



**Rights of Way
Improvement Plan for Trafford Council**

**2009 – 2019
Statement of Action**

**An Improvement Strategy for the Rights of Way
Network in Trafford**

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GLOSSARY

BOAT	Byway Open to all Traffic
BVPI	Best Value Performance Indicator
CROW	Countryside and Rights of Way
DEFRA	Department for Environment, Food and Rural Affairs
DfES	Department for Education and Skills
DfT	Department for Transport
GMLTP	Greater Manchester Local Transport Plan
GMTU	Greater Manchester Transportation Unit
LDF	Local Development Framework
LTP2	Local Transport Plan 2
MEDC	Manchester Engineering Design Consultancy
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PROW	Public Rights of Way
ROWIP	Rights of Way Improvement Plan
RUPP	Road Used as a Public Path
SUSTRANS	The Sustainable Transport Charity
UDP	Unitary Development Plan

1.0 VISION STATEMENT

‘To improve, promote and protect the rights of way network in Trafford to meet the present and likely future needs of the public for open air recreation, exercise and access to local services’.

The Trafford Rights of Way Improvement Plan aims to:

- Retain a full record of the rights of way network in a manner which is easy to update;
- Provide a well maintained and easy to navigate network, which is free from obstructions and safe to use;
- Develop a network which meets the needs and demands of local users and visitors;
- Where possible, increase opportunities for all users, including specific groups such as those with mobility problems, visual impairment and walkers with pushchairs;
- Increase and promote the opportunities for sustainable travel to work, schools and local services using the network;
- Promote and encourage respect and understanding between network users to avoid or minimise conflict;
- Ensure that proposed works are prioritised and implemented to provide the maximum benefit within the available resources.

2.0 INTRODUCTION

Trafford's Approach to the Rights of Way Improvement Plan (ROWIP)

Each highway authority is required under the Countryside and Rights of Way (CROW) Act 2000 to develop and publish a Rights of Way Improvement Plan (ROWIP).

The format and content of Trafford's ROWIP is broadly in keeping with the Department for Environment, Food and Rural Affairs (DEFRA) Statutory Guidance on 'Rights of Way Improvement Plans' (November 2002). Further information on this can be found at www.defra.gov.uk/

The Trafford Plan has been developed in two stages:

Stage 1: Assessment Stage (Complete)

This first stage included an assessment of the needs and demands of current and potential users; the condition of the network; and the management of the network and the Definitive Map.

Stage 2: Statement of Action

The second stage of the plan utilises the information from the Stage 1 assessment to develop a 10-year vision for the improvement of the Public Rights of Way (PROW) network. This stage includes a 12-week statutory consultation period.

The two-stage approach is in accordance with Government guidance and together the two stages make up the Rights of Way Improvement Plan.

Some elements of the Stage 1 assessment have been repeated within this document to enable it to be read as a 'stand alone' document. Stage 1 and 2 can be viewed at www.trafford.gov.uk (available May 2009).

Implementation of the ROWIP

Once the ROWIP has been approved it will be utilised by the relevant services within Trafford Council to achieve the proposed actions.

The Role of the Access Forum

The CROW Act 2000 also placed a duty on highway authorities to establish an advisory body known as a Local Access Forum (LAF). In August 2003, Manchester, Salford and Trafford Authorities established a Joint Local Access Forum, which covers the geographical areas of Manchester, Salford and Trafford.

The Local Access Forum is a statutory advisory body, and one of its key tasks is to contribute to the preparation of the Rights of Way Improvement Plan. The LAF has approved the Stage 1 assessment for Trafford and supports the development of the Action Plan.

3.0 LOCAL CONTEXT

About Trafford

The Borough of Trafford is one of the ten local authorities making up the Greater Manchester area. Trafford is one of the smaller authorities, covering an area of approximately 10,600 hectares, and is very diverse in character, ranging from urban in the north to rural in the south. The Borough borders onto Salford to the north west, Manchester to the north east and Cheshire to the south.

Trafford is a relatively prosperous and attractive borough and contains several large and important shopping, commercial and industrial centres, in addition to major leisure and sporting attractions.

Car ownership in the borough is high and coupled with the demands generated by substantial concentrations of industry and commerce there is considerable pressure on the local road network. The Manchester Ship Canal and the River Mersey form significant barriers to traffic movement and have greatly influenced the shape of the road network in the borough.

The train, Metrolink and bus networks provide an alternative to the private car. These networks are important from a social, economic and environmental viewpoint, providing mobility for those without cars, helping to relieve road congestion and being relatively energy efficient.

The rights of way network and the developing cycle path network provide a means to travel short distances to access public transport and key destinations for employment, shopping, leisure and social purposes. Consequently, improvements to the network and the creation or enhancement of links between schools, parks, housing, bus stops etc, will assist in relieving pressure on the strained highway network. Other benefits include improvements to health through exercise and reduced car emissions.

Rights of Way in Trafford

Trafford has 259 designated Public Rights of Way, with a total length of 106.6 km. There are 94 km of footpaths, 1.8km of bridleways and 10.8km of Restricted Byways shown on the Definitive Map and Statement. The network is therefore considered a predominantly walking network, with 80% dedicated to walking; 10% being open to cyclists, horses and carriage drivers; and just 2% open to pedestrians, cyclists and horses.

4.0 THE WIDER FRAMEWORK

A key component to the success of the ROWIP will be how it can meet a wide range of public agendas in order to gain broader public support and to access new funding streams. It is essential to recognise the contribution that improvements to local Rights of Way can make to Trafford's wider priorities and objectives.

A complete list of the relevant strategies and policies considered are summarised in the Stage 1 document. However, the repeating themes noted throughout the various documents are summarised as follows:

- Improve PROW in order to increase usage and so contribute to the improved physical and mental health of residents and a reduction in congestion and pollution;
- Encourage walking and cycling to school in order to improve the health of children and others and reduce congestion and pollution;
- Improve the safety of routes by facilitating increased usage and the provision of better lighting;
- Improve green spaces, waterways and corridors;
- Develop routes which link residential areas, businesses, schools, social and leisure facilities, recreational areas and main public transport corridors;
- Link local PROW to surrounding areas and national routes such as the Cheshire Ring, the Bridgwater Way and the Trans Pennine Trail etc;
- Give higher priority to pedestrians and cyclists;
- Tackle environmental crime such as litter dropping and dog fouling;
- Ensure more PROW meet the needs of people who have impaired vision or have reduced mobility; this includes people with prams and children.

Accordingly, the Rights of Way Improvement Plan (ROWIP) must be integrated with other key policies and strategies. The two key documents relating to the development of the ROWIP are the Greater Manchester Local Transport Plan 2 (GMLTP2) and the Trafford Corporate Plan 2005/2008.

Greater Manchester Local Transport Plan 2

The GMLTP2 is a statutory document prepared under the Transport Act 2000 by the ten Greater Manchester authorities and the local Passenger Transport Authority (GMPTA) with input from local stakeholders. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and provides the basis for bids to Central Government for the resources needed to implement the plan. The Local Transport Plan (LTP2) describes Greater Manchester's proposal to be a centre of excellence in transport, and outlines plans and programmes to be implemented between April 2006 and March 2011.

In keeping with government guidance, rights' of way planning is being incorporated into local transport planning during the first part of the LTP2 period. The ROWIP will provide detailed assessments of the potential for each

authority's rights of way network to meet the present and future needs of various user groups, and identify measures to improve the networks.

Links to the Greater Manchester LTP2 key objectives

In the GMLTP2, walking and cycling are recognised as key modes of transport for shorter journeys and one of the key objectives in the GMLTP2 is to encourage and facilitate these modes of transport. The ROWIP can assist in realising these priorities and objectives as described in Table 1 below.

In addition a set of common policy principles have been developed by the Greater Manchester Authorities to assist in the drafting of ROWIPs. Further information can be found at www.gmltp.co.uk/localTransportPlanDocs.asp

Table 1: ROWIPs can assist in tackling the Shared Priorities of the ROWIP and GMLTP and so help realise GMLTP objectives (extract from Appendix 9 GMLTP2)

ROWIP priority	Result
Encourage the use of non-motorised transportation by identifying network improvements that will increase the usability of the network for different trips.	Management and reduction of congestion. Improvement of air quality Improved road safety.
Better integration of the rights of way network with the road system, offering opportunity for segregated use where appropriate.	Reduced conflict between modes. Improved safety for all users including horse riders.
Improvements to the infrastructure to increase levels of accessibility to the rights of way network.	Promotes inclusion.
Improvements to the network to increase the facilities that are accessible through it, so improving opportunities for people with limited transport options.	Increases quality of life.

Key Focus 1: LTP2 guiding principles

It is proposed that these principles guide the Trafford approach to improving the rights of way network and inform any future assessments and work programmes.

Trafford Corporate Plan 2005 – 2008

The Corporate Plan outlines the current priorities for Trafford Council and guides how the Council deploys its resources to achieve its vision for the Borough and the improvement of services.

The Key Objectives of the Corporate Plan can be summarised as follows:

- To increase the safety of individuals and communities.
- To improve awareness of Trafford as a place to live, work and visit.
- To improve outcomes for all children and young people:
 - that they can enjoy good health and a healthy lifestyle;
 - that their welfare is safeguarded and they know how to stay safe.
- To improve the cleanliness and sustainability of the local environment and the condition of the highway network.
- To support diversity and promote equal access to facilities.
- To improve access to sports, arts and leisure facilities.

Key Focus 2: Corporate Plan key objectives

It is proposed that the key objectives of the Corporate Plan guide the Trafford approach to improving the rights of way network and inform any future assessments and work programmes.

5.0 ASSESSMENT

Management of PROW in Trafford

The Public Right of Way network in Trafford has a total length of 106.6 km over 259 paths. Trafford currently has in post an Engineer who is responsible for all rights of way issues, but has to balance this duty with other highway authority duties. This post sits within the Highway, Bridges and Structures Section, which is part of Environment Strategy.

There is currently no regime of routine maintenance or safety inspections, which could mitigate claims against the Council and there is only a limited dedicated budget available to support any Public Rights of Way maintenance work on a reactive basis.

Surveys of a sample of the network, to provide data for Best Value Performance Indicator (BVPI) 178, are commissioned by Trafford from the Greater Manchester Transportation Unit (GMTU) each May and October; in addition a full survey of the network was completed in November 2007.

Key Focus 3: Maintenance

Undertake routine maintenance and safety inspections. Allocate budgets to support the rights of way network to the required standard.

The Current Definitive Map and Statement

The Definitive Map shows the position and legal status of Public Rights of Way (PROW), whilst the Definitive Statement lists all PROW shown on the Map with a description for each entry including appropriate structures e.g. stiles, gates etc. The recording of a route on the Definitive Map and Statement is conclusive evidence, in law, of the minimum status, position and existence of the PROW without prejudice to the existence of other rights. Together the Map and Statement form legal documents, which are maintained by Trafford Council as the Surveying Authority.

The Definitive Map and Statement held by Trafford Council is dated 10th February 1984 and was created by Greater Manchester County Council, which was the Highway Authority for the Trafford area until 1986.

The current Map and Statement lack a great deal of the detail required, (e.g. boundary, types and stile and gate details), and have never been formally reviewed. Modification Orders and Public Path Orders are shown by edits and marginal comments on the working copy of the Definitive Map and the original Statement.

There are many anomalies on and between the Definitive Map and its accompanying Statement. These have not been formally itemised, but they are generally drafting or scripting errors. However, there are more anomalies between what is recorded on these documents and what exists on the ground. Resources have not been available to investigate every individual case.

The Map is in urgent need of being updated, as well as converting into Geographical Information System format (GIS), thus making it easy to update, reproduce and accessible to the general public. There is currently no specific planned date to update the map; however, the need is recognised.

Key Focus 4: Update the Definitive Map and Statement

Update the Definitive Map and Statement, potentially convert to GIS format and make available on the Trafford website.

Map 1 illustrates the distribution of the ROW across the borough. There is a slightly greater distribution of rights of way in urban areas than rural areas. The ROW are fairly evenly distributed across the borough, except in Stretford and Partington, where there are very few. Urmston has the greatest number of ROW, but they are short and fragmented and Sale has the longest lengths of ROW. Trafford's Rights of Way network is now generally fragmented, due to the growth in the built environment, leading to a loss of routes or parts of routes being effectively replaced by adopted highway. Very few new Rights of Way have come into existence, however it is likely that there are many unrecorded paths throughout the borough which could be recorded as Rights of Way to afford them some protection in law and help provide 'missing links'. Closures and diversion orders are currently not up to date and have not been recorded on the Definitive Map due to internal processes.

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes.

There are opportunities, within the network, to connect fragmented routes to create a network of connecting paths across the Borough. These need to be explored further to investigate which routes could be connected and the priorities for doing so.

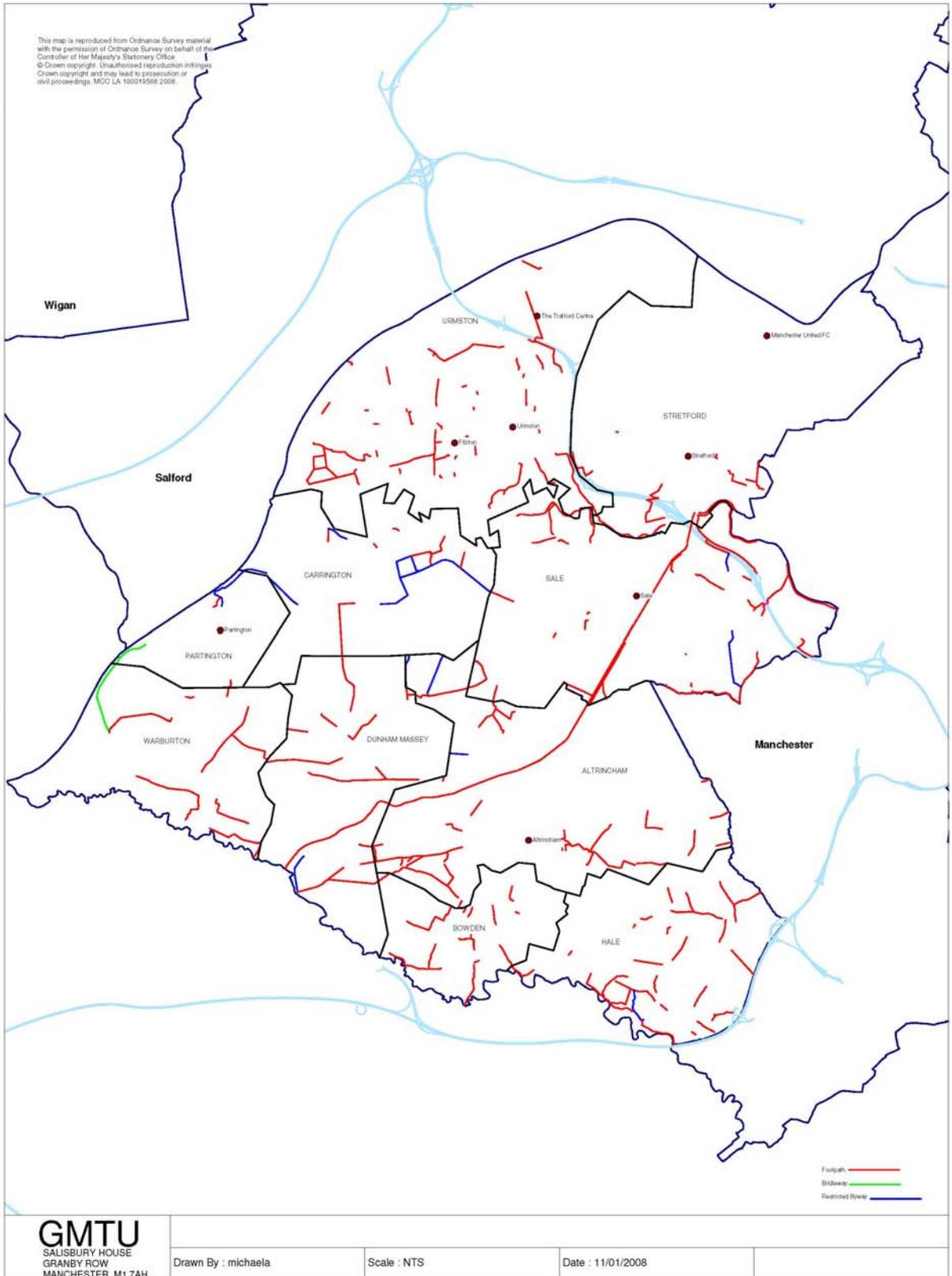
Key Focus 6: Identify and record unrecorded paths

There are many unrecorded paths across the Borough. A potential 'action' for the ROWIP could be to identify these routes and record them on the Definitive Map.

Key Focus 7: Update Closure and Diversion Orders

This is a statutory obligation and therefore the Map and Statement need to be updated. Resources need to be put in place as a priority.

Assessment



Map 1
Distribution of Rights of Way in Trafford

The Condition of the Current Rights of Way Network

In Trafford, where use is fairly heavy and for essentially functional purposes, it is likely that a paved surface will have been provided. Where use is lighter and for more recreational purposes, the path may be no more than a worn line on the ground.

- 35% of the network is natural
(*Grass, any natural in situ material such as soil, clay and sand etc*);
- 28% of the network is metalled (bound)
(*tarmac, paving slabs, paving blocks, bricks, setts etc*);
- 31% of the network is improved (unbound)
(*gravel, chippings, hardcore, wood chippings etc*);
- 4% of the network is obstructed;
- 2% of the network is arable.

There are some anomalies to this pattern and because the intensity and nature of use has changed over time, a more systematic evaluation of requirements is now desirable. This must take into account the need to preserve the character of certain paths but also accommodate the sometimes conflicting requirements of different users; for example, cyclists, pedestrians and equestrians on bridleways.

Conflict between different uses or users of Rights of Way is an issue in Trafford. Problem ROW will need to be identified and issues resolved. This should also be considered when looking at improvements or new routes, so that further problems are not created. Due to the increasing problem in Greater Manchester with off-road motorcycling, Red Rose Forest has produced a document called 'Scrambling to Success – the problems and solutions to illegal off-road motorcycling in Greater Manchester' (copy available at www.redroseforest.co.uk). This looks at the current situation and possible solutions, and emphasises the need for a coordinated approach towards resolution.

Key Focus 8: Conflict between users

Identify problem ROW where there is a conflict between users. Seek advice from the above document and other relevant sources to help tackle the problem effectively. Promote and encourage respect and understanding between path users to avoid or minimise conflict.

Condition Survey - Best Value Performance Indicator 178 (BVPI 178) – Ease of Use

This indicator is the total length of rights of way which are 'easy to use', as a percentage of the total length of all rights of way. Trafford, like many other highway authorities throughout England and Wales, has adopted BVPI 178 as the standard assessment method and every year, carries out a random minimum sample of 12.5km (approximately 11.7%) of the Rights of Way network each spring and autumn. This survey considers a host of issues that affect the ability of the public to use the routes with ease; these include signage, surface condition, obstructions and the condition of gates and stiles.

A full survey of the network was completed in November 2007 and showed that 75% of the network passed the BVPI survey meaning, 75% was 'easy to use'. The definition of 'easy to use' is:

- Signposted or waymarked in accordance with legislation;
- Free from unlawful obstructions;
- Surface in good repair and to a standard necessary to enable the public to use the right of way without undue inconvenience.

The Greater Manchester Transportation Unit (GMTU) gathers the information during the months of May and October in order to take into account seasonal weather conditions. The data is used to produce an annual figure for the Best Value Performance Indicator 178 which is then submitted to the Audit Commission.

Table 2: Results of the 2007 full survey of the Network

Ward (as shown on the Definitive Map)		% Pass
Stretford	(3% of the Network)	100
Bowdon	(8% of the Network)	98
Warburton	(8% of the Network)	84
Hale	(11% of the Network)	80
Dunham Massey	(12% of the Network)	80
Altrincham	(16% of the Network)	78
Sale	(18% of the Network)	73
Urmston	(14% of the Network)	68
Carrington	(8% of the Network)	36
Partington	(2% of the Network)	26

Table 2 above illustrates the spread of paths across Trafford on a ward basis and gives some indication as to how the condition relates to the wards. As the table shows, the wards of Carrington, Partington and, to a lesser extent, Urmston need to be improved significantly to make them comparable with others.

Table 3 below summarises the reasons for failure in the 2007 survey, the main reasons being obstructions, upgrowth or inadequate signposting.

Some paths are obstructed by dense vegetation, including cases where the vegetation is growing within the route of the path and so is the responsibility of the highway authority to clear. However, many obstructions result from vegetation growing over from adjacent property. Although there are provisions in the Highways Act for serving notice on owners or occupiers to remove overgrowth, these can be time consuming and the Council has little resources to instigate them. Problems are also found with adjacent walls, fences and hedges that have fallen into neglect, possibly under the incorrect belief that they are the responsibility of the highway authority.

Structures on rights of way encompass not only 'legitimate obstructions' such as gates and stiles, but also engineering structures such as footbridges and subways. There are examples of a wide range of structures throughout Trafford that are yet to be recorded on the Definitive Statement.

There also needs to be appropriate signing to indicate whether the path is part of a circular route, dead end etc. The destination, distance and some information about the route would also be of interest to users.

Table 3: Reasons for Failure in the 2007 full survey

Reasons for Failure	Number of occurrences
Obstruction due to structure e.g. wall or fence	21
Obstruction due to upgrowth e.g. large tree or bush	16
Signpost	13
Obstruction by building built over ROW	6
Obstruction - upgrowth localised	2
Cross field not reinstated	2
Flooded / muddy / boggy	2
Route differs from the Definitive Map	2
Obstruction due to gates	1
Obstruction due to bridge	1
Obstruction due to tree/bough	1
Surfaced path out of repair	1
Overgrowth e.g. hedge or bush requiring cutting back	1
Intimidating beast / person e.g. bull in field	1
Encroachment e.g. garden	1

Table 4 below illustrates the improvements that have been made to the 'ease of use' of the network since 2004. As of April 2008, the BVPI 178 is not required by the Audit Commission. It is likely to be replaced by a local

indicator, collected as part of Trafford's Highway Asset Management Plan (HAMP).

Table 4: BVPI 178 Results for 2004-2007

<u>YEAR</u>	<u>PASS %</u>	<u>FAIL %</u>
2004 (Full Survey)	37	63
2005 (Random 5% sample of the network)	52	48
2006 (Random 5% sample of the network)	69	31
2007 (Full Survey)	75	25

Key Focus 9: Priority Action to lowest scoring areas

Carrington, Partington and Urmston need to be improved significantly. The main reasons for failures were obstructions, upgrowth or inadequate signposting.

6.0 THE NEEDS AND DEMANDS OF THE USER

The needs and demands of the user were analysed as part of Stage 1 by looking at both national and local data, alongside the results of consultation carried out within Trafford.

Overview of National Needs and Demands

The assessment utilised national research data which included the 'hard reach groups' and is summarised below.

The national needs and demands of people who walk:

- Safe routes away from roads;
- Better access to attractions;
- More circular routes;
- More opportunities close to home for exercise such as dog walking, routes to school or work;
- Improved access to CROW Act Access Land.

The national needs and demands of people who cycle:

- Improvements to the network in the form of maintenance, signage and way marking;
- Additions to the network to link up existing routes;
- Better safe attractive routes away from busy roads;
- Provision for a range of users from family outings to experienced mountain bikers;
- New off-road provision.

The national needs and demands of people who horse ride:

- Better safe connected network of off road/lightly trafficked routes.

The national needs and demands of people who drive:

- Safe connected network of off-road/lightly trafficked routes.

The national needs and demands of people with limited mobility:

- Wheelchair users require paths that have few obstructions, shallow gradients and smooth surfaces;
- Information about where to go and what to expect when you get there.

Trafford's Needs and Demands

A survey was distributed in mid 2007 to help assist the development of the ROWIP. As Trafford no longer had a citizen's panel, an approach was devised to best mimic the panel within the time and budget available. This approach was influenced by the recommendations of DEFRA and Natural England, as well as advice from the Greater Manchester Transportation Unit (GMTU). GMTU have extensive knowledge and experience in consultation and had already assisted Manchester City Council and Bury Metropolitan Borough Council with the consultation process for their ROWIP.

A questionnaire was posted to a random sample of 1200 Trafford residents and to 81 special interest groups. A further 197 questionnaires were distributed internally to interested parties within Trafford. The questionnaire was also made available on the Trafford Council web site and advertised in the 'Trafford Messenger', which is a free paper distributed to households throughout the borough.

A total of 649 responses were received and analysed by GMTU. A general summary of the key responses is listed below:

- Prevent motorised vehicles from using paths, they are a deterrent to users;
- Litter and dog fouling are deterrents to users;
- Poor and unsuitable surfacing are deterrents to users;
- Many paths are overgrown and are a deterrent to users;
- There is a lack of information on where to go and how to get there;
- There is a lack of circular routes;
- Improve personal safety;
- There are inadequate parking facilities;
- There is inadequate accessibility for disability scooters;
- Better connections with public transport are required;
- More routes are required; more paths are required for cycling and horse riding;
- Most people choose a ROW because it is near to home; other popular reasons are a favourite area or route, easy to get to, and away from traffic;
- The most popular locations of paths used were in Dunham Massey, Sale Water Park and the Bridgewater Canal Towpath. The least used paths are in Woodlands and Jack Lane Nature Reserve and Old Trafford.

Considering the results by each user group, the findings can be summarised as follows:

Walkers:

- Improve the surface quality of paths;
- Keep paths clear of litter and dog fouling;
- Keep paths free of obstructions;
- Better connections with public transport;
- Better policing and less vandalism;
- Better signage;
- Better advertising and information about routes such as where to go and how to get there;
- Better lighting and paths that feel safe;
- Create more paths between local amenities as well as rural and urban areas.

Cyclists:

- More cycling routes and facilities.

Horse riders:

- Create more routes.

Carriage Drivers:

No responses were received from carriage drivers, so parity with national needs and demands is assumed.

People with limited mobility:

- Create more routes accessible to those with mobility or sight problems;
- More paths with a suitable surface and wide enough for mobility scooters, push chairs etc.

Key Focus 10: User Needs and Demands

To provide a well-maintained, safe network, free from obstructions, litter and dog fouling with appropriate, well maintained surfacing. Routes to be well signposted.

Advertise ROW, providing information about where to go and how to get there.

Provide more ROW, particularly circular routes as well as routes that connect with public transport, places of work, schools and shops. There is also a particular need for more paths for cyclists and horse riders.

Better parking for access to major, well-used routes.

Improved access for mobility impaired people. Routes, where possible, to be suitable for mobility scooters and prams.

7.0 STATEMENT OF ACTION

“The Act 2000 requires highway authorities to prepare a statement of the action they propose to take for the management of local rights of way, with particular regard to the matters dealt with in the assessment”.

CROW Act 2000, section 60(1)(b)

Trafford’s Vision Statement

‘To improve, promote and protect the rights of way network in Trafford to meet the present and likely future needs of the public for open air recreation, exercise and access to local services’.

The Statement of Action sets out the 10-year plan for the achievement of this vision.

Summary of Findings

Both the development of the framework and the assessment of needs and demands identified ten key focus points for the ROWIP:

Key Focus 1: LTP2 guiding principles

It is proposed that these principles guide the Trafford approach to improving the rights of way network and inform any future assessments and work programmes.

Key Focus 2: Corporate Plan key objectives

It is proposed that the key objectives of the Corporate Plan guide the Trafford approach to improving the rights of way network and inform any future assessments and work programmes.

Key Focus 3: Maintenance

Undertake routine maintenance and safety inspections. Allocate budgets to support the rights of way network to the required standard.

Key Focus 4: Update the Definitive Map and Statement

Update the Definitive Map and Statement, potentially convert to GIS format and make available on the Trafford website.

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes.

There are opportunities, within the network, to connect fragmented routes to create a network of connecting paths across the Borough. These need to be explored further to investigate which routes could be connected and the priorities for doing so.

Key Focus 6: Identify and record unrecorded paths

There are many unrecorded paths across the Borough. A potential ‘action’ for the ROWIP could be to identify these routes and record them on the Definitive Map.

Key Focus 7: Update Closure and Diversion Orders

This is a statutory obligation and therefore the Map and Statement need to be updated. Resources need to be put in place as a priority.

Key Focus 8: Conflict between users

Identify problem ROW where there is a conflict between users. Seek advice from the above document and other relevant sources to help tackle the problem effectively. Promote and encourage respect and understanding between path users to avoid or minimise conflict.

Key Focus 9: Priority Action to lowest scoring areas

Carrington, Partington and Urmston need to be improved significantly. The main reasons for failures were obstructions, upgrowth or inadequate signposting.

Key Focus 10a: User Needs and Demands – Ease of Use

To provide a well-maintained, safe network, free from obstructions, litter and dog fouling with appropriate, well maintained surfacing. Routes to be well signposted.

Key Focus 10b: User Needs and Demands - Information

Advertise ROW, providing information about where to go and how to get there.

Key Focus 10c: User Needs and Demands – Access to Facilities

Provide more ROW, particularly circular routes as well as routes that connect with public transport, places of work, schools and shops. There is also a particular need for more paths for cyclists and horse riders.

Key Focus 10d: User Needs and Demands – Access to Leisure

Better parking facilities are required to provide access to major, well-used routes.

Key Focus 10e: User Needs and Demands – Access for All

Improved access for mobility impaired people. Routes, where possible, should be suitable for mobility scooters and prams.

Themes for the Statement of Action

The shared themes utilised in Vision for Trafford (Corporate Plan 2005 – 2008 key focus 2) have been used to develop a structure for the ROWIP. These Themes are:

Safe and Secure: we want Trafford to be a place that feels safe for people to live, work and relax.

Links to:

Key Focus 3: Maintenance

Key Focus 8: Conflict between users

Key Focus 10a: User Needs and Demands – Ease of Use

Key Focus 10e: User Needs and Demands – Access for All

Clean and Green: we want our environment, parks, open spaces, streets, pavements and town centres to be clean and attractive, with our pavements and highways well maintained.

Links to:

Key Focus 3: Maintenance

Key Focus 10a: User Needs and Demands – Ease of Use

Healthy and Caring: we want to improve health and care outcomes for our vulnerable adults, older people, carers and children and young people.

Links to:

Key Focus 2: Corporate Plan key objectives

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes

Key Focus 9: Priority Action to lowest scoring areas

Key Focus 10c: User Needs and Demands – Access to Facilities

Key Focus 10d: User Needs and Demands – Access to Leisure

Key Focus 10e: User Needs and Demands – Access for All

Strong Economy: we want to support business development and ensure that our town centres are busy, thriving places.

Links to:

Key Focus 1: LTP2 guiding principles

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes

Key Focus 9: Priority Action to lowest scoring areas

Key Focus 10c: User Needs and Demands – Access to Facilities

Key Focus 10d: User Needs and Demands – Access to Leisure

Key Focus 10e: User Needs and Demands – Access for All

Skilled and Educated: we want to sustain excellence in our schools and ensure all children and young people are equipped to be successful in the modern world.

Links to:

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes

Key Focus 9: Priority Action to lowest scoring areas

Key Focus 10c: User Needs and Demands – Access to Facilities

Creative and Enjoyable Leisure: we want people to have enjoyable leisure: easy access to sports, arts and leisure opportunities.

Links to:

Key Focus 5: Connect the fragmented network where possible to link key destinations and create linear or circular routes

Key Focus 8: Conflict between users

Key Focus 9: Priority Action to lowest scoring areas

Key Focus 10b: User Needs and Demands - Information

Key Focus 10c: User Needs and Demands – Access to Facilities

Key Focus 10d: User Needs and Demands – Access to Leisure

Key Focus 10e: User Needs and Demands – Access for All

Proud: in achieving the above we will create a borough that has a strong positive image that reflects the many things we are proud of.

Links to:

Key Focus 2: Corporate Plan key objectives

Key Focus 3: Maintenance

Key Focus 4: Update the Definitive Map and Statement

Key Focus 6: Identify and record unrecorded paths

Key Focus 7: Update Closures and Diversion Orders

Key Focus 10b: User Needs and Demands - Information

ACTION PLAN

THEME 1 - SAFE AND SECURE	
<u>Action 1.1</u>	<i>Ensure appropriate measures are taken to improve safety where the ROW network crosses or is affected by busy transport routes (Key Focus 10a)</i>
What will be done?	<ul style="list-style-type: none"> • More safe and improved crossing points • Priority status for pedestrians and cyclists at conflict points
Outcome	<ul style="list-style-type: none"> • Increased accessibility and reduced severance between communities • Safe links encourage use of network
Who is it for?	All users of the network
Who will do it?	Environment Strategy
Links to policy	Local Transport Plan 2
Potential funding	Environment Strategy, LTP2, Travelling to School: an action plan, Encouraging Walking: advice to local authorities, UDP
<u>Action 1.2</u>	<i>Tackle the illegal use of the network, such as by motorised vehicles, vandalism and anti-social behaviour (Key Focus 3 and 8)</i>
What will be done?	<ul style="list-style-type: none"> • Identify problem areas • Implement practices for limiting misuse of the network • Implement practices for removing graffiti and repairing acts of vandalism on the network • Develop working agreements with other agencies to manage crime and anti-social behaviour on the network
Outcome	<ul style="list-style-type: none"> • Safer routes • A system, which responds quickly to environmental issues on the network
Who is it for?	All users of the network
Who will do it?	Community Safety, Environment Strategy, Environment Operations
Links to policy	Corporate Plan, Local Transport Plan2
Potential funding	Environment Strategy, LTP2

THEME 1 - SAFE AND SECURE	
<u>Action 1.3</u>	<i>Create and improve ROW routes to develop a connected, safe, self policing network that people are encouraged to use (Key Focus 3 and 10a, e)</i>
What will be done?	<ul style="list-style-type: none"> • Identify opportunities to improve connections by integrating the network with the highway network • Link with other initiatives to provide intergraded routes • Identify conflict points and opportunities for resolution, particularly within highway improvement schemes • Improve path surfaces and maintenance • Provision of cycle parking at destination when the opportunity arises
Outcome	<ul style="list-style-type: none"> • Improved accessibility and reduced severance between communities • A network people are encouraged to use, as it is well maintained and is attractive and easy to use • Safer routes by encouraging increased usage • Improvements to path surfaces and maintenance
Who is it for?	All users of the network
Who will do it?	Environment Strategy
Links to policy	LTP2, Corporate Plan, UDP, Travelling to School: an action plan, Trafford Public Health Strategy 2005, Walking and Cycling: An Action Plan, White Paper – Developing an integrated transport policy – DoT 2005.
Potential funding	LTP2, Environment Strategy

Partners	Neighbouring authorities, developers, local residents
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THEME 2 - CLEAN AND GREEN	
<u>Action 2.1</u>	<i>Address problems of litter, fly tipping and dog fouling (Key Focus 3 and 10a)</i>
What will be done?	<ul style="list-style-type: none"> • Development of a system that is able to respond quickly to complaints and issues on the network. • Improved maintenance operations • Ensure through negotiation and enforcement, that paths across arable land are reinstated promptly

THEME 2 - CLEAN AND GREEN	
	<p>and kept clear of crops</p> <ul style="list-style-type: none"> The Council will take a robust stance on the removal of obstructions
Outcome	<ul style="list-style-type: none"> A network that is clean, free from litter and dog fouling Management systems that can effectively deal with reports and complaints, giving users increased confidence to report a problem A clean network
Who is it for?	All users of the network
Who will do it?	Environment Operations
Links to policy	Service level agreements, Corporate Plan
Potential funding	Environment Strategy, LTP2
<u>Action 2.2</u>	<i>Ensure the network is adequately signposted, maintained and free from obstructions (Key Focus 3 and 10)</i>
What will be done?	Ensure through negotiation and enforcement, that ROW are free of obstructions.
Outcome	<ul style="list-style-type: none"> A network that is clean, well surfaced and signposted and free from obstructions Increased use of the network Safer routes due to increased usage
Who is it for?	Anyone using the network
Who will do it?	Environment Strategy
Links to policy	Corporate Plan, LTP2, UDP
Potential funding	Environment Strategy, LTP2

Partners	Landowners, User groups
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THEME 3 - HEALTHY AND CARING	
<u>Action 3.1</u>	<i>Encourage people to maintain and improve their health (Key Focus 2, 10c, 10d and 10e)</i>
What will be done?	<ul style="list-style-type: none"> • Increase opportunities to participate in regular health walks, guided by trained leaders • Publish self-guided walk / cycle leaflets aimed at people who are new to walking or cycling • Publicise suitable routes; target distribution
Outcome	<ul style="list-style-type: none"> • Improved links to open spaces, recreational sites, leisure routes, and local amenities • Increased number of short circular routes close to where people live and work • Increase the opportunity to participate in cycling
Who is it for?	<ul style="list-style-type: none"> • People wishing to increase their levels of exercise, but lack the facilities • Those advised by the doctor to increase their levels of exercise to improve their health
Who will do it?	Community Safety, Culture and Sport, Communications and Customer Services
Links to policy	Greater Manchester Walking Strategy 2002, Trafford Public Health Strategy, Walking and Cycling: An Action Plan, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2
Potential funding	Community Safety, Culture and Sport, Communications and Customer Services
<u>Action 3.2</u>	<i>Promote the benefits of exercise and advertise key routes and destinations, both functional and recreational (Key Focus 2, 10c, 10d and 10e)</i>
What will be done?	<ul style="list-style-type: none"> • Publish self-guided walk leaflets aimed at people who are new to walking or less confident in areas of identified need and ensure targeted distribution • Advertise Trafford health initiatives on the internet, local press etc • Advertise key routes and destinations so people are aware of what they can use • Identify key routes that can be created and/or improved
Outcome	User groups are made aware of the benefits of exercise and what is available to them
Who is it for?	<ul style="list-style-type: none"> • People wishing to increase their levels of exercise, but lack the facilities • Those advised by the doctor to increase their levels of exercise to improve their health

THEME 3 - HEALTHY AND CARING	
Who will do it?	Community Safety, Culture and Sport, Communications and Customer Services, doctors surgeries/clinics, health initiatives, Health and Social Care
Links to policy	Greater Manchester Walking Strategy 2002, Walking and Cycling: An Action Plan, Trafford Public Health Strategy, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2, White Paper – Developing an integrated transport policy – DoT 2005
Potential funding	Community Safety, Culture and Sport, Communications and Customer Services
<u>Action 3.3</u>	<i>Create a range of circular routes enabling people to improve their health (Key Focus 5, 9, 10c, 10d and 10e)</i>
What will be done?	<ul style="list-style-type: none"> • Identify areas or groups that have the greatest potential to improve their health from increased exercise using the off road network • Increase opportunities for people belonging to groups or areas of identified need, to participate in programmes of regular short and progressive health walks guided by trained leaders • Publish self-guided walk leaflets aimed at people who are new to walking or less confident in areas of identified need and ensure targeted distribution • Identify missing links to or within the existing network • Identify routes or clusters of routes which connect to local services
Outcome	Increased use of the network by people who wish to maintain or improve their health
Who is it for?	<ul style="list-style-type: none"> • Those suffering from chronic illness • Those recuperating from ill health • Those who have been advised by their doctor to lose weight through diet and exercise • Those wishing to increase their levels of exercise but lack the confidence and/or facilities
Who will do it?	Environment Operations, Environment Strategy, Community Safety, Culture and Sport.
Links to policy	Greater Manchester Walking Strategy 2002, Trafford Public Health Strategy, Walking and Cycling: An Action Plan, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2
Potential funding	Environment Strategy, LTP2

Partners	Leisure Department, Landowners, Health Promotion (internal and external), Sport England
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THEME 4 - STRONG ECONOMY	
<u>Action 4.1</u>	<i>Link ROW network to public transport routes (Key Focus 1, 5, 10c and 10d)</i>
What will be done?	<ul style="list-style-type: none"> • Identify missing links to public transport routes • Create new routes where required
Outcome	<ul style="list-style-type: none"> • Increased utilitarian use of the network • New routes and improved links with public transport routes, so encouraging travel by walking, cycling and public transport
Who is it for?	All user groups
Who will do it?	Environment Strategy
Links to Policy	Greater Manchester Walking Strategy 2002, Trafford Public Health Strategy, Walking and Cycling: An Action Plan, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2, White Paper – Developing an integrated transport policy – DoT 2005
Potential funding?	LTP2, Environment Strategy
<u>Action 4.2</u>	<i>Improve and create routes that link communities with local centres and places of work (Key Focus 1, 5, 9 and 10c)</i>
What will be done?	<ul style="list-style-type: none"> • Identify major settlements, key employment sites, secondary schools, shopping centres, hospitals, leisure centres and public transport routes • Analyse missing links between communities and services • Identify opportunities to improve existing routes and create new routes linking settlements with the key services
Outcome	Increased usage of the network for walking and cycling to work, shops, schools etc
Who is it for?	Walkers and cyclists
Who will do it?	Environment Strategy, LTP2
Links to policy	Greater Manchester Walking Strategy 2002, Trafford Public Health Strategy, Walking and Cycling: An Action Plan, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2

THEME 4 - STRONG ECONOMY	
Potential funding?	Local Transport Plan 2

Partners	Highways, Landowners, GMPTE
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THEME 5 - SKILLED AND EDUCATED	
<u>Action 5.1</u>	<i>Improve and create safe ROW's to schools, linking to local communities, improving children's health and relieving the pressure and pollution on the roads (Key Focus 5, 9 and 10b).</i>
What will be done?	<ul style="list-style-type: none"> • Creation of new routes and improvements to existing routes, to link local communities with schools • Encouraging travel by walking and cycling through travel planning
Outcome	<ul style="list-style-type: none"> • Increased numbers of pupils, parents and teachers using the rights of way network to walk or cycle to school • Safer routes by encouraging increased usage
Who is it for?	Current and potential users
Who will do it?	Environment Operations, Environment Strategy, Community Culture and Sport, Education and Early Years Service
Links to Policy	Greater Manchester Walking Strategy 2002, Travelling to School: An Action Plan 2005, Trafford Public Health Strategy, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2
Potential funding?	LTP2

Partners	Schools, user groups
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THEME 6 - CREATIVE AND ENJOYABLE LEISURE	
<u>Action 6.1</u>	<i>Improve access to the network for the mobility impaired and partially sighted (Key Focus 10e)</i>

THEME 6 - CREATIVE AND ENJOYABLE LEISURE	
What will be done?	<ul style="list-style-type: none"> • Audit of network for accessibility • Creation of accessible routes where possible
Outcome	<ul style="list-style-type: none"> • Increased usage of the network by all users, but in particular those with mobility or sensory impairments
Who is it for?	<ul style="list-style-type: none"> • Wheelchair users and carers • People with children and pushchairs • People with visual impairments • Anyone else with limited mobility
Who will do it?	Environment Strategy, Disability groups, RNIB
Links to Policy	DDA, DES, Corporate Plan, LTP2, UDP
Potential funding	LTP2, Environment Strategy
<u>Action 6.2</u>	<i>Encourage those who do not currently use the network to do so (Key Focus 8 and 10b)</i>
What will be done?	<ul style="list-style-type: none"> • Identify target groups or communities • Determine what prevents these groups from using the network • Identify ways to encourage people to use the network through public relations etc • Link with other agencies to promote the network. • Identify solutions and costs
Outcome	<ul style="list-style-type: none"> • Better information on where to go walking and cycling • Increased usage of the network
Who is it for?	<ul style="list-style-type: none"> • Potential users • Hard to reach groups such as old people, young people, ethnic minorities, mobility impaired
Who will do it?	Communications and Customer Services
Links to Policy	Greater Manchester Walking Strategy 2002, Travelling to School: An Action Plan 2005, Trafford Public Health Strategy, Planning Policy Guidance 17, Parks and Open Spaces Strategy 2005-2010, Corporate Plan, LTP2
Potential funding?	Communications and Customer Services
<u>Action 6.3</u>	<i>Create a range of circular off road routes, encouraging people to improve their health (Key Focus 5 and 9)</i>
What will be done?	<ul style="list-style-type: none"> • Identify missing links to or within the existing network • Identify routes or clusters of routes which connect to leisure facilities
Outcome	Increased use of the network by people who wish to

THEME 6 - CREATIVE AND ENJOYABLE LEISURE	
	maintain or improve their health
Who is it for?	<ul style="list-style-type: none"> • Those suffering from chronic illness • Those recuperating from ill health • Those who have been advised by their doctor to lose weight through diet and exercise • Those wishing to increase their levels of exercise but lack the confidence and/or facilities
Who will do it?	Environment Operations, Environment Strategy, Community Safety, Culture and Sport
Links to policy	Greater Manchester Walking Strategy 2002, Trafford Public Health Strategy, Corporate Plan, LTP2.Walking Way to health initiatives
Potential funding	Environment Strategy, LTP2

Partners	Leisure, Health Units
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THEME 7 – PROUD	
<u>Action 7.1</u>	<i>To create a positive image by providing an attractive, well maintained and usable network for both recreational and functional purposes (Key Focus 2 and 3)</i>
What will be done?	<ul style="list-style-type: none"> • Provide a well-maintained, useable network • Provide a responsive service
Outcome	<ul style="list-style-type: none"> • A well maintained useable network • A responsive service
Who is it for?	All users
Who will do it?	Environment Strategy, Communications and Customer Services, Trafford Direct, everyone involved - The Corporate Image
Links to Policy	Corporate Plan
Potential funding?	Environment Strategy, Communications and Customer Services, everyone
<u>Action 7.2</u>	<i>Promote ROW to visitors and residents, portraying the positive image of the council (Key Focus 2, 10b)</i>
What will be done?	Develop promotional material describing the high quality routes via various means such as the internet, leaflets etc.
Outcome	<ul style="list-style-type: none"> • Visitors and residents take time to enjoy Trafford's

THEME 7 – PROUD	
	<p>ROW</p> <ul style="list-style-type: none"> • Provision of better co-ordinated and targeted information about the network • Information is readily available to users
Who is it for?	Residents and visitors
Who will do it?	Environment Strategy, Communications and Customer Services, Trafford Direct, everyone involved - The Corporate Image
Links to Policy	Corporate Plan
Potential funding?	Environment Strategy, Communications and Customer Services, everyone
<u>Action 7.3</u>	<i>To develop and maintain the Definitive Map and Statement to reflect the current and future use of the network (Key Focus 4, 6 and 7)</i>
What will be done?	<ul style="list-style-type: none"> • Identify, prioritise and resolve anomalies on the Map and Statement, including: • Resolution of issues identified by the BVPI 178 survey • Prioritisation and processing of Definitive Map Modification Orders • Resolution of enforcement issues • Identify persistent issues and investigate solutions including enforcement where necessary • Identify opportunities to create, close, rationalise, or redefine paths including: • Changing the legal status of existing routes to create new capacity to meet identified needs and demands • Where a more appropriate and effective route has been established, extinguishment of the route that has been replaced
Outcome	An up-to-date Definitive Map and Statement (statutory duty)
Who is it for?	User groups
Who will do it?	Environment Strategy
Links to Policy	Corporate Plan
Potential funding?	Environment Strategy

Partners	All Service Areas, LAF, user groups
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IMPLEMENTATION AND MONITORING

Once the ROWIP has been approved it will be utilised by the relevant services within Trafford Council to achieve the proposed actions. The key to realising the benefits of the ROWIP will be the links between key service areas and strategies.

The ROWIP is intended as a long-term strategy document and does not include timescales. This enables the plan to remain flexible and be able to respond to external influences and demands.

The ROWIP will help demonstrate to funding sources, such as the LTP, that improvements to the network will help fulfil the broader policy objectives of Trafford Council, such as health, pollution, safe routes to school etc. The Statement of Action has been produced as a 'bidding' document, to be used as a tool to gain funding. It has highlighted areas that need to be improved and the priorities needed to be established.

The current main funding source is the annual Footpath Revenue budget for maintenance and management. However in order to meet their key objectives and to satisfy the demands and aspirations of users, Trafford have committed unprecedented investment in the form of top slicing the highways maintenance capital budget in years 2008 - 2011 with the aim of bringing the whole PROW network up to optimal condition. None the less the RoWIP has potential as an aid for securing additional resources for further improvement and long term maintenance. A new post of footpath inspector will be created, this inspector will carry out full Definitive Network inspections on a twice yearly basis and feed back any desired improvement works into the programme and ensure that timely reporting of maintenance issues are recorded.

Priority of Work

It is proposed that rights of way works are prioritised using the following criteria:

- The potential to make a significant positive impact on corporate and transport objectives;
- Improve public safety in areas where it can be substantially improved;
- According to the level of use;
- The number of complaints;
- Cost and time in resolving the problem.

Works to implement the Action Plan will continue to be developed following outline approval of the ROWIP although an extensive programme of works that have been identified in 2008 by Ramblers groups and others is already under implementation and due for completion by spring 2009. The Local Access Forum will be consulted on future proposals and priorities for works.

Monitoring

An annual report will be prepared for the Local Access Forum, which details the achievements of the previous year and puts forward priorities for future programmes. This report will be reviewed as necessary should circumstances change.

The ROWIP will be monitored and reviewed over the 10-year period 2008 to 2018 in order to identify what has been achieved, taking into account resource and budgetary constraints. The RoWIP will also be monitored as part of service area business plans and the reporting procedures for the highways capital and revenue programmes.

As of April 2008, the BVPI 178 is not required by the Audit Commission. It is likely to be replaced by a local indicator, collected as part of Trafford's Highway Asset Management Plan (HAMP). The Greater Manchester Transportation Unit have carried out this work in the past and they have agreed to continue to carry out BVPI 178 type surveys until Trafford are in a position to replace it with a more comprehensive in house inspection and reporting regime.