




Wakefield District Rights of Way Improvement Plan





If you would like us to send you a copy of the Rights of Way Improvement Plan in another language, large print, in Braille or on tape, please contact:

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foreword

The Wakefield District Rights of Way Improvement Plan sets out the measures that the Council and its partners intend to take to manage the path network in the future.

We will consider the needs of all, including those who are visually impaired, others with mobility problems and the excluded groups in our communities who appear not to use the paths at present.

A hundred years ago, many of the paths would have been used to walk from home to work, typically the local collieries.

Nowadays, the paths are used to access the countryside for exercise, recreation and general enjoyment of the areas they go through.

Many of the paths pass by or close to our parks, open spaces and places of interest. The development and promotion of paths in our district, particularly the regional and national trails such as the Trans Pennine Trail, has the potential to provide financial benefits to the local economy in a sustainable manner.

Paths in urban areas can provide a viable alternative to the car for short trips to community facilities such as railway stations, schools and community centres. Such use of the paths can help to reduce the impact of congestion and air pollution in our communities and help to keep us fit and healthy.

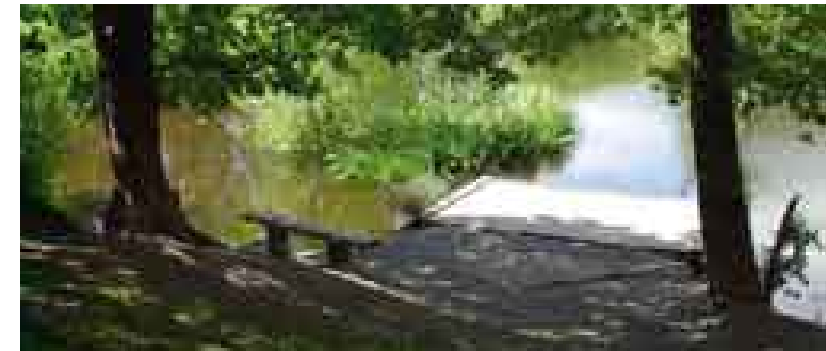
Councillor Peter Box

Leader, Wakefield Metropolitan District Council

I look forward to Wakefield Council delivering a well connected, well maintained and attractive path network, which people are encouraged to use.

Jim Buckley

Chairman, Wakefield District Local Access Forum



executive summary

The Wakefield District Rights of Way Improvement Plan (ROWIP) has been produced to meet the requirements of the Countryside and Rights of Way Act 2000. The ROWIP contains an assessment of the extent to which local rights of way meet the present and likely future needs of the public; the opportunities provided by local rights of way for exercise and outdoor recreation and the enjoyment of the district; the accessibility for blind and partially sighted people and others with mobility problems.

The link between the ROWIP and other strategies and plans is considered, especially between the Community Strategy and the Local Transport Plan. Developing opportunities to walk, cycle and ride supports the wider delivery of the key challenges, particularly to improve health and the environment, increase accessibility and reduce congestion.

In addition to rights of way, the ROWIP considers the present opportunities for access provided by permissive paths, disused railways lines, canal towpaths, cycle tracks and access to the many areas of greenspace and parks in the district. It also recognises that people use paths for a variety of reasons including leisure, exercise, and utility for journeys to local facilities, work and school.

The current maintenance of the rights of way network, the promotion of routes and publicised walks, together with other

activities to encourage walking, cycling and riding such as guided walks, form the backdrop for our assessment. The ROWIP evaluates how walkers, horse riders, cyclists, people with mobility problems, blind and partially sighted people, and lawful vehicle users currently use the network. The needs of landowners, visitors to the district and those who do not currently use paths are also considered. The assessment briefly analyses the adequacy of the path network, identifying the existing gaps, possible links and future opportunities.

The evaluation of current access provision, its use, the expectations and desires of path users, together with the role of farmers and landowners who manage paths and access to land, has resulted in 13 key conclusions:

1. Information – Improved information in a variety of formats can increase use of the path network.
2. Information on wider access to greenspaces and on other access routes needs to be collated and made more widely available.
3. Recording of routes – The record of public rights of way and other access routes needs to be brought up to date.
4. Missing links – There is a need for additional off-road routes to address the needs of specific users.
5. Access for all – Blind or partially sighted people and others with mobility problems have limited access to the path network both physically and in terms of information.





6. There is variation in the accessibility to the network for some communities – this needs to be addressed so that opportunities to use paths are available to all members of our community.
7. Network maintenance – Insufficient maintenance of paths discourages use and is a concern to all path users.
8. Improvement to signage can encourage wider use of the network, especially for visitors.
9. Anti-social behaviour – Problems of anti-social behaviour need to be addressed as this deters people from using paths and impacts on their enjoyment .
10. Updating the network – There is a need to update the network to reflect current needs and use.
11. Enhancing the network – Path enhancements can increase use and add to people's enjoyment.
12. Partnership working – The rights of way network should not be considered in isolation. Use of, management of and improvements to rights of way are interlinked with many other existing and proposed plans and strategies.

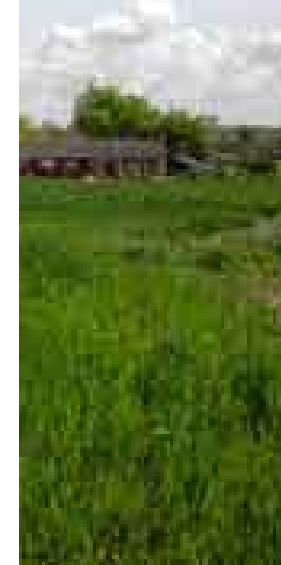
13. Enhancing economic opportunities - There is untapped potential for long distance routes in the district that could link to regional and national trails and routes, such as the Trans Pennine Trail and the National Cycle Network.

These could attract district wide economic opportunities through sustainable tourism, particularly if integrated with local circular link routes and key sites.

The action plan identifies how the Council will address the twelve conclusions, over the next ten years. In all, 51 proposals are outlined in the action plan, together with the key partners, additional funding, timescales and proposed monitoring. The aim of consulting on the draft plan is to establish whether or not we have reached the right conclusions and to help establish the priorities from the action plan. Throughout the delivery of the ROWIP we are committed to working with communities and other partners to enable the rights of way network across the district to serve the needs of citizens and its visitors and contribute to wider health and social inclusion objectives. Using the action plan proposals, accessibility to the rights of way and path network can be developed as a valuable asset to the district, enabling people to move with ease in their local area and enjoy the countryside. This will result in a network that is regarded as both a functional and leisure opportunity that is attractive, well managed and widely used.

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1. introduction

1.1 Background

The Countryside and Rights of Way Act 2000 placed a statutory duty on all highway authorities to prepare, consult upon and subsequently publish a Rights of Way Improvement Plan (ROWIP). The ROWIP serves as a strategy and an action plan, and identifies the resources required to improve the rights of way network.

It is designed to consider:

- the extent to which local rights of way meet the present and likely future needs of the public to provide access for all.
- the opportunities provided by local rights of way for exercise and other forms of open-air recreation and enjoyment of the area.
- the accessibility of local rights of way to blind or partially sighted people and others with mobility problems.
- other matters relevant to local rights of way, as directed by the Secretary of State.

Local rights of way are defined in the Countryside and Rights of Way Act 2000 as footpaths, bridleways and byways open to all traffic, that are shown on the definitive map and cycle tracks. The ROWIP also makes an assessment of the wider path network, permissive routes, access land, parks and greenspaces and their use by walkers, equestrians, cyclists, lawful vehicle users and people with mobility problems.



In developing this Improvement Plan we have followed the statutory guidance. The ROWIP includes a statement of action which covers the management of rights of way and describes measures to secure an improved network. The action plan details our proposals for the next ten years, after which time the Improvement Plan will be fully reviewed, in line with the legislation.

1.2 Context and scope of plan

The development of the ROWIP has been guided by an Officer Working Group, Project Steering Group and the Local Access Forum. Members confirmed the outline plan for the ROWIP in July 2005. The ROWIP sets out:

- the links to Fast Forward, the Wakefield District Community Strategy, the second West Yorkshire Local Transport Plan (LTP) and other strategic documents and plans, and how it integrates into these plans;
- an assessment of the network and the value of the network for health, transport, recreation and utility as well as opportunities to extend the network;
- our support for wider diversity of access to the path network;
- our action plan, with an indication of the resources and timescale required;
- to identify and encourage the partnerships needed in the development and delivery of the action plan, and
- how we will monitor implementation of the plan.





1.3 Setting the scene – area profile

The ROWIP covers the whole of the Wakefield district, an area of 336 sq km. It is an attractive landscape of farmland with large areas of recreational land – parks, greenspaces and woodlands; a landscape where water bodies are important – the Calder Valley running west-east in the north and the Calder and Hebble Canal and Aire and Calder Navigation; with lakes such as at Pugneys Country Park and the Heronry area surrounding Anglers Country Park. In all about two thirds of the district is green belt. These rural areas surround Wakefield city, the five towns of Pontefract, Castleford, Knottingley, Normanton and Featherstone, together with the communities to the southeast, Hemsworth, South Kirkby and South Elmsall. These areas are all part of major regeneration schemes aimed at improving employment opportunities and the local environment.

The district has a population of 320,600 people. Compared to other Metropolitan areas the proportion of the population from ethnic minorities is low at 2.3%. The district's traditional mining and manufacturing industries have resulted in a legacy of poor health, with 22.4% of people having a limiting long-term illness, compared to a national rate of 17.9% (2001 census).

The M1, M62 and A1, whilst providing good transport links for motor vehicles, have impacted on the path network and vulnerable road users – walkers, cyclists and horse riders. The success of the regeneration of the district, following the decline of traditional industries, has not only changed the landscape through new developments, but altered the patterns of travel across the district. Where paths were once frequently used locally to get to work, now people need to travel longer distances for employment.

The district has 740 public rights of way recorded, which cover a total distance of 472km. However, there are many other routes, both formal and informal. Although the rural rights of way network is often used for leisure, in recent years it has become important for exercise and health. With increasing reliance on private motor vehicles, and the need to address the associated congestion, paths in urban areas are now becoming more important as people are encouraged to make short journeys on foot or bicycle. There are many highly attractive routes that give people access to the wider countryside, local facilities and tourist destinations. However, rights of way are sometimes affected by environmental problems – litter, motorcycle misuse and vandalism, more usually associated with urban areas. The Improvement Plan is about improving access to the network and identifying our priorities, so that we can provide a path network that meets the needs of citizens.

2. consultation and community involvement

As part of the development of the ROWIP, we researched user needs and worked with local people and stakeholders to develop our proposals. Throughout the process, the Local Access Forum, a statutory advisor to the Council on strategic access and outdoor recreation has played a key guiding role.

2.1 What have we done so far?

In May 2005 we carried out a use and demand study using focus groups, one-to-one interviews and a website questionnaire to survey public expectations.

In May 2006 a stakeholder seminar took place to review the findings of our assessment and conclusions.

The draft ROWIP has been approved by:

- the Local Access Forum.
- the ROWIP Steering Group.
- the Council's Cabinet.

The draft ROWIP was subject to a three month statutory public consultation period, which ran from March – May 2007. Comments were invited from citizens, our partners, user groups and other interested agencies. All comments have been considered and appropriate amendments have been included in the final ROWIP.

2.2 What will we do in the future?

In line with the Council's core values, we are committed to community engagement in the delivery and improvement of the rights of way service. We will work with communities to tap into their local knowledge, seek consensus and identify local priorities. Over the 10 years of the Improvement Plan local communities will have an important role to play by contributing towards setting our priorities, and delivery and monitoring of the Action Plan proposals.

The Council will produce an Annual ROWIP Progress Report to monitor delivery of action plan proposals. The ROWIP will be monitored and reviewed in line with the LTP.



3. our vision

Our vision is to realise the opportunities to enjoy the countryside and maximise access across the district's towns and greenspaces by providing a network of well connected traffic-free routes that are safe, attractive and well used by all members of the community and our visitors.

Our vision looks beyond the lifetime of this ten-year plan. Our objectives during the next ten years are to work with our partners and local people to:

- protect, improve and extend the rights of way networks as an important means of access to the countryside for recreation and for health;
- enhance opportunities for safe and sustainable travel, both for recreation and for access to work, school and services;
- improve accessibility of rights of way for all members of our communities and provide appropriate publicity;

- ensure that the condition of the rights of way network enhances the appearance and amenity of the natural and built environment and our local heritage; and
- ensure that the rights of way network contributes to the enhancement of economic opportunities.

These objectives are common to the five West Yorkshire Authorities (Bradford, Calderdale, Kirklees, Leeds and Wakefield) and were agreed as part of the development of the second LTP.



4. what have we done and what have we found?

4.1 Links to other plans, policies and strategies

The ROWIP links to other plans, policies and strategies. By supporting and co-ordinating with other strategies and their action plans we will achieve partnership working, pool resources and deliver wider community benefits than just rights of way improvements alone. The relevance of linked strategies and plans to the ROWIP are outlined below.

Rural White Paper and the Countryside and Rights of Way Act 2000

The Rural White Paper 'Our Countryside: The Future – A Fair Deal for rural England' sets out the Government's framework for building prosperous, sustainable and inclusive rural communities. Measures include initiatives to protect local services and rural businesses, recognising the need to develop links between town and country, including actions to increase enjoyment of the countryside. Policies within the Rural White Paper commit the Government to increasing access to the countryside by giving people wider access rights for recreation to mountain, moorland, heath, down and common land. The implementation of new rights of way legislation included in the Countryside and Rights of Way Act 2000 (CROW 2000), which was lobbied for, particularly by the Ramblers' Association prescribed the need for the ROWIP itself. In this way the Wakefield District ROWIP sets out the local action plan to ultimately deliver the Government's objectives for rural communities by improving the rights of way network and access to the countryside.

Disability Discrimination Act 1995

Service providers must not discriminate against disabled people by :

- refusing to provide a service that is otherwise provided for the public
- providing a service of lesser standard than that offered to the public
- refusing access to any place to which the public are permitted to enter
- denying access to, and use of, information services.

Since October 2004 organisations have been required to take reasonable steps to tackle physical features that act as a barrier to disabled people who want to access their services, e.g. ramps to replace steps and the provision of larger and well-defined signs for people with a visual impairment.

Wakefield District Community Strategy and the Developing Knowledge Communities Review

Developing Knowledge Communities was published in March 2007 as the results of a review, conducted in 2006, of the district's first Community Strategy, Fast Forward. Published in 2003, Fast Forward formed our first, single, over-arching, strategy, providing a common vision of what kind of place the district will be in 25 years time.

The Community Strategy establishes the priorities for the Wakefield District Partnership (WDP), the key partnership of organisations delivering services and activities that affect quality of life and the well being of local people.

The Developing Knowledge Communities review recognises the important role of knowledge, in all its forms, in stimulating sustainable improvements in people's well being district-wide. Consultations during the review had demonstrated scope to raise people's aspirations and self-confidence, which in turn will help address the skills, health and wider neighbourhood issues identified in the Community Strategy. Building pride and empowering local people figures prominently in the review.

The Developing Knowledge Communities Review identifies three challenges: safer and stronger communities; healthier communities and skills and enterprise. Three cross-cutting challenges are introduced: developing and drawing upon the strength of the voluntary and community sector; promoting the well being of children and young people and placing culture at the heart of the districts future. Finally, the reviewed Community Strategy is underpinned by three principles: engagement, cohesion and sustainability.

By focusing on the needs of citizens, the ROWIP contributes to the delivery of the Fast Forward challenges and respects the principles of the Community Strategy. The table overleaf indicates the relevant linkages.



	How rights of way and access interlink with the community strategy:
<p>Knowledge Communities principles:</p> <ul style="list-style-type: none"> ● Engagement ● Cohesion ● Sustainability 	<ul style="list-style-type: none"> ● the path network gives everyone the opportunity to get involved. ● a good path network can provide accessibility to work, services and schools and help the local economy by encouraging visitors to the district. ● by delivering a better local environment through good maintenance and improvement to the condition of the paths, especially in the most disadvantaged neighbourhoods. ● environmental benefits by reducing travel by car through providing opportunities for sustainable travel, enabling people to walk and cycle for local journeys and recreation.
<p>Knowledge Communities challenges:</p> <ul style="list-style-type: none"> ● Safer and stronger communities ● Healthier communities ● Skills and enterprise 	<ul style="list-style-type: none"> ● use of the local path network ensures familiarity of the 'home territory' and the feeling of safety. ● increased path use reduces the opportunity for anti-social behaviour. ● improved management and design of the path network makes communities feel safer and good design can reduce the opportunities for crime and anti-social behaviour. ● a knowledge of one's immediate neighbourhood, that can be mastered and explored, gives a sense of well being, belonging and place. ● enabling and encouraging people to walk and ride can deliver health benefits (such as lowering the premature mortality rates for circulatory diseases, reducing obesity, improving mental health and well being) through increased physical activity and by giving access to the natural environment. ● rights of way are a valuable resource, allowing people to take part in recreational activities. ● paths can be used as an educational resource by allowing access to the local environment and to the wider countryside.
<p>Knowledge Communities cross-cutting challenges:</p> <ul style="list-style-type: none"> ● Voluntary and community sector ● Children and young people ● Culture 	<ul style="list-style-type: none"> ● the path network gives everyone the opportunity to get involved. ● a growing voluntary and community sector can help us to prioritise and achieve path improvements. ● enabling children, young people and parents to enjoy improved health and well being. ● walking, cycling and horse riding are widely enjoyed cultural activities and can contribute to the visitor economy. ● the path network is part of our heritage and allows access to the countryside and places of local interest.



Corporate Improvement Plan and Local Area Agreement

The Corporate Improvement Plan sets out the Council's strategic priorities for delivering the Community Strategy. The actions within the ROWIP contribute to the delivery of accessibility to key services and encourage communities to adopt sustainable transport options.

The Liveability Review recommendations adopted by the Wakefield District Partnership aim to narrow the gap between the most deprived neighbourhoods, in terms of liveability, to that experienced by the rest of the district; enable people to influence decisions; and improve the quality of the built environment through better design. The ROWIP supports these principles.

The Local Area Agreement, under the umbrella of the Wakefield District Partnership, is based on a contract between the Government and local organisations with the aim of delivering better services. This will be done by delivering services more closely to how people live their lives by dealing with the particular needs of individuals, looking at how they relate to the family they are part of and also the neighbourhoods where they live.

The Agreement includes 21 key improvements with targets to be achieved over the next 3 years. Outcomes relevant to the ROWIP include cleaner, greener and safer public places; improving safety, health and well being for children, young people and parents; and growing voluntary and community sector participation.



Unitary Development Plan

The current Unitary Development Plan (UDP) was adopted by the Council in January 2003 to guide and control development and protection of the environment. It includes a number of policies applied when assessing development proposals. The references which are relevant to the ROWIP are:

Policy Planning Guidance (PPG) 17 (paragraph 32) Recreational Rights of Way

'Rights of way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse riders, for example by adding links to the existing rights of way networks.'

PPG13 Transport

Local authorities are required to seek to reduce car dependence by facilitating more walking and cycling.

UDP Policies

T16 Developers will be expected to incorporate appropriate facilities for cyclists, pedestrians and people with special needs in development proposals, including the provision of links in and to the identified network of routes.

T20 Provision for pedestrians, cyclists and people with special needs will be integrated into traffic management and highway improvement schemes, in town centres, residential areas and other appropriate locations. Schemes to provide new sections of cycle tracks/lanes to implement and extend the network will be promoted.

L7 The network of public footpaths, cycle ways and bridleways will be protected and improved as opportunities arise, particularly through the reclamation of disused railway lines or derelict land.

Local Development Framework

The Local Development Framework (LDF) replaces the Unitary Development Plan. The UDP will remain in use until the new LDF is introduced in 2007. The LDF will be made up of a number of separate Local Development Documents. The Council is preparing the LDF in the context of national and regional policies, as well as the Wakefield District Partnership's Community Strategy Fast Forward. The LDF will provide the planning strategy for delivering the vision set out in the Community Strategy and promoting sustainable development. The ROWIP will make links with the LDF as it develops.



West Yorkshire Local Transport Plan 2006/07 to 2010/11

From 2005 all ROWIPs are gradually being integrated into the Local Transport Planning process. The LTP provides the strategic framework for transport related policy in West Yorkshire.

The LTP has five key objectives to address. Each objective has a number of strategic elements; those relevant to the ROWIP are shown below:

Local Transport Plan objective	Strategic element
Delivering accessibility <ul style="list-style-type: none"> To improve access to jobs, education and other key services. 	A1 Improve physical accessibility by making bus stops more accessible, improving continuity and signage of cycle and walk routes. A2 Maintain and improve road, pavement and rights of way conditions for pedestrians, cyclists, vehicle and freight users.
Tackling congestion <ul style="list-style-type: none"> To reduce delays in the movement of people and goods. 	AQ1 Alternatives to the car and traffic demand management measures. AQ2 Encouraging more sustainable travel.
Safer roads <ul style="list-style-type: none"> To improve safety for all highway users. 	S2 Provide the relevant skills for driving, riding, walking and cycling.
Better air quality <ul style="list-style-type: none"> To limit emissions of air pollutants, greenhouse gasses and noise. 	C5 Encourage more cycling and walking.
Effective asset management <ul style="list-style-type: none"> To improve the condition of the transport Infrastructure. 	M7 Maintenance of rights of way.

The ROWIP supports the delivery of LTP objectives. LTP funding is identified as being a major contributor to the delivery for the ROWIP priorities.



Accessibility Strategy

The Government expects all transport authorities to incorporate the concept of Accessibility Planning into their LTPs, including setting local targets for assessing accessibility improvements.

Social exclusion can be reduced by improving access to the services that have the greatest impact on life opportunities, namely jobs, health care, learning and food shops. Joint action is anticipated between government departments to improve public transport, introduce more innovative travel options or change the location and delivery of services that people need.

The objectives for delivering accessibility have been identified as:

- improving access to jobs, education and other key services for everyone.
- improving accessibility for those people, services and facilities that have poor accessibility.
- broadening travel horizons and access to information.
- encouraging planning for accessibility.

Improving accessibility to jobs and services helps to meet wider regional, sub-regional and local policy objectives, including:

- promoting social inclusion.
- economic regeneration.
- welfare to work.

- reducing health inequalities.
- improving participation and educational attendance.

Highway Asset Management Plan

Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. The Wakefield Highway Asset Management Plan (HAMP) is currently in preparation. Footways, cycle tracks and public rights of way are included in the HAMP. The HAMP identifies the actions required to improve the maintenance and management of the rights of way network, the bridges, stiles, surfaces etc., and will help establish the inspection and condition standards people can expect.

Greenspace Strategy

The Strategy sets out the framework for protecting and improving greenspace across the district. The ROWIP recognises the interaction between rights of way and access to recreational land.

The ROWIP is closely aligned to the Greenspace Strategy, identifying the network of paths as a greenspace type – a linear means to access the countryside. Equally, parks and other greenspaces provide links in the rights of way and path network, assisting with continuity of routes and providing wider opportunities to walk, cycle or horse ride. The Greenspace Strategy action plan has a priority for

‘Improving Green Corridors – the sustainable transport between population centres and valuable greenspace sites will be a priority for improvements to quality’. The ROWIP actions will be able to identify the links and achieve improved connections to and between recreational land.

Walking and Pedestrian Strategy

Currently being developed, the strategy seeks to place walking and pedestrian issues within a policy context.

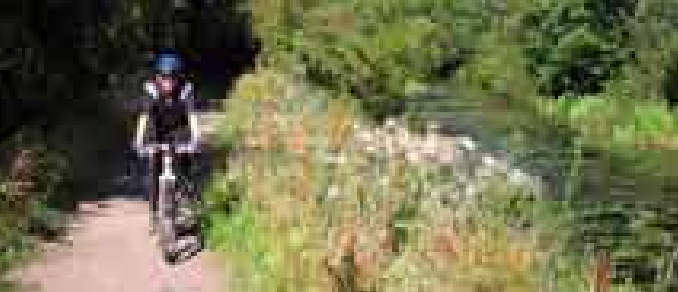
The provisional aim is:

“To provide an improvement in pedestrian and walking provision for residents, workers and visitors to the Wakefield district which results in a sustained increase in walking trips in a safe environment, improved environmental quality and better health for all.”

Proposed goals are to:

- Establish the needs of local communities and communities of interest in respect of walking and explore ways to meet those needs.
- Provide good quality, safe and convenient pedestrian access to all facilities and services.
- Create ways for people to participate in walking activities.
- Promote walking as an attractive, low cost way of improving and maintaining health.





- Raise the profile and status of walking as a form of transport and a leisure activity.
- Facilitate personal and physical safety through the implementation of timely interventions and effective asset management.
- Reduce reliance on motorised transportation, particularly for shorter journeys.
- Reduce the number of pedestrians involved in road traffic collisions.

Wakefield Cycling Strategy

This strategy is designed to complement the West Yorkshire Cycling Strategy which directly links to the current LTP.

Wakefield cycling objectives are:

- to encourage more people to cycle more often for utility and leisure journeys.
- to develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates cycling.
- to reduce casualty rates for cyclists.
- to ensure that policies to increase cycling, and meet the needs of cyclists, are integrated into all appropriate policies, plans, strategies and resource bids.

The Cultural Strategy

The Strategy aims to improve access to, and experiences of, town and city centre areas and rural and open spaces for visitors to and residents of, the district. Research and consultation has shown that we need to encourage a more active lifestyle. The Wakefield Citizen's Panel Report : Culture and Sport Survey (Nov 2006), has revealed that the most popular physical activity amongst respondents was found to be walking and rambling.

The Cultural Strategy has strong links with the Rights of Way Improvement Plan as a means of promoting and improving health and well being of residents, and in encouraging greater interest and respect for the environment. By increasing the profile of the district's leisure assets, it will provide opportunities to support local tourism sector growth. A Tourism Strategy for the district is to be developed.

Emerging Children's Play Strategy

The emerging Children's Play Strategy recognises the value of natural outdoor 'play friendly' environments to children and the strategy's audit of current play provision identifies a lack of such provision across the district. The Play Strategy also recognises the potential of rights of way to provide opportunities for children to access the countryside and enjoy the benefits of 'play friendly' natural environments. In addition, the network offers potential safe walking and cycling routes between play destinations. The implementation of the ROWIP recommendations, with partners

(including organisations from the voluntary sector and other Council services), can identify opportunities to develop and improve the play potential inherent in the network and provide both play friendly natural areas and 'playful routes' between existing and proposed equipped playgrounds, parks, recreation areas and school grounds for the benefit of the district's children.

Other policies and plans

There are a number of other relevant strategies and plans that are inter-linked to the ROWIP. There is an important link between use of the path network and the opportunities to improve health and well being. They also reflect the links to biodiversity where access to natural areas does not detrimentally impact on wildlife. We intend to respond to relevant strategies, become involved and support joint objectives. The current plans identified are:

- Disused Railway Strategy.
- Wakefield District Physical Activity Strategy.
- Wakefield District Strategy for Overweight and Obesity.
- Extended Schools Programme and Healthy Schools Programme.
- Sports Strategy.
- Tourism Strategy.
- Treescapes – The Tree and Woodland Strategy.
- Wakefield District Local Biodiversity Report.



Parish Plans

We also recognise the links with Parish Plans which include aspirations to improve the local environment and enable the opportunity for community involvement in contributing to the delivery of common objectives.

Rights of Way Improvement Plans of neighbouring local authorities

Our neighbouring local authorities of Leeds, North Yorkshire, Doncaster, Barnsley and Kirklees are all developing plans. In implementing our actions there will be opportunities for cross-boundary projects.

4.2 Our assessment of the existing path network

To make our assessment we have collated information on the current access provision, its condition and promotion. Our initial findings and conclusions from this assessment were finalised following a seminar with the Local Access Forum, user groups, parish councils, landowner representatives and other relevant agencies. With this feedback, the ROWIP assessment document was completed in July 2006. The key findings are included here.

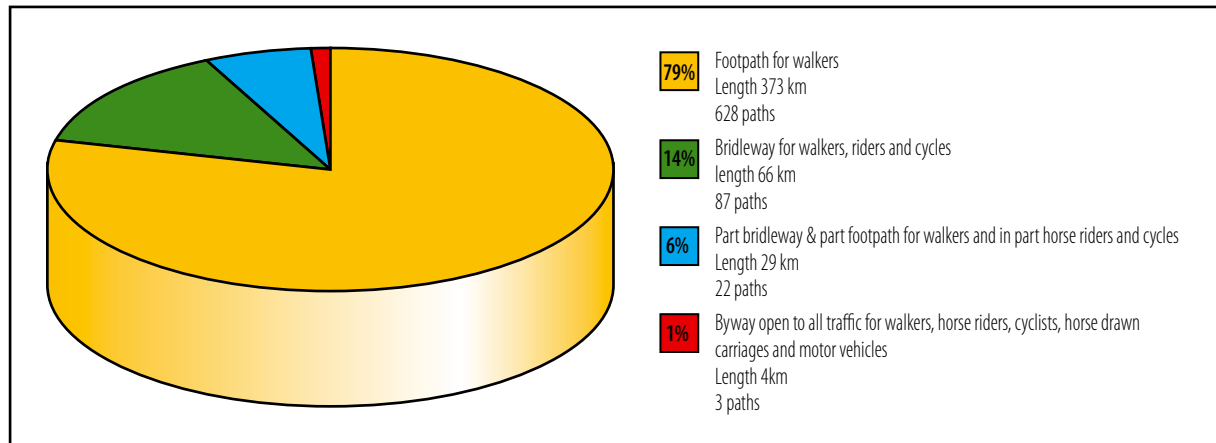
Current access provision

There is an extensive network of formal and informal access to paths and greenspaces across the district, with 46 managed countryside and woodland sites covering 1200 hectares. However, information on all the areas that are accessible is not currently complete or easily available to the public.

The public rights of way network

The network of public rights of way allows people to enjoy access to the wider countryside. As a highway authority the Council is responsible for the maintenance and management of the public rights of way network. The National Parks and Countryside Act 1949 introduced a duty on highway authorities to record rights of way in their area and produce the legal record of paths – the definitive map and statement. The definitive map and statement provide an inventory of the public rights of way and their length, width and surface type, together with structures on the path such as bridges, gates and stiles for the 36 parishes across the district. The current definitive map dates from 1985.

Network % by length



Since the Wildlife and Countryside Act 1981, highway authorities have had a duty to keep the definitive map under continuous review and record any changes. It is important that the map is up to date to ensure that correct information is available to the public, landowners, developers and others. There is a significant amount of work required to review the definitive map and bring it up to date. This includes:

- Completing the definitive map for the Wakefield City area.
- Processing applications where new rights of way are claimed based on user evidence.
- Processing applications where there is documentary evidence to show paths are omitted from the map or to correct errors.
- Consolidating the maps, showing all the changes since 1985, to produce an up-to-date definitive map for the district.
- Determination of objections from the abandoned review of the definitive map prior to 1985.

The Council has 67 applications to modify the map following either historical evidence or user evidence, which, if determined, will add to the path network. A breakdown of the type of application is as follows:

Add footpath	45
Add bridleway	6
Add byway	1
Add right of way (status unspecified)	3
Upgrade footpath to bridleway	10
Increase in recorded width	2
TOTAL	67

Applications to modify the map, together with applications made by developers and landowners to divert or close public rights of way, are dealt with in priority order. We currently also have 56 applications to divert or stop up public rights of way.

Significant progress to reduce the backlog of definitive map work has been made in the last 3 years. All path order applications are prioritised and since October 2003, 43 files, identified as Priority 1 applications have been closed.





Wakefield city area

The former Wakefield County Borough area was excluded from the original rights of way surveys and a definitive map for the area has not been completed. Surveys were undertaken in the 1960s and later updated in the 1980s. A non-statutory working map of believed rights of way indicates 110 routes (either footpaths or bridleways) covering a distance of 40km. These are treated as if they were definitive paths for the purposes of maintenance and enforcement.

Paths on the street register

In addition to the recorded public rights of way and the Wakefield city paths, there are over 740 adopted paths maintained at public expense by the Council included in the street register. These routes are generally urban routes – ginnels, alleyways and paths in housing estates – but also include 44 routes described in the register as green lanes and routes maintained in character whose right of way status is at present unclear.



Cycle tracks

A number of cycle routes exist across the district. Off-road tracks are often multi-user routes also providing for walkers and horse riders, although some exclude equestrians.

The Council is developing provision for cyclists both on and off road. Under the Countryside Act 1968 cyclists can also use public bridleways, although walkers and horse riders have priority. The estimated breakdown of cycle tracks by length is as follows:

- On road – 26km.
- Off road but adjacent – 11km.
- Off road with a sealed surface – 12km.
- Off road unsealed surface – 18km.

Permissive paths

Permissive paths are routes allowed with the consent of the landowner. There are several permissive paths in the district that provide important links in the network. Many of these routes are over Council-owned land that are disused railway line formations, such as the Nagger Line at Stanley and Chevet Branch Line at Newmillerdam. Some permissive paths are in agreement with private land owners. There are two paths in the district where farmers have provided paths as part of the Environmental Stewardship Scheme. The Council maintains 23km of permissive paths, which includes sections of the Trans Pennine Trail.

Canal towing paths

The towing paths along the Calder and Hebble Canal and Aire and Calder Navigation provide a linear route west – east across the district. Canal towing paths provide an estimated 17km of access for walkers and 5km for cyclists with a permit.

Access to parks and greenspaces

Whilst the focus of the ROWIP is the public rights of way network, Wakefield district has many parks, nature reserves and woodlands that provide access and opportunities to walk, cycle and horse ride and are important visitor attractions in their own right. These include major urban parks in Wakefield, Pontefract, Castleford and Hemsworth. The country parks at Pugney's, Newmillerdam, Anglers, Bretton and the Yorkshire Sculpture Park attract thousands of visitors each year with their visitor facilities. There are many other natural areas highly valued by the public – Walton Nature Park, areas at Upton and Fitzwilliam, Stanley Marsh and the Southern Washlands to name just a few.

The district has some significant areas of woodland, for example Haw Park Wood, Seckar Wood and Stonecliffe Woods, which have many paths enjoyed by visitors. Just beyond the district boundary are other attractions: Fairburn Ings RSPB Reserve close to Castleford, Brockdale Nature Reserve near Wentbridge, and Howell Wood at South Kirkby.



It is recognized that the paths within and linking to parks and greenspaces are particularly valuable to path users who visit these attractions.

Access land

The Countryside and Rights of Way Act 2000 introduced a new right to walk freely, without staying on paths, on land classified as mountain, moorland, heath and downland, together with all areas of registered common land. Across the district are 15 sites classed as open access land, mainly registered common land. Although some sites are small, others provide more opportunities for access, such as Heath and Sharlston Commons.

Network condition

Over the past ten years, we have invested in the signage of rural paths and improved maintenance of the rights of way network. We estimate that approximately 10% of paths are not 'easy to use' because of long-standing issues.

The Council as a highway authority is responsible for the maintenance of public rights of way and has a duty to assert and protect the rights of users.

The overall network condition is measured by the Best Value Performance Indicator (BVPI 178) – 'the percentage by length of rights of way easy to use by members of the public'. The BVPI is based on an annual survey of a 10% sample of the rights of way

network. In 2001/02 the BVPI 178 results of paths found to be easy to use was 29%. Following investment in signage and concentration on issues such as ploughing and cropping of paths across arable land, the BVPI result for 2005/6 was 71.3%. The information collected in the surveys is analysed to determine improvement priorities. It has also been used to collect other information about the rights of way network. This indicates:

- almost 50% of the path network is hardened with surface material e.g. stone, flags or tarmac
- around 150 paths have sections across arable fields.
- there are 123 bridges ranging from small plank bridges to major river crossings
- there are approximately 400 stiles and 130 gates
- 140km of paths need clearing of vegetation each year
- most of the 800 signposts for rural paths are in place
- there are approximately 100 paths with a variety of long-standing problems that need to be resolved, so paths can be walked on the route recorded on the definitive map

Paths overgrown with seasonal vegetation is one of the most commonly reported problems affecting rights of way. Between April and October each year, the Council work teams carry out a clearance programme to keep paths open.

Maintenance of bridges and other path structures, such as stiles and gates, is generally reactive and resource dependent.

Ease of use of footpaths and bridleways can be compromised by ploughing and cropping of paths crossing arable fields. Occupiers of land are responsible for marking out paths across cultivated land. Each year farmers are reminded of the need to reinstate paths so that the routes of paths are clear and not blocked by growing crops. Where paths are not kept clear then legal notices are used to open up the right of way.

There is an ongoing programme to resurface some rights of way either as part of general maintenance or route enhancement. These may be linked to other schemes, for example the 'safer routes to school' initiatives which has delivered surface and signing improvements to 23 schools. Of these, 6 projects have included a public path as part of the scheme.

Our BVPI survey has identified obstructed rights of way; some are long-standing problems including the presence of buildings, fences and walls. There are significant numbers of paths that have 'migrated' – where people choose to walk or ride on a route that has moved from the legal line, such as around field edges or to avoid boggy areas.



Network Promotion

Based on average visitor spending, the Trans Pennine Trail, a multi-user trail of regional and international importance generates almost £5000 per mile per year – this could equate to nearly £60,000 per year for the 12 mile (18km) section in Wakefield.

New technology, e.g. ever more capable mobile phones, provide opportunities to broaden the appeal of the path network to a wider audience.

There is a range of promotional activity, both by the Council and outside publishers, that encourages people to use paths. Some are circular walking routes and others are long distance trails such as the Trans Pennine Trail. Increasingly information is being provided on websites.

The promotion around the district includes:

- Country Walks – 9 leaflets providing easy to follow trails and waymarked routes (some of which are out of print).
- The Trans Pennine Trail – published map and signed multi-user route for walkers, cyclists and horse riders, linking Leeds to Barnsley through the Wakefield district.
- Health Walks Leaflets – currently 36 short walks and 18 shorter town centre walks to encourage people to walk for health benefits.

- Cycle Map – on-road and off-road routes available to cyclists.
- Kirklees Way .
- Barnsley Boundary Walk.
- Dearne Way.
- The Wakefield Way – waymarked 60 mile linear walk round the district boundary with circular route options, promoted by the Ramblers Association.
- Ramblers' Wakefield – 42 mainly circular walks across the district, promoted by the Ramblers Association.
- The West Yorkshire Way in the east and south of the district.
- SESKU (South Elmsall, South Kirkby and Upton) Ringway.

The Council and its partners organise a programme of walks, cycle rides and activities that encourage people to be active and access the countryside. The Healthy Transport Project began in November 2000 as a partnership project between the former Wakefield Health Authority, Pinderfields & Pontefract NHS Trust, Wakefield Council and Groundwork Wakefield. The work continues with the support of the Council and the Wakefield District Primary Care Trust. The aim is to reduce dependency on the car and to encourage more people to walk and cycle for health and environmental benefits.



As part of this, volunteer-led health walks have been established throughout the district. This initiative is linked to the national Walking the Way to Health programme, which was founded by the British Heart Foundation and the Countryside Agency. Its aim is to improve the health and fitness of more than a million people by promoting regular and brisk walking in local communities.

There are many user groups that organise walks and rides. Some groups are formally constituted, encouraging new members; others are informal groups that organise activities not publicised to the wider public. Publicity of events may be in the local press, leaflets and on websites.

The map in Fig 1 shows the extent of promoted routes in the district.



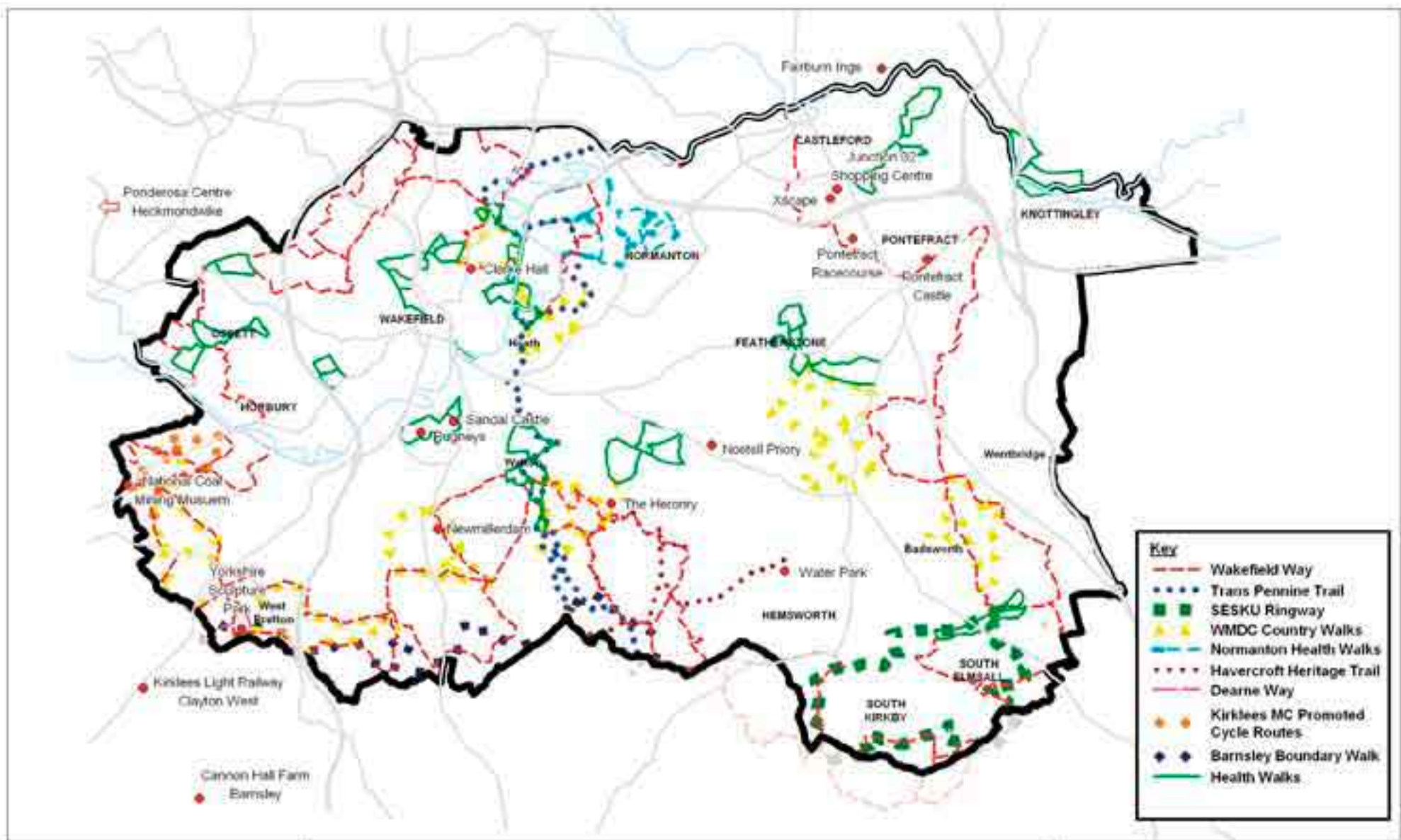


Figure 1 : Promoted Paths

4.3 Our research – Use and Demand Studies

By consulting citizens we have established how much they value the existing path network and their priorities for future improvements.

As part of development of the ROWIP we carried out research to find out if, how and why the rights of way are used, and how the Council and its partners can make them better, safer, more enjoyable and more convenient for people to use. We consulted with path users, those who do not use paths, visitors to the district and those that manage land and access. A series of 12 focus groups, plus one to one interviews with the general public and user groups was undertaken in May 2005, together with a questionnaire that was posted on the website. In addition we wanted to identify and address the issues and concerns experienced by landowners.

More than 150 people from around the district were involved in the consultation process, generally with a 50% male/female split.

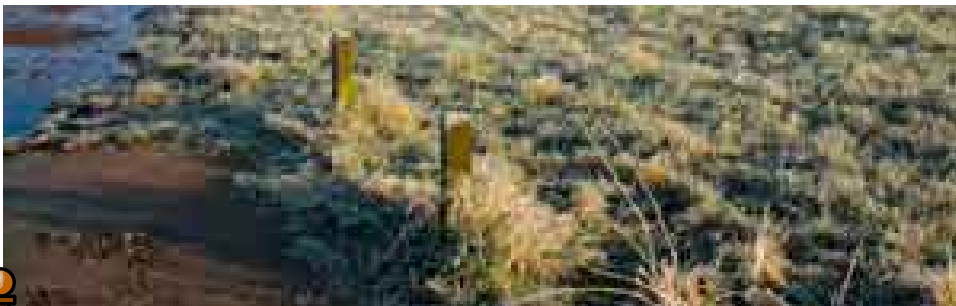
The study addressed seven key areas:

- General perceptions – initial impressions and opinions concerning rights of way.
- Frequency and duration of use of rights of way.
- Purpose of use.
- Distance people will travel to and on the rights of way network.
- Reason for not using the rights of way network – including problems encountered.
- Future improvements .
- Destinations that path users would like to access in future, using the rights of way network.

Our findings

Paths are regularly used throughout the week and all year round. Use is less in winter, and is weather-dependent. 52% of respondents use paths on a weekend, 37% at least daily. People use paths in their own locality of the district and in bordering authority areas.

People have an understanding of who can use the different types of rights of way: for example, footpaths are walking routes and bridlepaths can be used by walkers, horse riders and cyclists. Paths are used by people on their own but often people have a companion. Walkers (including dog walkers), cyclists, horse riders and joggers are all using the path network. Paths are used for leisure, exercise, dog walking and utility purposes (including journeys to work). Circular routes are much more popular than linear ones.





Paths are used for short and longer walks and rides. Nearly half the respondents use the paths for between one and two hours, with a range of half an hour to more than four hours; more than half of respondents do not use the paths as much as they would wish. Path users most commonly drive in a car or walk to get to the start of paths. There appears to be low use of public transport to access the paths because of timetable, cost and time issues. Although some path users responding to the website questionnaire indicated a willingness to walk or ride for more than an hour to access the paths, most seem willing to walk or ride for up to half an hour from home to the start of the path network, although there is variation among the groups. 73% walk or ride up to 30 minutes to access rights of way.

The initial responses given about rights of way and their use revealed there is concern about maintenance, information and anti-social behaviour. The impression is that some paths are good but others have problems. There is an even split between those who are dissatisfied with the paths (37%) and those who are satisfied (39%), whilst 24% have no strong feelings either way.

The reasons given for not using paths are:

- Maintenance issues such as surfacing problems, overgrowth of vegetation and obstructions.
- Information issues such as lack of leaflets and general publicity. This is particularly important for those with who are blind or partially sighted and others with mobility problems who need to know whether the path is suitable.
- Anti-social behaviour (and enforcement) issues such as: litter, fly tipping, illegal motorcycle use, conflict with other users, personal safety and dog fouling.
- Signing and waymarking issues such as missing signs and lack of additional information such as destination, distance and an indication of who is able to use the path.
- A fragmented network; this is a particular problem for cyclists and horse riders and for those with who are blind or partially sighted and others with mobility problems.

The paths would be used more if they were in better condition, and there were more paths and more information. The following were identified as making paths better, safer, more enjoyable and more convenient for people to use:

- Information provision such as educational items and points of interest on paths, website information (such as maps) and local authority contact details to report maintenance requests.
- Signing enhancements such as destination, and distance, and symbols to denote who can use the path.
- Maintenance including path repairs to include smooth/hard surfacing and clearance of overgrowth.
- Path creation to create a more joined-up network including off-road links and missing footway links.
- Addressing the problems caused by anti-social behaviour such as prevention of illegal path use by motorbikes, litter and dog fouling clearance, provision of dog and litter bins, improving personal safety.
- Improving facilities on paths such as the provision of seating, rest and viewing areas; particularly for those with sight and mobility impairment.

Citizens would like improved access to shops, schools, pubs, greenspace and natural areas such as parks, woodlands and nature reserves.



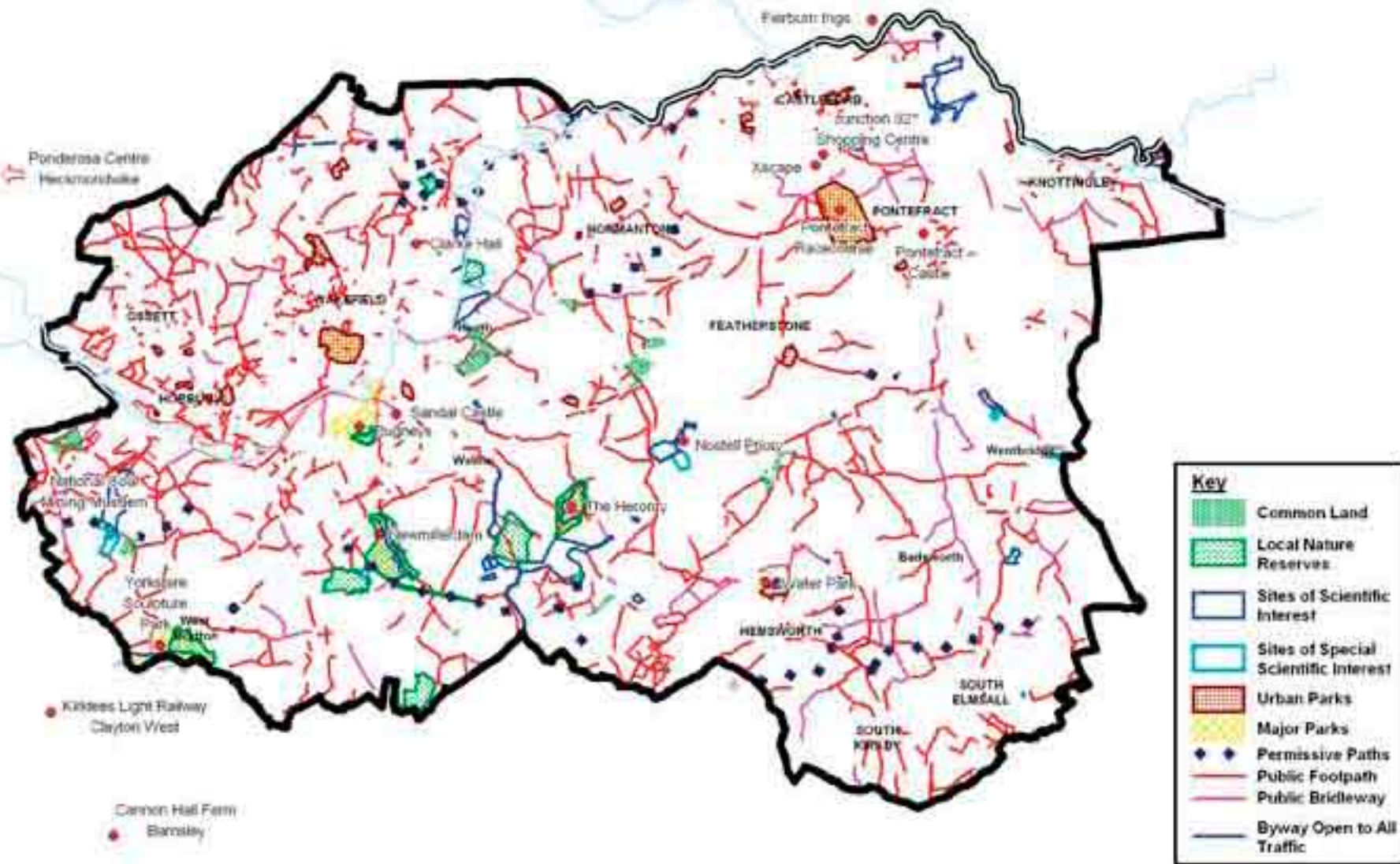


Figure 2 : Public Rights of Way and Registered Commons, Parks and Special Sites



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4.4 Assessment of different needs of users, visitors, landowners, and those who do not use paths

Walkers

The rights of way network and associated access routes in parks, greenspaces, common land and permissive tracks benefit people walking, whether for recreation, exercise, dog walking or utility journeys. Our use and demand study identified the type of path user. Most people we spoke to were walkers. Cyclists, equestrians and lawful vehicle drivers also tended to walk as well as their other interests. Most of the young people, visitors to the district and black and minority ethnic (BME) residents we talked to were walkers. We also spoke specifically to organised walking group members about their experiences. Walking is clearly the most frequent use of the rights of way network. This is supported by the national picture.

Overall, there are many opportunities for walking in the district, whether it is rights of way, permissive paths, greenspaces or ginnels and alleyways in urban areas. The Local Access Forum noted early on that the Wakefield district, had good provision for walkers. Analysis of the district however, indicates that some areas have fewer opportunities for walking on rights of way and users may have to rely on greenspace – Pontefract Park, for example. Nostell Parish has few walking routes and this does curtail the opportunities for a

continuous walk through this area. The area around Anglers Country Park and Haw Park Wood offers lots of opportunities for walking using rights of way or other tracks where access is encouraged. The map in Fig 2 shows the extent of walking opportunities in the district.

What you told us

Walkers were concerned about dog fouling, litter, fly tipping and overgrown vegetation, which they wanted to be well managed. Motorcycle misuse was also a problem. Young people recognised the need for road crossings. Black and minority ethnic groups were walkers and generally used paths in their local area for utility purposes. They might visit a local park such as Pugneys.

The quality of the path network was an issue for all walkers. The walking groups made specific reference to the difficulty of some stiles, especially for more elderly people walking with them. Another issue raised specifically by walkers was that of missing footway links, where residents were forced to walk on the road, as there was no linking pavement between rights of way.

Personal safety was also mentioned. Most walks taken are short, as most walkers went out for 1 to 2 hours, and circular routes are preferred. Paths were used both near home and in places away from their local area. People will walk for up to 20 minutes to reach the path network.



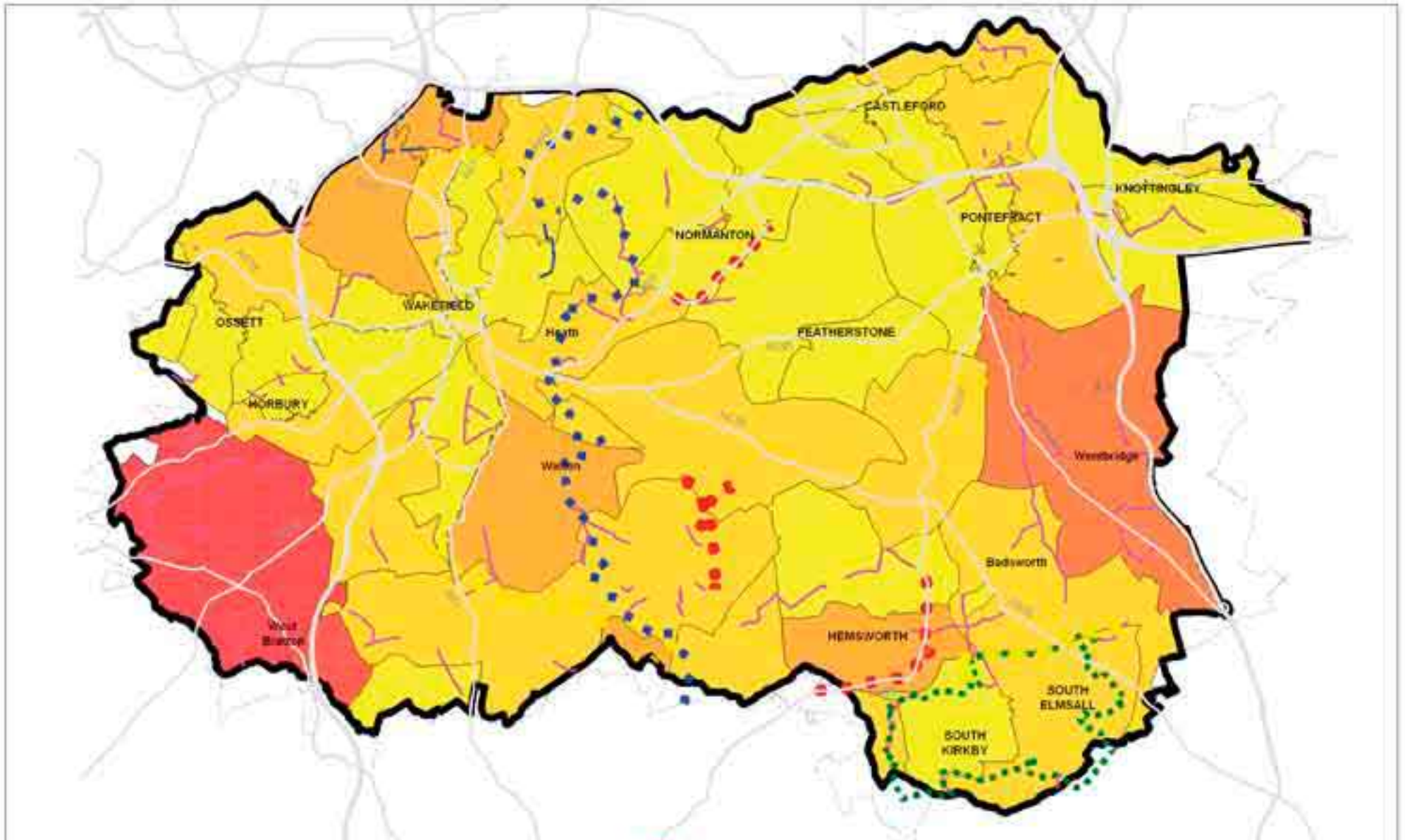


Figure 3 : Equestrian routes and equine population distribution

- Additional Routes
- SESKU Ringway
- ◆ Trans Pennine Trail
- Public Bridleway
- Byway Open to All Traffic
- Permissive Bridleway Routes

Equines by Postcode Sector

- 250 to 300
- 200 to 250
- 150 to 200
- 100 to 150
- 50 to 100
- 0 to 50

Horse riders and carriage drivers

There are 2.4 million riders and carriage drivers in the UK. Nationally, there are approximately 3,000 accidents each year involving horses on the roads and so increasingly riding takes place off-road.

The network of bridleways in the district is limited. Less than a quarter of the network of recorded rights of way can be legally used by horse riders. The network is fragmented. In some areas there is little or no opportunity to ride on public bridleways. The Trans Pennine Trail in Wakefield is limited for horse riders since there are significant sections on roads, which is less than ideal for equestrians. On the positive side, there are a number of greenspaces and disused railways that provide routes for horse riders. Walton Nature Park is well used, for example. The disused railway network and schemes such as the Hemsworth Bypass have added significant lengths of path suitable for horse riders, providing links to the public bridlepaths. We estimate there are another 34km of routes suitable for horse riders in addition to the 69km of recorded bridleways and byways. Analysis of rights of way modification order applications suggests that some bridleways went unrecorded when the definitive map was put together. There are ten applications for bridleway status along existing footpaths, together with six claims for a new bridleway and one byway.

The fragmentation of the bridleway network is compounded by difficult road crossings, and barriers such as motorways, where there may be routes to accommodate walkers, but not horse riders.

The map shown in Fig 3 shows the distribution of horses and ponies registered across the district. There is a concentration of horses registered in the east and south-west of the district.

What you told us

Horse riders encountered insufficient maintenance. Overhanging vegetation, undergrowth, fly tipping, and the illegal use of motorcycles were all issues mentioned. There was also some conflict with children and cyclists. Whilst roads are used for riding, the extent of use is dependent on the experience of both the horse and rider.

Traffic-free routes are preferred as riding on the road was considered dangerous. Crossings on roads are required. Generally, there are not enough routes and whilst there is some use of the footpath network, barriers prevent access to some routes, even some that are legally available to horse riders. Riders wanted a more joined-up network with more links.

Provision and adequate maintenance of usable verges alongside highways can provide useful links between bridleways and quiet lanes and increase rider confidence and safety.

Riders indicated they would also like to see improved signage and more information about the network available for horses. It was also highlighted that the Riding for the Disabled (RDA) require off-road routes.

Riding is mainly done locally but riders will take a horse and box to areas that have good provision, although safe parking for horse boxes was required. Riding is for both leisure and exercise. Circular routes are preferred and riders may go out alone or accompanied. Riding involves individual, business and volunteer interests such

as the RDA. There is limited provision for carriage driving off road, with only a limited byway network suitable for this purpose. The problem that the permissive path network is not mapped means that equestrians do not always have information on routes that can be used. There are few promoted routes for riders, including the Trans Pennine Trail and SESKU Ringway. The horse riders organise their own events.

The best network for horse riding in the district exists in Middlestown, Netherton, Crofton, Ryhill and Walton. Priority should be given to provide links from stables and liverys into these areas. The disused railway lines and bridleways in the Winterset area are considered to be of sufficient standard to be used as promoted horse riding routes.



Photograph courtesy of Wakefield Riding for the Disabled



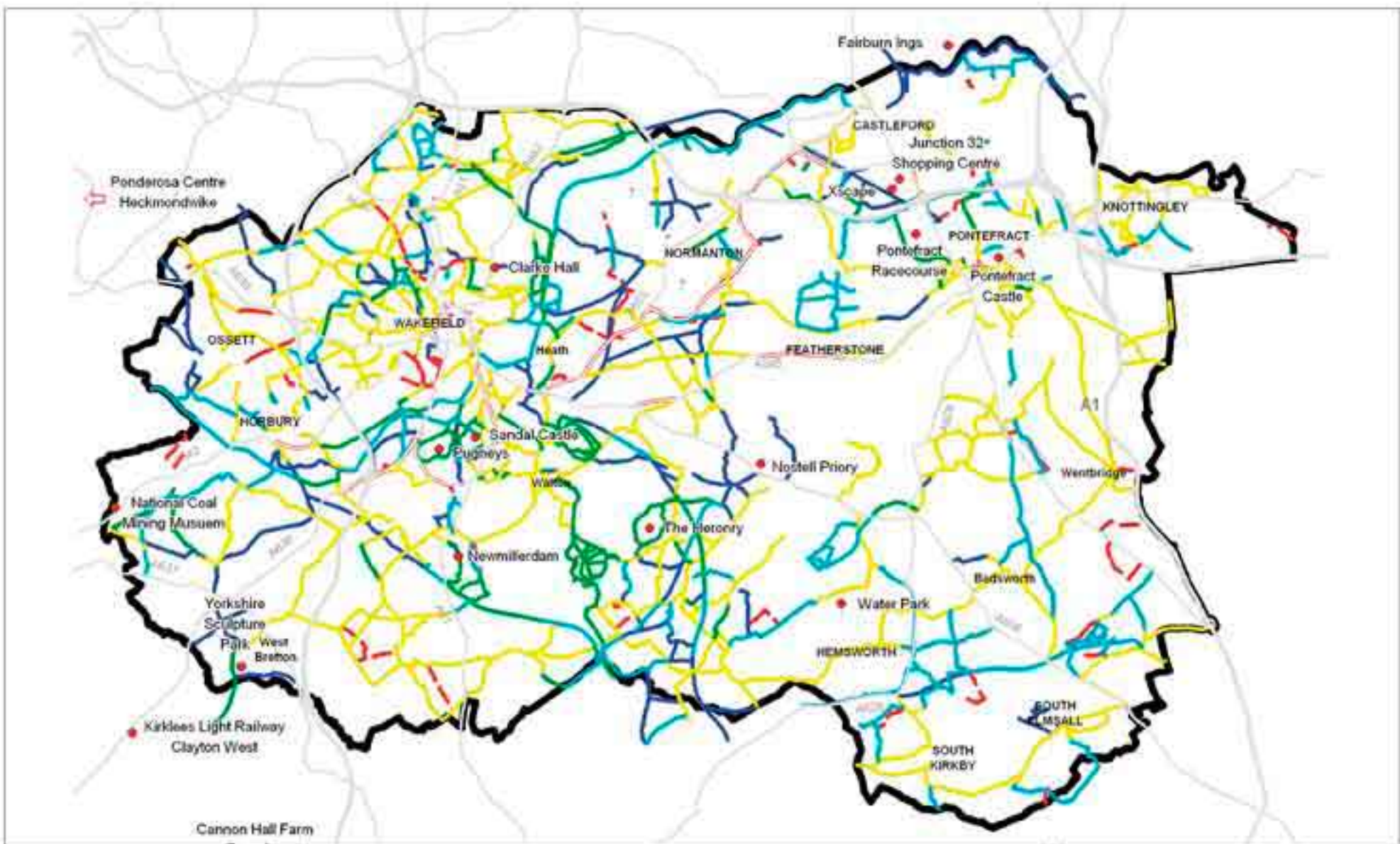


Figure 4 Cycle Routes

- Off Road Routes Used By Cyclists
- Off Road Tracks - Cycling Generally Permitted
- Quietest Roads
- On Road Lane or Shared Footway
- Suggested Route
- - - Public Bridleway or Byway
- Cycle Parking



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Cyclists

Our use and demand study included a focus group made up of a cross-section of cyclists. Many leisure and family cyclists prefer off-road routes. However, it is recognised that cyclists are probably better placed to use the road network than horse riders. Although, nationally, 3.1 million people cycle every week, there is an opportunity to make cycling safer and more enjoyable to encourage people to make more journeys by bicycle.

The Wakefield District Cycle Forum represents cyclists in the District and lobbies the Council for improvements. Off-road routes for cycling include dedicated cycle tracks, shared footways and public bridleways. The on-road cycle ways are not specifically part of the ROWIP, although it is recognised that these can provide links between off-road routes. There are also some permissive routes and the Trans Pennine Trail. The Cycle Forum has identified routes that can be used or desired routes. These amount to 186km of off-road tracks and routes physically used (though not necessarily with permission), 108 km of which are identified as needing improving for cyclists. They have also identified a further 105km of suggested off-road routes that could be developed.

Fig 4 shows the map of existing and future cycling opportunities.

What you told us

Cyclists use the path network for both leisure and utility journeys. They may use the path network alone or accompanied. Black and minority ethnic (BME) groups did not cycle. For leisure, cyclists prefer circular routes. Cyclists prefer off-road routes, consider riding on the road as dangerous and accept they cycle on footways for safety. Cyclists were concerned about the maintenance of paths as the surface of the path is important. Overgrown routes, dog fouling and poor drainage were problems mentioned. Cyclists are concerned that the network of off-road routes is disjointed, there is a lack of favourable routes, and they may encounter barriers that prevent access.

Cyclists will travel up to 10 miles for leisure. Paths are used daily by cyclists and at weekends all year round. Use of the path network is dependent on maintenance. There is a perception of conflict between cyclists and walkers, with the cyclists feeling that walkers do not like them – especially speeding cyclists who are regarded as a hazard to other path users. Cyclists do not like dogs that are not on leads! The cyclists indicated they would like a linked and cohesive network of usable paths. Promotion of such routes, it was felt, would lead to increased use. Some people drive to access cycle routes and therefore secure parking for cars at the start of routes was also mentioned.



People with mobility problems, blind and partially sighted people

People with mobility problems include wheelchair users, people with walking difficulties, the elderly, families with pushchairs – a spectrum of people who may find it harder to access the path network. The 2001 census shows that a significant number of the population (22.4%) have long-term illnesses, health problems or disabilities that limit their daily activity. 35% of those who responded to the draft ROWIP indicated that they had family members who had a long standing illness, disability or infirmity. It is, therefore, important to take this into account in all future improvement proposals. There are 1,095 blind people and 1,640 partially sighted people living in the district. In 2004 the estimated number of children aged 3 and under was 14,013, which is 4.4% of the district's population that can be assumed may need a pushchair. At the other end of the age spectrum, 7.1% of the population is 75 years or older and may have more limited mobility. With an ageing population the needs of older people have increasing significance.

The definitive map statement records 519 stiles and 294 gates. Due to the changing agricultural landscape, not all stiles and gates are needed. A more realistic assessment from our own surveys indicates that a large number of these structures no longer exist. There are now approximately 400 stiles and 130 gates. Attempts to prevent use of paths by motorcycles and other anti-social activities such as fly tipping, has resulted in barriers being installed but these can impede access.

We currently have no mapped record of these barriers.

Access for disabled people has tended to be promoted at specific sites. Pugneys Country Park, Anglers Country Park and Yorkshire Sculpture Park all offer free mobility scooter loan. Newmillerdam Country Park had an "Access for All" leaflet aimed at all users, including wheelchair users and people with learning difficulties, although this is out of print. The Trans Pennine Trail, whilst suitable in parts for disabled people, generally has not been audited. The Riding for the Disabled (RDA) can access the disused railway line at Newmillerdam Country Park. Some websites aimed at disabled people promote sites such as Anglers Country Park and Newmillerdam.

What you told us

Disabled people, blind and partially sighted people use paths for leisure, to walk the dog, for freedom and to relax. Circular routes are preferred and visits tend to be accompanied. Use is weather dependent and paths are not used much in winter. Use is also dependent on health and how people are feeling on a particular day. People are concerned about overgrown paths, especially overhanging vegetation for blind and partially sighted people. Dog fouling is a problem. The path width is important to disabled people and surfacing is critical as smooth surfaces are required. Slippery surfaces are a problem too. Dropped kerbs are required for wheelchairs, scooters and pushchairs, and steps are a problem. Disabled people said they would use paths more if they were improved. There is a need for information on the suitability of paths and availability of car parking to enhance choices. Paths need to be well maintained so that the standard is reliable. Resting places, viewing areas and parking are important.

Lawful vehicle users

We know of two sites in the district, at Castleford and South Kirkby that are advertised for off-road driving. The number of routes available for off-road drivers are limited to three recorded byways open to all traffic (BOATS) which exist in the Stanley Parish. The list of streets records 16 routes described as green lanes and 28 as "maintained in character", but whether these routes have vehicular rights is unknown. There is a view that some routes are wrongly recorded and that these should have vehicular access. There is one modification order application for a byway open to all traffic within the outstanding path order applications.

There are some routes linking across the district boundary into Kirklees that can be accessed.

What you told us

Off-road routes may have problems of poor maintenance. Lack of information about where to go is a key issue. Locked gates prevent access on some lawful routes and there is misleading signage. Like other users, vehicle drivers would like circular routes. Routes are used mainly at weekends and not in winter. The use of routes is also dependent on maintenance and availability of leisure time. When drivers go out they try to make a day of it.

The main improvements requested included access to information about legal routes and publicity, together with improved maintenance, repairs to surfaces and accurate signage.





People who did not use the path network

Understanding why people do not use the network is an important part of the development of the Improvement Plan. Understanding the barriers to access allows us to determine what needs to be done to encourage wider use of the path network. Perhaps it may be that some people will never want to use the paths irrespective of attempts to encourage and persuade them to do so.

What you told us

Those who did not use paths have the perception of poor maintenance, overgrown routes, fly tipping, litter, dog fouling and motorcycle problems. They are also concerned about personal safety and the lack of lighting, together with apprehension about going on to private land. Those with a car tend to drive to attractions and there is low use of public transport. This group want access to pubs, leisure attractions, nature reserves, parks and picnic sites. It was more likely that those who did not use paths would go out at weekends and in the summer. This group feel they would be encouraged to use the path network if paths were better maintained and cleaner, clear of overgrowing vegetation, with good surfaces and better lighting. They want more publicity, information, signage and attractive paths with seating and viewing areas. More off-road links were felt to encourage use.

Visitors to the district

Wakefield district is promoted as a place for short breaks or longer holidays, a destination that appeals to everyone, with a range of cultural and leisure opportunities. Benefiting from a good road and rail network, Wakefield provides a good base for visitors to the region.

What you told us

Visitors from outside the district came for leisure trips and exercise. They may use the path network alone or accompanied and tend to drive to attractions and paths. Therefore, adequate car parking is important. They indicated they felt that some paths were good and some not so good, but were generally satisfied with existing paths.

Problems encountered were muddy paths, litter and fly tipping, motorcycle misuse, dog fouling, overgrown vegetation and obstructed routes. Safe crossing points and accessibility of gates and stiles were also mentioned.

Not surprisingly, visits are more likely at weekends but they could be all year round and regular. Visitors feel information, good surfacing and access for people with disabilities is important.

Landowners and farmers

Landowners and farmers have a key role in access where rights of way cross their land. In broad terms, occupiers of land are responsible for keeping public paths free of obstructions. Whilst the surface of the path is the responsibility of the highway authority, hedges and fences at the sides of paths are the occupier's responsibility. Reinstating paths after ploughing and keeping cross-field paths clear of growing crops and maintaining stiles and gates in good repair are also important ways in which occupiers contribute to ensuring the path network is available to users. Many landowners welcome responsible walkers, cyclists and horse riders on their land. As part of the use and demand study we spoke to landowners on an individual basis.

What you told us

Landowners recognise that paths are used by walkers, and to a lesser extent, horse riders and cyclists, but little use by people with mobility problems. They feel access is mainly by dog walkers and for leisure.

Landowners feel that people generally understand who can legally use the different types of rights of way.

Landowners think poor surfaces, lack of information, litter and fly tipping, cyclists using footpaths and damage to the surface of paths by illegal off-road motorcycles are issues that create problems and cause them concern. Other problems mentioned included walkers, cyclists and dogs in crops and dogs not on leads. People not sticking to public rights of way and taking short cuts was also raised. It is felt that housing developments are putting increasing demands on land. People tend to drive to get to paths and attractions, and therefore parking is an issue. Landowners also recognise that the path network is fragmented.

Landowner priorities were identified as improvements to signage and information, prevention of illegal motorcycles and repairs to surfacing.

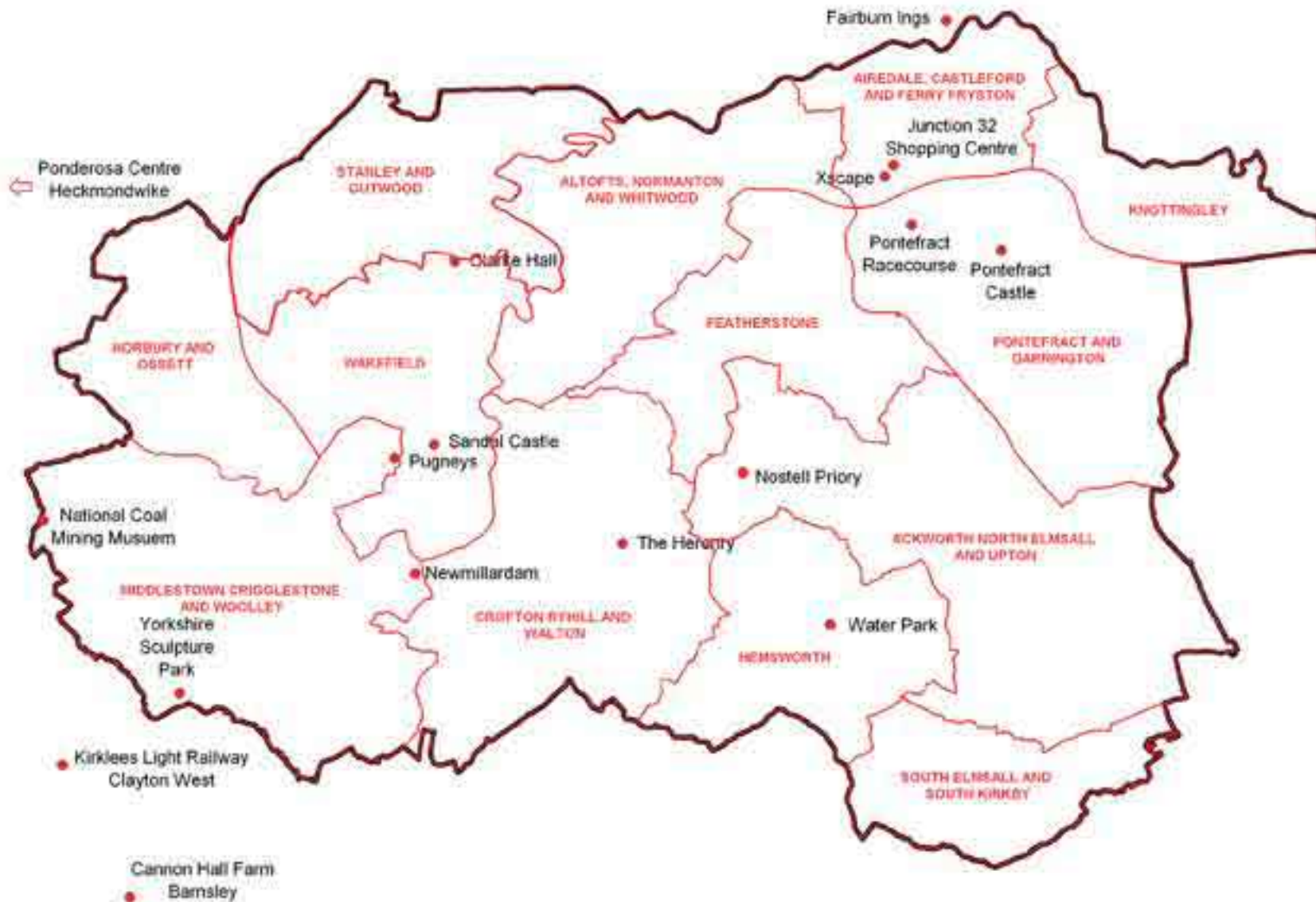


Figure 5 : Rights of Way Improvement - Assessment Areas



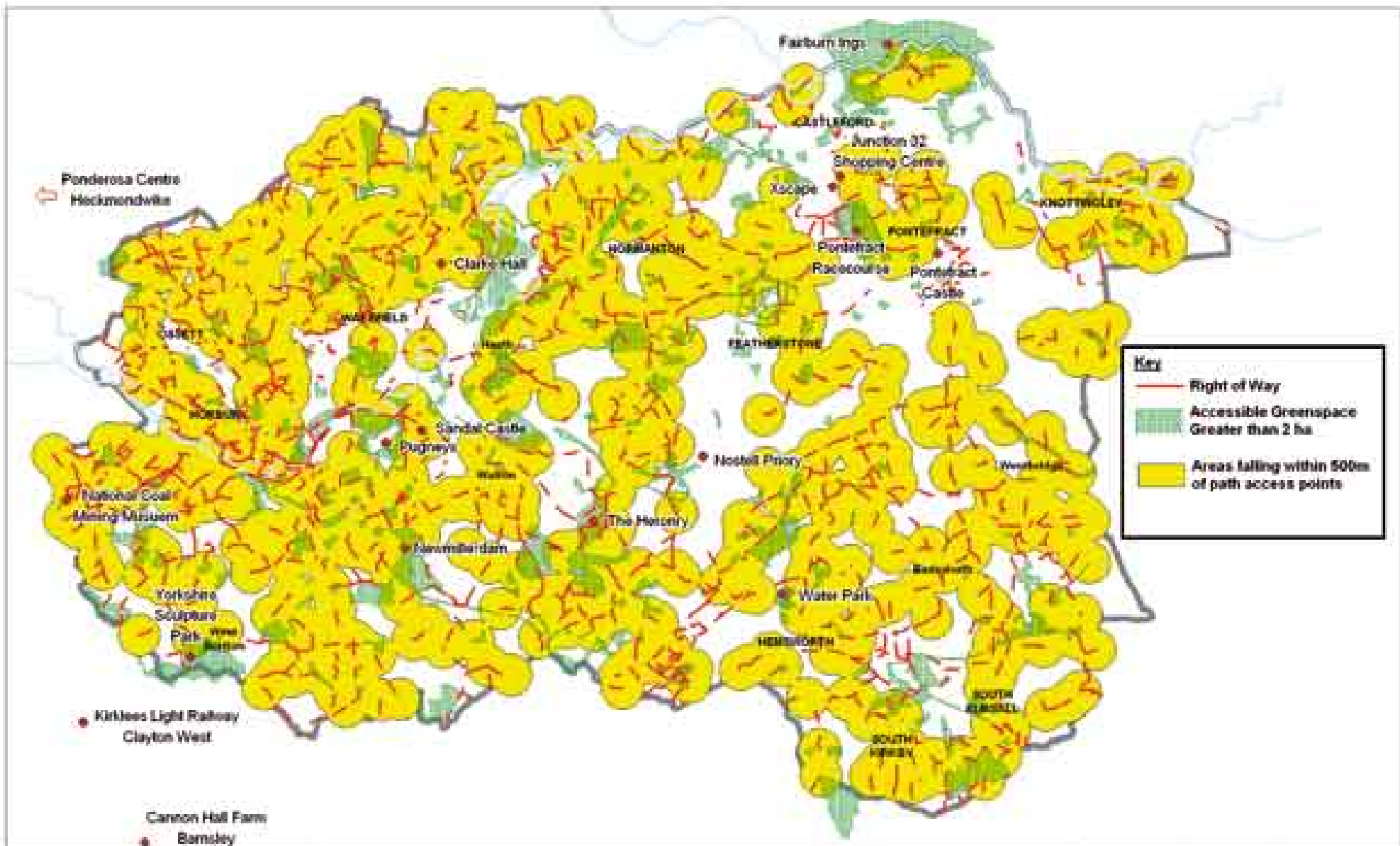
4.5 Network adequacy

The aim of the assessment was to consider the overall adequacy of the network for its various uses. As part of the assessment of the network, we divided the Wakefield district into 13 areas based on ward boundaries. This approach was used to identify local variation in number and connectivity of paths, their use and relevance to health issues. The assessment areas are:

- Hemsworth, Kinsley, Fitzwilliam and South Hiendley.
- South Elmsall and South Kirkby.
- Featherstone and Sharlston.
- Castleford.
- Knottingley.
- Normanton and Altofts.
- Ackworth, North Elmsall and Upton.
- Pontefract and Darrington.
- Crofton, Ryhill and Walton.
- Wakefield, Sandal and Kettlethorpe.
- Stanley and Outwood.
- Horbury and Ossett.
- Middlestown, Crigglestone and Woolley.

A map of the assessment areas is shown at Fig 5.





**Figure 6 : Access Points to Rights of Way
500m Catchment Distance**

Geographic analysis

To find out how near people live to the path network we used a simple catchment area approach. By identifying entry points to the rights of way network we found that 69% of the population live within 500m (a 10 minute walk for most people) of a public footpath, bridleway or byway. During our use and demand studies, we were able to establish that people were generally willing to walk or ride for approximately 20 minutes to access the path network, although there was some variation to this, particularly from young people who did not want to travel to the start of paths. Using the same methods, 96% of the population are within 1000m (a 20 minute walk) to path entry points.



Although this does not take account of street patterns, the analysis of the catchment area approach shows that some communities have fewer opportunities to walk or ride on rights of way, and users may have to rely on other access to land such as greenspace and parks. Specific areas that lack rights of way and fall outside the 500m catchment distance include north-west Hemsworth, Fryston Park, north of Ferrybridge, south of Pontefract, south of Darrington and the Nostell Estate. The 500m catchment areas are shown in the map Fig 6.



Utility and travel to work analysis

There are environmental and health benefits from getting people to walk or cycle for short journeys. Around 40% of journeys to work involve trips of up to 5km. Currently, approximately 16% of journeys to work in the Wakefield district are undertaken by bicycle and on foot (2001 census). Therefore there is a significant potential to increase cycling and walking journeys to work across the district, with a corresponding reduction in the amount of car usage for journeys to work for journeys of up to 5 km.

Local Transport Plan monitoring data show that current cycling levels are only 1% of total journeys. The LTP has a target of a 10% increase in overall cycling levels and a 20% increase in the number of cycling trips into Wakefield town centre in the morning peak (07.30 – 09.30 hrs) by 2010/11.



Demographic analysis

The density of rights of way varies across the district. Broadly, our analysis shows that there are more recorded routes in rural areas. Of the assessment areas Middlestown, Crigglestone and Woolley; Horbury and Ossett; Ackworth, North Elmsall and Upton; Crofton, Ryhill and Walton have the longest public rights of way networks.

Relating this to the population centres we can see that people in towns generally have fewer opportunities for access locally. The following assessment areas have the least recorded public rights of way in the district:

- Castleford.
- Knottingley.
- South Elmsall and South Kirkby.
- Pontefract and Darrington.
- Normanton and Altofts.
- Featherstone and Sharlston.

See Fig 7.

Rights of way provide valuable links between communities and to local services such as schools and shops. In rural areas the rights of way network may have more value for recreation whereas in urban centres they are more likely to be used for local journeys. Individual paths are valued by people for different reasons and this will impact on their future development and maintenance.



Health analysis

The Community Strategy looks to promote healthy communities and address the inequalities in health and deprivation evident across the district. Areas of the district with the highest health inequalities deprivation and highest percentage of people with a long term illness are:

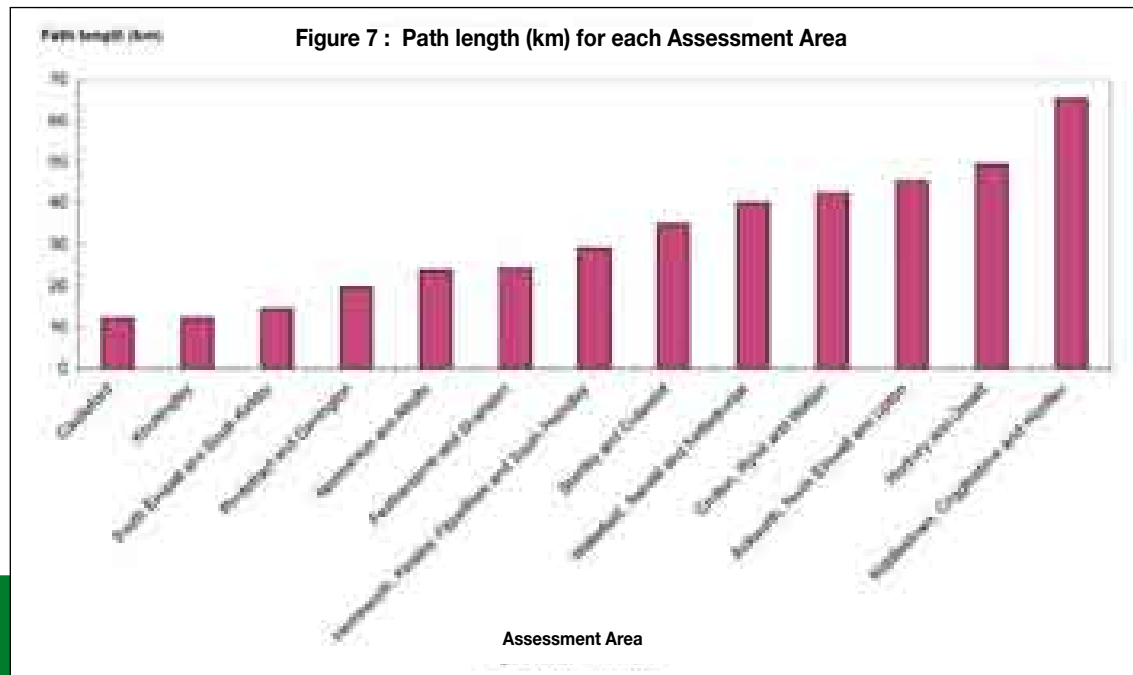
- Knottingley.
- Hemsworth, Kinsley, Fitzwilliam and South Hiendley.
- Featherstone and Sharlston.
- Ackworth, North Elmsall and Upton.
- Castleford.

The benefits of physical activity for improvements to health are well documented. Providing a more accessible network for walking, cycling, horse riding and exercise will contribute to improvements in health and could have greater impact in these areas.

The Local Area Agreement includes the target to increase the percentage of adults participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking and cycling) on three days per week or more to maintain fitness, or five days or more to improve fitness.. The rights of way network offers a significant opportunity to facilitate this target for regular exercise.

Current network activity and future opportunities

As part of our assessment we have collated information on the known current activity and possible future opportunities that can affect the path network. The information gathered can help identify the quick wins and guide the implementation of the action plan. The information is in appendix 1.



5. what conclusions have we drawn?

5.1 Assessment conclusions

Our assessment is based on the following:

- The extent and condition of the existing path network.
- Use and demand studies and other relevant research.
- Needs of path users and those who do not use paths.
- Network adequacy, including geographic and social influences in the district, strengths and weaknesses of the local path network.
- Identified opportunities for access.

From all the information gathered for the assessment, we have made 13 key conclusions under 10 broad headings.

Information

Conclusion 1 – Improved information in a variety of formats can increase use of the path network.

People taking part in the use and demand study considered better availability of information as the top priority for future improvements. There are a number of leaflets and books that promote routes in the district, but other ways of providing information could be adopted to reach a wider audience. On-site

information, web based information, and guided walks to familiarise people with routes could be utilised.

The district's paths are used for a variety of purposes for exercise, utility, recreation and journeys. These could be encouraged by providing additional information about paths, their destination, distance and what will be encountered on the path.

The mapping of promoted routes shows that there are several publications giving information in the district, but there are areas with little or no promoted paths. There is much less information on rides for cyclists and horse riders than for walkers. All recreational users indicated a preference for circular walks and rides and this could be borne in mind if new routes are developed and publicised.

The Council is promoting journeys to work and between facilities on foot and cycle through signage and working with employers, and schools to develop travel plans, walking buses and safer routes to school projects. Information about paths to encourage wider use of routes, promoting exercise and to assist in reducing congestion and reliance on the car could be targeted more widely and used to support existing initiatives such as the health walks and rides programme.



Conclusion 2 – Information on wider access to greenspaces and on other access routes needs to be collated and made more widely available.

Comprehensive information on wider access is not easily available and much is down to local knowledge. Information and signage of permitted routes would make people aware of the many other opportunities for access in the District. This work integrates with the Greenspace Strategy and supports the proposals for developing green corridors.

Recording of routes

Conclusion 3 – The record of public rights of way and other access routes needs to be brought up to date.

The use and demand study highlighted the importance of information as a means of facilitating access. In collating the information for the assessment and the Highway Asset Management Plan, it was apparent that there are gaps in the quality of public rights of way records and other paths used for access. Good quality information will not only assist path users, landowners and developers but will also help in setting targets and priorities for path improvements.

Without a definitive map for the former County Borough of Wakefield, the paths are not highlighted on OS maps and therefore people cannot easily access information about public rights of way.

By establishing the definitive map for Wakefield it will enable signing and information about ways in the city to be publicised with certainty.



The definitive map for the district dates from 1985. It is available for public inspection as a paper copy, with amendments as hand drawn updates. Until outstanding modification order applications are addressed, the extent of the rights of way network in the district will have uncertainty and will not be fully recorded. Once diversion orders are completed it is important to make the information available and signpost the changes on the ground.

Missing links

Conclusion 4 – There is a need for additional off-road routes to address the needs of specific users.

Horse riders and cyclists have more limited opportunities to use the network. Recorded bridleways and byways are not well connected resulting in the use of roads, and informal use of other land and paths are used to fill in gaps. In the use and demand study more paths, with off-road links to join the network, was the fifth in the top ten priorities for future improvements.

The bridleway network provides limited opportunities for circular rides despite a demand for such routes. The opportunities for carriage driving and lawful vehicle use are very limited. Although the demand for such routes is likely to be lower than other path users, it is reasonable to assume that if improved networks were available, this could cater for latent demand, as there would be places where people could go.

Walkers have missing links too e.g. the use and demand study indicated people prefer to get away from traffic, but sometimes there are missing footways on the side of the road, so that rights of way are not connected.



At a community level, the network can be disconnected due to major roads, railways or limited by river crossings. Information from horse riders highlights that major roads can sever the network as equestrians may find crossing difficult. Providing new or improving existing crossings to accommodate the different users may restore connectivity to the network.

Access for all

Conclusion 5 – Blind or partially sighted people and others with mobility problems have limited access to the path network both physically and in terms of information.

We do not have clear information on paths suitable for people with mobility problems and this means that there is very little information available for users. Some leaflets and websites provide limited information.

Promoted routes for people with mobility problems tend to be site based but the use and demand study also indicated that access at these sites was not always easy and that disabled people also wanted access to local paths.





The limited number of routes on sites promoted to people with mobility problems have not always been fully audited. Ongoing maintenance of paths is an issue; consequently users cannot be confident of path standards. Maintenance of paths affects access for people with mobility problems, and the quality of path surfaces, drainage and vegetation are all factors of importance.

The presence of stiles and gates on paths limits use for people with mobility problems and the elderly. Our record of existing stiles and gates (the definitive map and statement) is out of date as it does not take into account whether stiles and gates are still needed. There is no comprehensive assessment of the need for, and condition of, stiles, gates and barriers on paths.. This is limiting the ability to address the needs of people with mobility problems.

Conclusion 6 – There is variation in the accessibility to the path network for some communities and excluded groups – this needs to be addressed so that opportunities to use paths are available to all members of our community.

The area assessment shows that some areas of the district do not have access to rights of way – 68% of people live within a 500m of the network.

Our use and demand study shows that some groups do not use paths due to constraints such as fear of walking alone. Disabled users are restricted by physical barriers and unsuitable surfaces. Equally there are limited opportunities in some parts of the district or lack of access to transport to get to areas with paths.

The value of permissive and informal access on other paths and greenspace needs to be identified, with a view to giving communities better access to the path network and green areas. Black and minority ethnic communities use local paths and not the wider network. Work is needed to better understand and encourage greater participation and access to the path network for excluded groups. There is active promotion of the benefits of walking and cycling using the path network in the district, but survey work suggests that some communities are not participating. The provision of information tends to be limited to leaflets and is not always available in different formats, suitable for a range of path users.

Network maintenance

Conclusion 7 – Insufficient maintenance of paths discourages use and is a concern to all path users.

The use and demand study reflects the importance to all path users, landowners and visitors to the district path maintenance. Standards of maintenance, especially the surface of paths and side vegetation, particularly affects disabled people and blind and partially sighted users. The Greenspace Strategy survey also supports the concern over maintenance. Muddy surfaces were given as a reason for paths not being used.

Requests for action received by the Council indicate user concerns, especially about overgrowth in summer months. Without the regular cutting back programme paths quickly become inaccessible, although well-used paths are less likely to become overgrown.

Improving maintenance of routes by repairing surfaces so they are firmer or smoother was the third most important improvement people would like to see, followed by routes that are clear of vegetation as the fourth highest priority for improvement.

There is currently no hierarchy for inspection and maintenance of rights of way and cycle paths to reflect the level and type of use or construction. Such a hierarchy would enable work to be directed to where it can have best effect.





Conclusion 8 - Improvement to signage can encourage wider use of the network, especially for visitors

The use and demand study recommends improvements to signage to encourage wider use of the path network. Signage was the second most important improvement people wanted to see.

From our records we know that most rural paths are signed where they meet a road, but many urban routes are not signed. Signs have not traditionally included information on destination and distance, but people value this information. They also want to know if there is something of interest e.g. a picnic site, play area, pond etc.

We also know that most rights of way are not signed or waymarked along their route, as this work has not been a priority. Permissive routes and other land with access are not widely signed, so it is not clear if people can walk or ride.

Anti-social behaviour

Conclusion 9 - Problems of anti-social behaviour need to be addressed as this deters people from using paths and impacts on their enjoyment.

The use and demand study includes anti-social behaviour in the top 10 priorities, with stopping illegal motorcycling, more bins and dog foul bins as improvements people would like to see. In the Greenspace Strategy survey respondents identified the three issues of dog fouling, litter and motorcycle misuse as spoiling their visit to paths. The path network should feel safe to use and problems need to be minimised.

Anti-social behaviour and crime are a key concern to landowners and those living near to paths. There are wider



environmental and social benefits from addressing anti-social behaviour associated with the public path network.

Updating the network

Conclusion 10 - There is a need to update the network to reflect current needs and use.

Public rights of way are not always used on their legally recorded routes. Landowners mentioned people taking short cuts. The rights of way performance indicator surveys highlight that on average 10% of paths are not easy to use due to issues relating to the recorded line of the path or obstructions. Parts of the path network could be diverted to reflect current patterns of use and/or resolve longstanding issues.

Experience shows us that some rural paths affected by development do not always serve the needs of users and path surfaces and widths may need to be improved as the character of the path is altered.

It is essential to work co-operatively with developers, owners and occupiers of land to better manage the path network, to identify and achieve missing links, to reflect changed use, and up date the network to meet present and future needs.

Enhancing the network

Conclusion 11 - Path enhancements can increase use and add to people's enjoyment

The use and demand study supports the view that additional facilities on paths are important. These include seating, resting and viewing areas. These can be particularly important to people with mobility problems as they provide a place to have a rest before going on.



Requests for lighting on paths and surface improvements support the demand for improvements to paths, to make them more attractive to users. This could also include cycle parking and other facilities, such as artwork.

Partnership working

Conclusion 12 - The rights of way network should not be considered in isolation. Use of, management of and improvements to rights of way are interlinked with many other existing and proposed plans and strategies.

The benefits of partnership working and engaging with local people is clear. It will be important to work closely with partners to identify and deliver actions within agreed timescales that achieve common objectives. There is a need to build on the consultation work undertaken so far and encourage greater community involvement in decision making through existing engagement such as the Citizens' Panel, Local Access Forum, user groups and parish councils. It is also important to establish links with excluded groups so that wider participation can be developed.

Enhancing economic opportunities

Conclusion 13 - There is untapped potential for long distance routes in the district that could link to regional and national trails and routes, such as the Trans Pennine Trail and the National Cycle Network.

These could attract district wide economic opportunities through sustainable tourism, particularly if integrated with local circular link routes and key sites.

6. what are we going to do in the future?

6.1 Statement of action

The Statement of Action sets out the activities that will address the 13 conclusions identified within the ROWIP. The implementation of the actions will be dependent on available resources. The levels of funding against each action are only indicative and do not necessarily guarantee that funding is available. However, funding from the Local Transport Plan has been secured for the next 5 years,

and will, when combined with revenue funds provide a substantial level of funding for many of the early actions.

Throughout the life of the plan (10 years) funding opportunities will be explored and maximised in order to implement as many of the actions as possible. Other typical funding opportunities include:

- Neighbourhood Renewal Fund.
- Lottery Fund.

- Developer contributions.

The table below indicates our proposals including identification of key partners and resources to deliver the actions.

Key to required resources:

£L = low, up to £10k, £M = medium, between £10k and £100k, £H = high, above £100k

Conclusion 1: Information – Improved information in a variety of formats can increase use of the path network.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
1.1	Develop a programme to guide enhanced signing provision (e.g. include additional information on information boards, path signs and publicity materials including for example access points, destinations, journey times, distance, gates, stiles, points of interest and permitted path users).	PROW RST & HT PPR LOs ER	£M	2009	Policy agreed	Delivery of 3.5
1.2	Develop a research project to determine how best to increase use of the path network. (e.g. use of guided walks, notice boards, leaflets, books, libraries, schools, health centres, pubs and new technology such as internet, website, GPS, mobile phones and virtual tours).	PROW RST & HT PPR PTCC LAs LOs AS	£L	Dec 2008 Pilot 1 Assessment area to identify resource input for the district	Research complete	IT package Partnerships Leads to further projects £L, M
1.3	Develop in partnership with user groups a comprehensive network of promoted paths, particularly in areas with little or no existing provision. Circular and community routes are especially popular according to our research.	PROW RST & HT PPR PTCC UG LAs LOs	£M	2008 - 2011	Project complete	Network availability and Partnerships Links to 7.6

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
1.4	Promote paths in conjunction with public and community transport, including areas where there is a lack of rights of way and opportunity for circular routes.	PROW RST & HT PPR PTCC UG LAs PTOs LOs	£M	2008 – 2011	Project complete	Partnerships Links to 7.3
1.5	Develop links with schools, youth groups, places of worship, community projects and volunteers to encourage community involvement to raise awareness of the path network.	PROW RST & HT PPR PTCC UG PTOs TS FS DAs BTCV	£M	2008 – 2011	Project complete	Partnerships Links to 7.6

Conclusion 2: Information on wider access to Greenspaces and on other access routes needs to be collated and made more widely available.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
2.1	Collate information on wider access routes, so that rights of way can be promoted in conjunction with other access opportunities.	PROW PPR RST & HT	£L	Dec 2008	Information available on the website	Partnerships Delivery of 3.4



Conclusion 3: Recording of routes – The record of public rights of way and other access routes needs to be brought up to date.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
3.1	Establish the definitive map for the former County Borough of Wakefield.	PROW LDS	£M	Mar 2010	Project complete Definitive map published and available	
3.2	Complete the outstanding modification order applications in priority order.	PROW LDS	£H	By 2019	Clear backlog	Backlog can be dealt with sooner with additional resources
3.3	Complete the outstanding diversion order applications in priority order.	PROW LDS	£H	By 2019	Clear backlog	Backlog can be dealt with sooner with additional resources
3.4	Establish and keep up to date records of permissive and other paths used for access (e.g. green lanes and roads maintained in character).	PROW LDS HDC LOs	£L	Dec 2007	Records established	IT package Limks to 7.4
3.5	Establish and keep up to date the asset record including the path features (e.g. barriers, sign locations, bridges, stiles, gates and surfacing detail) by means of an asset survey.	PROW	£M	Dec 2008	Records established	IT package
3.6	Update and maintain records of cycle routes.	HNM	£L	Included in HAMP (dates to be confirmed)	Records established	IT package

Conclusion 4: Missing links – There is a need for additional off-road routes to address the needs of specific users.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
4.1	Identify additional, prioritised links and appropriate facilities to create safe and attractive opportunities for circular routes for all users. This may include higher rights on existing routes.	PROW PPR PTCC LOs LSD LAs RST & HT P&RS ST BW EA NT HA UG BTCV DEV	£L	ID routes 2011	Identification complete	Available routes Partnerships Leads to further projects e.g. new routes and links (£L, M, H) resources to be identified Consider with 3.2
4.2	Identify missing footway links to create continuity between paths that exit onto roads where no facilities currently exist.	PROW HDC RST & HT HNM LOs DEV	£L	ID routes by 2011	Project complete	Available routes Partnerships Leads to further projects e.g. new links (£L, M, H) resources to be identified
4.3	Identify possible new or enhanced crossings such as zebras, pelicans, toucans and pegasus and horse holding areas to enable safer crossing of busy roads.	PROW HDC RST & HT HNM UG LOs DEV	£L	ID routes by 2011	Project complete	Available sites Partnerships Leads to further projects (£L, M, H) resources to be identified

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
4.4	Identify highway grass verges that can be made more accessible and be suitably maintained for use especially by horse riders.	PROW HDC HNM NE BW DEV UG	£L	ID sites by 2008	Project complete	Available sites Partnerships Leads to further projects (£L, M) resources to be identified
4.5	Identify possible horse riding use of cycle tracks.	PROW RST & HT LDS UG ST	£L	ID routes by 2008	Project complete	Available routes Partnerships Leads to further projects (£L, M) resources to be identified
4.6	Identify desirable bridge and underpass links to connect existing cul-de-sac paths and to cross rivers, canals, railways and motorways (as part of future developments such as Highways Agency Route Management Strategies e.g. M1/M621).	PROW LOs HA RST & HT NR P&RS DEV UG	£L	ID routes by 2011	Project complete	Available routes Partnerships Leads to further projects (£L, M, H) resources to be identified



Photograph courtesy of D.R.Keighley



Conclusion 5: Access for all – Blind or partially sighted people and others with mobility problems have limited access to the path network both physically and in terms of information.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
5.1	Develop a pilot scheme to see how best to provide information that enables all path users, including blind or partially sighted people and others with mobility problems, to judge existing suitability and determine possible improvements to enable future ease of use. (e.g. include information about gates, stiles, steps, steep gradients, path surfaces and proximity to available car parking and toilet facilities).	PROW PPR PTCC RST & HT LOs AS NS	£M	Pilot project 2009 - 2011	Report on Pilot findings	Delivery of 3.5, 2.1, 1.1 Work with user groups
5.2	Develop a policy of least restrictive access.	PROW LDS LOs	£L	2009	Policy in place	Delivery of 3.5 Leads to further projects (£L, M) resources to be identified
5.3	Identify suitable sites for parking cars and horse boxes for those with mobility difficulties, horse riders and visitors to the district. This could open up wider access to areas other than busy 'honey pot' sites.	PROW PPR LOs P&RS CP	£L	Dec 2008	Sites identified	Available sites Partnerships Leads to further projects (£L, M, H) resources to be identified
5.4	Audit key sites in the district to improve access for people with mobility problems and sight impairment.	PPR UG LOs AS	£L	2007 – 2009	Audits completed	Available sites Partnerships Leads to further projects (£L, M, H) resources to be identified



Conclusion 6: There is variation in the accessibility to the path network for some communities – this needs to be addressed so that opportunities to use paths are available to all members of our community.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
6.1	Support and facilitate guided walks and rides to give confidence to those with fears of using the path network alone and provide health benefits.	PROW RST & HT PPR UG	£L	2006 – 2011	5% yearly increase in participants on walks and rides	Publicity User uptake Partnerships
6.2	Research the needs of all excluded groups to develop wider participation in the path network Pilot project to determine how to encourage wider access by low use groups.	PROW RST & HT PPR PTCC UG FS	£M	2009 – 2011 Pilot project	Research project complete	Partnerships Leads to further projects (£L, M) Work with key groups Link to 5.1



Conclusion 7: Network maintenance – Insufficient maintenance of paths discourages use and is a concern to all path users.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
7.1	Develop a programme of network inspection to ensure rights of way meet safety standards appropriate to their character and use.	PROW UG HNM LOs	£M	Dec 2007	Inspection programme in place Full network survey completed	Completion of 3.5 IT package
7.2	Develop the programme of pro-active maintenance, signing and enforcement for rights of way.	PROW HNM LDS	£H	Ongoing	Research programme in place by 2008 BVPI 178 targets met	Delivery of 7.1
7.3	Identify paths that are suitable for enhanced maintenance, possibly with tarmac surfaces and street lighting, especially to schools, public transport interchanges and community facilities to secure adequate maintenance provision.	PROW HDC HNM AS RST & HT SP	£L	Dec 2008	Paths identified and prioritised	IT package Leads to further projects (EM, H)
7.4	Establish maintenance agreements to permissive routes, appropriate to their character and use.	PROW LDS LOs	£M	Dec 2008	Agreements in place	Delivery of 3.4 Partnerships
7.5	Produce an Equestrian Strategy to complement the LTP Walking and Cycling Strategies to guide the use and development of bridleways and wider areas of suitable access.	PROW UG HDC HNM LAs CS	£L	Mar 2010	Strategy in place	Information from 3.1, 3.2, 3.3, 3.4, 3.5 Leads to further projects (EM, H) resources to be identified
7.6	Develop community involvement to encourage greater participation in management of rights of way, including working with parish and town councils and community groups.	PROW PPR PTCC UG FS	£L	Ongoing	Annual review	Partnerships Community involvement Links to 1.3, 1.6, 6.1

Conclusion 8: Improvement to signage can encourage wider use of the network especially for visitors.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
8.1	Develop a programme to provide signs on urban routes, e.g. where paths commence away from roadsides such as ginnels on estates.	PROW HDC HNM SP	£M	Dec 2010	Policy in place	Information from 3.1, 3.2, 3.3, 3.4, 5.5
8.2	Develop a policy to identify the need for the provision of further signing to places of interest.	PROW PPR PTCC UG CS	£M	Dec 2011	Policy in place	Information from 3.1, 3.2, 3.3, 3.4, 5.5
8.3	Develop a waymarking programme.	PROW RST & HT PPR UG LOs	£M	2 Assessment areas per year x 7 years until 2014	Programme in place	IT package Community and user group involvement Link to 7.6
8.4	Develop a programme to sign permissive routes, routes in parks and access land and include, where appropriate, additional information.	PROW PTCC PPR UG LOs	£L	2010/11	Programme in place	Delivery of 3.4, 7.4 Partnerships
8.5	Develop a programme to identify sites for warning signs for road users at path crossing and emergence points e.g. 'footpath/cycle track/bridleway crossing ahead' to improve safety for path users.	PROW HDC HNM PTCC UG LOs	£M	Dec 2010/11	Programme in place	IT package Available sites Partnerships

Conclusion 9: Anti-social behaviour – Problems of anti-social behaviour need to be addressed as this deters people from using paths and impacts on their enjoyment.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
9.1	Develop a programme to identify sites for appropriate signage and access controls to deter unauthorised off road motorcycle usage on the path network.	PROW LOs PTCC NS	£M	2010/11	Programme in place	Available sites Consider with 5.2, 8.2
9.2	Enhance existing liaison work with enforcement agencies and other partners to deter path misuse and improve safety and quality of routes e.g. CCTV provision.	PROW LDS NS CS WYP	£L	2008	Enhanced liaison in place	Consider with 9.5 Leads to further projects (£M) resources to be identified
9.3	Investigate the provision of possible sites where organised, controlled and supervised off road motorcycle use could take place.	PTCC UG LOs NS	£L	Dec 2011	Sites identified	Suitable sites Resources Partnerships Leads to further projects (£M, H) resources to be identified
9.4	Identify sites to extend litter and dog bin provision in urban and rural areas.	NS PTCC	£L	Dec 2011	Sites identified	Sites Resources Partnerships Leads to further projects (£L, M) resources to be identified
9.5	Implement gating orders where appropriate to manage misuse of paths to support safer communities and reduce anti-social behaviour where previous interventions have not worked.	NS LDS PROW	£H	To be decided	Commence gating orders in line with agreed policy	Resources to be identified

Conclusion 10: Updating the network – There is a need to update the network to reflect current needs and use.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
10.1	Develop a programme to resolve the issue of paths that are not used on their legal line and/or are obstructed. Implement the best solution (e.g. diversion, modification or as a last resort, enforcement.). Complement with the proposed annual waymarking programme.	PROW LDS	£M	Identify 2008 Deliver 2015/16	50% of long standing issues resolved (e.g. 4 path problems each year)	Information from 3.1, 3.2, 3.3, 3.4, 3.5, 8.3 Some costs met by landowners
10.2	Develop a protocol to work with planners and developers to cater for path user needs and enhancement of the path network when development and change of land use occurs.	PROW HDC LDS LOs P&RS DAs DEV	£L	Dec 2008	Protocol in place	Information from 3.1, 3.2, 3.3, 3.5
10.3	Identify routes that enable path users to access community facilities such as safer routes to school and public transport interchanges and consider appropriate improvements to make them fit for purpose.	PROW HDC HNM P&RS AS SP RST & HT	£L	Dec 2011	Routes identified	Consider with 7.3 Leads to further projects (£M, H)



Conclusion 11: Enhancing the network – Path enhancements can increase use and add to people’s enjoyment.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
11.1	Identify sites for seating and resting areas, cycle parking, mounting blocks, artwork and tree planting along paths. Seating can be especially useful to path users who experience mobility problems.	PROW HNM PPR PTCC LOs NS	£M	Identify 2008 Deliver 2010/11	Sites identified	Identify suitable sites, Partnerships Leads to further projects (£M) Resources to be identified Community involvement
11.2	Identify lighting provision on paths.	HDC HNM PTCC HA NS SL P&RS	£L	Ongoing	Sites identified	Identify suitable sites, Partnerships May be included in further projects/leads to further projects (£M, H) Consider with 7.3
11.3	Develop a hierarchy to improve path surfacing and drainage to take account of all user needs, future use and existing path character.	PROW LDS HDC HNM PTCC UG LOs HA	£M	2015/16	Hierarchy in place	Partnerships Consultation Leads to further projects (£L, M, H) Resources to be identified Consider with 3.2 Increased maintenance requirements



Conclusion 12: Partnership working – The rights of way network should not be considered in isolation. Use of, management of and improvements to rights of way are interlinked with many other existing and proposed plans and strategies.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
12.1	Identify partners, and embed proposed actions in other existing and developing contributory strategies and local plans to achieve common objectives.	All	£L	Annual review	Proposed actions embedded in other plans and strategies ROWIP APR	Partnerships Annual monitoring and review
12.2	With partners, identify project leaders and budget opportunities to enhance the delivery of proposed actions.	All	£L	Annual review	Successful delivery of action proposals ROWIP APR	Partnerships Annual monitoring and review
12.3	Develop links with community groups, user groups and other interested parties to assist with the development and implementation of proposed actions.	All	£L	Annual review	Links established with Community Groups	Partnerships Annual monitoring and review Links to 1.5, 7.6

Conclusion 13: Enhancing economic opportunities – There is untapped potential for long distance routes in the district that could link to regional and national trails and routes, such as the Trans Pennine Trail and the National Cycle Network. These could attract district wide economic opportunities through sustainable tourism, particularly if integrated with local circular link routes and key sites.

Ref	Proposed Action	Key Partners	Required Resources £	Milestone dates	Progress and Monitoring	Factors affecting success
13.1	Develop a strategic network of district wide paths to link into long distance regional and national trails and integrated feeder routes.	BW, EA, LAs, LOs, NR, P&RS, PTCC, PPR, ST, UG	£M, H	Ongoing	Annual Review	Partnerships Links to 4.1, 4.6, 7.3, 8.2, 8.4, 10.2, 10.3, 12.1
13.2	Develop collaborative promotion of paths to link with district wide tourism sites (eg sporting, wildlife, historical and cultural sites).	CS, DAs, FS, LAs, LOs, LSP/WDP, NT, PTCC, PPR, PTO, UG	£L, M	Ongoing	Annual Review	Partnerships Links to 1.3, 1.4, 1.6, 2.1, 3.1, 3.4, 3.5, 5.3, 7.6, 8.2, 8.4, 11.1, 12.2

6.2 Implementation, monitoring and review

Whilst it is acknowledged that there is currently no statutory requirement to implement ROWIPs, in anticipation of their proposed integration into the LTPs, the Council will produce an Annual Rights of Way Improvement Plan Progress Report (ROWIP APR).

The Annual ROWIP APR will be published to monitor progress against the action plan proposals.

We will consider:

- if we are doing the right things (completed actions).
- if our actions are having any impact (desired outcomes such as greater use or increased user/landowner satisfaction).
- what other actions do we need to do next to continue delivering improvements.

Our current baseline data includes:

- BVPI 178, which measures annually the percentage of public rights of way that are considered 'easy to use', by members of the public.
- Quantitative data from the use and demand questionnaire that was posted on the Council's website.
- Greenspace survey information.

We recognise that further more robust and repeatable research will be required to establish wider and measurable baseline information for our monitoring and this will be developed as part of the ROWIP, including use of the Citizens' Panel



appendices

Appendix 1 - Current network activity and future opportunities

Assessment Area	Current Activities	Future Opportunities
Crofton, Ryhill and Walton	<p>Promoted routes - the Waterton Trail, Newmillerdam Country Walks, Haw Park Wood trails, Trans Pennine Trail, Royston Boundary Walk, Havercroft Heritage Trail and Wakefield Way.</p> <p>Events at Anglers Country Park.</p> <p>Notton has parish council walks.</p> <p>Health walks in Walton and Crofton.</p>	<p>Formalise and promote the informal path network.</p> <p>Develop area for cycling and horse riding by completing missing links in the network for these users.</p> <p>Develop disabled access opportunities building on the facilities already available e.g. toilets, cafes etc.</p> <p>Develop links to Nostell and into Barnsley district.</p> <p>Barnsley cross boundary cycle way project to link to Old Moor Wetland area.</p> <p>Improve Trans Pennine Trail for horse riders to avoid on road sections.</p>
Stanley and Outwood	<p>Trans Pennine Trail and Leeds Country Way.</p> <p>Cycle route at Wrenthorpe Park.</p> <p>Disused railway lines – developed for walking, cycling and horse riding.</p> <p>Access to canal and river.</p> <p>Stanley Ferry Marina area attractive to visitors.</p> <p>Stanley Country Walks leaflet.</p> <p>Health walks from Stanley.</p>	<p>Improve cycling and horse riding route for Trans Pennine Trail through Stanley.</p> <p>Develop Newmarket Country Park area at Bottomboat.</p> <p>Protect existing greenspaces from development.</p> <p>Upgrade rural paths now in urban area to serve local needs.</p> <p>Develop links in to Wakefield for walkers and cyclists.</p> <p>Improved access to River Calder.</p> <p>Link to Outwood rail station.</p>
Horbury and Ossett	<p>Area has sections of the Leeds Country Way, Kirklees Way and Wakefield Way as the area is on boundary of the 3 districts.</p> <p>Horbury Cycle Route links Horbury and Wakefield.</p> <p>Health walks from Ossett and Horbury.</p>	<p>Protect and improve links along the river and canal.</p> <p>Increase bridleway links e.g. to land at Roundwood where there is informal use.</p> <p>Control motorcycle access to areas affected.</p> <p>Sign and improve urban paths to enhance and facilitate walking between the two communities.</p> <p>Investigate disused railway line links to Dewsbury from Ossett.</p>

Assessment Area	Current Activities	Future Opportunities
Middlestown, Crigglestone and Woolley	<p>Promoted routes include the Dearne Way, Country Walks leaflets starting at Woolley and Bretton and the Wakefield Way.</p> <p>Health walks at Pugneys.</p> <p>Promotion of the key sites as gateways to the wider countryside.</p> <p>Activity for all project at Pugneys Country Park under development.</p> <p>Health walks from Bretton Country Park.</p>	<p>Develop links on disused railway network e.g. Newmillerdam Country Park to the Trans Pennine Trail at Old Royston via the Chevet branch line.</p> <p>Riverside and canal-side routes.</p> <p>Links into new development at Woolley, and to Darton rail station.</p> <p>Promote links beyond the district boundary to Cawthorne and Cannon Hall Country Park.</p> <p>Links into and from key visitor attractions.</p> <p>Promote links between Sandal Castle and Pugneys.</p> <p>Improve facilities on key visitor sites such as signage and information.</p> <p>Tourism potential of area – network of well promoted routes.</p> <p>Link cul-de-sac paths severed by the M1 as part of the M1/M621 Route Management Strategy.</p> <p>Link cul-de-sac paths severed by the Barnsley to Wakefield railway line, near Woolley tunnel.</p> <p>Develop links to the British Oak coal disposal reclamation site at Calder Grove.</p>
South Elmsall and South Kirkby	<p>SESKU Ringway developed and maintained by the community.</p> <p>Links into Howell Wood.</p> <p>Wakefield Way.</p> <p>Development of permissive routes on former reclamation sites.</p> <p>Routes under farm Environmental Stewardship Scheme.</p>	<p>Improve area for cycling and links to Hemsworth.</p> <p>Formally record access to reclaimed colliery sites.</p> <p>Develop links to Howell Wood and Frickley Country Parks.</p> <p>Proposed new health walk from Minsthorpe.</p>
Featherstone and Sharlston	<p>Country walks leaflet from Purston Park.</p> <p>Health walks.</p>	<p>Links to railway stations at Streethouse and Featherstone.</p> <p>Links to Pontefract (Halfpenny Lane) and Castleford.</p> <p>Provide more information on access to reclaimed areas such as the Ackton and Sharlston former colliery sites.</p> <p>Access south to Nostell Priory.</p> <p>Improve links to Pontefract Park.</p>
Normanton and Altofts	<p>Health walks.</p> <p>Promoted access to area such as the Trans Pennine Trail.</p> <p>Extensive area of common land with access.</p> <p>Country walks leaflet from Heath – needs reprinting.</p> <p>Wakefield Way.</p>	<p>Develop formal access along river and canal.</p> <p>Welbeck offers wider opportunities to extend network and create missing links.</p> <p>Improve access to Trans Pennine Trail for horse riders and cyclists – improve bridge crossing over the river.</p> <p>Develop links from Normanton Station and into Wakefield along the river to former power station site and waterfront in Wakefield.</p> <p>Development of paths along the Goosehill – Oakenshaw disused railway line to create circular routes linking to the Trans Pennine Trail and open access land.</p>

Assessment Area	Current Activities	Future Opportunities
Wakefield, Sandal and Kettlethorpe	<p>The Museum Service promoted a city trail taking in historic buildings.</p> <p>Routes to school are developed.</p> <p>Health walking from Council work places is promoted.</p> <p>Cycle lanes into the city centre and linking into Horbury.</p> <p>Sandal curves path from Sandal and Agbrigg Station to Walton.</p> <p>Established Health cycle ride at Eastmoor.</p> <p>Health walks from County Hall, New Southgate, Eastmoor, Lupset, Thornes Park and Kettlethorpe.</p>	<p>Attractive areas on the edge of the city could be promoted.</p> <p>Link pedestrian and cycle routes to the waterfront development and river corridor.</p> <p>Develop quality routes out of the city and between key locations such as between Portobello, Sandal and Kettlethorpe to link residential areas to Sandal Castle and local schools.</p> <p>Improve signage into and around the city to encourage cycling and walking journeys.</p> <p>Links to Kirkgate and Westgate rail stations.</p>
Hemsworth, Kinsley, Fitzwilliam and South Hiendley	<p>Wakefield Way.</p> <p>Links to Havercroft Heritage Trail.</p> <p>Established Health cycle ride from Hemsworth Water Park.</p> <p>Health walk at Havercroft.</p>	<p>Development of paths on the disused railway lines.</p> <p>Complete circular bridleway.</p> <p>Improve links to Fitzwilliam railway station.</p> <p>Links between neighbouring communities could be improved.</p> <p>Hemsworth-A1link offers future opportunities to extend the network.</p> <p>Promote and develop cross boundary links in to South Yorkshire.</p> <p>Divert paths to routes walked and ridden to reflect current use and the needs of modern farming.</p> <p>Control motorcycle access to areas affected.</p>
Ackworth, North Elmsall and Upton	<p>Dando Way is a long established multi-user route in Ackworth providing a valuable link in the network.</p> <p>The National Trust is developing permissive paths at Nostell Priory.</p> <p>Promoted Country Walks leaflets at Ackworth and Upton.</p> <p>SESKU Ringway through Upton.</p> <p>Health walk with National Trust at Nostell Priory.</p>	<p>Develop and promote circular ride for equestrians.</p> <p>Improve links to Fitzwilliam (access to Railway Station) and Pontefract.</p> <p>Address longstanding issues of ploughing and cropping.</p> <p>Improve access to Upton Colliery site.</p> <p>A1-Hemsworth link will affect area.</p> <p>Realign some paths to meet modern agriculture and to routes preferred by public.</p> <p>Identify missing footways to link public rights of way.</p> <p>Improve road crossings for the rights of way network.</p> <p>Investigate links along the Hull and Barnsley disused railway line from the SESKU Ringway towards Kirk Smeaton, which could provide a crossing under the A1 and provide a circular route to Brockadale Wood.</p>

Assessment Area	Current Activities	Future Opportunities
Pontefract and Darrington	<p>Pontefract Park cycle route between Castleford and Pontefract.</p> <p>Cycle route adjacent to the M62.</p> <p>Pontefract Heritage walks and Pontefract Castle.</p> <p>Wakefield Way.</p> <p>Health walks.</p>	<p>Development of path links at the former Prince of Wales site.</p> <p>Improved facilities at Glasshoughton site.</p> <p>Enhance quality of route to Xscape.</p> <p>Negotiate bridleway use of the Pontefract Park cycle path.</p> <p>Increase opportunities for walking, cycling and horse riding in the rural area with few paths.</p> <p>Investigate the network of green lanes to link Pontefract and Knottingley.</p> <p>Enhance urban routes to meet local needs and link to facilities.</p> <p>Establish links to neighbouring centres such as Knottingley and Featherstone.</p> <p>Improved links to Pontefract railway stations.</p>
Castleford	<p>Promoted routes - Castleford Heritage Trail with short walks.</p> <p>Cycle path development linking into Pontefract Park.</p> <p>Cycle path development along the river from Methley Bridge to Castleford.</p> <p>Health bike ride and walk established at Glasshoughton.</p> <p>Health walk in Airedale.</p>	<p>New pedestrian bridge over the river linking to Allerton Bywater.</p> <p>Improved access at Glasshoughton site.</p> <p>Formalize access to Fryston Wood.</p> <p>Develop links to Pontefract Park.</p> <p>Improved access along the river bank.</p> <p>Links west along the Methley Joint Lines disused railway line to the Trans Pennine Trail at Bottomboat and east to Glasshoughton and Pontefract.</p> <p>Improved access to reclamation site off Wheldon Road.</p> <p>Better links to Featherstone and Pontefract.</p> <p>Links across the river on the disused Allerton Bywater railway line to the Lines Greenway and RSPB, Fairburn in the Leeds district.</p> <p>Links to Glasshoughton and Castleford rail stations</p>
Knottingley	<p>Promoted health walk leaflet.</p> <p>Health walk from Ferrybridge Health Centre.</p>	<p>Develop and promote the waterside routes using canal and river.</p> <p>Potential links into North Yorkshire.</p> <p>Some sections of rights of way need realigning to reflect existing use.</p> <p>Develop and formalize paths at Ferrybridge towards Fryston Wood.</p> <p>Interpret heritage of area and promote walking, cycling and horse riding routes.</p>



Appendix 2 - List of consultees

User Groups
Access Group
Country Land and Business Association
National Farmers Union
Farming & Wildlife Advisory Group
Wakefield Riding for the Disabled
Sustrans
Wakefield District Cycle Forum
Trans Pennine Trail Officer
Wrenthorpe Environmental Society
Wakefield District Local Access Forum Members
WMDC Councillors
Parish, Town and Community Councils and Community Associations
Health Walkers
Health Cycle Riders
British Waterways
WMDC Neighbourhood Services
WMDC Cultural Services
WMDC Sports Development
WMDC Equality and Diversity
WMDC Community Safety
British Trust for Conservation Volunteers
Groundwork Wakefield

Environment Agency
Natural England
English Heritage
National Trust
Yorkshire and Humber Assembly
Yorkshire Forward
Wakefield First
Wakefield Biodiversity Group
West Yorkshire Strategic Health Authority
Mid Yorkshire Hospital Trust
Wakefield District Primary Care Trust
South West Yorkshire Mental Health Trust
Mid Yorkshire Chamber of Commerce and Industry
Age Concern
Wakefield District Housing

Neighbouring Local Authorities

Leeds City Council
Kirklees Metropolitan Council
North Yorkshire County Council
Doncaster Metropolitan Borough Council
Barnsley Metropolitan Borough Council

Bibliography and References

Use and Demand Studies of the Rights of Way Network (Dec 2005)
ROWIP Assessment (July 2006)
Health Profile for Wakefield
Census 2001
Wakefield Citizens' Panel Report:
Culture and Sport Survey (Nov 2006)



glossary – list of abbreviations and terms

Abbreviation	Full title	Abbreviation	Full title	Abbreviation	Full title
AS	Access to Services	HA	Highways Agency	P & RS	Planning and Regeneration Services
BME	Black and Minority Ethnic	HAMP	Highways Asset Management Plan	PPG	Policy Planning Guidance
BOAT	Byway Open to All Traffic	HDC	Highways Development Control	PTCC	Parish, Town and Community Councils
BTCV	British Trust for Conservation Volunteers	HNM	Highways Network Management	PPR	Parks and Public Realm
BVPI 178	Best Value Performance Indicator 178 - Paths easy to use by members of the public	IT	Information Technology	PROW	Public Rights of Way
BW	British Waterways	LAs	Neighbouring Local Authorities	PTO	Public Transport Operators
CP	Car Parks Section	LAA	Local Area Agreement	ROWIP	Rights of Way Improvement Plan
CROW 2000	Countryside and Rights of Way Act 2000	LAF	Local Access Forum	ROWIP APR	ROWIP Annual Progress Report
CS	Cultural Services	LDF	Local Development Plan	RSPB	Royal Society for the Protection of Birds
DAs	Development Agencies	LDS	Legal and Democratic Services	RST & HT	Royal Safety Team & Healthy Transport
DDA	Disability Discrimination Act	LOs	Landowners & Land Managers	SL	Street Lighting
DEV	Developers	LSP	Local Strategic Partnership	SP	Spatial Policy
EA	Environment Agency	LTP	Local Transport Plan	ST	Sustrans
FS	Family Services	NS	Neighbourhood Services	UDP	Unitary Development Plan
		NE	Natural England	UG	User Groups
		NR	Network Rail	WDP	Wakefield District Partnership (Local Strategic Partnership)
		NT	National Trust		





www.wakefield.gov.uk/footpaths

