

Rights of Way Improvement Plan for Tameside 2007 - 2016

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2007 – 2016

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1

Introduction

Background

Local rights of way are important. They form a network of routes that includes footpaths, cycle tracks, bridleways, byways and restricted byways that together are a valuable asset for the people who live and work in Tameside and for those who visit our borough. They offer opportunities for **exercise and relaxation**, they provide convenient links for short **journeys to the shops, school or work**, they afford **access to the countryside and other open spaces** and they help to **support local businesses and to promote tourism** in our area.

As **local highway authority**, Tameside Council has a duty to maintain the network of public rights of way in the borough. A safe and well-maintained public rights of way network helps us to achieve many of the objectives set out in our **Community Strategy**¹ by contributing to a prosperous society and a healthy population living in a safe environment within an attractive borough. The Council already does a significant amount of work, through its various departments and in partnership with others, to **maintain, improve and protect** the network of public rights of way in the borough. We are committed to continuing this work and to looking for new ways of **developing and promoting** the network.

In 2000 the **Countryside and Rights of Way Act, (CROW)** became law. The act made new provisions for public access to the countryside, often referred to as the '**right to roam**'. The act also introduced various powers and duties relating to nature conservation, protection of wildlife and the management of the public rights of way network.

One of the duties imposed by the CROW Act² requires each local highway authority to produce a **Rights of Way Improvement Plan, (RoWIP)** that sets out how the Council intends to manage and develop the rights of way network in its area in the years ahead. This current document presents the **Rights of Way Improvement Plan for Tameside** for the period from 2007 to 2016.

¹ Tameside Community Strategy 2003 – 2013: Tameside Strategic Partnership 2000

² Section 60, Countryside and Rights of Way Act 2000

What is a Rights of Way Improvement Plan?

In 2002 DEFRA³ issued statutory guidance to local authorities⁴ on the preparation of their RoWIPs.

Taking the guidance into account, the RoWIP for Tameside looks at:-

- the extent to which local rights of way meet the present and likely future needs of the public;
- the opportunities for local rights of way (and in particular footpaths, cycle tracks, bridleways and restricted byways) to be used for exercise and other forms of open air recreation and the enjoyment of the area and to be used by local people as a means of getting to and from school, work and other local facilities;

and

- the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

In order to achieve its aim of better provision for walkers, cyclists, equestrians and people with mobility problems, the Government intends that **Rights of Way Improvement Plans** should be the main method by which local highway authorities identify the changes that are needed to the local rights of way network, both in terms of physical improvements and the way in which the network is managed. In this regard the RoWIP contains a **Statement of Action** which identifies the measures that the Council proposes to take to secure improvements to the fabric and management of the rights of way network in Tameside.

The preparation and implementation of the RoWIP for Tameside builds on the existing work that we do. As highway authority we already have duties under current legislation⁵ to keep and maintain the definitive map and statement of local rights of way and to ensure that ways are adequately signposted, maintained and free of obstruction. **We will continue to carry out those duties.** However, the Council sees the introduction of RoWIPs as an **opportunity to plan and manage the future development of the rights of way network more effectively and proactively** than perhaps has been possible in the past.

³ Department for Environment, Food and Rural Affairs

⁴ Rights of Way Improvement Plans: Statutory Guidance to Local Authorities in England – DEFRA, November 2002

⁵ Highways Act 1980, Wildlife and Countryside Act 1981

What does the Plan cover?

The Rights of Way Improvement Plan talks about 'local rights of way', but what is a local right of way?

There are various kinds of paths and routes that are rights of way. They are usually defined in terms of the nature of the right of way that exists along them. So, for example, a Footpath is a route that can only be used by pedestrians.

Local rights of way have been defined by the Government as:

- **Footpaths** that can only be used by pedestrians⁶
- **Bridleways** that can be used by pedestrians, horse-riders and cyclists
- **Restricted Byways** that can be used by pedestrians, horse-riders and vehicles that are not motor vehicles⁷
- **Byways Open to All Traffic** that can be used by vehicle users, pedestrians, cyclists and horse-riders, although the main use must be on foot or horseback
- **Off-road Cycleways** referred to both as cycleways and cycle tracks.

For the purposes of the RoWIP, local rights of way do not include roadside footways or pavements.

The Plan therefore covers all public rights of way in Tameside that are recorded on the definitive map and statement.

We are also required to take into account all routes and means of access that have public rights over them but are not recorded. The RoWIP therefore covers routes through open access land and permissive or concessionary paths that are not public rights of way but are used by the public with the permission of the landowner, including those through parks or along canal towpaths.

⁶ The Highways Act 1980 widens the definition to include wheelchair users

⁷ Following the coming into force of section 47 of the Countryside and Rights of Way Act 2000 on 2nd May 2006 restricted byways replace Roads Used as Public Paths, RUPPs, that are no longer to be shown on the definitive map and statement

What do we want to achieve?

A comprehensive network of improved and well-maintained rights of way has many benefits. Continuing our present efforts and implementing this Rights of Way Improvement Plan will help us to achieve many of the objectives that we have set ourselves in our Community Strategy for improving the quality of life of our residents, for promoting economic prosperity and for making the borough a safe and attractive place to visit and in which to live and work.

These benefits can be summarised as follows:

- **Social Inclusion.** The rights of way network is available free of charge at the point of use to pedestrians, cyclists and other users who do not have access to a car. Our work in improving existing and developing new rights of way takes specific account of the needs of people with mobility problems.
- **Healthier Lifestyles.** Promoting the use of the network for walking, cycling and horse riding provides opportunities for exercise and recreation in the open air, offering significant health benefits.
- **Economic benefits.** The rights of way network helps to support local businesses and to promote tourism in the borough.
- **Education.** The rights of way network provides learning opportunities for all members of our community; many parts of the network provide important wildlife habitats and offer access for all to sites that are an important part of our local heritage.

We also recognise that the rights of way network has an important role to play in helping us to meet our transport-related targets for promoting sustainable means of travel and achieving an integrated transport network. Many of the paths in the network provide a means of getting to and from work, school and other local facilities, including public transport services, without having to use a car. By encouraging people to use their cars less often the RoWIP can contribute to reductions in traffic congestion and associated air pollution, with benefits for the environment.

We also want to achieve the right balance. A successful, well-used rights of way network can have some disadvantages, particularly for landowners and local residents. In some cases overuse can lead to physical or ecological damage. In preparing our RoWIP we want to ensure that, as far as possible, the network is used responsibly and in a sustainable way.

How we prepared the Plan

There are a number of steps in the process of preparing the RoWIP, identified in the statutory guidance. We are required to assess the extent and condition of the network, to consult with and assess the needs of different classes of users and potential users and to prepare a Statement of Action that sets out what measures we intend to take for the management of local rights of way and for securing improvements to the network.

Our assessment process included an analysis of the extent and condition of the network plus a review of current relevant strategies and policies.

We carry out a **survey of the condition of the rights of way network** in Tameside every two years. This year we appointed exeGesIS Spatial Data Management, (ESDM), to carry out an independent assessment of the condition of the whole of the network. The results were fed directly into our electronic mapping and database system, rather than presented as a written report as on previous occasions, in order to ensure that we make the most effective and efficient use of the information obtained. This comprehensive survey of the condition of the network was completed in **March 2007**.

We identified and reviewed all of the strategies and policy documents relating to the management, maintenance and development of the rights of way network. Principal among these were our **Community Strategy** document and associated **Quality of Life Reports**, the **Unitary Development Plan** and the **Greater Manchester Local Transport Plan**.

We have consulted widely with users and potential users of the network in order to identify their needs. We conducted a **consultation exercise** that ended in **July 2007**. A detailed **questionnaire survey** was carried out and over 130 responses were received. The responses were analysed and used as part of the preparation of the Statement of Action.

We also consult regularly with colleagues, (both within Tameside and from our neighbouring authorities), with elected members, landowners and with users on issues concerning the rights of way network. In **December 2001**, in response to the requirements of the CROW Act of 2000, the districts of Bolton, Bury, Oldham, Rochdale and Tameside set up the **Greater Manchester Pennine Fringe Local Access Forum, (GMPFLAF)**, to cover their geographical areas. These adjoining authorities have similar features in terms of public rights of way; significant amounts of open countryside rising to the Pennines, areas of countryside separating their various towns and reasonably dense networks of rights of way; and it was considered that all of the authorities would need to consider and address similar issues. The GMPFLAF comprises representatives of user groups, landowners, local authority elected members and other organisations with an interest in rights of way issues. Regular meetings of the **Tameside Rights of Way Forum** are also held. This group comprises officers of the Council and representatives of

local user groups and meets to discuss issues of specific relevance to the path network within the borough.

The completed RoWIP is seen as an integral part of the Local Transport Plan. In preparing the Greater Manchester Local Transport Plan, (LTP2), the Greater Manchester authorities agreed, in **November 2004**, a **common set of guiding principles** for the preparation of their RoWIPs. These guiding principles, set out in detail later in this Plan, have been used in the assessment process and as a basis for the development of the Statement of Action.

The assessment and consultation work described above were used in the preparation of the **Statement of Action**, the most important part of the RoWIP. It lists the various measures that the Council proposes to take to secure improvements to the fabric and management of the rights of way network in Tameside. It shows how these actions will help to meet the shared LTP2 objectives of the Greater Manchester authorities and what staff and financial resources might be required to deliver them.

What is in the Plan?

Following this introduction, Section 2 of the Plan provides some background information about Tameside and describes the present rights of way network in the borough in terms of its extent, condition and how it is currently managed.

Section 3 provides the policy context for the Plan and how it links to other relevant Council policies and strategies and those of other agencies.

The common objectives of the Greater Manchester authorities in respect of the management and improvement of their rights of way networks, as set out in the Greater Manchester LTP2, are detailed in Section 4 of the Plan.

The heart of the Plan, the Statement of Action is presented in Section 5.

Section 6 explains what happens after the Plan is published, describing how it will be put into action and how it will then be monitored and reviewed.

The Plan concludes with a number of acknowledgements, a list of the documents referred to in the preparation of the RoWIP and a glossary of some of the terms used in the Plan.

What happens now?

This draft Rights of Way Improvement Plan for Tameside is published at the end of October 2007.

For a **twelve-week period from October to January 2008** we invite comments on the **Draft Plan**. The consultation period will end on **Friday, 18th January 2008**.

To find out how you can make your views known, please turn to Section 7 of this Plan.

When we have received all the comments we will consider what people have said and then formally publish the final plan.

2

Tameside's Rights of Way Network

Setting the Scene: The Borough of Tameside

The borough of Tameside was created in 1974, with Ashton-under-Lyne as its administrative centre. Tameside is a Metropolitan Borough, one of ten local authorities that make up the conurbation of Greater Manchester. The City of Manchester adjoins the borough to the west, whilst Oldham lies to the north of the borough and Stockport to the south.

This and the fact that the borough's growing population is around 214,000⁸ might lead you to think that Tameside is a wholly urban area. But this is far from the case. In fact, of the 104 square kilometres, (40 square miles), that is the borough of Tameside, **46%**, (48 square kilometres, 18½ square miles), **is countryside.**

Extending from its boundary with the City of Manchester eastwards to the moors of the Peak District, sharing a boundary with the Borough of High Peak in Derbyshire, Tameside's countryside is varied and rich in wildlife and heritage. Whilst many parts of the borough are urban in nature, no part of the built-up area is more than 1.5km from accessible countryside. This means not only the high open moorlands in the east but also the river valleys of the Tame and Medlock that form important green 'wedges' that separate the urban areas; the meadows and woods and more rural Etherow Valley of the south east of the borough; the five local nature reserves; the borough's three country parks and the Ashton, Peak Forest and Huddersfield Narrow Canals.

The borough's countryside areas and open spaces are important for the well-being of the community and to the quality of life enjoyed by Tameside residents. Recent surveys show that 75% of people in the borough value the countryside and visit it regularly.

⁸ Office of National Statistics estimate, 2004

We want more people to take advantage of the benefits that the borough's countryside and open spaces have to offer. The improvement and development of the rights of way network is a key factor in ensuring that, as far as possible, everyone who wants to can access these areas safely and easily.

As we have already seen, many of the paths in the network also provide a means of getting to and from work, school and other local facilities, including public transport services, without having to use a car. Again, we want more people to take advantage of these paths, which means that they need to be as accessible as possible to all sectors of the community.

Maximising these opportunities for people to travel around the borough in order to get to and from school or work; to access jobs, shops or other services; or for health or recreational reasons represents a significant challenge for the future management and improvement of the rights of way network. Not only is the population of the borough growing, (it is expected to have risen by 4.5% by 2028), there is a predicted growth in the proportion of older people that make up the total population. The number of households in the area is expected to increase from 91,000 in 2003 to 107,000 by 2026⁹. There is a significant black and ethnic minority population living in Tameside, representing 6.28% in 2003. Amongst people of working age in Tameside, 22.2% are economically inactive¹⁰, most likely due to ill health, whilst 4.6% of the economically active population are unemployed. At the time of the 2001 Census 20.9% of the population of Tameside were suffering a limiting long-term illness. The importance of the rights of way network to the mobility of the people of Tameside is also reflected in the fact that 32.6% of households did not own a car in 2001.

These figures demonstrate that we have to consider the needs of an ageing, less mobile population, the needs of a community in which almost a third of people have no access to a car and that we must improve access to the rights of way network for a diverse population with a variety of needs and aspirations.

We must also take account of the needs of visitors to our borough. Visitor numbers are increasing; people are attracted to Tameside not only by the variety of the countryside areas it has to offer but also by the many locally interesting heritage sites.

Tameside generally benefits from good road and public transport links, particularly to the rest of Greater Manchester. The M60 Manchester Outer Ring Road orbital motorway passes through the west of the borough, whilst the M67 motorway links the communities in the south of the borough to the M60 at Denton. The Pennines continue to represent a significant barrier to achieving good transport links to Sheffield and the rest of Yorkshire, and the

⁹ Population data extracted from the Monitoring of the Community Strategy report for Tameside, 2006/07.

¹⁰ May 2005 estimate from the Annual Population Survey

Council continues to support the construction of the Mottram, Hollingworth and Tintwistle By-Pass as a means of improving those links and of relieving the communities of Longdendale of the adverse effects of severe traffic congestion.

Traffic volumes in Tameside are increasing. The Tameside Community Strategy Monitoring Report¹¹ states that the average daily flow of traffic per kilometre on all roads in Tameside has increased from 17,000 in 1999 to a provisional 2005 figure of 21,700, an increase of 27.6%. However, much of this change is due to an increase in traffic on the borough's motorways; traffic flows on A and B class roads in Tameside have fallen over the same period.

An extensive network of commercial and supported bus services operates in the borough. Recent initiatives to improve the network have included the development of three Quality Bus Corridors, (QBC's), in Tameside, (the Rochdale/Oldham/Ashton/Hyde; Manchester/Ashton/Stalybridge and Hyde/Denton/Manchester corridors). Partly due to the success of the QBC's patronage by full fare-paying passengers has increased in recent years but passenger numbers overall have declined after a brief upturn between 2000/1 and 2003/4 due to the loss of passengers who qualify for concessionary travel. The impact of new concessionary travel arrangements is expected to reverse this trend. Nevertheless, bus service reliability and punctuality, which are both influenced by general traffic congestion, remain problems to be addressed.

Tameside benefits from good heavy rail services, including Trans Pennine Express trains, that pass through the borough as they travel between Yorkshire, Derbyshire and Central Manchester. More and better trains and significantly improved stations and passenger waiting facilities are seen as vital if an increase in the number of people using rail services is to be achieved. The extension of the Metrolink tram system to Ashton-under-Lyne remains a key part of future transport plans for Greater Manchester¹².

Improving the local rights of way network and encouraging more people to use it not only for relaxation and leisure pursuits but also for more utilitarian journeys **will help to reduce traffic congestion and support and encourage greater use of public transport alternatives to the private car.**

What rights of way do we have?

There is an extensive network of rights of way of various kinds in Tameside.

Two long-distance trails pass through the borough.

¹¹ Section 8 An Attractive Borough – 2006-07: Tameside Strategic Partnership

¹² Greater Manchester Local Transport Plan 2006/7 – 2010/11

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The best known is the **Trans Pennine Trail**, a 560km, 350-mile long coast-to-coast route from Merseyside to Humberside. A shared use trail for walkers, cyclists and, for part of its length, horse riders, the Tameside section runs from Broadbottom to the Apethorn Godley rail path, then through the Tame Valley to Reddish Vale. An alternative route takes walkers across Werneth Low.

The **Pennine Bridleway** is a relatively new, National Trail from the Peak District to Cumbria. The first section of this multi-user route for cyclists, walkers and horse riders opened in 2002. It runs roughly parallel to the Pennine Way long-distance footpath, but generally follows a route along lower-lying land to the west. Whilst much of the trail is still under development, the section in Tameside from Ogden Brook to Greenfield is open.

There are also a number of locally promoted routes that are within or pass through the borough. These include the **Tameside Trail**, (a 65km, 40-mile circular walk that generally follows the Borough boundary passing through varied and attractive countryside, linking together the various river valleys, country parks and other areas of interest), the **Tame Valley Way**, (running the full 40km, 25-mile length of the valley from the Pennines to the centre of Stockport), the **Medlock Valley Way**, (that links the urban areas of central Manchester via Daisy Nook Country Park and Park Bridge to the hills above the source of the Medlock), and the **Etherow Goyt Valley Way**, (a 20km, 12-mile long route that extends from Vernon Park in Stockport to Longdendale and the Longdendale Trail).

Using the information held on the Council's computer-based geographical information system, the following table gives a summary of the current network of the public rights of way in Tameside.

Type of Route	Available To	No. of Routes	Length (Km)	% of Tameside's Network (by length)
Public Footpath	Pedestrians (inc. wheelchair users)	807	235	90
Public Bridleway	Pedestrians (inc wheelchair users), Hores Riders and Cyclists	37	15	6
Restricted Byways	Pedestrians (inc wheelchair users), Horse Riders, Cyclists and Horse Drawn Vehicles	20	11	4
TOTAL		864	261	

Public Rights of Way in Tameside

From the above table it is immediately apparent that the overwhelming majority of the current network exists for the benefit of walkers. Of the total of 864 individual routes, covering an overall length of 261km, Public Footpaths account for 807 routes with a combined length of 235km, 90% of the total. There are not many routes available for cyclists and horse riders to use and there are currently no Byways Open to All Traffic.

One of the main challenges for this RoWIP and for the development and improvement of the rights of way network in Tameside in the years ahead will therefore be to increase the number and length of routes that are available, in particular, for the use of **cyclists and horse riders**.

What Condition is the Network In?

All highway authorities are required to report to Government each year on the condition of the rights of way network. Based on a survey of a random sample of at least 5% of the total length of the network each local highway authority, including Tameside, must calculate a **Best Value Performance Indicator, (BVPI)**, that gives a measure of the **'ease of use'** of the network.

This BVPI is one of a series of such indicators that show how well a local authority is delivering its services. The BVPI relating to the rights of way network is **BVPI 178**, and measures the proportion of the borough's rights of way that are easily accessible.

BVPI No.178 in full reads:

"BVPI – The percentage of total length of footpaths and other rights of way which were easy to use by members of the public.

"Definition – The indicator is the total length of rights of way, which were easy to use, as a percentage of the total length of all rights of way. Rights of way appear on the definitive map of public rights of way for the highway authority area and are numbered."

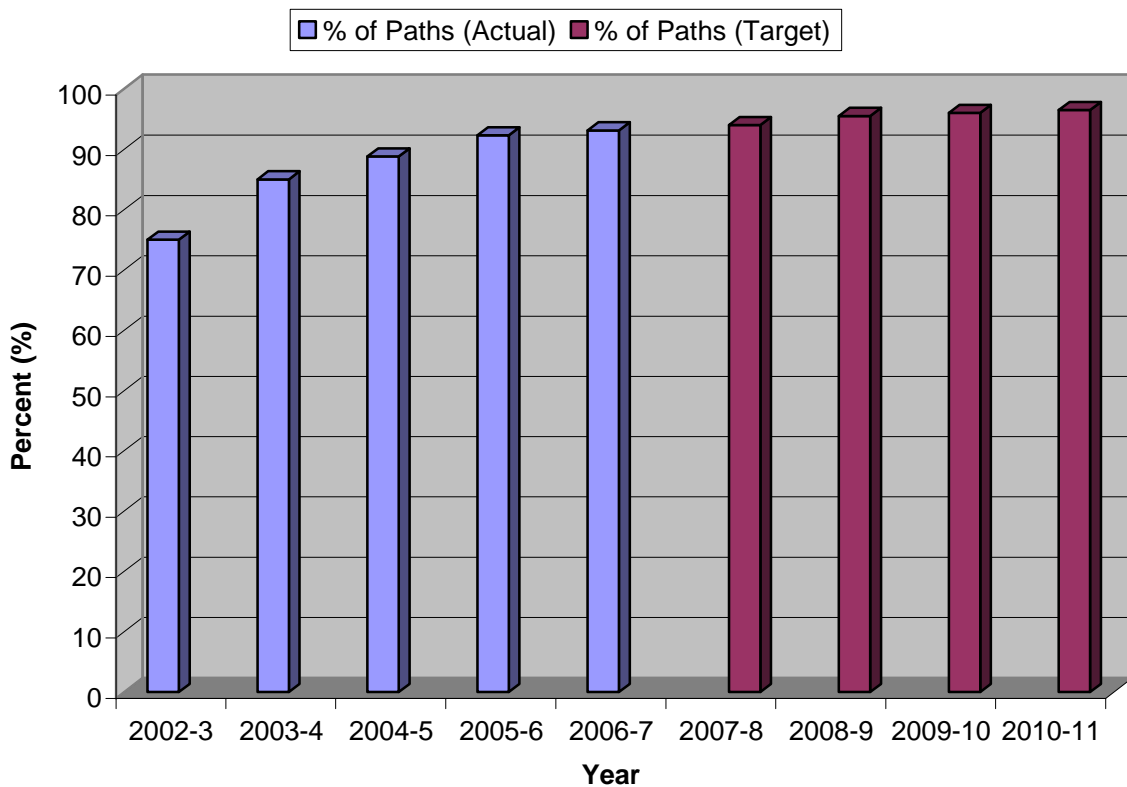
In relation to the BVPI, 'easy to use' means:

- **signposted or waymarked** where they leave the road in accordance with the authority's duty under s.27 of the Countryside Act 1968 and to the extent necessary to allow users to follow the path (a public right of way wholly within a built up area and with a hard surface provided along its complete length and with a clearly defined route may be excluded from measurement);
- **free from unlawful obstructions and other interference**, (including overhanging vegetation) to the public's right of passage; and

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- **surface and lawful barriers (e.g. stiles, gates) in good repair** and to a standard necessary to enable the public to use the way without undue inconvenience.

Measured in accordance with the BVPI definition, Tameside's rights of way network enjoys a high degree of accessibility and ease of use. Tameside Council set itself a target for the proportion of the footpaths and other rights of way that are easily accessible of 92.0% for 2005/2006. This target was more than met with 92.3% of paths being readily accessible¹³. The target for 2006/2007 was 93% and again this has been exceeded, with a figure of 93.13% being recorded.



Actual %	75.0	85.0	88.8	92.3	93.13				
Target %						94.0	95.5	96.0	96.5

Condition of the Rights of Way Network in Tameside: BVPI178

¹³ Tameside Corporate Plan – Part 2 2006-2009 Efficiency Statement and PI Data Tables: Tameside MBC

There has been a steady improvement in the overall percentage of rights of way that are easy to use by the general public from 75% in 2002/3 to 93.13% in 2006/2007 as demonstrated in the graph above. We expect this steady improvement to continue; our target for 2007/2008 is 94% and by 2008/2009 the proportion is due to increase to 95.5%¹⁴ with a further increase to 96.5% by 2010/2011¹⁵.

How Do We Manage the Rights of Way Network?

Working in Partnership is the key to the successful management and improvement of the rights of way network in Tameside.

Within the Council, officers responsible for the delivery of a range of public services work together to ensure that the rights of way network is effectively and efficiently managed and that improvements to the network are designed to best meet the needs of all sectors of the community.

The Council, in its role as local Highway Authority has a number of legal duties and responsibilities in respect of the network of public rights of way. To fulfil these duties, the Council employs a **Public Rights of Way Officer** whose principal role is to record, define and protect all public rights of way in the borough. The main statutory duties include:

- asserting and protecting the public's right to use and enjoy rights of way
- preparing and keeping up-to-date the 'definitive map and statement' a formal, legal record of all rights of way in the borough
- preventing, as far as possible, the unlawful stopping up or obstruction of any rights of way
- ensuring that landowners and land managers comply with the law with regard to maintaining access to rights of way and that farmers do not allow growing crops to inconvenience the use of a right of way
- maintaining and controlling vegetation on the surface of a right of way
- signposting rights of way where they leave a metalled road
- production and review of the Rights of Way Improvement Plan

The Highway Authority also has a number of discretionary powers that also fall within the remit of the Public Rights of Way Officer. These include:

- providing additional signs and waymarks along rights of way
- creating new rights of way by agreement
- making orders to create, divert or stop up public rights of way
- making general improvements to rights of way.

¹⁴ Tameside Strategic Partnership: Monitoring the Community Strategy 2006/07 Quality of Life in Tameside Part 8 An Attractive Borough: Tameside Strategic Partnership

¹⁵ Greater Manchester Local Transport Plan 2006/7 – 2010/11

The Council also operates a **Countryside Service** the overall objective of which is to manage and promote the countryside in the borough in a way that meets the needs of the community and safeguards and enhances the landscape and nature conservation value of the countryside. The service seeks to increase awareness, understanding and enjoyment of the countryside; to improve the opportunities for everyone to have responsible access to the countryside; and to safeguard and enhance the landscape and nature conservation value of the countryside. Within this wide brief, the Countryside Service clearly has a major role to play in extending and improving access to the countryside for everyone and, therefore, in the development and improvement of the rights of way network.

The service has a major involvement in the continued improvement of links between the borough's urban areas and the countryside; in improving access to the countryside for people with disabilities; in implementing signposting and waymarking of routes and in otherwise promoting their use.

The Public Rights of Way Officer and the Countryside Service will continue to work closely together to carry out the duties and functions outlined above. Colleagues, including other relevant officers such as the Council's Cycling Officer, meet together on a regular basis to discuss rights of way matters.

We appreciate that many existing and potential rights of way, not only the national trails but many regional and local routes, cross the borough boundary into the areas of other local authorities. It is important that we work closely with our neighbouring authorities and other organisations if we are to ensure that the network is managed and develops in an effective way.

We recognise that **working in partnership** with colleagues from within the Council, with other local authorities, outside bodies, landowners and volunteers offers the best chance of ensuring that this RoWIP is successfully delivered in the years ahead.

One of the main examples of this commitment to partnership working is the **Greater Manchester Pennine Fringe Local Access Forum, (GMPFLAF)**.

As described in Section 1, the GMPFLAF was set up in December 2001 by the Greater Manchester districts of Bolton, Bury, Oldham, Rochdale and Tameside. Comprising representatives of user groups, landowners, local authority elected members and other organisations with an interest in rights of way issues, the Forum provides guidance and advice to the Council on access issues.

Also previously referred to, the Tameside Rights of Way Forum provides an opportunity for Council officers to meet regularly with representatives of the user groups to discuss matters that relate specifically to the path network within the borough.

3

The Policy Context

The Statutory Guidance to Local Authorities on the preparation of Rights of Way Improvement Plans⁴, says that the Plan should be developed in the context of other relevant plans and strategies that already exist. Similarly, it is expected that the RoWIP will have an influence on other areas of the Council's responsibilities, such as the economic, social and well-being aspects of the Community Strategy.

In this section of the Plan we consider how the RoWIP relates to and complements other relevant policies, plans and strategies. It shows how the successful implementation of this Plan will help the Council to meet its objectives across a broad range of policy and service areas.

The Greater Manchester Local Transport Plan

The RoWIP has particular relevance to the Local Transport Plan, of which it is due to become an integral part by the time the next round of LTP documents are prepared in 2010/11.

As a result, it is essential that Tameside's RoWIP is closely linked to and is consistent with the aims and objectives of the Local Transport Plan.

The Local Transport Plan is the main framework within which transport planning in Tameside takes place. Tameside Council works with the Greater Manchester Passenger Transport Authority, (GMPTA), and the other nine City and District Councils in the conurbation to produce a Local Transport Plan for the whole of Greater Manchester. The LTP sets out the policies, strategies and objectives for the improvement and protection of the transport network and sets out an intended five-year programme of investment. The latest Local Transport Plan, (LTP2), covers the period from 2006/07 – 2010/11.

LTP2 supports the Association of Greater Manchester Authorities' vision of the conurbation as a creative and successful European Regional Centre with a strong knowledge driven economy, leading the wider north west region to

greater prosperity and with an unparalleled quality of built and natural environment. It is founded on 8 themes: to promote a dynamic economy; enhance the regional centre; promote culture, sport and tourism; improve connectivity; raise levels of education and skills; create sustainable communities; reduce crime and improve health and healthcare services.

Central to LTP2 is the **Greater Manchester Integrated Transport Strategy**, which sets out a 15-year vision for the conurbation's transport system such that it will be able to satisfy the demands of a growing economy. LTP2 is seen as the first stage of the delivery of this strategy, addressing the identified key problems of Tackling Congestion, Delivering Accessibility, Safer Roads, Better Air Quality and Other Quality of Life Issues.

It is immediately apparent how Tameside's RoWIP can contribute to the success of the LTP2 strategy. By improving and enhancing the rights of way network and encouraging its greater use not only for recreation but for a range of purposes including trips to school, to the workplace, to shops and community facilities and to access the public transport system, the RoWIP can lead to an increase in the number of journeys that are carried out other than by private car, thereby helping to tackle congestion on the roads, (with consequent improvements in air quality), improving access to services for all sectors of the community, and improving the health and quality of life of the population.

Integration of the RoWIP into the Local Transport Plan process will provide further opportunities to maximise the contribution that the rights of way network makes to the achievement of transport and wider quality of life objectives.

The Greater Manchester authorities have worked together to develop a common set of key policy principles for the development of individual RoWIPs. These are described in detail in Section 4 of this Plan. They are intended to ensure that RoWIPs prepared across Greater Manchester are consistent with one another and with the overall transport objectives set out in LTP2. This should also facilitate the integration of the RoWIP into the Local Transport Plan process in the coming years.

Draft Regional Spatial Strategy

LTP2 is consistent with the emerging Regional Transport Strategy contained within the draft Regional Spatial Strategy for the North West¹⁶, (RSS), with its particular emphasis on, amongst other things, better management of the highway network and developing networks for walking and cycling.

¹⁶ Submitted Draft Regional Spatial Strategy for the North West of England January 2006: North West Regional Assembly

Again, the RoWIP supports the objectives and policies set out in the RSS.

There are a number of specific draft policies within the RSS that are particularly relevant to the RoWIP. Some of these are identified below.

Policy W1: Strengthening the Regional Economy. Economic development should be promoted through, amongst other things, 'ensuring the safe, reliable and effective operation of the region's transport networks and infrastructure in accordance with...the Regional Transport Strategy' and 'linking areas of opportunity and need'.

The RoWIP seeks to make best use of the existing network of public rights of way and to improve and enhance the network by initiatives that will include adding new links where possible that improve access from areas of need to employment opportunities.

Policy RT7: A Regional Framework for Walking and Cycling. Working with relevant partners, local authorities should 'develop integrated networks of continuous, attractive and safe routes for walking and cycling to widen accessibility and capitalise on their potential environmental, social and health benefits.' RSS says that a high priority should be given to routes that link residential areas to schools, hospitals and other community services. Planning Authorities should ensure that new developments incorporate high quality pedestrian and cycle facilities, including secure cycle parking.

The RSS recognises that better provision for walkers and cyclists can help to reduce dependence upon the private car and assist in the achievement of broader regional objectives including those relating to the development of sustainable communities, supporting tourism, improving the health of the community and providing greater accessibility for all to a range of facilities. The RSS identifies walking and cycling networks as important elements of 'Green Infrastructure'.

The RSS acknowledges the role of RoWIPs, incorporating suitable action plans for the development of walking and cycling networks, in achieving these objectives.

Policy RT8: Regional Priorities for Transport Investment and Management. Four regional priorities are set out in the RSS in order of importance. The second and third of these priorities refer to maintaining and making best use of existing transport networks and assets. The RoWIP sets out a number of objectives and specific actions that are designed to ensure that the existing rights of way network is adequately maintained and that investment is targeted in a cost-effective manner so as to ensure that best use is made of the network.

Policy EM3: Green Infrastructure. This policy seeks the identification, promotion and delivery of a multi-purpose network of green spaces and the integration of 'Green Infrastructure' provision within existing and new

development and regeneration projects. This 'Green Infrastructure' approach calls for networks of green spaces to be managed in an integrated way to produce wider socio-economic and health benefits, (such as increased opportunities for physical activity), whilst also contributing to the achievement of regional biodiversity targets.

Tameside Metropolitan Borough Unitary Development Plan (UDP)

The Council's land-use planning policies are contained in the Unitary Development Plan, (UDP), which was adopted in November 2004.

A major overhaul of the land-use planning system is currently underway. As a result of the Planning and Compulsory Purchase Act 2004 the UDP will eventually disappear, to be replaced by the **Local Development Framework**, a family of related spatial planning documents that will include a Core Strategy, (which sets out a vision and strategic objectives for the borough, a spatial strategy, core policies and a monitoring and implementation framework); Development Control Policies, (against which all planning applications for development and use of land or buildings will be assessed); Site-Specific Land Allocations, (which sets out where land is allocated for a specific use); and Supplementary Planning Documents, (which provide greater detail on specific planning topics and policies). Until such time as it is superseded the currently adopted UDP will remain in force.

The UDP contains a number of policies that are relevant to the RoWIP. These are briefly outlined below.

Sustainable development is the single most important principle of the UDP, in line with national and regional policy. Within this overall objective the Plan contains policies that seek to make Tameside a more attractive place in which to live, work and spend leisure time. This means protecting and enhancing the natural environment; improving the appearance and management of the urban fringe; increasing opportunities for sport, recreation and leisure; and ensuring an accessible, safe and healthy environment. The RoWIP supports all of these objectives.

Policy 1.2: Maintaining an Integrated Transportation Strategy. The Council will maintain, manage and where necessary improve the transport infrastructure of the borough as part of a balanced transportation strategy in accordance with the objectives of the Greater Manchester LTP. The policy seeks a transport system that is increasingly sustainable and less environmentally damaging. The Council is committed to considering the interests of all types of road users when deciding priorities for transport investment. The RoWIP supports this policy, promoting sustainable travel choices.

Policy 1.8: Retaining and Improving Opportunities for Sport, Recreation and Leisure. Within a broad policy aimed at improving the range of cultural, leisure and recreational opportunities available in the borough, reference is made to improving accessibility to parks, play areas, playing fields and recreation areas within the built up area and to the continued conservation, management and improvement of the river valleys, country parks and other areas of accessible countryside in order to realise their potential for informal recreation. Clearly the RoWIP has a role to play in ensuring that these policy objectives are realised.

Policy OL8: Informal Recreation and Countryside Access. As part of a policy aimed at improving the quality and accessibility of informal recreation facilities within the borough there is provision for the 'creation, extension or improvement of way marked recreational routes'. The main emphasis is placed on maintaining and enhancing existing informal recreation areas and making them as accessible as possible for all potential users. The UDP recognises that the potential for enjoying the Borough's countryside areas and other attractions on foot, by cycle or on horseback could be more fully realised by improving the existing routes and where possible creating new links to provide better access, identifying a potential role for public footpaths, concessionary routes, bridleways, cycleways, canal towpaths, river valley paths and disused railway lines in achieving this objective. The role of the long distance trails in promoting tourism and in providing increased access to the countryside is recognised. The importance of providing local links to these long distance trails is acknowledged. The RoWIP clearly supports this policy and provides the main mechanism by which the necessary improvements and potential new links can be identified and their maximum potential realised.

Policy T1: Highway Improvement and Traffic Management. Within a general policy to carry out new highway improvement and construction and traffic management schemes with certain specified aims, the UDP promotes the use of non-car modes of travel, the provision of safe and convenient facilities for pedestrians and cyclists, providing for the needs of people with mobility difficulties and providing for the safe use of powered two-wheeled vehicles. The RoWIP is consistent with these objectives.

Policy T7: Cycling. The policy states that a 'Borough-wide network of cycle routes will be identified, connecting residential areas, town centres, transport interchanges, employment, education, health and leisure destinations and attractions outside the Borough'. Support is given to the completion of the national cycle network and to working with neighbouring authorities to achieve cross-boundary links. Designated cycle routes will be protected from development or developers will be required to make provision within schemes to ensure that links are completed. Developers will also be required to make suitable provision for cyclists in new developments, including secure cycle parking as appropriate. Again, the RoWIP is consistent with this policy and makes provision for the continued development of the cycle network, including in relation to working with developers to ensure that suitable cycling provision is made as part of proposals for which planning permission is sought.

Policy T8: Walking. The policy states that ‘a network of key routes and rights of way will be developed and improved, incorporating trails, paths and footways in both urban and countryside areas...in order to facilitate walking as a means of travel and for leisure.’ The Council aims to secure safe and convenient pedestrian routes that connect residential areas, town centres, schools, employment, health and leisure developments and public transport facilities. The policy supports working with neighbouring authorities to achieve cross-boundary links. Public Rights of Way are protected under this policy where they would be potentially affected by new development, although local diversions will be considered where these would offer improvements in convenience or safety for users. Developers must take account of the needs of pedestrians in their proposals. The RoWIP is consistent with this policy, supporting the principle of a network of key routes for pedestrians that are used not only for recreation but for a full range of purposes.

Tameside Community Strategy

Not only must the RoWIP be consistent with national, regional and local planning and transportation policies as described above but it is also important that it is consistent with and supports the Council’s wider policy objectives. Principal amongst these is the Tameside Community Strategy.

The Tameside Community Strategy is produced by the Tameside Strategic Partnership, a collection of more than 70 organisations, including the Council and the Police, that are committed to working together to improve the borough. The Tameside Strategic Partnership offers the following vision for the borough:

“We want Tameside to be a good place to live, work and play for everyone now and in the future. We want it to be a place where people of all ages and backgrounds feel at home and able to get involved in the life of the community, where they can contribute to a prosperous local economy, feel safe and healthy, and take active responsibility for the environment in which they live.”

In 2002 the people of Tameside were asked what their priorities were for the borough. Based on their views 6 key themes were identified:

- Supportive Communities
- A Safe Environment
- A Prosperous Society
- A Learning Community
- A Healthy Population
- An Attractive Borough

The RoWIP meets the aims of the Community Strategy in a variety of ways. The Statement of Action set out in Section 5 of this Plan shows how each of the intended actions for the improvement and development of the rights of way network links to the themes of the Community Strategy as set out above.

In broad terms, the RoWIP supports the implementation of the Community Strategy in the following ways:

Supportive Communities. The aim of the Community Strategy is to achieve a cohesive community, where there are strong and positive relationships between people of all backgrounds and cultures and where everyone has similar opportunities. The RoWIP contains proposals to make more information about the rights of way network available in different languages thereby making the information more accessible to people of all backgrounds. It is intended to continue to promote the health benefits and recreational opportunities offered by the network to all sectors of the community, including young people and the elderly. In this last regard the RoWIP contains a number of proposals to make the network more accessible to those with mobility difficulties.

A Safe Environment. The Community Strategy envisages a community where people feel safe and secure. Alongside initiatives to reduce crime, the Strategy is to continue to improve safety in town centres, to tackle anti-social behaviour and to continue to improve the safety record of the borough's roads. The RoWIP proposes a number of initiatives that seek to improve the safety of the borough's network of rights of way. These include investigating the possibility of street lighting improvements on paths well used at night and identifying paths considered as being most associated with anti-social and criminal behaviour with the assistance of the Crime and Disorder Reduction Partnership, the Police, local community groups and other relevant organisations with a view to developing a programme of works designed to address these problems.

A Prosperous Society. The Strategic Partnership wants everyone in Tameside to benefit from the prosperity of the local economy. As well as ensuring that the local workforce has the skills necessary to get jobs, the Strategy sees an important role for good transport links that enable local residents to access employment opportunities. The RoWIP supports these objectives, seeking improvements to the path network that provide links between residential areas and the borough's town and district centres and other employment areas, so that jobs are as accessible as possible to local residents. Improving access to the countryside and encouraging more people to visit and use the countryside responsibly will support existing local businesses and may provide new business opportunities in the borough.

A Learning Community. Allied to the development of peoples' skills and training, the Strategy seeks to raise educational achievements and expectations. The borough contains many areas of particular nature conservation importance, a variety of wildlife habitats, a broad mix of

geographical and topographical features and a range of important local heritage sites, all of which offer a wealth of learning opportunities for young and old alike. The Council already does a lot of work with schools and provides advice and information for visitors that helps them to learn about and understand the natural and built environment within the borough. By improving access to the countryside and to local heritage sites the RoWIP will contribute to the continued development of the educational value of the borough's countryside areas, open spaces and built heritage.

A Healthy Population. The aim of the Community Strategy is to make Tameside a healthier place for everyone. The RoWIP supports this objective, containing a number of proposals that seek to promote the health benefits of walking and cycling and the use of the rights of way network generally.

An Attractive Borough. The Community Strategy aims to make Tameside an attractive and environmentally-friendly place in which to live or work, or to visit. The RoWIP advocates the greater use of the rights of way network and contains a number of proposed actions designed to encourage more people to use the network. By its very nature the rights of way network represents environmentally-friendly infrastructure; it exists principally to help people to get about on foot, by bicycle and on horseback, all of which are sustainable means of travel. More and better paths will encourage people to use their cars less often. Improvements to the network will help to make the borough a more attractive place.

Countryside Strategy

The RoWIP is closely related to the Countryside Strategy¹⁷.

Produced by the Council's Countryside Service it represents a five-year strategy for the management and promotion of the borough's countryside areas and has the following aims:

- to increase awareness, understanding and enjoyment of the borough's countryside
- to improve the opportunities for everyone to have responsible access to the countryside and
- to safeguard and enhance the landscape and nature conservation value of the countryside.

The Strategy contains a number of objectives and covers a range of work activities that are of relevance to the RoWIP. Principal amongst these are the improvement of responsible access to the countryside for all and the management, on the ground, of the rights of way network and concessionary routes in the countryside. The RoWIP is consistent with the aims and objectives of the Countryside Strategy.

¹⁷ A Countryside Strategy for Tameside 2002-2007: Tameside MBC

Tameside Local Agenda 21 Action Plan

Agenda 21, a world-wide strategy for sustainable development, was launched as a response to the 1992 Rio Earth Summit. Much of Agenda 21 relies on local communities to deliver its aims and Tameside is just one of an estimated two thousand councils across the world to have produced a Local Agenda 21.

The Tameside Local Agenda 21 Action Plan provides a vision of a sustainable Tameside with the objective of 'Building a Greener, Cleaner, Healthier and More Prosperous Community'. As such it clearly has close links with the Community Strategy.

The Local Agenda 21 strategy has many objectives, including the efficient use of resources; minimising pollution and waste; protection of the natural and built environment; ensuring equal opportunities within a diverse economy; promotion of good health services, preventing illness and protecting people's good health; encouraging safer, more harmonious communities; providing access for all to cultural, leisure and recreational opportunities; and giving everyone access to the skills, knowledge and information needed to enable them to play a full part in society.

We have already seen how the RoWIP will contribute towards the achievement of at least some of these objectives.

One further objective of the Strategy relates specifically to transport; 'to develop local travel alternatives which are safe, attractive and healthier, designed to meet everyone's needs and provide access to facilities and goods without harming the environment'.

Again, the RoWIP will make a significant contribution to the attainment of this objective. The actions proposed in this Plan seek to develop and improve the rights of way network such that it is safe and attractive for all sections of the community to use, so that more people are encouraged to travel by sustainable means that do not harm the environment.

Pennine Edge Forest Business Action Plan

The Pennine Edge Forest is a community woodland initiative. The Pennine Edge Forest Partnership was formed in 2003 and comprises the four local authorities of Tameside, Oldham, Rochdale and Stockport, the Forestry Commission, United Utilities, Groundwork Trusts and British Trust for Conservation Volunteers working with the support of other agencies and organisations.

The Partnership launched its Business Action Plan for the Forest, covering the period from 2004 – 2013, in 2004. The Business Action Plan provides a shared vision for the Forest as an investment in the landscape, providing a green gateway to the region, rich in recreational opportunity, visual attraction and biodiversity. Part of the vision that is particularly relevant to this RoWIP is to “connect communities with the natural world on their doorstep.”

The Partnership has set a number of Key Targets and Objectives to be achieved over the period of the Business Action Plan. Amongst these, the Partnership aims to create an urban arboretum in each district linked by a Pennine Edge Forest Trail, and to provide 25km of new and improved recreational access and green commuting routes by 2013.

The principal objectives of the Business Action Plan complement those of the Tameside Community Strategy. The RoWIP, in setting out actions for the maintenance, improvement and enhancement of the rights of way network supports the objectives of the Pennine Forest Business Action Plan.

Other Policies and Strategies

Whilst not referred to specifically here, the RoWIP is considered to be consistent with and supportive of other Council policies and strategies such as those for economic development and tourism.

4

Key Plan Objectives

As described in Section 3 of this Plan, the RoWIP has particular relevance to the **Greater Manchester Local Transport Plan**, (GMLTP). The current GMLTP covers the five-year period from 2006/2007 – 2010/2011 and is referred to in this Plan as LTP2.

The RoWIP is intended to become an integral part of the GMLTP by the time the next round of LTP documents are prepared in 2010/11.

As a result, it is essential that Tameside's RoWIP is closely linked to and is consistent with the aims and objectives of the Local Transport Plan.

Links between the RoWIP and the Local Transport Plan

There are numerous references in LTP2 to the role of the rights of way network and to the preparation and implementation of Rights of Way Improvement Plans.

As we have seen, the **Greater Manchester Integrated Transport Strategy**, is a key element of LTP2. It sets out a 15-year vision for the conurbation's transport system such that it will be able to satisfy the demands of a growing economy. The Strategy supports the Greater Manchester authorities' Vision for Greater Manchester, itself founded on eight key themes: to promote a dynamic economy; enhance the regional centre; promote culture, sport and tourism; improve connectivity; raise levels of education and skills; create sustainable communities; reduce crime; and improve health and healthcare services.

The transport actions identified to help to underpin each of the above themes form key elements of the Greater Manchester Integrated Transport Strategy. Whilst the actions within the RoWIP support a number of these themes, of

particular relevance are the LTP2 actions identified in support of the third theme; to promote culture, sport and tourism.

One of the key actions identified in LTP2 to meet the above objective is:

“Improvements in public transport access to river valleys, forest parks and open countryside close to the urban area and development of Rights of Way Improvement Plans.”

Section 4 of LTP2 discusses ‘Problems, Issues and Desired Outcomes’. In considering issues in the more rural areas of the conurbation, such as occur towards the easterly side of the borough, LTP2 says that “Rural and semi-rural routes are carrying increasing amounts of traffic as a result of commuting into urban areas and their use as short cuts to avoid congested major routes.” LTP2 concludes that **“Safe walking, cycling and horse riding routes are therefore required.”**

LTP2 proposes a five-year programme of actions designed to address the identified problems and issues and to meet the objectives of the Integrated Transport Strategy. Whilst the LTP2 document does not record every element of the proposed programme, there are nonetheless various references to the rights of way network.

As part of a number of key actions over the period of LTP2 designed to improve the quality of life, the following are relevant to the RoWIP:

- Promoting active travel modes (walking and cycling) as part of everyday life.
- Providing suitable infrastructure and a better environment for those who wish to travel actively - with a particular emphasis on improving road safety and pedestrian safety and security.
- Making our town centres more attractive places to visit
- **Preparing and implementing Rights of Way Improvement Plans**

With regard to tackling the problems identified in the conurbation’s more rural areas LTP2 says that consideration will be given ‘to providing safe walking, cycling and horse riding routes in rural communities, both on the highway network and the rights of way network in line with a key objective of the draft rights of way improvement plan’. There is a commitment to working with neighbouring authorities to ensure that routes complement similar networks in adjoining boroughs. LTP2 goes on to say that “The Rights of Way Improvement Plan will assist in identifying improvements in rural areas for leisure as well as utilitarian purposes for all users”. This includes examining the scope for ‘quiet lanes’.

Rights of Way Improvement Plan for Tameside

LTP2 also considers the maintenance of the transport network. For the first time the Greater Manchester Local Authorities and GMPTA are now considering maintenance of transport infrastructure in its entirety. There is, as a consequence, a stated commitment to the maintenance of Public Rights of Way.

The Local Transport Plan confirms that all the Greater Manchester Local Authorities are committed to the production of their individual Rights of Way Improvement Plans, (RoWiPs), during the first part of the LTP2 period that will contain a 10-year action plan for the management and improvement of the network. We have tailored our action plan so as to coincide with the currency of the Local Transport Plan and consequently extends to 2016. Initially the work identified will be actioned within the works programme outlined in the LTP but over the period of the Plan it is intended

- to prioritise the upgrading of routes due to identified local need,
- create new routes where needs are identified, and
- ensure that the local network links with and supports other larger routes to create a more cohesive network.

LTP2 recognises that the RoWIP can assist in tackling the shared priorities of the Greater Manchester LTP and so help realise the objectives of the Local Transport Plan.

The following table demonstrates how the RoWIP will assist in tackling the shared priorities.

The Tameside RoWIP will help to tackle the shared priorities of the Greater Manchester LTP:-

By:	Resulting in:
Encouraging 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 RoW network with the road system offers opportunity for segregated use where appropriate	Reduced conflict between modes; Improved safety for all users including horse riders
Improvements to the infrastructure will increase levels of accessibility to the RoW network.	Promotes inclusion
Improvements to the network to increase the facilities that are accessible through it improving opportunities for people with limited transport options.	Enhanced quality of life

The Key Objectives of the RoWIP

To ensure consistency of approach to the preparation of their RoWIPs and with the objectives of the Local Transport Plan, the Greater Manchester Local Authorities have worked together to produce a common set of guiding principles that have helped to develop the programme of actions.

These key objectives were agreed in November 2004. There are eight key objectives which are:

- **Improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas.**
- **Improve road and community safety**
- **Minimise environmental damage caused by transport, thereby improving the quality of life and health of the population**

- **Increase the proportion of trips made by non-car modes**
- **Improve accessibility by ensuring the RoW network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice**
- **Improve links with the rest of the country**
- **Maintain, improve and make best use of existing RoW, and ensure all schemes offer long-term value for money**
- **Assist in improving health, the local economy and recreational opportunities**

These objectives and the resulting RoWIP support the shared priorities both through the actions in the plan and by supporting other policy areas including the cycling, walking, and accessibility strategies.

The Statement of Action that follows is designed to meet these Eight Key Objectives. The tables that follow in Section 5 of the Plan show how each of these key objectives is to be addressed by the various measures that are proposed for the improvement and development of the network.

5

Statement of Action

Introduction

As described in the introduction to this Plan, the Government guidance requires a number of steps to be completed as part of the process of preparing the RoWIP. We are required to assess the extent and condition of the network, to consult with and assess the needs of different classes of users and potential users and to prepare a Statement of Action that sets out what measures we propose to take for the management of local rights of way and for securing improvements to the network.

Our Statement of Action set out below has been prepared following our assessment of the network and having consulted with users and potential users of the network. It is the most important part of the Plan.

Developing the Statement of Action

The actions that have been identified and are included in the tables below have resulted from both our own assessment of the network and from the consultation that has been carried out with current and potential users of the network.

Assessment

Our assessment of the extent and condition of the network is set out in Section 2 of this Plan. We used this information; looked at the definitive map and statement and carried out a desk top assessment of the deficiencies in the present network; consulted informally with colleagues; took account of known issues and problems recently raised by users of the network, other members of the public and outside organisations; and reviewed current work programmes and activities in order to identify a list of proposed actions. These proposed actions were then reviewed to ensure that each would help to achieve one or more of the Key Objectives.

Consultation

We also consulted widely with users and potential users of the network. This included a questionnaire survey that we sent to local stakeholder organisations and made available to the general public through the Council Offices and libraries.

A list of consultees is included in Section 8 of the Plan.

[Results of Consultation Exercise.](#)

The Statement of Action: Action Plan Tables

Our Statement of Action is presented below. It is presented as a series of **Action Plan Tables**.

There is one Action Plan Table for each of the eight Key Objectives developed in collaboration with the other Greater Manchester local authorities as set out in Section 4 of this Plan.

Each Action Plan Table sets out a number of measures that are designed to meet the Key Objective.

Each action is individually numbered for ease of reference.

In respect of each individual action we provide various items of information. Primarily, we present a brief description of the action that we propose to take. We indicate what is the particular objective of that action, relating this to the whole, or part of, the Key Objective. We indicate, by symbol, what we feel will be the main outcome(s) of the successful completion of the action.

Against each action we provide a general indication of what we consider are likely to be the staffing and financial resource implications of implementing the identified proposed measures. We also give an indication of the broad timescales over which we consider the proposed action might be delivered.

In this context, the Tables represent the list of actions that we would like to take to improve and enhance the network if sufficient funds are available and we have enough people to carry out the work. You will note that in some cases we indicate that we think that we would need more manpower than is currently available to complete a particular task and some actions, whilst not yet costed in detail, are likely to prove expensive to implement. We will continue to look for additional sources of funding for the rights of way network so that we can implement as much of the Plan actions as possible within the indicated timescales. However, it remains the case that we will need to prioritise the actions in line with available resources as the Plan goes forward. We would like your help, through the consultation process and on-going discussions with users and potential users of the network, to do this. However,

the principle focus must be on meeting our statutory obligations and ensuring that the network operates as safely as possible.

The Tables give an indication of the resources and timescales required to complete each action. As part of the process of prioritising the actions, we will need to consider how the individual actions fit together so that we can decide how we can best deliver the overall Statement of Action.

It is anticipated that the current, broad indications given in the Tables will be progressively refined following implementation of the RoWIP as part of the annual review and monitoring process.

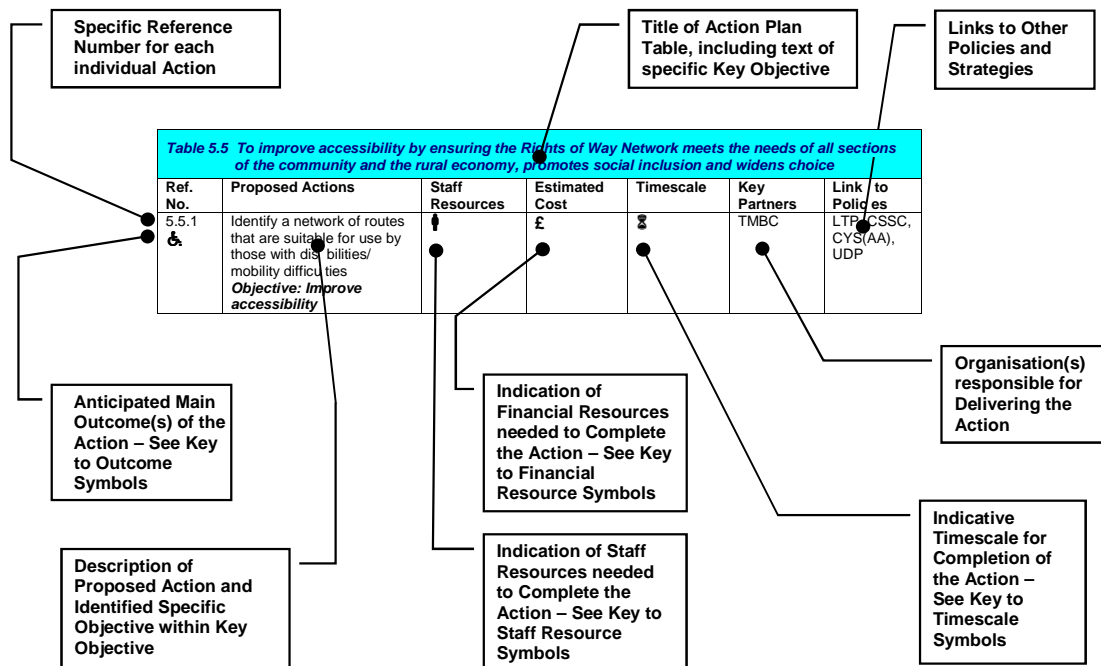
We indicate who we think will be the key organisations in the delivery of each individual action.

Finally, we show the links that each action has to the other main Policy and Strategy documents that we have already discussed in Section 3 of the Plan.

Key to Tables

To assist understanding of the Action Plan Tables, we provide the following guide to the symbols used.













The Tables are laid out as shown in the diagram below.



Key to the Action Plan Tables




Key to the Outcome Symbols

The following symbols are used in the Tables to indicate what are expected to be the main outcome(s) of the successful completion of each of the actions.

Symbol	Anticipated Outcome of the Action
	Improvements in community or road safety
	Improved information about the rights of way network. Increased information available on-line. Greater availability of information in different languages and media. Improved information to developers concerning impact on the network and how and when improvements and additions to the network will be sought.
	Completion of the action is expected to improve the network in terms of condition, access or new links for blind or partially sighted persons and for people with mobility problems, (including those with children and pushchairs).
	Completion of the action is expected to improve the network in terms of condition, access or new links for horse riders.
	Completion of the action is expected to improve the network in terms of condition, access or new links for cyclists.
	Completion of the action is expected to improve the network in terms of condition, access or new links for people using the network on foot.
	Completion of the action is expected to establish the Council's formal position with regard to provision within the rights of way network for motorised vehicle users.
	The action will result in better enforcement in relation to the rights of way network, for example in terms of illegal obstruction. The action will help the Council to fulfil its statutory obligations.
	The action will help to promote healthier lifestyles and contribute to the well-being and good health of the population.
	The action will help to promote local heritage, encouraging higher visitor numbers and tourism, that help to support local businesses.
	Successful completion of the action will lead to increased investment in the network
	The action will help to promote the use of recycled materials and environmentally-friendly design and working practices; and help to meet other environmental and sustainability objectives.

Key to Staff Resources Symbols

The following symbols are used in the Tables to give a broad indication of what we currently consider are the staff resources required to fulfil individual actions. The Tables do not take account of the staff resources that might be required to deliver the overall action plan.

Symbol	Staff Resources
	Where it is considered that the action can be completed within existing staff resources, (2006/7 levels).
	Where it is considered that additional staff resources are required in order to achieve the action but that these additional resources are likely to be successfully sourced or made available as a result of re-prioritisation.
	Where it is considered that significant extra staff resources would be required to achieve the action.





Key to Financial Resources Symbols

The following symbols are used in the Tables to provide a broad indication of the anticipated levels of financial resources likely to be required to complete the action. Again, each action is considered individually, the symbols do not give an indication of the Council's ability to complete the whole Action Plan within currently available or anticipated budgets. Depending upon the nature of the action concerned, the figures quoted below give a broad indication of either the likely total cost of completing the action or the annual budget required.

Symbol	Financial Resources
£	Where it is estimated that the action can be completed within existing funding levels, (2006/7 levels), and will cost up to £5,000 or require an annual budget of up to £5,000.
££	Where it is estimated that the action will cost between £5,000 and £20,000 or require an annual budget of between £5,000 and £20,000.
£££	Where it is estimated that the action would cost more than £20,000 or require an annual budget of more than £20,000.

Key to Timescale Symbols

The following symbols are used in the Tables to give an indication of the likely timescale for completion of the action, assuming that the necessary staff and financial resources are made available.

Symbol	Indicative Timescale
	Where it is anticipated that the action can be completed within the early part of the LTP2 period. Where possible a target date for completion of the action is included in the Tables.
	Where it is anticipated that the action can be completed within the LTP2 period, i.e. by 2010/11.
	Where it is anticipated that completion of the action will extend beyond the LTP2 period, i.e. after 2010/11.
	Where it is anticipated that the action will represent an on-going commitment.

Key Partners

The Tables indicate who we think are likely to be the principal partners involved in the delivery of each action. The abbreviation TMBC refers to Tameside Metropolitan Borough Council and LAF to the Local Access Forum.

Key to Other Policy Documents and Strategies

The Tables indicate how each action links to other principal policy documents and strategies. The following abbreviations are used:

BVPI	Best Value Performance Indicator – BVPI 178
CSSC	Tameside Community Strategy – Supportive Communities
CSAB	Tameside Community Strategy – Attractive Borough
CSHP	Tameside Community Strategy – Healthy Population
CSLC	Tameside Community Strategy – Learning Community
CSPS	Tameside Community Strategy – Prosperous Society
CSSE	Tameside Community Strategy – Safe Environment
CYS(AA)	Tameside Countryside Strategy – Access for All
CYS(H)	Tameside Countryside Strategy - Health
CYS(LLH)	Tameside Countryside Strategy – Lifelong Learning & Heritage
CYS(QS)	Tameside Countryside Strategy – Quality of Service
CYS(RU)	Tameside Countryside Strategy – Responsible Use
CYS(SC)	Tameside Countryside Strategy – Sustainable Countryside
LTP	Greater Manchester Local Transport Plan
PEFBP	Pennine Edge Forest Business Action Plan
TAMP	Transport Asset Management Plan
UDP	Unitary Development Plan

The Action Plan Tables

Table 5.1

Objective:

“To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas.”

Purpose of the Objective

The purpose of this objective is to create and improve pedestrian and cycle links between residential areas and the borough's town and district centres, employment areas and other local community and other facilities, thereby improving access by non-car modes to job opportunities; shopping and leisure facilities; community and other services; and other attractions, widening travel choice and promoting social inclusion.

The Local Transport Plan identifies accessibility as the key to the continued success of the Regional Centre and places considerable emphasis on ensuring that the transport system continues to operate efficiently and effectively, enabling people to access the Regional Centre without causing significantly increased congestion. The LTP strategy is therefore focused on improving public transport and, especially in relation to Tameside, extension of the Metrolink system is a key feature of this strategy. Metrolink will provide access for local people to employment opportunities within the borough, as well as providing access to the Regional Centre, and there is a role for the rights of way network to play in providing good access to public transport services in general and to Metrolink in particular.

What You Told Us

Summary of the Proposed Actions

We will:

- Carry out specific access studies of the borough's town and district centres to identify how easy it is at the moment to travel to these centres other than by car, what improvements could be made to existing routes and what new routes might be created in order to encourage more people to walk or cycle into these centres from surrounding residential areas
- Work, within available resources, towards implementing those improvements and seek opportunities to create the new routes that we think are required
- Carry out similar exercises focused on the borough's major employment areas, again looking for opportunities to encourage people to travel to work on foot or by cycle rather than by car

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- Identify and implement improvements to pedestrian and cycle links to the Metrolink system as part of the detailed design process for the extension to Tameside.

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.1 below.

Table 5.1 To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas







Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.1.1 	Carry out an Access Study for each of the borough's Town Centres to establish current accessibility by non-car modes and to identify need for improvements to existing and potential to create new pedestrian and cycle routes between each centre and surrounding residential areas Objective: Improved accessibility of Town Centres		££		TMBC	LTP, UDP, CSAB
5.1.2 	Carry out a series of Access Studies for District Centres in the borough to establish current accessibility by non-car modes and to identify need for improvements to existing and potential to create new pedestrian and cycle routes between the centres and surrounding residential areas Objective: Improved accessibility to District Centres		££		TMBC	LTP, UDP, CSAB

Table 5.1 To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas










Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.1.3 	Develop and implement a rolling programme of prioritised improvements arising out of the Town and District Centre Access Studies, having regard to the priorities established in 5.7.1 Objective: Improved accessibility, environment, attractiveness and safety of Town and District Centres		££		TMBC	LTP, UDP, CSAB
5.1.4 	Work to establish new pedestrian and cycle routes between residential areas and Town and District Centres identified in the Access Studies Objective: Improved accessibility of Town and District Centres		££		TMBC	LTP, UDP, CSAB
5.1.5 	Identify and implement improvements to pedestrian and footpath links between residential areas and major employment areas in line with the priorities established in 5.7.1 Objective: Improved accessibility of employment areas		££		TMBC	LTP, UDP, CSAB, CSPA




Table 5.1 To improve the accessibility, environment, attractiveness and safety of the regional centre, town and district centres and employment areas						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.1.6 	As part of the detailed design of the Metrolink extension to Tameside identify and implement improvements to pedestrian and cycle links to Metrolink Stations Objective: Improved accessibility, environment, attractiveness and safety of the Regional Centre, Town and District Centres and employment areas		£££		TMBC, Greater Manchester Passenger Transport Executive	LTP, UDP, CSAB, CSPS

Table 5.2

Objective:

“To improve road and community safety”

Purpose of the Objective

The purpose of this objective is to promote the personal security of those using the network, to reduce the opportunities for the rights of way network to be used for criminal activities, to reduce the fear of crime, to reduce incidents of anti-social behaviour and to improve road safety.

Much of the network in the borough lies within the built-up area and it is an aim of the RoWIP to increase the number of links between residential areas and the borough's town and district centres, employment areas, schools, public transport services and other community facilities and places of interest. Many links therefore do or may run close to residential and business premises and there is understandable concern that these could provide opportunities for criminal activity such as burglary. It is important, therefore, that new links are designed so as to minimise the opportunities they present for criminal behaviour. However, many existing paths, by their nature, are narrow, located to the rear of properties and are unlit, and could therefore represent a significant issue in terms of anti-social behaviour and potential for criminal activity. It is the purpose of the objective to identify those paths where these are significant problems and to work with the Police and the community to make changes that are designed to reduce the risks. There is a commitment in the Community Strategy to use initiatives such as 'Alley-gating' to help reduce crime across the borough: we will continue to process requests for 'Alley-gating' but we need to ensure that the public understands the implications and that our procedures also take into account the needs of users and our legal obligations to protect public rights of way.

This objective is also aimed at protecting and improving the safety of users of the network. The aim is to ensure that road crossings are as safe as possible, that schoolchildren can use the network as a safe means of getting to and from school, that issues of irresponsible and illegal use of the network continue to be addressed and that conflicts between different types of user can be safely resolved.

What You Told Us

Summary of the Proposed Actions

We will:

- Identify paths that are most affected by anti-social and criminal behaviour and develop and implement works designed to deter these activities on the path network
- Carry out a programme of Safety Audits in respect of locations where paths cross roads and to develop a programme of works to implement appropriate Safety Audit recommendations
- Continue to support the work of the Safer Routes to School initiative and to provide input to School Travel Plans
- Continue to tackle irresponsible and illegal use of the network
- Review our procedures for processing 'Alley-gating' requests and produce guidance to applicants and criteria against which future proposals will be assessed
- Carry out improvements to the path network designed to resolve conflicts between different types of user

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.2 below.

Table 5.2 To improve road and community safety










Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.2.1 	Identify paths considered as being most associated with anti-social and criminal behaviour with the assistance of the Crime and Disorder Reduction Partnership, the Police, local community groups and other relevant organisations, by December 2008 Objective: To improve community safety		£		TMBC Crime and Disorder Reduction Partnership, Police, Community Groups	LTP, UDP, CSSE
5.2.2 	In consultation with the Crime and Disorder Reduction Partnership, the Police, local community groups and other relevant organisations, develop and implement a prioritised programme of works designed to deter anti-social and criminal behaviour on the path network Objective: To improve community safety		£		TMBC Crime and Disorder Reduction Partnership, Police, Community Groups	LTP, UDP, CSSE
5.2.3 	Identify all locations on the network where paths cross roads and initiate a programme of Safety Audits Objective: To improve road safety		£		TMBC	LTP, CSSE

Table 5.2 To improve road and community safety














Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.2.4 	Produce an annual prioritised programme of signing and other improvements to road crossing points in response to Safety Audit findings Objective: To improve road safety		££		TMBC	LTP, UDP, CSSE
5.2.5 	Continue to work to identify suitable paths and trails for walking and cycling as part of the Safer Routes to School initiative (see 5.4.5) Objective: To improve road safety		£		TMBC	LTP, UDP, CSSE
5.2.6  	Continue to provide advice and information to assist in the production and development of School Travel Plans Objective: To improve road safety, to promote health		£		TMBC	LTP, UDP, CSSE, CSHP
5.2.7 	Continue to tackle irresponsible and illegal use of the network particularly by motorised vehicles Objective: To improve road and community safety		£		TMBC	LTP, UDP, CSSE

Table 5.2 To improve road and community safety
















Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.2.8  	Produce a set of Guidelines by June 2008 relating to requests for 'Alley-gating' that seek to reconcile community safety issues with the need to protect public rights of way and establish the criteria that will be used to assess requests on a consistent basis Objective: To improve community safety		£		TMBC	LTP, UDP, CSSE
5.2.9 	To continue to process requests for 'Alley-gating' in consultation with the Community Safety Unit Objective: To improve community safety		£	 -   	TMBC	LTP, UDP, CSSE
5.2.10 	To reduce conflict between different user groups on multi-user routes. Identify specific problem areas and develop a programme of improvements such as surfacing works. Identify ways to ensure better understanding between users, (see 5.5.10) Objective: To promote safety, comfort and convenience of users of the network; promote better understanding between users with differing needs		££	  	TMBC/LAF/ User Groups/ Land managers	LTP, CSSE, CYS(AA)

Table 5.3

Objective:

“To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population”

Purpose of the Objective

The purpose of the objective is to maximise the proportion of trips by ‘active’ modes, to enable people to choose to use sustainable transport modes, to promote health and improve the quality of life.

There are links to other Objectives, (see Tables 5.4 and 5.8 in particular).

The objective is to ensure the responsible use of resources, utilising sustainable and recyclable materials wherever possible in the maintenance of existing paths and the design of new routes.

The objective is to maximise the potential of the existing network of routes, including those not already on the Definitive Map, to be used by people wishing to travel by ‘active’ modes. We include here proposed actions in respect of the Discovering Lost Ways Project. This project arose from the CROW Act 2000, which set a deadline of 1 January 2026 after which it will not be possible to apply for footpaths and bridleways, or higher rights, to be included on the Definitive Map based on historical evidence. Natural England have now embarked on a national project to co-ordinate research into rights of way that currently exist but do not appear at present on the Definitive Map and to submit those with sufficient evidence to local highway authorities before the deadline. Each highway authority must then decide on the merits of each case and process any changes to the Definitive Map.

The objective is to encourage people to get to and from their point of access to the network by sustainable means of transport wherever possible.

What You Told Us

Summary of the Proposed Actions

We will:

- Review current practices with regard to the sustainable use of materials
- Link this information into the Transport asset Management Plan and make sure that relevant information is available for use by all partner organisations and developers to ensure that the sustainable use of materials is maximised
- Keep abreast of developments with the Discovering Lost Ways project and liaise with Natural England to facilitate the research phase and how best to take forward any proposed changes to the Definitive Map

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- Develop a methodology for processing and prioritising applications arising from the Discovering Lost Ways project and develop a rolling programme of orders, having particular regard to the timescales that are involved in determination of claims
- Encourage people to use sustainable forms of transport to access the network and to work with public transport operators and the PTE to ensure that there are suitable public transport services that connect to locations where there are promoted paths and guided walks
- Ensure that the maintenance, improvement or enhancement of the network does not have an adverse impact on biodiversity particularly where specially protected areas might be affected

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.3 below.







Table 5.3 To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.3.1 	Review current practice with regard to the use of materials in the maintenance, improvement and creation of paths; identify good practice in respect of the use of high quality, sympathetic and recyclable/ recycled materials and identify opportunities for greater use of such materials, all having regard to the context of the path, i.e. urban link, rural path, footpath, cycleway, bridleway etc. Objective: Minimise environmental damage		£		TMBC, User Groups, LAF, external organisations responsible for maintenance and creation of paths	LTP, UDP, CSAB, CYS(SC)
5.3.2 	Feed the results of the review at 5.3.1, into the emerging Transport Asset Management Plan in relation to the maintenance and improvement of existing paths and the creation of new paths. Ensure that the information is readily available to be used by all partner organisations and developers Objective: Minimise environmental damage		££		TMBC, User Groups, LAF, external organisations responsible for maintenance and creation of paths, developers	LTP, UDP, CSAB, CYS(SC), TAMP

Table 5.3 To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population







Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.3.3 	Continue to keep abreast of developments with the Discovering Lost Ways Project and liaison with Natural England as necessary to facilitate research phase Objective: Minimise environmental damage caused by transport, promote sustainable travel modes, improve quality of life and health of population		£		TMBC, Natural England	LTP, UDP, CSAB, CSHP, CYS(SC), CYS(H)
5.3.4 	Liaison with Natural England to agree best way of taking forward the route proposals identified by the Discovering Lost Ways Project Objective: Minimise environmental damage caused by transport, promote sustainable travel modes, improve quality of life and health of population		£		TMBC, Natural England, LAF, landowners, stakeholders	LTP, UDP, CSAB, CSHP, CYS(SC), CYS(H)

Table 5.3 To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population







Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.3.5 	<p>Develop a methodology for processing and prioritising claims arising from the Discovering Lost Ways Project that need to go through the formal Definitive Map modification process and develop a rolling programme of Orders for processing, looking particularly at timescales for determination</p> <p>Objective: Minimise environmental damage caused by transport, promote sustainable travel modes, improve quality of life and health of population</p>		££		TMBC	LTP, UDP, CSAB, CSHP, CYS(SC), CYS(H)
5.3.6 	<p>Encourage the use of sustainable forms of transport as a means for people to get to and from the network by ensuring that as far as possible suitable public transport links are available that connect with promoted paths and guided walks</p> <p>Objective: Minimise environmental damage caused by transport</p>		££		TMBC, LAF, Greater Manchester Passenger Transport Executive, Public Transport Operators	LTP, UDP, CSAB, CSHP, CYS(SC), CYS(H)

Table 5.3 To minimise environmental damage caused by transport, thereby improving the quality of life and health of the population




Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.3.7 	<p>Ensure that the maintenance, improvement and enhancement of the rights of way network is sympathetic to and not in conflict with the need to safeguard and improve habitats, particularly where areas that are afforded special protection, (e.g. SSSI), might be adversely affected</p> <p>Objective: Minimise environmental damage caused by transport</p>		£		TMBC/LAF/ User Groups	LTP, UDP, CSAB, CYS(RU), CYS(SC)

Table 5.4

Objective:

“To increase the proportion of trips by non-car modes”

Purpose of the Objective

Similar to the previous objective but the purpose here is to create new links, especially pedestrian and cycle routes, that do not currently exist and which would encourage greater use of ‘active’ modes of travel. The creation of links that, in particular, would connect residential areas to destinations such as public transport services, schools or local sports or community facilities and would help to replace short car journeys would be part of the objective. The emphasis here is on providing for trips other than for recreational purposes, (see Table 5.8).

The purpose is also to ensure that new development does not have an adverse impact on the rights of way network and that opportunities are sought, as part of new development, to provide additional paths, designed to an appropriate standard.

What You Told Us

Summary of the Proposed Actions

We will:

- Develop and publish a ‘Public Rights of Way Guide’ for developers
- Work closely with planning colleagues, developers and others as appropriate to ensure existing rights of way are protected and to look for opportunities to create new paths
- Continue to provide advice to developers, those people responsible for the preparation and implementation of Travel Plans in the workplace and others on the role of the network and the contribution it can make to meeting sustainable transport objectives
- Create new links that provide ‘missing links’ or otherwise enhance the network
- Create and/or promote links to encourage short car journeys to be undertaken on foot or by cycle instead.

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.4 below.

Table 5.4 To increase the proportion of trips by non-car modes










Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.4.1 	Develop a 'Public Rights of Way Guide for Developers' by December 2008 Objective: Protecting and improving the network		£		TMBC	LTP, UDP
5.4.2 	To work closely with planning officers, site developers and others at an early stage of planning development to advise on the impact of development proposals on the rights of way network, to protect existing rights of way and secure improvements or additions to the network wherever possible Objective: Protecting and improving the network, increasing the proportion of trips by non-car modes		£		TMBC	LTP, UDP
5.4.3 	To provide advice and information to developers, members of the public, those responsible for preparing Travel Plans and others on the role of the rights of way network in the successful preparation and implementation of School and Workplace Travel Plans and in personal travel planning Objective: Increasing the proportion of trips by non-car modes		£		TMBC	LTP, UDP

Table 5.4 To increase the proportion of trips by non-car modes




Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.4.4 	Having regard to the outcome of the assessment identified in Action 5.7.1 below, actively seek, including through the development control process, the creation of new routes that provide ‘missing links’ or otherwise enhance the network. (See also 5.8.11) Objective: To create new pedestrian, cycle and equestrian links to achieve a more connected network for all users; to increase the proportion of trips by non-car modes		££		TMBC/ Developers/ landowners/ LAF	LTP, UDP, CSHP, CYS(AA), CYS(H)

Table 5.4 To increase the proportion of trips by non-car modes




Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.4.5 	<p>Seek the creation and encourage the promotion of routes to public transport services; to schools and other community facilities; and that support the local economy and increase tourism – especially short links for pedestrians and cyclists that might encourage short trips to be carried out other than by car (see 5.2.5)</p> <p>Objective: To increase the proportion of trips by non-car modes; promote health and well-being; promote social inclusion</p>		££		TMBC/ Developers/ landowners/ User groups/ Schools/ Employers/ Operators of tourist attractions/ Greater Manchester Passenger Transport Executive	LTP, UDP, CSHP, CSSC, CYS(AA), CYS(H)

Table 5.5

Objective:

“To improve accessibility by ensuring the Rights of Way Network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice”

Purpose of the Objective

The purpose of the objective is to ensure that as far as possible the network is safely accessible by all those who use it or would like to use it. Good, safe access is essential to the future of the network. Making the network itself, and information about the network, accessible to as wide a range of people as possible will increase the number of people that are able and who want to use the network.

The objective is to make the network more accessible to all sections of the community. This includes those with mobility problems, such as families with small children in pushchairs or people in wheelchairs; blind or partially sighted people and people from all ethnic and cultural backgrounds. It means also providing a suitable standard of access to the network for all user groups, including horse riders, where they have a legitimate right of way. In addition to improvements to infrastructure on the network it also means working towards the provision of improved facilities at points of access to the network, such as the provision of dedicated parking spaces for the use of disabled people or parents with small children.

The actions are designed to improve accessibility for all users and potential users, to promote social inclusion and widen people’s choices and opportunities.

What You Told Us

Summary of the Proposed Actions

We will:

- Identify a network of routes that are suitable for use by people with mobility problems
- Prepare a programme of works to improve the network of routes accessible to those with mobility problems, including seeking opportunities to add to the network
- Continue to work to replace existing stiles with more accessible alternatives on routes that could otherwise be accessible to those with mobility problems
- Work with landowners to reduce the number of physical barriers on the network

Rights of Way Improvement Plan for Tameside

- Produce a leaflet for landowners setting out their statutory obligations
- Make information about the network available to all sectors of the community
- Examine the need and potential for improved provision of dedicated parking for people with mobility problems at locations that provide suitable access to the network
- Examine the need for improved provision of parking for horse boxes on or near to bridleways
- Promote better understanding between different user groups

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.5 below.

Table 5.5 To improve accessibility by ensuring the Rights of Way Network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.5.1 ♿	Identify a network of routes that are suitable for use by those with mobility problems Objective: Improve accessibility	♿	£	⌚	TMBC/ User Groups/LAF	LTP, CSSC, CYS(AA), UDP
5.5.2 ♿	Identify deficiencies in the network of routes that are suitable for use by those with mobility problems, including ‘missing links’, and prepare a programme of works for their improvement Objective: Improve accessibility	♿	£	⌚	TMBC	LTP, CSSC, CYS(AA), UDP
5.5.3 ♿	Continue to work to replace existing stiles and unsuitable barriers with more accessible alternatives, (e.g. having regard to BS5709:2001), on routes suitable for people with mobility problems Objective: Improve accessibility	♿	££	⌚-⌚⌚⌚⌚	TMBC	LTP, CSSC CYS(AA), UDP
5.5.4 ♿	Work to improve the network of routes that are suitable for use by those with mobility problems, including in partnership with local communities Objective: Improve accessibility	♿♿	££	⌚	TMBC/ Local communities	LTP, CSSC, CYS(AA), UDP

Table 5.5 To improve accessibility by ensuring the Rights of Way Network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice
















Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.5.5 	Work in partnership with landowners and managers to establish a 'least restrictive option' in order to reduce the number of physical barriers on the network Objective: Improve accessibility		£		TMBC/Land owners and managers	LTP, CSSC, CYS(AA), UDP
5.5.6 	Produce a leaflet for landowners and managers which sets out their statutory obligations by December 2008 (see 5.7.9) Objective: Improve accessibility		£		TMBC	LTP, CSSC, CYS(AA), UDP
5.5.7 	Make information about the rights of way network available to all sectors of the community in line with the Council's prevailing Equal Opportunities policies. Objective: Improve accessibility, social inclusion		£		TMBC	LTP, CSSC, CYS(AA), UDP
5.5.8 	Examine the need and potential for the improved provision of dedicated parking for people with mobility problems at locations that provide suitable access to the network Objective: Improve accessibility		££		TMBC/LAF/ User Groups	LTP, CSAB, CYS(AA), CYS(RU), UDP
5.5.9 	Examine the need for improved provision of parking for horse boxes on or near to bridleways Objective: Improve accessibility		££		TMBC/LAF/ User Groups	LTP, CSAB, CYS(AA), CYS(RU), UDP




Table 5.5 To improve accessibility by ensuring the Rights of Way Network meets the needs of all sections of the community and the rural economy, promotes social inclusion and widens choice						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.5.10 	Identify ways of ensuring better understanding between different user groups who may have to share routes. (See 5.2.10) Objective: To promote better understanding between users with differing needs		££		TMBC/LAF/ User Groups/ Land managers	LTP, CSSE, CYS(AA)

Table 5.6

Objective:

“To improve links with the rest of the Country”

Purpose of the Objective

The purpose of the objective is to ensure that the rights of way network supports and complements the national and regional trails, such as the National Cycle Network, the Pennine Bridleway and cross-boundary routes such as the Medlock Valley Way so that people have the opportunity to visit Tameside and residents have the opportunity to travel outside the borough by ‘active’ modes of transport. The aim is to ensure an adequate network of suitable links to these trails, where there is an identified need.

We include reference to Access Land in this table and in Table 5.8. Under the terms of CROW Act 2000 the public can now walk freely on mapped areas of mountain, moor, heath, down and registered land without the need to follow paths. These new rights, often referred to as the ‘right to roam’ became effective at the end of October 2005. There are areas of Access Land, some of it with restricted access, in the borough; areas to the east of the borough connect with the Pennine moorland above Mossley and therefore provide opportunities to travel beyond the borough into other areas of the country.

What You Told Us

Summary of the Proposed Actions

We will:

- Work to ensure that all Access Land is accessible by a public right of way and that Access Land is well signed
- Continue to develop the cycle route network and improve links to the National Cycle Network
- Examine the potential for and develop where possible new footpath links to, and circular footpaths connecting with, regional and national walking routes
- Improve bridleway links to the wider strategic network
- Examine the potential for circular bridleway links off the Pennine Bridleway

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.6 below.













Table 5.6 To improve links with the rest of the country						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.6.1 	Work with landowners to ensure that all Access Land is accessible by a public right of way by 2010/11 (see 5.8.6) Objective: To improve links to access land and thereby to adjoining local authority areas		£		TMBC/ Landowners and managers/ LAF	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)
5.6.2 	Continue to develop the cycle route network particularly with regard to completing 'missing links' and improving connections to the National Cycle Network Objective: To improve links to the rest of the country		£££		TMBC/ Landowners and managers	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)
5.6.3 	Examine potential for and develop where possible new footpath links to regional and national walking routes, including the Trans Pennine Trail, and local circular walks leading from these routes Objective: To improve links to the rest of the country		£££		TMBC/ Land owners and managers/ User Groups	LTP, CSAB, CSHP, UDP, CSLC, CYS(AA), CYS(H), CYS(LLH)
5.6.4 	Review the provision of bridleways and improve links to the wider strategic network Objective: To improve links to the rest of the country		£££		TMBC/ Landowners and managers	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)




Table 5.6 To improve links with the rest of the country						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.6.5 	Examine potential for and develop where possible a network of circular bridleway links off the Pennine Bridleway Objective: To improve links to the rest of the country		££		TMBC/ Landowners and managers/ User Groups	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)

Table 5.7

Objective:

“To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money”

Purpose of the Objective

The purpose of the objective is to ensure that investment in the maintenance and improvement of the network represents value for money and meets an identified need. The purpose is to prioritise expenditure in the network based on local needs and achieving maximum value to the community, consistent with one of the principle objectives of the draft Greater Manchester Maintenance Strategy¹⁸ and with the Transport Asset Management Plan process. The aim is to make the best use of existing infrastructure, ensuring that it is free of obstruction, well maintained and signed appropriately. The objective is also to ensure that resources are targeted effectively and efficiently such that the resulting benefits to users of the network are maximised. Making best use of the existing rights of way also implies that more people should be encouraged to use the network, requiring information systems to be up-to-date and readily accessible.

What You Told Us

Summary of the Proposed Actions

We will:

- Establish a mechanism linked to the Transport Asset Management Plan and based on network function and usage that can be used as a basis for making investment decisions
- Review, improve and formalise systems for prioritising complaints and developing maintenance programmes so that these offer value for money
- Resolve existing permanent obstructions of the path network and seek to remove temporary obstructions within agreed timeframes
- Review our current policy and working practices for enforcement
- Survey 25% of waymarks and fingerposts annually and replace where necessary
- Develop the Council’s computer-based graphical information system to provide more data in respect of the whole of the network and to continue to develop web-based interactive mapping accessible by the public

¹⁸ Greater Manchester Maintenance Strategy – LTP2 Technical Appendix 7: Greater Manchester authorities

Rights of Way Improvement Plan for Tameside

- Continue to provide prompt and reliable information to the public, developers and outside bodies
- Continue to work with landowners and managers to raise and maintain awareness of their responsibilities
- Continue to update the Definitive Map and Statement and continue to resolve anomalies in the Definitive Map
- Continue to improve the BVPI 178 pass rate and meet or exceed the target set for the end of the LTP2 period
- Assess the overall level of investment needed in the network to meet current and future needs and to seek increases in investment in the network through the LTP process and by pursuing potential sources of external funding
- Encourage users and volunteers to participate in identifying problems on the network, and explore with user groups how they might be able to get involved with network management
- Encourage organised litter removal by volunteers and user groups
- Develop a protocol of regular inspection of the network and use information to develop future maintenance programmes
- Carry out a Signing Review and identify a programme of improvements
- Maintain liaison with Sustrans with regard to monitoring and maintenance of the elements of the National Cycle Network in the borough
- Review procedures for dealing with applications for modifications to the rights of way network
- Keep abreast of new legislation affecting rights of way, assess the implications and review our policies and procedures as appropriate

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.7 below.

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money










Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.1 	Carry out an assessment of usage and function of the network of paths, including survey work as appropriate, that contributes to the development of the Transport Asset Management Plan and that can be used as a basis for making informed decisions about future investment in maintenance and improvements Objective: Make best use of network, Value for Money		££		TMBC	LTP, TAMP, CYS(QS)
5.7.2 	Review, improve and formalise the system of prioritising complaints and review the in-house annual maintenance programme by December 2008 to ensure that, with the exception of health and safety issues, problems are prioritised in accordance with the results of the assessment at 5.7.1. Objective: Make best use of network, Value for Money		£		TMBC	LTP, TAMP, CYS(QS)
5.7.3 	Develop a rolling programme of public path orders by December 2008 that seek to resolve existing permanent obstructions to the path network Objective: Make best use of network		£		TMBC	LTP

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.4 ●	In partnership with the Greater Manchester Pennine Fringe Local Access Forum to review our current policy and working practices for enforcement by March 2009 Objective: Make best use of network	●	£	⌚⌚	TMBC/ LAF	LTP CYS(QS)
5.7.5 ●	Survey 25% of waymarks and fingerposts annually and replace where necessary – aiming to survey the whole network over four years Objective: Maintain the existing network	●	£	⌚-⌚⌚⌚	TMBC	LTP BVPI CYS(QS)
5.7.6 ● ⓘ	Develop the Council's computer-based graphical information system to hold more data in respect of the network, in particular to create an inventory of all path furniture by 2010/11 Objective: Make best use of network	●	£	⌚⌚	TMBC	LTP CYS(QS)
5.7.7 ⓘ	Continue to develop the web-based interactive mapping facility to allow members of the public to access more detailed rights of way information on line by 2010/11. (See also 5.5.7) Objective: Make best use of network	●●●	££	⌚⌚	TMBC/ Software suppliers	LTP CYS(QS)

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.8 ①	Continue to provide prompt and reliable information to the public, developers and outside bodies in respect of the rights of way network Objective: Make best use of network, protecting existing rights of way	①	£	⌚-⌚⌚⌚⌚	TMBC	LTP CYS(QS)
5.7.9 ⊖ ①	Continue to liaise with landowners and land managers to raise and maintain awareness of responsibilities with respect to the rights of way network (see 5.5.6) Objective: Making best use of network, protecting and maintaining existing rights of way	①	£	⌚-⌚⌚⌚⌚	TMBC/LAF/ Landowners and managers	LTP CYS(QS)
5.7.10 ⊖ ①	Continue to update the Definitive Map and Statement to reflect changes to the network Objective: Make best use of network, protecting existing rights of way	①	£	⌚-⌚⌚⌚⌚	TMBC	LTP
5.7.11 ⊖	Through a targeted and prioritised programme of maintenance and enforcement to continue to improve the overall BVPI 178 pass rate and to meet or exceed the target set of 96.5% by the end of LTP2. Objective: Make best use of network	①	£££	⌚⌚	TMBC	LTP BVPI CYS(QS)

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.12 ①	Use the condition survey information and the Transport Asset Management Plan process to assess the overall level of investment required in the network to meet current and future needs. Objective: Make best use of network; maintain and improve the network; achieve Value for Money	👤👤	££	🕒🕒	TMBC	LTP TAMP
5.7.13 £	Seek additional funding through LTP2 to increase overall investment in the network. Objective: Make best use of network; maintain and improve the network; achieve Value for Money	👤	£££	🕒🕒	TMBC	LTP
5.7.14 £	Continue to identify and pursue potential sources of external funding to increase overall investment in the network. Objective: Make best use of network; maintain and improve the network; achieve Value for Money	👤	£££	🕒🕒🕒	TMBC/ Natural England, other funding bodies, Town Council	LTP

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money




















Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.15 	Continue to work with and provide up-to-date information to partner organisations to allow them to update their publications, websites etc, (e.g. CYCLEGM site), with relevant information about the network of paths in Tameside Objective: Make best use of network		£	 -   	TMBC/ External organisations	LTP, UDP
5.7.16 	Encourage users and volunteers to identify and report problems on the network and to explore with User Groups how they might be able to get involved with the management of the network. Ensure process of reporting problems is as easy and widely publicised as possible Objective: Make best use of network		£	 -   	TMBC/ User Groups/ Volunteers/ Public	LTP, UDP
5.7.17  	Encourage volunteers and user groups to participate in organised litter removal campaigns/projects and to report serious fly-tipping incidents to the Council for action Objective: Make best use of the network; make the network more attractive and therefore encourage greater use; to maintain the network		£	 -   	TMBC/ User Groups/ Volunteers/ Public	LTP, UDP, CSAB, CYS(RU)

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money







Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.18 	Develop a protocol of regular, periodic inspection of the network, (i.e. in addition to the BVPI condition survey regime), to ensure that these are correctly signed and maintained to an appropriate standard. Use information to develop future maintenance programmes in line with resources and priorities Objective: Maintain and make best use of the network		£		TMBC/ User Groups/ Volunteers	LTP, UDP, CSAB, CYS(QS)
5.7.19 	Having completed an inventory of signing on the network, (see 5.7.6), carry out a signing review to ensure that network signing is comprehensive and 'joined up', that the type of signing is appropriate to the location, and to identify where signing could be enhanced to meet user needs Objective: To develop a Signing Strategy for the network that makes best use of the network, offers value for money and supports the local economy		££		TMBC/LAF/ User Groups/ Operators of tourist attractions/ local businesses	LTP, UDP, CSAB, CYS(QS)

Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money























Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.20 	Continue to identify, record, prioritise and resolve anomalies in the Definitive Map, including those affecting cross-boundary routes Objective: Make best use of network, protecting existing rights of way, best value		£	 -   	TMBC/LAF/ Adjoining Highway Authorities	LTP
5.7.21  £	Maintain an on-going liaison with Sustrans, particularly with regard to the monitoring and maintenance of elements of the National Cycle Network in the borough and the provision, by them, of Wardens Objective: Make best use of the network; achieve Value for Money		£	 -   	TMBC/ Sustrans	LTP
5.7.22 	Seek removal of all reported obstructions to the network by serving notices and prosecuting repeat offenders. Target of 75% of temporary obstructions removed within 12 weeks Objective: Make best use of network		£	 -   	TMBC	LTP
5.7.23  	Review the procedure for recording and dealing with Definitive Map Modification Order applications by December 2008 Objective: Make best use of network		£		TMBC/LAF	LTP




Table 5.7 To maintain, improve and make best use of existing Rights of Way, and ensure all schemes offer long term value for money						
Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.7.24 	Keep abreast of and assess the implications of new legislation and review and amend as appropriate Council policies and procedures Objective: Make best use of network		£		TMBC/LAF	LTP, CYS(QS)

Table 5.8

Objective:

“To assist in improving health, the local economy and recreational opportunities”

Purpose of the Objective

The purpose of the objective is to promote the health and social benefits of using the rights of way network and to support health professionals in their health promotion activities in an appropriate way. The purpose also is to promote and enhance the opportunities for using the network for pleasure, leisure and recreational activities, to increase visitor numbers to local attractions and heritage sites and thereby help to support the local economy. By reaching out to demonstrate the value of the path network to the ethnic minority communities the purpose is also to promote social inclusion.

We have indicated our commitment to supporting the objectives of the Pennine Forest Business Action Plan in this section of our Action Plan. This is because the objectives of the Forest Partnership include the improvement of recreational opportunities in the Forest and support for the local economy but equally the Partnership aims to develop green commuting routes, which is supported by actions in other sections of this Plan.

What You Told Us

Summary of the Proposed Actions

We will:

- Continue to promote the health and social benefits of walking, cycling and horse riding
- Continue to promote the Countryside Health Walks
- Continue to promote the Blue Badge guided walks
- Continue to work with community groups to promote the value of the path network to ethnic minorities
- Continue to promote the network as a resource that can be used by health professionals
- Improve the information available about Access Land in the borough and work with landowners to ensure that all Access Land is well signed and accessible by a public right of way
- Review publicity material relating to the horse riding opportunities in the borough and the connections to the Pennine Bridleway
- Give priority to the improvement or creation of bridleways that contribute to a connected network and improve links to equestrian centres

Rights of Way Improvement Plan for Tameside

- Plan to continue to make use of disused rail lines and routes across Council-owned land for cyclists and horse riders
- Continue to support the aims and objectives of the Pennine Edge Forest Partnership in respect of improvements and enhancements to the path network

Detail of the Proposed Action Plan

The details of the proposed actions designed to achieve this objective are set out in Table 5.8 below.

Table 5.8 To assist in improving health, the local economy and recreational opportunities

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.8.1 ♥	To continue to promote the health and social benefits of walking, cycling and riding to the community via the council's website and by other means Objective: To promote health	👤	£	⌚-⌚⌚⌚	TMBC/Health Authority	LTP, UDP, CSHP, CYS(H)
5.8.2 ♥	To continue to promote the range of self-guided walks and other trails through the Council's web site and publications and to develop these where possible Objective: To promote health and recreational opportunities	👤	£	⌚-⌚⌚⌚	TMBC/Health Authority/ Oldham MBC	LTP, UDP, CSHP, CYS(H)
5.8.3 ♥🏭	To continue to promote the Blue Badge guided walks through the Council's web site Objective: To promote health, recreational opportunities and local heritage	👤	£	⌚-⌚⌚⌚	TMBC/ Guides	LTP, UDP, CSHP, CSLC, CYS(H), CYS(LLH)
5.8.4 ♥	To continue to work with community groups and others to promote the value of the path network to ethnic minorities (See also 5.5.7) Objective: To promote health and recreational opportunities	👤	£	⌚-⌚⌚⌚	TMBC	LTP, UDP, CSSC, CSHP, CSLC, CYS(H), CYS(LLH)

Table 5.8 To assist in improving health, the local economy and recreational opportunities

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.8.5 ♥	Continue to promote the network to health professionals as a resource that they can use in patient care and health promotion activities Objective: To promote health and recreational opportunities	👤	£	⌚-⌚⌚⌚	TMBC/Health Authority/ Primary Care Trusts	LTP, UDP, CSHP, CYS(H)
5.8.6 ♥🚶	Work with landowners to ensure that all Access Land is accessible by a public right of way by 2010/11 (see 5.6.1) Objective: To improve links from residential areas to the countryside, thereby promoting health and recreational activities	👤	£	⌚⌚	TMBC/ Landowners and managers/ LAF	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)
5.8.7 ♥🚶	Ensure that Access Land is well signed Objective: To improve links from residential areas to the countryside, thereby promoting health and recreational activities	👤	£	⌚⌚	TMBC/ Landowners and managers/ LAF/ Natural England	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)
5.8.8 ♥🚶📍	Improved provision of information to the public about Access Land in the borough Objective: To encourage recreational activities, promote health	👤	£	⌚⌚	TMBC/ LAF/ Natural England	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)

Table 5.8 To assist in improving health, the local economy and recreational opportunities

























Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.8.9  	Develop and publicise by December 2008 Council Policy with regard to the future development of the network for motor vehicle users Objective: To assist in improving recreational opportunities		£		TMBC/ LAF/ User Groups	LTP, CSAB, UDP, CYS(AA)
5.8.10   	Give priority amongst bridleway claims, (upgrades or new routes), or creations and dedications to those that would contribute to or connect up with existing bridleways or that improve dedicated links to existing or proposed (committed) equestrian centres (See 5.6.5) Objective: To encourage recreational activities, promote health; to support the local economy and tourism		£	 -   	TMBC/ LAF/ User Groups	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)
5.8.11    	Plan to continue to make use of existing disused rail lines and routes across Council-owned land for pedestrian, cycle and equestrian use. (See 5.4.2, 5.4.4) Objective: To encourage recreational activities, promote health		££	 -   	TMBC	LTP, CSAB, CSHP, UDP, CYS(AA), CYS(H)

Table 5.8 To assist in improving health, the local economy and recreational opportunities

Ref. No.	Proposed Actions	Staff Resources	Estimated Cost	Timescale	Key Partners	Links to Policies
5.8.12 	<p>Continue to support the attainment of the aims and objectives of the Pennine Edge Forest Partnership in respect of improvements and enhancements to the path network and help to achieve the relevant targets set for 2013</p> <p>Objective: To encourage recreational activity; to support the local economy and tourism; to promote health</p>		££		TMBC	LTP, CSAB, CSHP, CSLP, CSPS, UDP, CYS(AA), CYS(H), CYS(LLH), CYS(SC), PEFBP

6

Putting the Plan into Action

Implementation

The Statement of Action presented in Section 5 of this Plan sets out the measures that we would like to take to maintain, make best use of, improve and enhance the network of rights of way and other paths in the borough. It includes tasks that we must perform in order to fulfil our legal responsibilities; actions that we currently take and wish to continue in the future; and measures that are aspirational that we would like to implement if adequate staff and financial resources could be made available.

We have given a broad indication of the staff time and financial resources that we think would be necessary to fulfil each action. We will not be able to do all of them within existing staffing levels and budgets and certainly not on our own. We have therefore included actions that seek to increase the level of investment in the network, partly through working in partnership with other funding bodies and organisations and we have identified areas where volunteers may be able to help us. As we implement the Plan we will need to decide, with our partners, which of the actions are most important and which can be funded and set our priorities accordingly.

This draft Plan will be subject to a formal consultation exercise that will last for a period of twelve weeks, ending on 18th January 2008. We hope that the consultation exercise will provide us with valuable feedback that will help us to identify and set the priorities within the Statement of Action. Clearly, the priorities that we set will affect the implementation of the Plan.

The Statement of Action will be supported by annual work programmes that will set out more detailed plans with more accurate indications of cost and timescale. Relating these work programmes to the action points in the Statement of Action will ensure that Local Transport Plan objectives are met.

Monitoring

We will produce annual reports to demonstrate the progress made against the Statement of Action.

These reports will be presented to the Local Access Forum and will contribute to the reporting process required as part of the monitoring of the Local Transport Plan.

Each year, in partnership with the Local Access Forum, we will review our priorities for implementing the Action Plan, in the light of on-going staffing levels and funding availability, to ensure that the RoWIP remains a living Plan that adapts to changing circumstances. The Local Access Forum will thus have an important role to play in the implementation and monitoring of the Plan.

We will continue to keep abreast of new legislation and assess the implications for the management of the rights of way network. As appropriate, we will review and amend our policies and procedures to take account of such legislation.

We will continue to measure our progress through the Best Value Performance Indicator BVPI 178 and publicise our results.

It is intended to undertake a more significant review of the RoWIP during the period leading up to the preparation and publication of the third phase of Local Transport Plans in 2011/12.

7

Consultation

We want your views

It is important to us to know what you think about this draft Rights of Way Improvement Plan. You don't have to be a member of a recognised user group to make a comment. You don't even have to be a regular user of the network. If you don't use the network now, we would like to know why? If you think you might like to take advantage of the path network but something is stopping you, we'd like to know what things might encourage you to start? Are you a landowner or manager affected by the proposals set out in this Plan or are you a developer who is concerned about the implications of the Plan for site development and design? Are you a resident worried about crime and anti-social behaviour on the path network? **We want to hear from you.**

How do I make my views known?

You can comment on this draft Plan by writing to:

The Rights of Way Officer,
Tameside Metropolitan Borough Council,
Council Offices,
Wellington Road,
Ashton-under-Lyne,
OL6 6DL.

Alternatively, you can visit our website, www.tameside.gov.uk where by clicking on Rights of Way under the A-Z of Services and going to the Contacting Us section you can send us an e-mail by using the 'Send us a Message' link.

The consultation period will end on **Friday, 18th January 2008.**

8

Acknowledgements

We gratefully acknowledge the help of all those people who have contributed to the production of this draft Rights of Way Improvement Plan.

Our thanks go to all those who took the time and trouble to complete and return the questionnaires that were available at the Council Offices, Countryside Centres, at libraries and on the internet and which were sent to the following local stakeholder groups:

- Peak and Northern Footpath Society
- Ramblers Association
- Greater Manchester Pedestrians Association/Towpath Action Group
- Longdendale and Glossopdale Footpaths Preservation Society
- Open Spaces Society
- Happy Ramblers (Glossop)
- Ashton-under-Lyne and District Walking Club
- West Pennine Bridleway Association
- Stockport East Area Bridleway Association
- Glossop Pony Club
- Green Lane Association
- Trail Riders Fellowship
- Glossop 4x4 Club
- Members of the Tameside Cycling Forum
- Tameside Third Sector Coalition

We would like to thank all those who have attended and participated in meetings of the Tameside Rights of Way Forum and the Greater Manchester Pennine Fringe Local Access Forum.

In preparing this draft Plan we have made reference to the draft or completed RoWIPs of other adjoining and nearby local authorities and we gratefully acknowledge the work undertaken in preparing those documents that have proved to be a valuable source of inspiration and confidence that we were heading in the right direction. In particular, we looked at the RoWIPs of Oldham MBC, Cheshire County Council, Derbyshire County Council, Derby City Council and Staffordshire County Council.

9

Glossary of Terms Used

The following is a list of the terms and abbreviations used in this Plan and their meaning.

Access Land	A specific area of land, designated under the Countryside and Rights of Way Act 2000, where a new right of access on foot applies, (often called a right to roam).
Biodiversity	The variety of life in an area in all its forms, including species and habitats and the relationship between them.
BOAT	Byway Open to All Traffic – a specific class of public right of way
Bridleway	A specific class of public right of way with access for pedestrians, horse riders and cyclists. Cyclists must give way to other users.
BVPI178	Best Value Performance Indicator number 178: a national indicator used to monitor the ‘ease of use’ of public rights of way.
Carriage-driving	A leisure activity involving the use of various kinds of horse-drawn carriage.
Community Strategy	A document offering a long-term blueprint for Tameside and its

	people produced by the Tameside Strategic Partnership.
CROW	The Countryside and Rights of Way Act 2000. Established the requirement to prepare Rights of Way Improvement Plans and introduced various powers and duties relating to access to the countryside.
Cycle track	A route available to the public on pedal cycles with or without a right of way on foot. A cycle track may be alongside a carriageway or off-road.
Definitive Map and Statement	The legal record of public rights of way held by each highway authority for its area showing their location and status.
DEFRA	The Department for the Environment, Food and Rural Affairs.
DfT	The Department for Transport
Discovering Lost Ways	A project funded by Natural England to research rights of way not currently shown on the Definitive Map with a view to these being re-established for public use.
Environmental Stewardship	A government programme of financial incentives to farmers and land managers to manage their land in an environmentally sustainable way.
GIS	Geographical Information System – a computer based mapping system used by the Council to store and manipulate data.
Highways Act	The Highways Act 1980 is the main piece of legislation relating to various aspects of the

	management of rights of way.
Highway Authority	The local authority responsible for maintaining the network of public roads and paths. In Tameside the Metropolitan Borough Council is the Highway Authority.
Local Access Forum	An independent statutory body, established under the CROW Act to advise the local highway authority and other bodies involved with access to the countryside.
Local Development Framework	The various documents that together provide the framework for delivering the spatial planning strategy for a local authority area, including, amongst other things, the development plan and supplementary planning guidance documents.
LTP	Local Transport Plan. A 5-year strategy and programme for managing and improving the transport network. The second round of LTPs, (LTP2), covers the period from 2006 to 2011. Tameside Borough Council collaborates with the other nine highway authorities in Greater Manchester and the Passenger Transport Executive to produce the Greater Manchester Local Transport Plan.
Permissive Path	Ways that the public may use with the permission of the landowner rather than as of right.
Public Path	A term that refers to both public footpaths and public bridleways.
Public Footpath	A specific class of public right of way, for use by pedestrians only, with a 'usual accompaniment' such as a pushchair or dog and

Recreational Motor Vehicles	can be legally used by those in a wheelchair. Refers to any motor vehicle including 4x4's, motorcycles, scramble bikes etc, when driven or ridden legally on the public highway network for leisure purposes.
Registered Common Land	Land recorded under the Commons Registration Act 1965 and open for public access on foot through provisions of the CROW Act 2000.
Restricted Byway	A new type of public right of way, replacing RUPP's, that can be used by pedestrians, cyclists, horse riders and drivers of horse-drawn carriages but not by drivers of motor vehicles.
RUPP	Road Used as Public Path. A route generally used in the same way as a footpath or bridleway with additional vehicular rights in some cases. All remaining RUPP's have now been re-designated as Restricted Byways.
Safer Routes to School	A national initiative to encourage alternatives to the use of the car for the school run.
Social Inclusion	The process of trying to ensure that everyone can achieve their full potential in life.
SEA	Strategic Environmental Assessment – a report that identifies the environmental effects of proposals in the LTP2 process.
Sustrans	A charity that works on practical projects to promote sustainable travel and help reduce motor traffic, including provision of the

Travel Plan

National Cycle Network and Safe Routes to Schools.

A way by which an organisation, (e.g. a company or school), manages its own transport needs so as to reduce the impact of travel and transport on the environment. Typically, it is a package of measures and initiatives that are designed to encourage people to choose to use more sustainable forms of transport than the private car.

User Groups

National and local groups representing the differing groups of people that use the public rights of way network, including the Ramblers Association, Peak and Northern Footpaths Society, British Horse Society, Cycle Touring Club and Sustrans.

10

List of Documents Referred To

The main documents referred to in this RoWIP are referenced in the footnotes at the bottom of the relevant pages. The following is a list of documents referred to in the preparation of this Plan.

A Countryside Strategy for Tameside 2002-7	Tameside MBC
Are we on the right track? Draft Rights of Way Improvement Plan for Derbyshire 2006-11	Derbyshire County Council
British Standard 5709:2001 Gaps, Gates and Stiles - Specification	British Standards
Cheshire's Rights of Way Improvement Plan 2006-11:	Cheshire County Council
Clean Neighbourhoods and Environment Act 2005	HMSO
Countryside and Rights of Way Act 2000	HMSO
Cycling Policy (Tameside)	www.tameside.gov.uk
Disability Discrimination Act 1995	HMSO
Draft Rights of Way Improvement Plan for Staffordshire	Staffordshire County Council
Get Cycling/North of England/Greater Manchester	www.sustrans.org.uk
(Draft) Greater Manchester Maintenance Strategy – LTP2 Technical Appendix 7	Greater Manchester authorities/PTA
Greater Manchester Local Transport Plan 2: 2006/7-2010/11	Greater Manchester authorities/PTA
Is this the right Way? Draft Rights of Way Improvement Plan for Oldham 2007-17	Oldham MBC
Natural England – Discovering Lost Ways Project	www.countryside.gov.uk

Rights of Way Improvement Plan for Tameside

Pennine Edge Forest Business Action Plan 2004-13 Executive Summary	Rochdale MBC
Quality of Life in Tameside – Monitoring the Community Strategy 2006/7: Part 1 Introduction and Reference	Tameside Strategic Partnership
Quality of Life in Tameside – Monitoring the Community Strategy 2006/7: Part 2 Tameside Borough	Tameside Strategic Partnership
Quality of Life in Tameside – Monitoring the Community Strategy 2006/7: Part 8 An Attractive Borough	Tameside Strategic Partnership
Rights of Way Improvement Plans – Statutory Guidance to Local Highway Authorities in England	DEFRA
Rights of Way (Tameside)	www.tameside.gov.uk
Tameside Community Strategy 2003-6	Tameside Strategic Partnership
Tameside Unitary Development Plan	Tameside MBC
Tameside Corporate Plan – Part 2 2006-9 Efficiency Statement and PI Data Tables	Tameside MBC
Tameside’s Quality of Life Strategy – The Local Agenda 21 (LA21) Action Plan	Tameside MBC
The North West Plan: Submitted Draft Regional Spatial Strategy for the North West of England	North West Regional Assembly
The Greater Manchester Cycling Strategy	Greater Manchester highway authorities Greater Manchester highway authorities
The Greater Manchester Walking Strategy	Derby City Council
The Right Way? Draft Rights of Way Improvement Plan for the City of Derby 2007-12	
Walking the Way to Health Initiative	www.whi.org.uk
Walks (Tameside)	www.tameside.gov.uk
Welcome to Tameside’s Countryside	www.tameside.gov.uk

