unknown	5	84	89	93
Yorkshire Wolds Way	Unknown	93	91	94	96
Peddars Way/Norfolk Coast Path	100	100	100	100	100
North Downs Way	Unknown	80	83	90	92
South Downs Way	Unknown	80	80	85	85
Thames Path	80	82	87	79.5	79.5
Ridgeway	65	65	71	71	86
South West Coast Path	Unknown	61	64	69	73
Open parts of Pennine Bridleway	Unknown	100	100	100	100

Cotswold Way	N/A	N/A	67.5	84	>88
Average figure		66.8	76.1	84	88.7

It is encouraging that every Trail has managed to maintain the 2007 level and most Trails have managed to improve on it. Many Trails now use lengthsmen (often volunteers), who take ownership of a section of Trail, carry out minor repairs or report bigger problems to the Trail Officer. This helps to keep on top of small jobs that could end up becoming large jobs if left unattended.

Measure 23: The percentage of key access points which have appropriate information displayed					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	100	100	100
Cleveland Way	Unknown	100	100	100	100
Yorkshire Wolds Way	Unknown	100	100	100	86
Peddars Way/Norfolk Coast Path	Unknown	6	6	6	6
North Downs Way	Unknown	50	50	50	85
South Downs Way	Unknown	100	100	100	46
Thames Path	Unknown	43	43	43	43
Ridgeway	Unknown	50	50	50	90
South West Coast Path	Unknown	44	44	65	70
Open parts of Pennine Bridleway	Unknown	0	8	8	100
Cotswold Way	N/A	N/A	80	80	99
Average figure		59.3	61.9	61.9	75

The apparent large decline in the Yorkshire Wolds Way percentage reflects just one key access point.

On the Peddars Way/Norfolk Coast Path National Trail the Trail Officer has counted 36 key access points (this includes anywhere that a car can be parked on a verge close to the Trail) and only two of these have National Trail info boards. However there has been more concentration on providing information at key public transport hubs, which are often away from the Trail.

Great improvements have taken place on the North Downs Way National Trail this year and the aim is for this figure to reach 100% by 2011.

There are 26 key access points along the South Downs Way National Trail and 12 have National Trail interpretation boards. All others, including the start and finish points, have National Trail signage but no information boards.

There have been big improvements along The Ridgeway National Trail and permission is being sought to install a further 2 new information boards. The new route that is being implemented in Princes Risborough will require a new board when complete. It is hoped that the figure for The Ridgeway will rise to 97% by the end of 2009.

The figure for the Thames Path National Trail is consistent, but noticeably low compared to other Trails. Due to the urban nature of much of this Trail there is a higher than average number of key access points compared to other Trails. It would be costly and probably

inappropriate and to erect information boards at every access point and those that are in place are more likely to suffer from vandalism than those in rural areas.

There has been a vast improvement in the South West Coast Path National Trail figure over the last 2 years. Providing information boards on a 630 mile Trail that passes through so many seaside towns and villages is a huge job. The increase in the percentage reflects the importance that the Trail Officer places on providing information for the millions of tourists who visit this part of England's coast every year.

The Pennine Bridleway figure reflects a misunderstanding in past years. There are 8 key access points and they all have appropriate information displayed.

Since the Cotswold Way officially opened in 2007, work on improving information has been a big part of the Trail Officer's work and this is reflected in the result for this measure.

Measure 24: The percentage of highway authorities that comply with temporary diversion procedure best practice					
	Baseline 2004	2005 (baseline or result)	2006	2007	2008
Pennine Way	Unknown	100	100	100	100
Cleveland Way	Unknown	100	100	100	100
Yorkshire Wolds Way	Unknown	100	100	100	100
Peddars Way/Norfolk Coast Path	Unknown	100	100	100	100
North Downs Way	100	100	100	100	100
South Downs Way	100	100	100	100	100
Thames Path	100	100	100	100	100
Ridgeway	100	100	100	100	100
South West Coast Path	Unknown	100	100	100	100
Open parts of Pennine Bridleway	Unknown	70	100	100	88
Cotswold Way	N/A	N/A	100	100	100

The Pennine Bridleway percentage has dropped in 2008 because the Trail Officer believes that one of the eight highway authorities along the route could have done a better job in 2008.